City of Richmond

Report to Committee
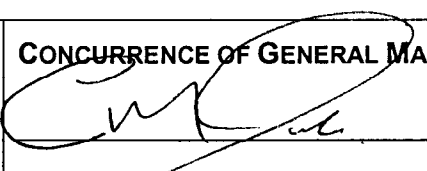
To:	General Purposes Committee	**Date:**	October 18, 2002
From:	Ward Clapham (Supt.) OIC Richmond RCMP Detachment	**File:**	6450-01
Re:	**STRATEGIES TO DISCOURAGE STREET RACING**		

Staff Recommendation

That the report on **"Strategies to Discourage Street Racing"**, be referred to the Community Safety Committee, for detailed consideration of prioritization and funding issues, regarding the proposed short and long term strategies to discourage street racing, and

That this report be considered as part of the review of the RCMP's five year service plan.

Ward Clapham (Supt.)
OIC Richmond RCMP Detachment

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Staff Report

Origin

At the April 22, 2002 regular Council meeting, the following resolutions with respect to the issue of street racing were approved:

(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 ... to address street racing and report on the results of the assessment.

(2) That Richmond RCMP and Transportation staff review the feedback obtained at the public forum on street racing held April 9, 2002 and incorporate any identified feasible measures into the follow-up staff report identified in Recommendation 1.

This report summarizes the actions implemented to date in Richmond to address the issue and reviews current legislation related to speeding and street racing. Technologies available to address street racing are presented and an assessment provided of the feasibility of the various measures identified in the previous report and at the April 9, 2002 public forum as well as further initiatives identified at the October 12, 2002 public forum on street racing. A package of short-term and long-term actions derived from these resources and options is proposed to address the issue.

Analysis

1. Actions Implemented to Date in Richmond

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 community. Richmond RCMP, the City and other agencies have undertaken a number of initiatives to address the issue.

1.1   Richmond RCMP Initiatives

- *Targeted Traffic Enforcement Program* – under this program, Richmond RCMP provided extra hours of traffic enforcement between April and December with ICBC funding the annual cost of police-volunteered overtime and program administration. High-risk routes were targeted based on crash reports, ICBC claims data and municipal traffic accident summary reports. Corridor enforcement in 1998 and 1999 was targeted on Blundell Road and moved to Cambie Road for 2000 and 2001 due to changing traffic accident patterns. The program is an excellent tool for targeting aggressive drivers, defective vehicles and prohibited drivers and reviewing driving records. The program was cancelled in 2002 as ICBC and the RCMP could not agree on a contract, however, the program may become available again in 2003.

- *Public Forum on Street Racing (April 9, 2002)* – Richmond RCMP organized a public forum on street racing with the participation of various media, the City of Richmond, ICBC, Richmond School District and other stakeholders on April 9, 2002 at Boyd Secondary School. The forum was intended to educate the community on the dangers of road racing and generate public discussion and feedback on the issue. Approximately 500 people

attended the forum and participants suggested a number of actions to address the issue (see Attachment 1). Police intend to review and analyze these suggestions, along with those generated at the October 12, 2002 public forum (see Section 1.4 of this report), to identify feasible and effective tools to combat the problem. Richmond RCMP also continue to work with the various groups, committees and agencies that have formed to address the problem (see Section 1.4).

- *Integrated Enforcement Team* – despite the loss of ICBC funding for corridor enforcement in 2002, overtime for officers has been authorized and internally funded by the Detachment for special shifts to target certain times and locations where known street racing and aggressive driving occurs. On weekends during each summer of 2000-2002, a joint partnership of Richmond RCMP, Deas Island Highway Patrol, Delta Police Department and Crime Watch volunteers identified locations where suspected street racers gather and performed inspections of the vehicles for defects and compliance with factory standards.

- *Aggressive Driving / Street Racing Committee* – this internal committee is spearheaded by the NCO in charge of the Traffic Section and emphasizes a holistic approach encompassing community protection, prevention, enforcement, and quality service. Rather than routine patrols, police patrols are dedicated to known areas of aggressive driving based on intelligence.

- *Officer Education* – additional in-house training on traffic laws and regulations pertinent to street racing is being provided to General Duty and YVR officers and all General Duty officers and other detachment members have been given a comprehensive binder of traffic laws and regulations for reference.

