

From: ["van Dyk, Donny"](#)

To: ["Direct to Mayor and Council - DL"](#)

Date: 9/25/2025 2:12:34 PM

Subject: Memo to Mayor and Council - Construction on Cycling Facilities - September 25, 2025

Attachments: ENG - Memo - Construction on Cycling Facilities.pdf

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Dear Mayor and Council,

Please see the attached Memo from Lon LaClaire regarding Construction on Cycling Facilities. A short summary of the memo is as follows:

- Staff have recently received questions from councillors about cycling accommodation during construction
- Transportation staff review traffic management plans to ensure cyclist safety is maintained during construction impacting bike routes, as well as direct connections, where possible

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca)

Thanks,  
Donny

Donny van Dyk (he/him)  
City Manager  
City of Vancouver



The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the x m k y m (Musqueam), S wxwú7mesh (Squamish), and s lilw ta (Tsleilwautth)

## MEMORANDUM

September 25, 2025

TO: Mayor and Council

CC: Donny van Dyk, City Manager  
Armin Amrolia, Deputy City Manager  
Karen Levitt, Deputy City Manager  
Sandra Singh, Deputy City Manager  
Katrina Leckovic, City Clerk  
Maria Pontikis, Chief of External Relations  
Teresa Jong, Administration Services Manager, City Manager's Office  
Mellisa Morphy, Director of Policy, Mayor's Office  
Trevor Ford, Chief of Staff, Mayor's Office

FROM: Lon LaClaire  
General Manager, Engineering Services

SUBJECT: Construction on Cycling Facilities

RTS #: N/A

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### Purpose

The purpose of this memo is to update Council on City of Vancouver's procedures for managing construction activities that impact cycling facilities, following questions from Councillors. These procedures apply to internal City crews and private contractors working on City-owned public right-of-way and infrastructure, including cycling impacts related to the Broadway Subway Project (BSP).

### Background

City of Vancouver's Transportation 2040 Plan identifies the hierarchy of transportation modes. When decisions about moving people are made, the needs of each group of road users are considered in priority order. The hierarchy, ordered from highest priority to lowest priority is:

- Walking
- Cycling
- Transit
- Taxi / Commercial Transit / Shared Vehicle
- Private Automobiles

In highly constrained urban environments, it is not always possible to provide the ideal facilities for all users' needs, and compromises must be made.

### **City of Vancouver Standard Procedures**

If construction activities impact a cycling facility (local street bikeways included), a Traffic Control Plan must be submitted to the City's Traffic & Data Management Branch (TDM) for review. The plan must show the proposed temporary measure to accommodate cyclists during construction. City staff will review the plan to ensure the proposed measure is appropriate for the specific location using the two reference documents listed below.

- [2020 Traffic Management Manual for Work on Roadways](#)
- [Construction on Bicycle Routes Guide 2020](#)

The *2020 Traffic Management Manual for Work on Roadways*, produced by the British Columbia Ministry of Transportation and Transit (BC MoTT), outlines principles and guidelines to safely and efficiently move road users through a work zone. Section 18 describes typical setups for various temporary cycling measures, including but not limited to, bicycle provisions, take/share the lane, and "dismount and walk".

The *Construction on Bicycle Routes Guide 2020*, produced by the City of Vancouver, supplements the BC MoTT's manual. This Vancouver-specific guide is tailored to urban environments and clearly defines the key considerations for selecting a temporary measure when cycling facilities are impacted. These considerations include bike volumes, the remaining road width, surface hazards, and the length of the closure. The guide ranks the temporary measures from most to least preferred, as listed below.

- Bicycle Provision
- Take/Share the Lane
- Single Lane Alternating Bicycle Traffic
- Dismount and Walk
- Bicycle Detour Routes

Although a bicycle provision is always preferred, there may not be adequate road width beside the work zone to implement one. The City requires a minimum width of 1.5 metres per direction for bicycle provisions, relative to 1.0 metre as required in the BC MoTT manual. In such cases, the feasibility of the next best option is assessed.

The overarching goal is to ensure that vulnerable road users are kept safe and not unduly exposed to traffic or other hazards. For example, Section 18.1.1 of the BC MoTT manual states that a smooth, hard surface (such as asphalt) should be maintained for cyclists, and that loose

or uneven surfaces should be avoided. Similarly, Vancouver's guide requires temporary fix-in-place ramps with tactile surfaces to allow cyclists to easily transition between the cycling facility and the sidewalk when they are instructed to dismount and walk.

Once the traffic control plan meets or exceeds the guidelines, engineering staff in the TDM Branch will accept the plans. However, the traffic and safety plans, including Risk Assessments and Traffic Control Plans, are the responsibility of the project's prime contractor.

### **Broadway Subway Project – Cycling Impacts**

The Broadway Subway Project (BSP), as a provincial project, maintains authority over its traffic and safety plans, including detours and impacts to cycling facilities. However, the City actively engages with the Project Co (Broadway Subway Constructors General Partnership) and the Transportation Investment Corporation (TI Corp) to collaborate on good traffic management plans which are aligned with City standards and best practices. While the City does not have final approval authority over BSP's traffic plans, City staff regularly review and provide feedback to ensure pedestrian and cyclist safety, accessibility, and convenience are prioritized.

Currently BSP has formal detours along the Central Valley Greenway and the Arbutus Greenway.

Additionally, impacts to cycling facilities are approved at the following locations as and when required.

- West 10th Avenue cycling route at Main Street
- West 10th Avenue cycling route at Yukon Street
- West 10th Avenue cycling route at Granville Street
- Yukon Street cycling route at West Broadway
- Cypress Street cycling route at West Broadway

If you have any questions, please contact me directly.



Lon LaClaire, M.Eng., P.Eng.  
General Manager, Engineering Services

604.873.7336 | [lon.laclaire@vancouver.ca](mailto:lon.laclaire@vancouver.ca)