

A map of North Vancouver and surrounding areas, including Edgemont Village, Queensdale, and Lynn Valley. A red line indicates a transit route connecting these areas. A green box is overlaid on the map, containing the title and speaker information. The map also shows the City of North Vancouver, the City of West Capilano, and the Squamish First Nation.

EAST 29TH STREET SAFETY & MOBILITY IMPROVEMENTS


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PROJECT GOAL - IMPROVE ROAD SAFETY FOR ALL USERS

BASIS

- ▶ Collision Data
 - ▶ Safety studies
 - ▶ Public consultation
 - ▶ Policy documents (OCP, Transportation Plan, Bike MPlan, CEEP, DSB, INSTPP)
 - ▶ Council direction
- 
- A series of white diagonal lines of varying lengths and thicknesses are positioned in the bottom right corner of the slide, creating a modern, abstract graphic element.

COMPETING INTERESTS

MAJOR ARTERIAL

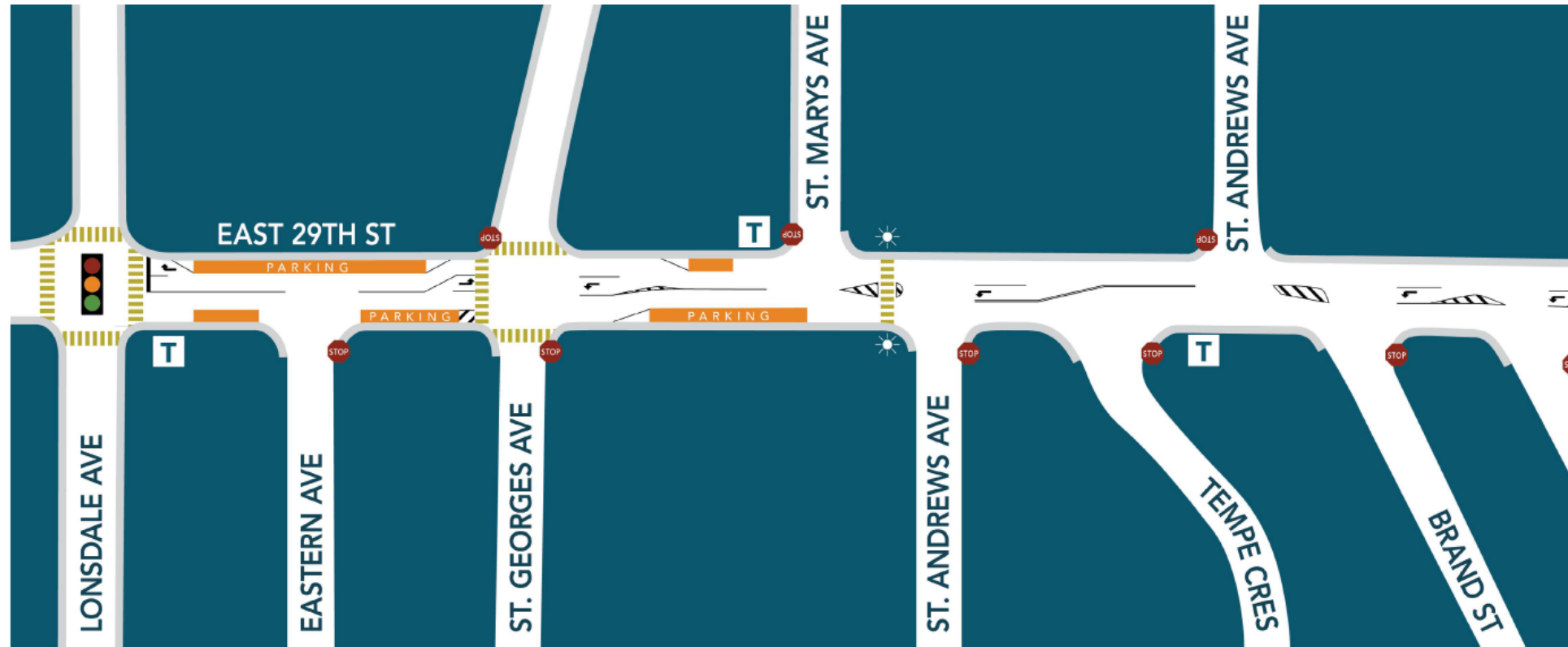
- ▶ High Traffic Volume
- ▶ Transit Route
- ▶ Pedestrian Route
- ▶ Bike Route