- *Community Station Policing / School Liaison Officers* – 17 traffic officers, 18 community station police officers, 4 community policing officers, and 6 school liaison officers are working on a variety of education and prevention initiatives with a focus on the peer-to-peer pressures that many youth are experiencing regarding street racing. The officers also provide regular lectures on the dangers of road racing in the schools. These lectures have been advertised to all school administrative teams and they are available upon request from the schools. An additional two new school liaison officers will be deployed during the first year of the Richmond RCMP's Five-Year Plan.

- *Speed Watch Program* – police continue to promote and enhance utilization of portable radar equipment and electronic digital boards (speed reader boards) used by volunteers with the Speed Watch Program at community police stations. The program helps address traffic problems through police awareness, public and community education, neighbourhood action, traffic calming, and the collection of speed-related data.

- *Enforcement Equipment* – the detachment has purchased enhanced enforcement equipment such as moving radar sets and noise level measurement systems and is investigating the purchase of in-car cameras.

- *Intelligence Gathering* – police continue to gather intelligence on street racing activities and participants through confidential sources, other police agencies, crime stopper tips, Internet sites, and investigations.

- *Media Strategies* – Richmond RCMP participated in a CBC television special on the sub-culture of street racing and will seek similar opportunities. Police will also continue a proactive media strategy to keep the community informed on street racing and aggressive driving issues and concerns.

1.2   City of Richmond Initiatives

- *Roadway Changes to Discourage Drag Racing* – in co-operation with Richmond RCMP, the City has installed traffic calming devices at locations known for illegal drag racing (e.g., Grauer Road, Graybar Road and Hammersmith Gate). City staff continue to work with police to identify locations for the possible implementation of traffic calming measures to address speeding concerns.

- *Local Area Traffic Calming Initiatives* – the City has installed various traffic calming measures in local neighbourhoods to address speeding and traffic volume concerns. Projects completed over the past few years include centre medians on River Drive, traffic circles on Seafair Drive and Heather Street, and curb extensions on McNeely Drive.

- *Traffic Safety Advisory Committee (TSAC)* – TSAC was established in 1997 to enable staff to work with community groups, external agencies and other stakeholders to enhance traffic safety in Richmond. Issues dealt with by the Committee include aggressive driving and street racing. TSAC currently has representation from the following groups: City of Richmond Transportation and Bylaw Enforcement departments, Richmond Fire-Rescue, Richmond RCMP, ICBC, Richmond School District, and the Richmond District Parents Association.

- *Other Engineering Measures* – staff researched other jurisdictions to identify potential traffic engineering measures and assessed the feasibility and estimated effectiveness of these measures as well as those identified in the April 2002 staff report on street racing and by the public at the two street racing forums held in April and October 2002.

1.3   ICBC Initiatives

- *Review of Graduated Licensing Program* – as directed by the Solicitor General, ICBC is currently reviewing the graduated licensing program for new drivers with respect to night-time restrictions, passenger restrictions and the required amount of supervised driving. ICBC is expected to present a report on its review by the end of 2002.

- *Revised Insurance Premiums* – effective May 2002, ICBC raised the auto insurance premiums of drivers most likely to be involved in street racing. The new rate structure is targeted at the street racing demographic, as it takes into consideration details such as age, driving record, modifications, and car class.

- *CARS BC Program* – with funding from the Autoplan Broker RoadSense Team, a road safety partnership between ICBC and the Autoplan brokers of BC, the Youth CounterAttack and RoadSense Society of BC (CARS BC) aims to unite students, parents, teachers, and school principals in a province-wide effort to reduce deaths and injuries in car crashes among youth. The goal of the program is to establish youth committees in at least 80% of schools with the focus of delivering youth-created awareness programs that endeavour to reduce behaviour

that put youth lives in jeopardy. During summer 2002, ICBC's Greater Vancouver regions sponsored awareness campaigns on speeding (June-July) and aggressive driving (August).

- *Other Road Safety Education Programs* – ICBC continues to provide a number of educational road safety resources targeted at youth that are available to secondary school teachers and parents including road safety teaching packages, resource guides, media shows, and speaker programs.

