

WHAT WE HEARD

East 29th Street Safety Improvements Phase 2 Engagement Summary Report

APRIL 2024



Learn more at:
letstalk.cnv.org/East29th



TABLE OF CONTENTS

Summary	2
Engagement Overview	3
Engagement Statistics	4
What We Heard	5
Additional Feedback	7



INTRODUCTION

Between November 8 – December 15, 2023, we engaged with the community to learn more about how residents are experiencing East 29th Street between Lonsdale and Regent Avenue, and share changes we’re considering along the corridor to improve the safety and comfort of all road users. This was the second and final phase of engagement for this project.

This report provides an overview of the fall 2023 engagement opportunities and a summary of what we heard, including common themes. The input collected will help us make decisions about roadway improvements planned for summer 2024. Community input will be considered along with industry standards, municipal policy and physical constraints of the roadway to inform the final improvements.

PROJECT BACKGROUND

The City of North Vancouver is working with the District of North Vancouver on a number of roadway improvements to improve safety along East 29th Street between Lonsdale Avenue and Lynn Valley Road. This project is being delivered in two phases.

PHASE 1: 2019

Led by the District of North Vancouver, Phase 1 was completed in 2019 and focused on the area from Regent Avenue to Lynn Valley Road. Improvements included new sidewalks, traffic lights, left turn lanes and a protected bike lane.

PHASE 2: 2024

Phase 2 will be delivered by the City of North Vancouver and focuses on the area from Lonsdale to Regent Avenue. Work will focus on paving, roadway markings, intersection safety, sightline improvements and adjustments to transit stop locations.

WHAT'S NEXT?

Thank you to everyone to who took the time to share their experiences and feedback.

The input summarized in this report will help us make decisions about roadway improvements planned for summer 2024.

Community input will be considered along with municipal policy, industry standards and physical constraints of the roadway.

► Stay up to date on the latest project updates at letstalk.cnv.org/East29th.



ENGAGEMENT OVERVIEW

Both in-person and virtual opportunities were provided for people to learn and share their feedback on the roadway improvements planned for East 29th Street between Lonsdale and Regent Avenue.

OPPORTUNITIES	DESCRIPTION	RESULTS
ONLINE MAPPING EXERCISE	An interactive mapping tool was provided to allow people to identify and comment on specific locations along East 29th Street.	64 locations were highlighted.
DOOR-TO-DOOR CONVERSATIONS	The project team visited residents who lived along Somerset Street, Brand Street and St Kilda Avenue to ensure awareness of the project, discuss direct impacts being considered and ensure interested parties had the opportunity to provide their input.	The project team visited 74 homes over a three-day period, spoke with 34 residents and left a letter that included project information and contact details for those who were not home.
Q & A FORUM	An online opportunity was provided for people to ask specific questions about the project and receive a response from the project team.	15 questions and/or comments were received.
OPEN HOUSE	The Open House provided an in-person opportunity for people to learn more about the project, ask questions of the project team and share input.	12 people attended the Open House.
PROJECT EMAIL	A project email was created to give people another way to contact the project team with questions, comments and feedback.	19 emails were received during the engagement period.
PROJECT WEBPAGE	A project webpage was created to provide information about the project including timelines, key dates and project history. Maps of the corridor were available along with opportunities for improvement and changes being investigated by the project team.	1,100 unique visitors accessed the page on the website.

ENGAGEMENT STATISTICS

A communications and engagement plan was developed to support the engagement process by targeting impacted and interested parties to ensure awareness of the project objectives, share proposed changes and timelines, and provide opportunities for input.

How the Community Was Informed



How the Community Engaged



WHAT WE HEARD

Your Experiences on East 29th Street

COMMON THEMES

Throughout the engagement, the following main themes emerged, all of which are aligned with areas previously identified for future improvement. While there was some varied feedback from residents, concerns raised about speeding, shortcutting and visibility were prominent and directly related to people's sense of safety and comfort.

Additionally, while outside of the scope of work for this project, sidewalks on other streets in the area also emerged as a common theme (see page 7).

SPEEDING

Speeding along East 29th Street was identified as an issue that impacts all road users, with different opinions on how to address the issue.

Many residents felt speeds were generally much higher than the posted speed limit, especially near the hill.