BUT

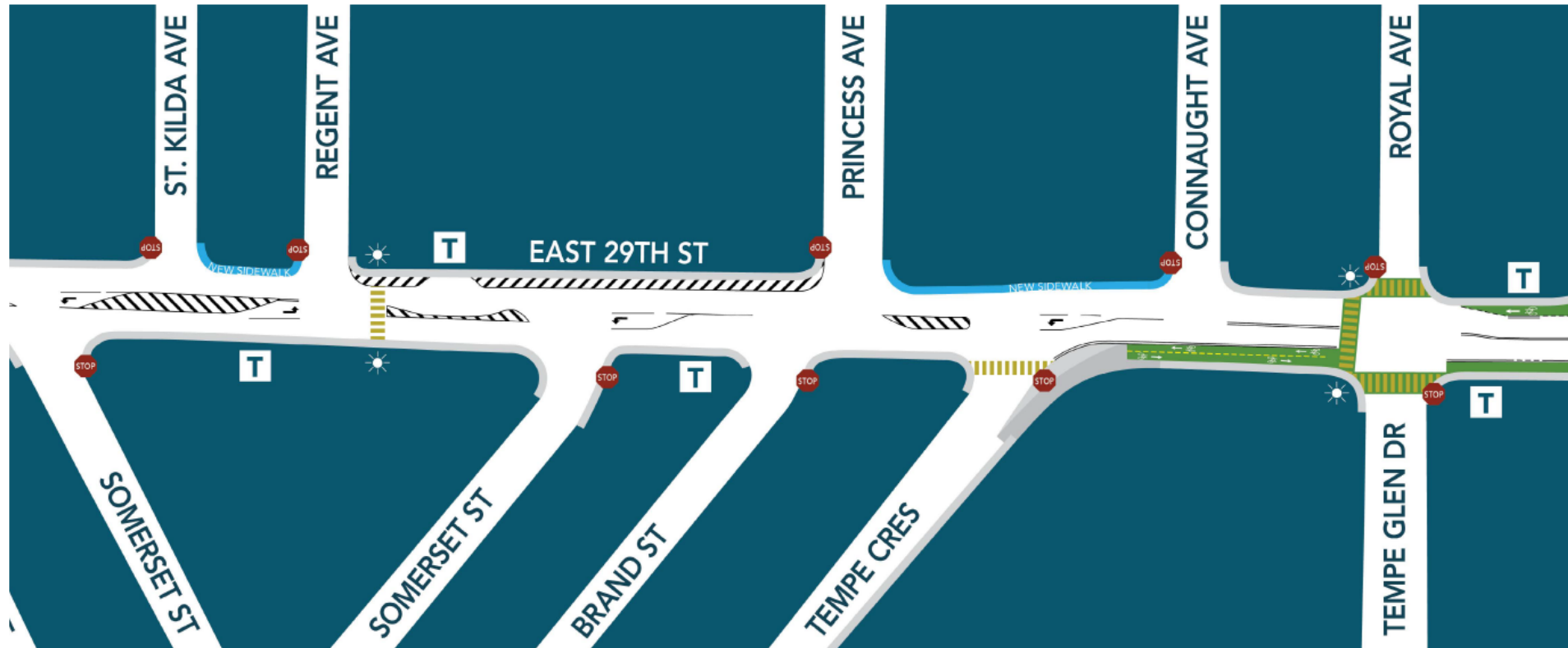
- ▶ Provides Property Access



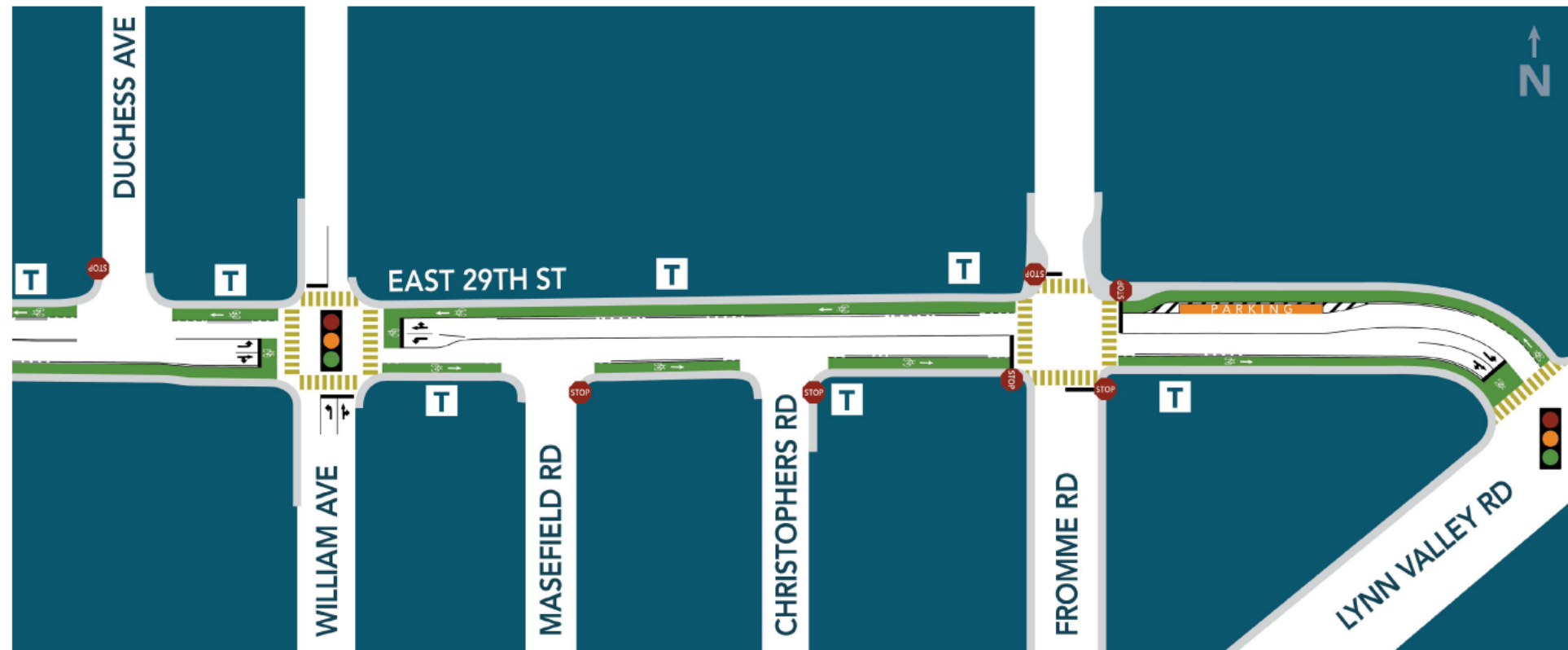
Detailed Design - LONSDALE AVE TO BRAND ST



Detailed Design - SOMERSET ST TO ROYAL AVE



Detailed Design - DUCHESS AVE TO LYNN VALLEY RD





Pedestrian safety

- New sidewalk to complete gaps
- Four new crosswalks
- Full traffic signal at William Avenue



Cycling safety

- Protected, two-way cycle track between Tempe Crescent and Royal Avenue (south side)
- Crossing with flashing beacons at Royal Avenue
- Buffered bike lanes — Royal Avenue to Lynn Valley Road



Driving safety

- New left turn bays
- Full traffic signal at William Avenue
- Lane narrowing



Transit safety

- New crosswalks — positioned closely to bus stops
- New sidewalk to complete gaps – for safety walking to and from bus stops