1.4   Community Initiatives

- *BC Coalition for Safer Communities (BCCSC)* – founded in 1990, the BCCSC is a Vancouver-based non-profit organization dedicated to building safer, healthier and more equitable communities through reducing crime and violence. The BCCSC emphasizes the importance of addressing the root causes of crime and is active in the design, development and implementation of effective, community-based crime prevention strategies. The Coalition formed a Provincial Community Task Force in May 2002 to examine car crashes, street racing, excessive speed, and bad driving by youth aged 16-25.

  The Task Force comprises 39 stakeholders including Richmond RCMP (one of only two RCMP jurisdictions), municipal police, ICBC, the judiciary, defence and crown counsel, provincial and federal ministries, school boards, the health care sector (including Richmond Health Services), community agencies (including SUCCESS), families of youth killed in high speed crashes, and youth from various viewpoints. Over the next two years, five teams (Youth, Education, Enforcement, Engineering, and Corporate) will seek to develop a comprehensive targeted education program, review applicable legislation and determine if any gaps exist, develop the enforcement components of any new legislation and examine the role of parental accountability, and facilitate discussion of the issues among traffic safety organizations, car manufactures, insurance agencies, post-injury rehabilitation agencies. The Task Force met on October 15, 2002 in Richmond and plans to hold a street racing symposium for youth next year.

- *Public Forum on Street Racing (October 12, 2002)* – the United Chinese Community Enrichment Services Society (SUCCESS), Richmond Health Services, Richmond Mandarin Lions Club, and the Richmond Community Services Advisory Council organized a public forum on street racing held October 12, 2002 at McNair Secondary School. Over 100 participants, including Richmond RCMP and ICBC representatives, broke into smaller groups to brainstorm ideas to inform youth of the dangers of speeding and stop street racing incidents (see Attachment 1).

- *Law Courts Education Society of BC (LCES)* – as a member of SUCCESS, LCES developed several proposals for consideration by participants at the October 2002 public forum. One of the proposals, a mandatory education program for driving offences, was selected for further investigation. The proposed program would require drivers to attend a mandatory education program if charged with particular offences (e.g., several speeding infractions over a set period of time). LCES and SUCCESS are partnering together to seek development and implementation of the program. The partners propose to meet with ICBC and police to discuss the concept and seek feedback from the provincial Solicitor General and others.

- *SUCCESS Youth Task Force* – the youth branch of SUCCESS is devising a driving practices survey for distribution to Lower Mainland secondary schools and intends to develop a youth-to-youth education campaign about safe driving.

2. Current Legislation and Provisions

Current government legislation relevant to speeding, street racing and aggressive driving is highlighted below. The recent amendments to the provincial *Motor Vehicle Act* with respect to the impoundment of vehicles (see Section 2.2) have given BC the strictest penalties in Canada for dealing with street racers.

2.1   Federal Legislation

- *Criminal Code* – various sections of the legislation identify criminal offences related to negligence causing death or harm (Sections 220 and 221) and the dangerous operation of motor vehicles (Section 249).

In a recent case in Vancouver where a pedestrian was killed as a result of street racing, both drivers involved were charged and found guilty of criminal negligence causing death. This the first time in BC that both drivers involved in street racing have been found guilty of this charge.

2.2   Provincial Legislation and Provisions

- *Motor Vehicle Act* – a number of sections of the Act identify offences and penalties related to speeding and excessive speeding (Sections 146 and 148) and careless driving or driving without due care and attention (Section 144). The *Offence Act* specifies penalties for persons convicted of an offence including violation tickets issued under various sections of the *Motor Vehicle Act*.

- *Driving Prohibitions* – in March 2002, the Department of Motor Vehicles instituted a police-only hotline telephone number available 24 hours a day, 7 days a week that is a direct private line to the Superintendent's office. The hotline allows the Superintendent to provide permission to police to issue immediate roadside driving prohibitions to drivers suspected of street racing. In conjunction with the initiation of the hotline, the minimum term of a licence suspension for street racing was raised to two years from one year. Police can also request the review of driving records of individuals who engage in aggressive driving. Driving prohibitions as a result of aggressive driving can range from 30 days up to two years.

