**City of North Vancouver**

**Signage**

* Lynn Valley Road bypass from Sutherland to Lynn Valley Town Centre/Mall via 21st St, Rufus, Kirkstone Park (with DNV)
* MOTI path along Highway 1 from 23rd Street/Westview to CNV border (path is signed from Pemberton Heights by DNV)
* Wayfinding signage to Jones Street Highway 1 overpass (from Chesterfield/23rd Street via 24th Street)
* Green Necklace signage, also sign to nearby bike routes
* Remove the signs at the Jones Street Highway 1 overpass - “Cyclists Dismount”, replace with “Cyclists Yield to Pedestrians”
* Sign bike route on West Grand Boulevard
* Sign Sutherland Avenue as bike route from Keith Road to end at Hwy 1 off-ramp to Lynn Valley
* Change the stop signs at West Keith and Mahon to protect cyclists crossing Keith moving west to east on the path - right now it ‘looks’ like it is protected, but it is not

**Pavement markings**

* Add bike/walk stencils Green Necklace in Victoria Park
* Green Necklace in Victoria Park and beyond crossbikes at street crossings - Lonsdale Avenue, St. Georges Avenue, St Andrews Avenue
* Bike stencils in Civic Plaza? Can I bike to the racks on the Plaza? Can I use the ramp from the Plaza to Lonsdale Avenue on my bike? Can I use the ramp from 13th Street to the Plaza?
* Queensbury Avenue at Keith Road: bike lane, sharrows or green lane to show where cyclists should position themselves and where drivers should expect cyclists
* 17th Street bike route: remove yellow centre line, mark advisory bike lanes http://www.apbp.org/?page=2009\_2\_Advisory or at least more bike stencils
* 13th St east of St Georges: fix bike stencils that are marked too close to parked cars
* Brooksbank Avenue at Cotton Road: bike box, elephant feet or other markings to allow cyclists coming from multi-use trail at MEC store to connect with eastbound bike lane on Cotton/Main
* Cotton and Lynn Creek bridge: clearly mark bike lane to bridge sidewalk curb drop and add bike/walk stencils on bridge
* When 1st Street is repaved and restriped, use some of the extra space in the middle to create buffers for the bike lanes; consider creating buffered bike lanes protected by parked cars; bike lanes between moving traffic and parked cars are dangerous, especially with large trucks
* Green paint for the two crossings at Mackay Road from the pedestrian/cyclist bridge and 15th Street bike route. Make the crossings realistic and not 90 degrees.
* Bike box on Mackay Road at 1st Street to allow eastbound cyclists coming from Spirit Trail to continue on 1st Street bike lane. Current use of Spirit Trail crosswalk is unclear and unsafe since intersection needs to be crossed diagonally. Cars turning right on red from Mackay often cut off cyclists.
* Green lane or some other marking at Bewicke Avenue and Marine Drive moving north or east that indicates that bikes can be on the road at the bike signal button. Cars don’t leave room there. Bike box?
* Bike box on Marine Drive at West Keith for cyclists moving east up the hill (in the left turn lanes)
* Bike stencils on West Grand Boulevard
* More bike stencils on Chesterfield - from Keith up all the way to 23rd
* More bike stencils on St. Andrews
* Green triangle and green lane across at the weird & dangerous triangle from 3rd Street over to Cotton Road moving east

**Curb drops**

* Fix the exit from the bark mulch trail at 25th Street so cyclists are not forced to ride along sidewalk and possibly collide with residents coming out of their homes. Remove the barricade and pave a short segment to the trail that leads out past any parked cars to the centre of 25th Street. The current set-up is dangerous.
* Curb drop, north side of Cotton Drive, at west end of Lynn Creek bridge, leading to MEC well-marked multi-use path.
* Fix the curb drop at 1st Street and the new pathway entrance to Bewicke at the operations yard. Drop is way too high.
* Install wide curb drop at west end of Civic Plaza to/from 14th Street

**Other improvements**

* There is a brand new bike rack outside of Joe Fresh at 17th and Lonsdale. The rack has been installed too close to the building, preventing use: fix.
* Add bike racks in Shipbuilders Square area. There is only one (or only one that is obvious) and it is too small and badly designed.
* Lonsdale Quay needs decent bike racks outside both North and South entrances. The only bike rack (along the east wall) is not even attached to the ground.
* Depressed catch basins need to be brought flush with road surface, in bike path on north side of 3rd Street hill (Cotton Drive to Queensbury)
* Depressed catch basin at West Keith and Marine Drive going east on West Keith needs fixing
* Fix bridge deck seams across bridge on 1st Street just before Fell
* Patch hole at Bewicke and Marine Drive - turning right off Marine onto Bewicke
* Put plastic separators on the 3rd Street route north and south sides
* Change parking setup at Gardenworks next to westbound bike lane on 2nd Street, between 3rd Street and Bewicke. Very dangerous since cars backing out tend to not see cyclists coming down the hill from 3rd Street.
* Change parking setup on 2nd Street behind De Dutch. Cars back out into the bike lane on 2nd Street and drivers don’t see cyclists coming down from Marine Drive. Very dangerous.
* Get shops to remove signs on Civic Plaza ramp to Lonsdale Avenue. Signs clutter already tight space. Almost all pedestrians use narrow ramp, not stairs. Are cyclists allowed to use the ramp to get to Plaza?
* Fix new speed hump on 4th Street just west of St. Davids Avenue. Angle is too abrupt –non-sinusoidal.
* Protect the St. Andrews bike route with stop signs at all (non-traffic circle) east / west intersections
* Temporarily try diverting through traffic on central St. Andrews. Install diverter somewhere around 14th Street.
* Temporarily try diverting through traffic on 17th – around St. Patricks.
* The hill on 17th is ridiculous – move bike route to 16 or 15th to get to Lynn Valley?
* Remove parking from west side of Mackay Road from 15th Street to 1st Street. Paint bike lane.