Left Turn Bays



Speeding and Safe Driveway Access



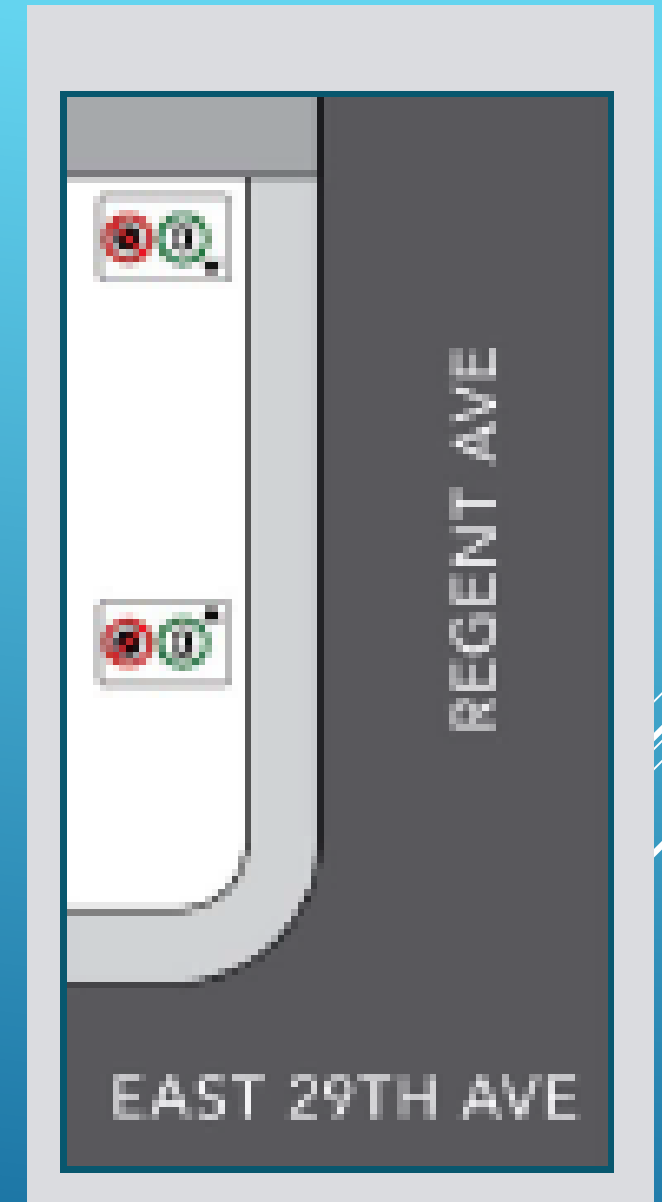
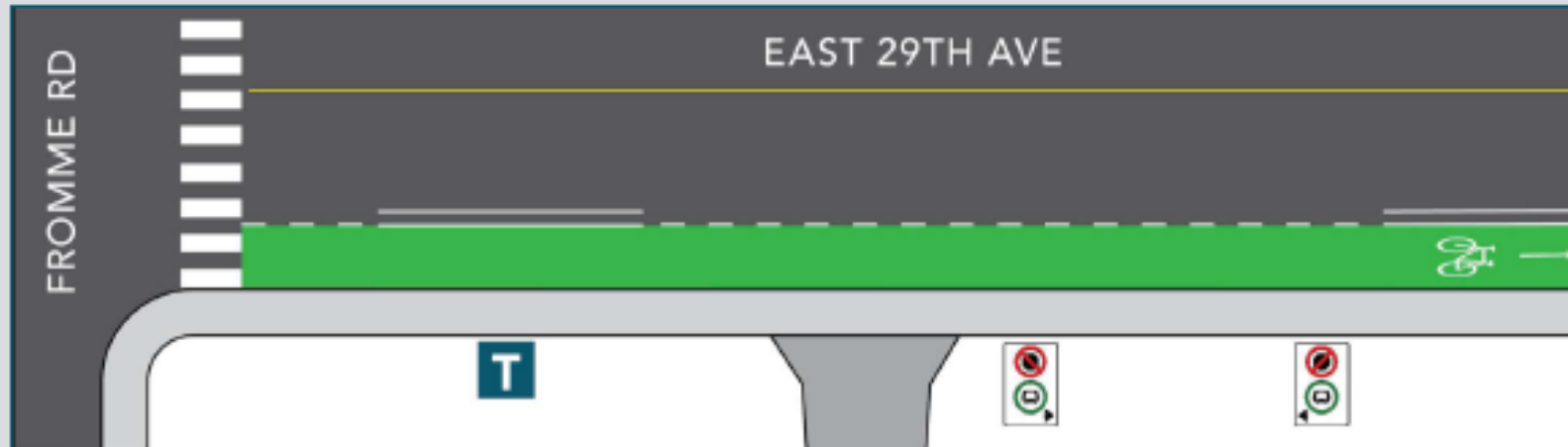
HandyDART Access