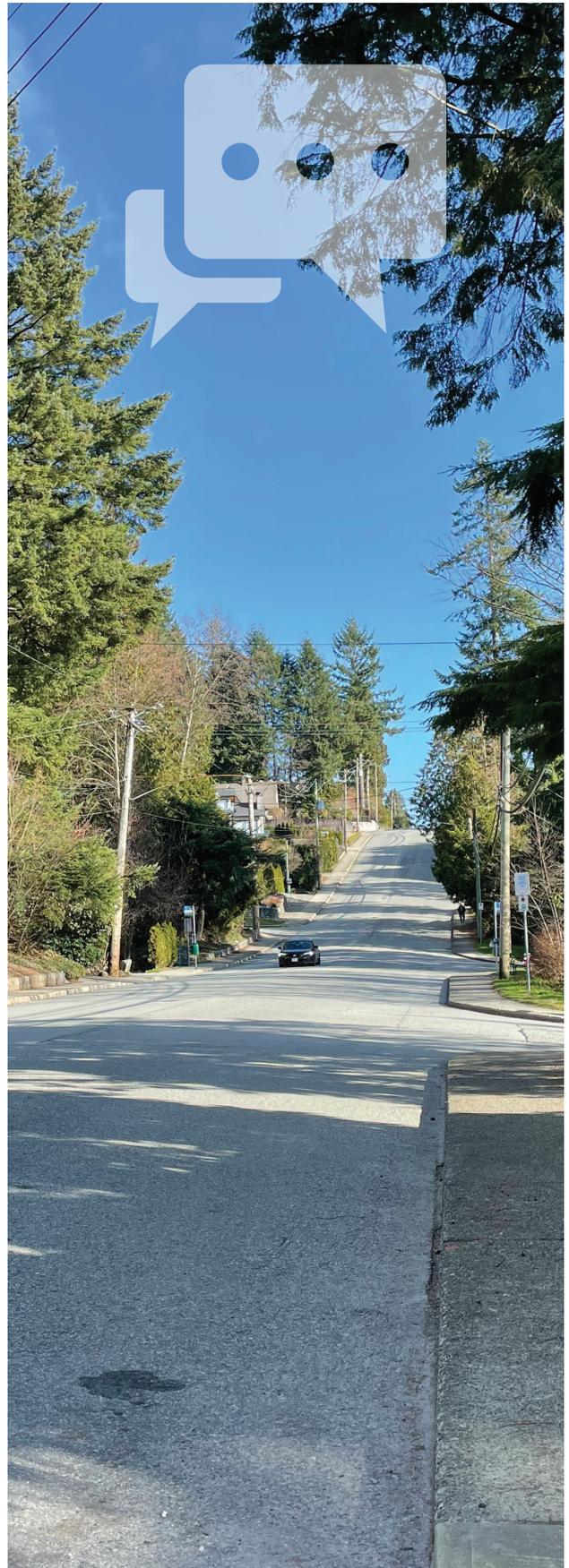
Suggestions included removing the second eastbound travel lane up the East 29th Street hill, installing traffic calming measures and narrowing the width of the travel lanes to help reduce speeds.

SHORTCUTTING

Residents shared concerns about shortcutting through various side streets to get to the highway, especially on St Georges Avenue.

It was noted that some residents perceived that the addition of left turn bays from East 29th Street to side streets would encourage shortcutting through the neighbourhood.

[MORE >](#)





Your Experiences on East 29th Street (cont.)

VISIBILITY

Residents shared they felt sightlines needed to be reviewed along East 29th Street and reported poor visibility at multiple locations, making it difficult to turn onto East 29th Street from side streets. The bus stop and parked cars near the corner of St Georges Avenue was reported to have an impact on visibility. Overgrown vegetation near Somerset Street was noted along with poor visibility at the intersection of Brand Street and East 29th Street.

LEFT-TURN RESTRICTIONS

One of the proposed changes we presented during this phase of engagement is restricting turning movements where visibility is poor. The project team met with residents who would be most impacted by these restrictions to gain a better understanding of their current challenges related to sightlines and receive specific feedback on introducing left turn restrictions on certain side streets.

Area residents supported left turn restrictions on certain side streets where visibility is poor.