- *Motor Vehicle Amendment Act, 2002 (Bill 52)* – Bill 52 was passed during the spring 2002 session of the legislature and became effective on June 28, 2002. The amendment added a new section to the *Motor Vehicle Act* that enables peace officers to impound vehicles involved in street racing for 48 hours on a first incident and 30 days on a second incident if it occurs within two years. Vehicles will be impounded only when police intend to charge the driver with an offence under the *Motor Vehicle Act* or the *Criminal Code*. Racing drivers are also subject to a fine of up to $2,000 and penalty points.

3. Potential Technologies and Initiatives

The feasibility and effectiveness of potential tools available to police and the City to help combat street racing and aggressive driving to various degrees are discussed below.

3.1   Enforcement Technologies and Initiatives

- *Moving Radar Sets* – unlike radar guns that operate from a stationary position, moving radar sets can measure same direction and opposite direction vehicle speeds from a moving vehicle. Thus, this technology would provide police with more opportunities to record speeds as incidents occur. Within its current budget, Richmond RCMP has purchased moving radar sets for all of its Traffic Section vehicles and 10 of its General Duty vehicles. Additional sets (at a cost of approximately $2,500 per unit) for a further 12 General Duty vehicles are being requested.

- *Public Reporting Hotline* – a tool suggested at the October 12, 2002 street racing public forum is the establishment of a 3- or 4-digit telephone number that the public can call to report incidents of aggressive driving. Such a system already exists in a number of U.S. states. Implementation would require a partnership with Telus and E-Comm (emergency communications centre), extensive promotion and possibly require an additional E-Comm operator to answer and dispatch increased calls regarding street racing and speeding. Callers would need to provide police with details of the incident such as colour, type and make of vehicle, licence plate number, description of driver, and time and location and must also be prepared to testify in court about the alleged violation. There are additional costs and resources for this initiative that need to be studied further.

- *Criminal Driving Behaviour Enforcement Team* – resources can be dedicated to establish a targeted street racing and aggressive driving specialty unit within the Richmond RCMP Traffic Section. The dedicated unit would integrate its work with other RCMP detachments, municipal police services and other traffic enforcement partners and target specific time periods for enforcement activities. Creation of a targeted enforcement team would likely require additional overtime funding during the short-term (estimated at 800 hours or 25 8-hour shifts annually).

  The strategic solution would be the addition of four full-time police officers to create a Criminal Driving Behavior Enforcement Team. This team would be dedicated to co-ordinating all enforcement related activities and working with all other partners in the initiative. Richmond RCMP have submitted a Five-Year Plan for police resources to the City for its review and have outlined the detachment's resource priorities for the first year of that plan. Consideration of an additional four officers for this dedicated team would be as an addition to the Five-Year Plan, if approved. The Five-Year Plan outlines a first year request for six additional police officers, four of which would be dedicated to the full-time Green Team to combat the increasing problem with marijuana grow operations in the city. The remaining two police resources would be deployed to School/Youth Liaison and would greatly assist in the educational/prevention component of this initiative.

  Also identified within the Five-Year Plan is a critical need for a strategic Crime Analyst. This position, in addition to a number of other key responsibilities, would provide Richmond

RCMP with the ability to analyze all of the information available in various local and provincial data banks identifying known criminal driving offenders. This information would enable RCMP to develop strategic plans to target key offenders.

- *Surveillance Equipment* – various types of surveillance equipment such as in-car and on-street video cameras can be used to monitor and record vehicles and intersection activity. Reviews of the tapes can identify street racers for follow-up enforcement, however, the use of on-street video cameras may have legal implications with respect to privacy issues. Richmond RCMP will shortly complete a report on the potential uses and effectiveness of in-car cameras, which have an estimated cost of $6,000 per unit. RCMP note that maintaining the continuity and rotation of the video tapes is labour-intensive and may require an additional municipal employee.

- *Surveillance Aircraft* – an aircraft can be leased to provide surveillance patrol of the streets from the air during targeted enforcement times. RCMP air services would be provided to the Detachment as an enforcement tool from the national RCMP service. Richmond RCMP are also working with the RCMP's Lower Mainland District Office on the possible procurement of a helicopter for surveillance use in the Lower Mainland. Police believe that such a monitoring tool would be highly effective.

