

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

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

Date: 3/30/2026 4:28:18 PM

Subject: ENG- Memo to Mayor and Council - Road and Sidewalk Condition Response - March 30, 2026

Attachments: ENG- Memo - Road and Sidewalk Condition Response.pdf

Dear Mayor and Council,

Please see the attached memo from Lon LaClaire with staff's response to the council question, Road and Sidewalk Condition. Key points include:

- This memo re-issues responses to Council questions related to road and sidewalk condition, originally sent to Mayor and Council as part of weekly Q&A on February 23rd.
- The memo presents three capital funding scenarios
- The projected outcomes of these funding scenarios are summarized

If you have any questions, please feel free to contact Lon LaClaire at 604-873-7336 or 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 (Tsleil-Wautlions).

MEMORANDUM

March 30, 2026

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
Chris Freek, Director of Civic Engagement & Communications
Katrina Leckovic, City Clerk
Teresa Jong, Administrative 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: Road and Sidewalk Condition Response

RTS #: N/A

The following response was provided to Council as part of the weekly Q&A on February 23rd. Note that these figures are approximate and that further analysis is required to further refine the funding and outcome estimates.

Q: What is the funding required to prevent further decline of the road and sidewalk networks, or to go further and reverse the trend?

A: In response to the questions we received from Council about the funding required to prevent further decline of the road and sidewalk networks, or to go further and reverse the trend - here are two funding scenarios for consideration along with the current capital plan allocations for comparison.

- Historic and current funding levels for road and sidewalk renewal have resulted in predictable and measured decline of road condition and the accumulation of a large backlog of sidewalk repairs. This is the status quo and is presented in **red**.
- Staff modelled the funding required to prevent further decline of the road network – on average. Meaning at this funding level, some roads will decline, and others will be renewed but overall, the network's condition would be stable. This is presented in **orange**.
- Staff also estimated our total capacity for road and sidewalk work over the next 4 years, considering internal crew capacity, external delivery, the practical limits that coordination with utility and development work impose, along with consideration for overall traffic impacts across the City. This is presented in **green**.

- o Note that, in the green scenario, the arterial road network is expected to improve from “fair” to “good” in 4-years – or PCI 75 (Pavement Condition Index) – which is the regional standard set by Translink for the Major Road Network. The City does not currently have road condition targets.

	2023-2026 Capital Plan*	Hold Average Network Condition Stable	Maximum Delivery Capacity
Arterial Roads	Declining Road Condition 19M	Hold the Line 33M	Improve Road Condition 46M
Local Roads	10M	38M	38M
Sidewalks	Emergency Spot Repairs 5M	Some Responsive Renewal 10M	Significant Renewal 20M
4-Year Total	34M	81M	104M

*Allocations at the start of the plan, does not include MTU adjustments

Arterial Roads – Green Scenario (\$46M)

- 25kms of arterial road will be improved from very poor and poor to very good. This represents 15 to 20 arterial corridor projects, distributed across the City.
- This represents renewal of 22% of the arterial network currently in poor and very poor condition.

Local Roads – Green Scenario (\$38M)

- 105km or about 800 blocks of local roads can be improved from very poor and poor to very good
- This represents renewal of about 28% of local roads currently in poor and very poor condition

Sidewalks – Green Scenario (\$20M)

- 28km of sidewalk can be renewed from very poor and poor to very good. Practically, these projects will be a combination of spot repairs at tree heave locations (or other localized defects) and full block renewal so this funding will go much further than a linear measure of 28kms.
- This represents at least 13% of sidewalks currently in very poor and poor condition. The actual accomplishment is likely to be much higher than 13% given that spot repairs are often all that is required to bring a block of sidewalk from very poor to very good condition.

If you any questions, please contact me directly at lon.laclaire@vancouver.ca



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

604.873.7336 | lon.laclaire@vancouver.ca