Many people supported restricting left turns from Somerset Street onto East 29th Street as this intersection was noted as feeling generally unsafe and uncomfortable due to close proximity to the crest of the hill. Fewer people supported restricting left turns from Brand Street onto East 29th Street and felt sightlines could be improved by pruning overgrown vegetation.

Many residents noted they currently avoid turning left from St Kilda Avenue onto East 29th Street because of the proximity of the hill and poor visibility due to existing retaining walls. Every resident the project team spoke with during the door-to-door visits supported restricting this left turn. While most residents supported restricting left turns from East 29th Street onto St Kilda Avenue, a few were opposed due to specific parking preferences adjacent to their homes.





Many residents expressed their support of the two pedestrian-activated crossings the project team installed last year at St Georges and St Marys.

WHAT WE HEARD

Additional Feedback

Throughout the engagement, a number of comments were received that were not within the scope of work for this project. These themes are summarized below. For details, please refer to the appendix at the end of this report.

SIDEWALKS

Some people requested sidewalks, especially on St Georges, St Marys and St Andrews Avenue.

SPEED HUMPS

Some people requested speed humps on side streets to slow speeds and discourage shortcutting.

CROSSING SAFETY

Some residents felt an additional crossing near the hill would help to encourage safer crossing behaviour.

TRAFFIC VOLUMES AND CONGESTION

An increase in traffic volumes and congestion was noted, especially during rush hour. Some people identified East 29th Street as an important arterial road in the transportation network, while others felt various traffic calming measures should be used to slow speeds and discourage additional traffic.

BIKE LANES

Some residents felt the bike lanes installed in the project's first phase are seldom used and should be removed.

THANK YOU FOR PARTICIPATING

Thank you to everyone who shared their experience and provided input on the East 29th Street Safety Improvements project.

The input is being reviewed by the project team and will be considered as the project moves forward. Visit the project webpage below to learn more.



Learn more at:
letstalk.cnv.org/East29th

APPENDIX - ADDITIONAL FEEDBACK

Throughout the engagement, a number of comments were received that were not within the scope of work for this project. These themes are summarized below along with details about how we are responding.

THEME	WHAT WE HEARD	HOW WE ARE RESPONDING
SIDEWALKS	Some people requested sidewalks, especially on St Georges Ave, St Marys Ave and St Andrews Ave.	We are aware of this gap in our sidewalk network and acknowledge the need for sidewalks at these locations. We are working to address sidewalk gaps around the City on a priority basis. The current priority is to fill gaps directly adjacent to or leading to schools. The timing for construction of sidewalks in this neighbourhood is currently unknown.
SPEED HUMPS	Some people requested speed humps on side streets to slow speeds and discourage shortcutting.	We recognize that drivers are using local roads to shortcut to the highway. Addressing this issue, including the consideration of traffic calming measures such as speed humps, requires a substantial review of the entire neighbourhood. The Upper Levels Greenway project will look at broader vehicle travel patterns in this area, including options to address shortcutting on local streets.
BIKE LANES	Some residents felt the bike lanes installed in the project's first phase are seldom used and should be removed.	Bike lanes are not planned for any future phases of work along East 29th St. An alternate neighbourhood cycling route is located along Tempe Cres and 27th St, to avoid the steepest grades of East 29th St. There are no plans to remove the protected bike lanes that were installed in the District of North Vancouver in 2019.
CROSSING SAFETY	Some residents felt an additional crossing near the hill would help to encourage safer crossing behaviour.	We appreciate further improvements to safer crossings on East 29th St is desired by the community. Due to the hill, providing the required sightlines with enough reaction time for drivers to stop is difficult. Through this project, four new safe crossings have been added along the corridor where it is safest to do so. We continue to encourage the community to use these crossing locations.
TRAFFIC VOLUMES AND CONGESTION	An increase in traffic volumes and congestion was noted, especially during rush hour. Some people identified East 29th St as an important arterial road, while others felt traffic calming measures should be used to slow speeds and discourage traffic.	The City and District of North Vancouver have an arterial roadway network that helps people and goods move across the North Shore and beyond. East 29th St is an arterial road and provides an important east-west corridor north of the highway. The current volume of traffic on East 29th St is aligned with Canadian guidelines for this type of roadway. Any changes that are not aligned with the design criteria for an arterial roadway may encourage drivers to shortcut through neighbourhood side streets.