- *Unmarked Vehicles* – unmarked police cars are another surveillance tool that can be used during targeted enforcement periods. Currently, the Traffic Section of Richmond RCMP has no unmarked vehicles except for Analyst vehicles and has requested the purchase of two additional unmarked vehicles at approximately $25,000 each.

- *Communications and Tracking Equipment* – additional in-vehicle equipment such as radios, cameras, night vision binoculars, computer laptops, software, and GPS devices can enable police to better track street racers and aggressive drivers. Richmond RCMP are investigating if current or future legislation would allow police to attach GPS locators to the vehicles of known offenders (unknown to the suspect) and thus monitor their locations and speeds.

- *Noise Measurement Devices* – as street racers tend to operate vehicles that have modified exhaust systems, portable noise measurement systems can be used to assess possible violations of factory standards for the vehicles. Vehicles can be issued Notices and Orders for Inspection at testing stations and, if warranted, charges are issued. Richmond RCMP currently have four such devices and are requesting an additional 15 systems.

- *"Adopt a Street Racer" Initiative* – under this initiative, each RCMP officer adopts known street racing offenders, regularly monitors their activities and vehicles and targets enforcement to these individuals. Officers meet regularly to share information and forward their notes to a Crime Analyst. The addition of a Crime Analyst is a required component of this initiative in order to identify the criminals.

- *Community Victim Impact Statements* – volunteers with the Victim Services group gather victim impact statements from all individuals directly or indirectly affected by a street racing or aggressive driving crime. These statements are presented to the judge at the time of sentencing for consideration in determining the severity of the sentence. Police have found this tool to be very powerful when used during serious drug crime trials.

3.2   Engineering Measures

- *New Signage* – install new anti-speeding signage along four-lane arterial corridors in the city known for speeding. Potential messages used in other jurisdictions around the world include "Speed Kills," "Speed: A Grave Mistake," "Kill Your Speed," and "Speed is Killing Us." Attachment 2 illustrates four potential signs.

- *Speed Limit Signage* – upgrade the existing speed limit sign material to "diamond grade," which is a highly reflective material that significantly increases the visibility of the signs. This option is deemed to be more effective than increasing the number of speed limit signs, which would add to traffic sign proliferation that in turn may lead to general complacency, disrespect and disregard for traffic signs.

- *Vehicle Speed Detection* – the City's 1,300 vehicle detector stations collect volume and occupancy data only and the existing system is not currently configured to process speed data. Alternatively, permanent vehicle detector speed monitoring stations, typically installed in computerized traffic signal systems to gather traffic flow speed data, could be placed at selected locations to gather speed data for targeted enforcement at an estimated cost of $10,000-$12,000 per location. Enabling the speed stations to monitor and send an alarm/signal when speed thresholds are exceeded is not practical as it would require the development of additional specialized hardware and software such as that used by photo radar systems. The installation of speed monitoring stations is a viable option that would provide vehicle speed data for both traffic signal operations and enforcement programs.

- *Video Monitoring* – install video cameras to monitor intersections with the tapes being reviewed to identify racers for follow-up enforcement by Richmond RCMP. Intersection video monitoring is currently used as an advanced vehicle detection method for traffic signal control. This system costs approximately $20,000 per intersection without consideration for remote recording of video which would require an expensive high capacity data communications circuit. As noted in Section 3.1, this initiative may also have legal impediments. In addition, as noted by the police, implementation of this measure may require additional personnel to monitor the tapes.

- *Traffic Signal Operations* – modification of late night signal operation strategies to reduce the occurrence of green lights along road racing corridors is not recommended due to safety concerns for cross-traffic (i.e., racing drivers may ignore red lights) and the delays imposed on general traffic.

- *Roadway Changes* – unlike illegal drag racing that is usually organized at specific locations, street racing can occur on any city street at any time. Physical changes to roadways are therefore not recommended as the measures would not be effective if implemented only on selected roads and would be prohibitively costly if implemented city-wide. Moreover, the efficiency of the city's road network would be compromised if extensive geometric changes were made to the streets.

