

**TRAFFIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: SAFETY CONCERNS AT DOUGLAS ROAD AND SPROTT STREET**

**RECOMMENDATIONS:**

1. THAT Council approve the installation of pavement markings to facilitate truck turns from Douglas Road to Sprott Street, as outlined in the report.
2. THAT a copy of this report be sent to Mr. Russ Sales, Director of Facilities, School District 41 and to Ms. Kelley Engleson, Douglas Road Crossing Guard, for information.

**REPORT**

The Traffic Safety Committee, at its meeting held on 2014 March 04, received and adopted the attached report regarding safety improvements at the intersection of Douglas Road and Sprott Street.

Respectfully submitted,

Councillor S. Dhaliwal  
Chair

Councillor A. Kang  
Vice Chair

Councillor P. Calendino  
Member

Copied to:	City Manager Director Engineering OIC, C/Supt. RCMP – Burnaby Detachment
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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2014 February 25

**FROM:** DIRECTOR ENGINEERING

**FILE:** 38000 20  
*Ref: Traffic Safety*

**SUBJECT: SAFETY CONCERNS AT DOUGLAS RD AND SPROTT ST.**

**PURPOSE:** To respond to a request for safety improvements at the intersection of Douglas Rd and Sprott St.

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**RECOMMENDATIONS:**

1. **THAT** the Committee recommend to Council the installation of pavement markings to facilitate truck turns from Douglas Rd to Sprott St as outlined in this report.
2. **THAT** a copy of this report be sent to Mr. Russ Sales, Director of Facilities, School District 41 and to Ms. Kelley Engleson, Douglas Road Crossing Guard, for information.

**REPORT****1.0 BACKGROUND**

At the Traffic Safety Committee meeting of 2014 January 07, correspondence from Ms. Kelley Engleson, a crossing guard for Douglas Road Elementary School, was forwarded to the Committee from Burnaby School District 41. Ms. Engleson was concerned about pedestrian safety at the intersection of Douglas and Sprott. She described a near incident on 2013 November 13 where a large southbound truck on Douglas was turning right onto westbound Sprott. She reported that the truck mounted the sidewalk on the northwest corner of the intersection potentially placing a young girl on the sidewalk at risk. After some discussion by the Committee, Ms. Kelley's concerns were referred to staff for review and report back.

**2.0 EXISTING CONDITIONS**

Douglas and Sprott is a signalized intersection and is frequently used by school children attending Douglas Road Elementary School located one block south. Douglas is classified as a major collector and Sprott is classified as an arterial street. Both streets are designated truck routes and many trucks use the intersection to access Hwy 1 to the east, the industrial areas to the north, and Canada Way to the west and south. Due to heavy traffic in the area and proximity to Douglas Road Elementary, an adult crossing guard has been stationed at this intersection, as well as at Canada Way and Sprott, to assist children crossing when school is in session. Figure 1

shows the context of the intersection relative to the elementary school south of Canada Way and the service station located at the southwest corner.

### **3.0 FINDINGS**

A review of the turning path of trucks from southbound Douglas to westbound Sprott showed that the majority of trucks should be able to make the turn without mounting the sidewalk. For very large trucks, the turn is very tight and there is the possibility that the sidewalk may be mounted. This could also occur if truck drivers do not turn wide enough, despite space being available.

A number of options were reviewed to try to improve the situation. Removal of truck routes and restricting truck turns was considered problematic due to the fact that there would likely be significant violations in the short term and the need for continual enforcement given the fact that existing truck routes have been well established. As well, trucks are permitted to use non-truck routes if it is the shortest path between their destination and a truck route. The widening of the existing sidewalk at the northwest corner of the intersection is also not possible because it is currently built right up to the city's property line and because the existing retaining wall would make it prohibitively expensive. The installation of barriers or pipe rails along the edge of the curb is also not recommended because it would pose a barrier to pedestrians accessing the intersection. Warning signs were felt to be ineffective and of little value to commercial truck drivers who are usually aware of the need to turn wide at most intersections.

The solution recommended is to shift the eastbound traffic lanes on Sprott (approaching Douglas) southward by about 1.5 metres with a painted median as shown in Figure 2. The purpose of this shift is to provide additional room for southbound trucks to turn right, thus minimizing the probability that trucks would inadvertently mount the sidewalk at the northwest corner of the intersection. The resulting eastbound through lane on Sprott approaching Douglas would be about 6.0 metres wide, sufficient to allow an eastbound through vehicle to bypass a vehicle waiting to turn left thus avoiding any potential backup of traffic onto Canada Way.

### **4.0 CONCLUSION**

After reviewing the pedestrian safety concerns raised by Ms. Engleson, it is recommended that a painted median be installed along Sprott west of Douglas to shift the eastbound traffic lanes southward by about 1.5 metres. This painted median would provide more space for southbound trucks turning right onto Sprott and help to prevent trucks from mounting the sidewalk at the northwest corner of the intersection. The paint markings can be completed within existing operating budgets later this year when the weather permits.

*To: Traffic Safety Committee*  
*From: Director Engineering*  
*Re: Safety Concerns at Douglas Rd and Sprout St*  
*2014 February 25 ..... Page 3*

It is also recommended that a copy of this report be sent to Mr. Russ Sales, Director of Facilities, School District 41 and to Ms. Kelley Engleson, Douglas Road Crossing Guard, for information.

Leon A. Gous, P. Eng. MBA  
DIRECTOR ENGINEERING

ZR/DL/ac

Enclosure

Copied to: City Manager  
Burnaby RCMP – OIC Chief Supt. Dave Critchley