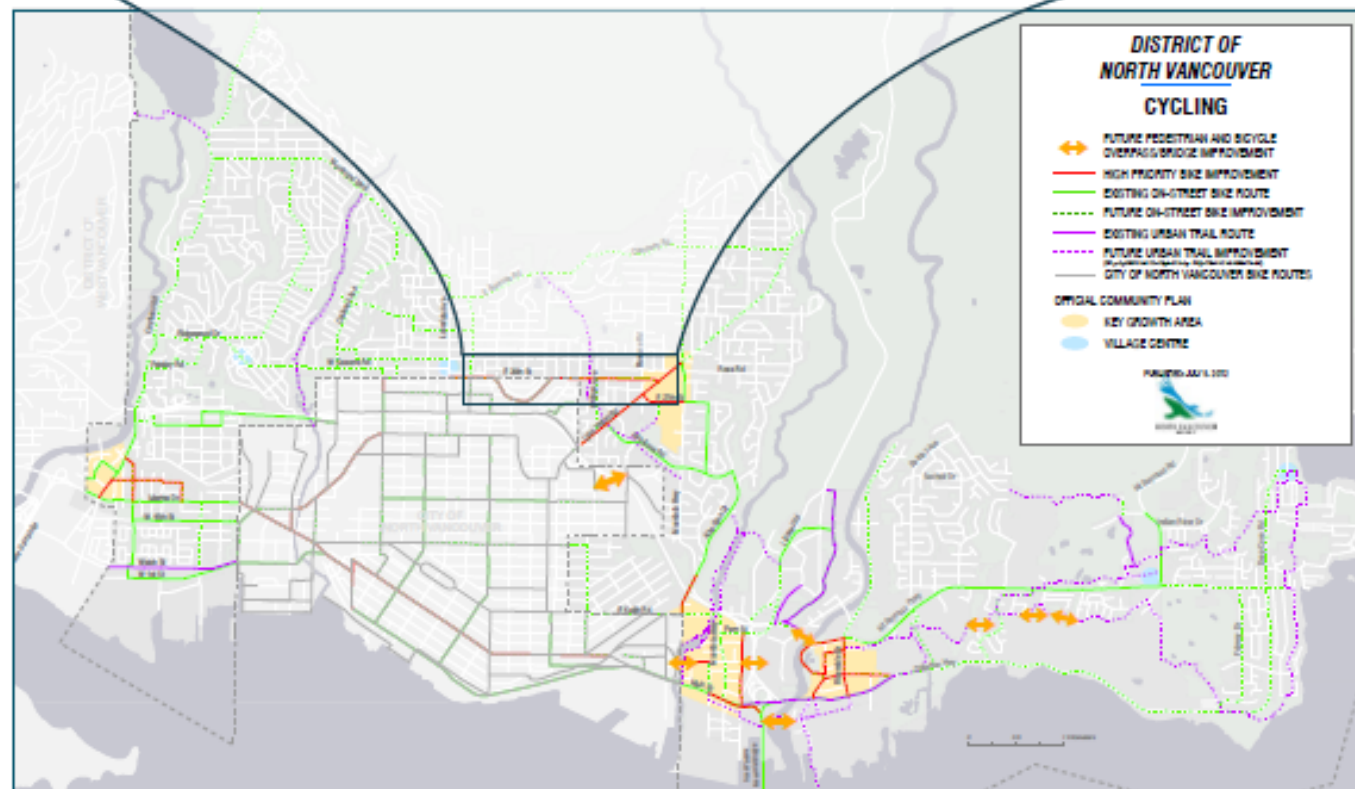


William Avenue Traffic Signal

Based on Collision Data	Buffer Zones Added	Drop off Zones Added	Warranted
<ul style="list-style-type: none">• Reduce rear end collisions	<ul style="list-style-type: none">• Narrower lanes slow traffic	<ul style="list-style-type: none">• Two locations	<ul style="list-style-type: none">• Traffic Volumes
<ul style="list-style-type: none">• Reduce side impact collisions	<ul style="list-style-type: none">• Site specific details		<ul style="list-style-type: none">• Pedestrian Volumes
<ul style="list-style-type: none">• Space for waiting			<ul style="list-style-type: none">• Collisions
<ul style="list-style-type: none">• Better sight lines			

HandyDART Loading/Unloading Zones Options:



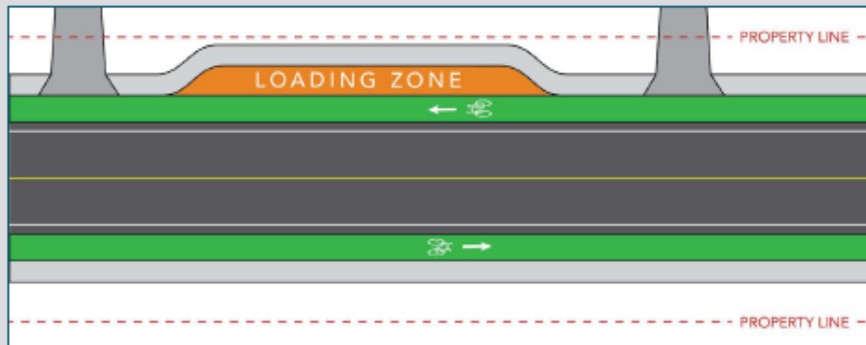


OPTION A

Short loading zone pockets could be constructed along East 29th Street between driveways in a few select locations. This option may entail:

- impacts to the boulevard and property frontages
- removal of trees and hedges
- estimated cost of approximately \$50,000 per zone
- increased risk of collisions, including collisions with cyclists, as drivers would be required to pull in and out of traffic and cross the bike lane to access the loading zone with this design.

Loading Zone Pocket Example:



OPTION B

Side-street loading zones could be created on select side streets, near the intersections of East 29th Street. This option may entail:

- required extension of sidewalks
- impacts to the boulevard and property frontages
- decreased on-street stalls available for longer-term parking
- estimated cost of \$35,000 per zone
- This kind of facility may serve corner properties well, but would not be as convenient for mid-block properties

POSSIBLE FUTURE OPTIONS

QUESTIONS?