- *Legal Racing Venue* – Mission Raceway is currently the only legal site in the Lower Mainland where drivers can operate in a safe, controlled environment. Development of another legal raceway closer to Vancouver was suggested at both public forums. The costs to develop

such a facility are substantial (e.g., property acquisition, construction, operation, insurance, etc) and, given the random and spontaneous nature of street racing, it is uncertain whether or not providing a legal racing venue would reduce incidents on public roads.

3.3   Education Initiatives

- *RCMP School/Youth Liaison Officers* – within the first year of Richmond RCMP's Five-Year Plan for police resources submitted to the City, the detachment has requested two additional officers for School/Youth Liaison, which would bring the School/Youth Liaison complement to 8 officers. The increased staff would allow the RCMP to enhance the education and prevention component regarding aggressive driving/street racing with youth. During the remaining four years of the Five-Year Plan for policing, the RCMP has requested another four School/Youth Liaison officers, which would bring the total of School/Youth Liaison officers to 12 by 2007 (i.e., one for each high school in Richmond).

- *Special Task Force* – establish a special Task Force to address the long-term community aspects of the issue through the co-ordination and integration of community initiatives. This Task Force could be established within the City's existing Traffic Safety Advisory Committee.

- *Community Police Station Volunteers* – mobilize volunteers (Block Watch, Speed Watch, Citizens Crime Watch Patrol) to assist in education campaigns about the dangers of street racing and aggressive driving. Volunteers could design and prepare multi-language information sheets that are distributed to households, at public events, in public areas such as shopping malls, and at special police-citizen road blocks.

- *City Community Safety Strategic Team* – the Community Safety Team aims to ensure that Richmond continues to be a safe and desirable community to live in through various initiatives that complement current prevention and enforcement programs. Members of the Community Safety Team could be utilized to help deliver educational messages on street racing to the community.

- *Communications Strategies* – have all media communications (print, radio and television) translated into multiple languages to ensure that education and information messages reach broader audiences.

- *Vehicle Advertisements* – lobby automobile manufacturers to refrain from advertisements that promote and celebrate high-speed driving and the power of the vehicles.

3.4   Legislative Initiatives

- *Support Required Legislative Changes* - work with senior governments and regional municipal agencies (such the Union of BC Municipalities and the Federation of Canadian Municipalities) as well as other stakeholders to effect any legislative and/or regulatory changes required to support the initiatives identified above (e.g., implementation of a mandatory education program for driving offences).

4. Proposed Strategies to Discourage Street Racing

A package of proposed short-term and long-term strategies to deter street racing and aggressive driving in the city is presented below. The enforcement, engineering and education measures are derived from the various initiatives currently underway plus the feasible technologies and measures identified in Section 3. The proposed short-term and long-term strategies, as well as current initiatives underway, are summarized in Attachment 3.

4.1   Proposed Short-Term Strategies

The following table identifies feasible initiatives that can be implemented immediately or within the next year.

Focus Area	Proposed Initiative
Enforcement	• Equip all Traffic Section and General Duty vehicles with moving radar sets. • Equip all Traffic Section vehicles and a fleet of General Duty vehicles with in-car cameras. • Purchase additional noise measurement systems, radios, night vision binoculars, computer laptops and associated software. • Continue Targeted Traffic Enforcement with additional overtime funding. • Continue Community Policing and School Liaison Officer education initiatives within local schools. An additional 2 new School Liaison Officers would be deployed in the first year of the RCMP's Five-Year Plan.
Engineering	• Install new signage with anti-speed messages along selected 4-lane arterial roads. • Upgrade speed limit sign material to diamond grade for increased visibility.
Education	• Establish a special Task Force, possibly within the City's existing Traffic Safety Advisory Committee, to co-ordinate and integrate community initiatives. • Mobilize Community Police Station volunteers and the City's Community Safety Team members to help deliver anti-street racing messages. • Continue to work with community groups, such as BCCSC and SUCCESS, to develop education campaigns and other tools to combat street racing.
Legislation & Regulation	• Support a revision of the Graduated Licensing Program to include night-time and passenger restrictions as well as an increase in the required amount of supervised driving for novice drivers. • Support the development of a mandatory education for driving offences program.

4.2   Proposed Long-Term Strategies

The following table identifies feasible long-term initiatives that could be implemented beyond one year from the present due to a need for further investigation, equipment procurement and/or modification, and approval of future capital and/or operating budget requests.

