

**TRAFFIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: BARRIER DELINEATOR INSTALLATION**

**RECOMMENDATION:**

1. THAT Council approve the installation and funding of reflective delineators on crash barriers, as described in this report.

**REPORT**

The Traffic Safety Committee, at its meeting held on 2006 June 13, received and adopted the *attached* report seeking Council approval for the installation of reflective crash barrier delineators on Barnet Highway, Gaglardi Way and Marine Way in partnership with ICBC. ICBC has agreed to fund the \$39,000 cost of the delineators while the installation would be carried out by City crew from the maintenance budget.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Sav Dhaliwal  
Vice Chair

Councillor Garth Evans  
Member

Copied to:	City Manager Director Finance Director Engineering
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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2006 June 07

**FROM:** ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

**SUBJECT: BARRIER DELINEATOR INSTALLATION**

**PURPOSE:** To seek Council approval for the installation of reflective crash barrier delineators in partnership with ICBC.

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**RECOMMENDATION:**

1. **THAT** Council approve the installation and funding of reflective delineators on crash barriers, as described in this report.

**REPORT**

The higher speed major roads such as Barnet Hwy and Marine Way are usually equipped with concrete crash barriers. The barriers deflect vehicles from paths that would otherwise result in head-on collisions with other vehicles or fixed objects.

When the barriers are struck at higher speeds and at less acute angles they will move, absorbing some of the impact energy and thus reducing the severity of the crash to the vehicle and occupants. When the barriers have been moved they have to be reinstated which is not a simple task. Where the driver / vehicle can be identified the City is reimbursed by ICBC for the cost of the repair. In instances where the barrier is shifted in a hit and run crash the repair costs fall to the City.

As many of the barrier impacts occur at night, we believe that the installation of a linear delineation system (LDS) that reflects back the headlight beam would be useful in reducing crashes. We have identified a number of curved section on the Barnet Hwy (750m), Gaglardi Way (450m) and Marine Way (790m) where the installation of the LDS would be beneficial in providing positive guidance.

ICBC has agreed to fund the \$39,000 cost of the delineators while the installation would be carried out by City crews from the maintenance budget. We note that the ICBC funding is based on their expectation of a rapid payback through a reduction in claims' costs.



Peeter Lilvamaagi, P. Eng.  
ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

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Director Finance