Focus Area	Proposed Initiative
Enforcement	• Establish a dedicated Criminal Driving Behaviour Enforcement Team comprised of 4 officers. • Acquire equipment to support the dedicated team including 2 additional unmarked police vehicles. • Investigate establishment of a public reporting system (i.e., telephone hotline) for criminal driving behaviour.

Focus Area	Proposed Initiative
Engineering	• Investigate feasibility and effectiveness of installation of speed stations at selected locations to monitor activity. • Investigate feasibility and legal implications of installation of video cameras at selected intersections to monitor activity.
Education	• Continue to work with community groups and other agencies to develop education campaigns and other tools to combat street racing. • Lobby automobile manufacturers to refrain from advertisements that promote the power and speed of vehicles.

Financial Impact

The table below lists the estimated cost to implement the proposed short-term and long-term strategies to deter street racing and aggressive driving. Costs are estimated for the proposed enforcement and engineering initiatives only. It anticipated that the education initiatives can be implemented within existing work programs using budgeted resources and thus would not have a direct financial impact on the City.

Focus Area	Short-Term Strategies	Estimated Capital Cost	Estimated Operating Cost
Enforcement	• Purchase 12 moving radar sets at $2,500 each	$30,000	
	• Purchase 20 in-car cameras at $6,000 each	$120,000	
	• Purchase 15 noise measurement systems at $700 each	$10,500	
	• Purchase cameras, night vision binoculars, radios, software	$20,000	
	• Overtime for Targeted Traffic Enforcement (800 hours at $50/hour)		$40,000/yr
Engineering	• Install 50 new anti-speeding signs at $100 each	$5,000	
	• Upgrade speed limit sign material (100 signs at $100 each)	$10,000	
	Subtotal	**$195,500**	**$40,000/yr**
Focus Area	Long-Term Strategies	Estimated Capital Cost	Estimated Operating Cost
Enforcement	• Establish Criminal Driving Behaviour Enforcement Team (4 officers at $104,000 each)		$416,000/yr
	• Purchase 2 unmarked police vehicles		
	• Acquisition cost at $25,000 each	$50,000	
	• Maintenance costs		$8,000/yr
	• Investigate establishment of a public reporting system	unknown	unknown
Engineering	• Install speed monitoring stations at selected locations (10 sites at $12,000 each)	$120,000	
	Subtotal	**$170,000+**	**$424,000/yr+**
	TOTAL	**$365,500+**	**$464,000/yr+**

The cost to implement the proposed short-term strategies over the next year is estimated at $195,500 in capital costs and $40,000 per year in operating costs while the implementation cost of the proposed long-term strategies is estimated at $365,500 in capital costs and $464,000 per

year in operating costs plus the cost of establishing a public reporting system, which will require further analysis to determine requirements and costs.

Conclusion

A number of local enforcement, engineering and education initiatives as well as potential provincial regulatory changes are currently underway to help address the problems of street racing and aggressive driving. A package of short-term and long-term strategies to combat criminal driving behaviour is proposed that builds upon these initiatives and incorporates additional actions and measures derived from feasible technologies, tools and projects as identified by Richmond RCMP, City staff, interested community groups and other agencies and stakeholders.

Ron Hobbs (Sgt.)
OIC Traffic Section, Richmond RCMP

Joan Caravan
Transportation Planner

VW:jc

Suggestions Received at Public Forums on Street Racing

Date: April 9, 2002 / Organized by: Richmond RCMP

- Develop new legal raceway closer to the Vancouver area, such as Richmond, Surrey or Delta.
- Expand use of the Boundary Bay Airport site for racing events.
- Raise the minimum driving age to 18.
- Require all potential new drivers to take driving lessons.
- Limit the hours for driving from 7:00 a.m. to 7:00 p.m. for new drivers.
- Limit the number of passengers that can be carried in the vehicle or ban passengers completely for new drivers.
- Increase fines for drivers who engage in street racings such as suspend the driver's licence for 1-2 years or up until age 25, significantly raise insurance premiums for the driver, levy significantly higher fines, and impound and sell the vehicles and use the proceeds to fund road safety programmes.
- Bring the CARS BC programme, which supports BC secondary school CounterAttack teams in the development and delivery of road safety messages, events and programs, to elementary schools.
- Encourage the media to focus on the issue and promote anti street racing messages.
- Urge car manufacturers to refrain from using marketing and advertising tactics that promote and glorify speed.
- Install retractable speed humps that could be raised during specific time periods.
- Install more roundabouts or traffic circles.
- Require car manufacturers to install a device that prevents the vehicle from travelling over a specified speed limit.
- Prevent car manufacturers from selling vehicles that are capable of travelling significantly faster than the speed limit.
- Restrict the sale of auto parts that are designed to make vehicles travel faster.

Date: October 12, 2002 / Organized by: SUCCESS

- Install covert street cameras at locations that favour criminal driving behaviour.
- Install traffic calming measures at locations where speeding is an issue.
- Install speed governing devices on vehicles.
- Increase penalties and fines to motorists and have harsher sentences in the criminal justice system.
- Enhance education and driver education.
- Limit accessibility to high-powered vehicles through auto insurance or the Motor Vehicle Branch.
- Install signage and displays with messages such as "Speed Racers are Killing Us."
- Display publicly the police cruiser driven by Constable Ng.
- Institute sweeping changes to the licensing of new drivers with limitations on the hours of operation and the number of passengers.
- Institute a "Street Watch" program whereby volunteers patrol the streets of Richmond to note criminal driving behaviour.
- Set up a special phone number whereby the public could report instances of criminal driving behaviour.
- Hire additional police officers to combat street racing.
- Raise additional awareness through graphic advertising (anti-glamorization of street racing).
- Shared burden of responsibility for the parents of young drivers.

Proposed New Signage to Deter Street Racing & Aggressive Driving
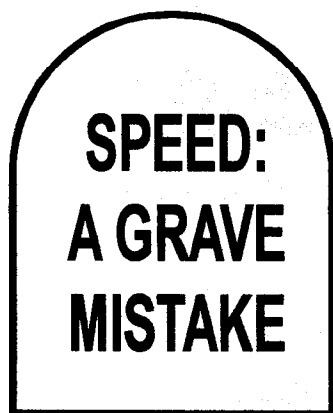
Summary of Recent Initiatives/Changes and
Proposed Short-Term and Long-Term Strategies
to Deter Street Racing and Aggressive Driving

Focus Area	Recent Initiatives and Changes	Proposed Short-Term Strategies	Proposed Long-Term Strategies
Enforcement	• Public Forum on Street Racing (April 2002) • Integrated and Targeted Enforcement • Aggressive Driving / Street Racing Internal Committee • Officer education • Community Police / School Liaison Officer initiatives • Speed Watch Program • Additional enforcement equipment	• Equip vehicles with moving radar sets and in-car cameras • Purchase cameras, radios, night visions binoculars, noise measurement systems, and software • Continue Targeted Traffic Enforcement with overtime funding • Continue and expand Community Police / School Liaison Officer education initiatives	• Establish dedicated Criminal Driving Behaviour Enforcement Team • Acquire 2 additional unmarked police vehicles • Investigate establishment of public reporting system for criminal driving behaviour
Legislation & Regulation	• Immediate driving prohibitions (March 2002) • Revised insurance premiums (May 2002) • Vehicle impoundment (June 2002) • Review of Graduated Licensing Program	• Support changes to Graduated Licensing Program • Support development of a mandatory education for driving offences program	• Implement a mandatory education for driving offences program
Engineering	• Installation of traffic calming measures • Research/review of potential measures	• Install new anti-speeding signage • Upgrade speed limit sign material	• Investigate installation of speed stations at selected locations • Investigate installation of video cameras at selected intersections
Education	• BC Coalition for Safer Communities Task Force • Public Forum on Street Racing (October 2002) • Proposed Mandatory Education for Driving Offences Program (BC Law Courts Education Society) • SUCCESS Youth Task Force	• Establish special Task Force, possibly within TSAC • Mobilize Community Police Station volunteers and City's Community Safety Team members • Continue to work with interested community groups and stakeholders	• Continue to work with community groups and other agencies • Lobby automobile manufacturers to refrain from speed-related advertisements