



2024

CITY OF VICTORIA | Transportation

# Construction Management Practices on Cycling Routes



This is a reference guide for contractors undertaking construction in the City of Victoria on any **designated cycling route (including painted or protected bike lanes)** to help with traffic control planning. It should be used as a supplement to the British Columbia Ministry of Transportation and Infrastructure’s [Traffic Management Manual for Work on Roadways](#) and [WorkSafeBC OHS Regulation Part 18](#).

Accessibility and safety for the public around construction zones are requirements for the City of Victoria. We expect all permit holders to plan for and accommodate vulnerable road users, including pedestrians, people with disabilities, and people biking, skateboarding, roller-blading, and those riding scooters and other micro-mobility devices.

Effective plans make cyclist movements safe and prevent vulnerable road users from entering dangerous areas. Extra care and attention are necessary for construction work impacting major pathways and pedestrian routes as well as All Ages and Abilities (AAA) cycling facilities.

The following are requirements and guidelines we will be using to review all permit applications. To avoid unnecessary revisions after submission, please add the accommodations outlined in the documents into your traffic control plans when applicable.





# Cycling Routes | Cycling route types in Victoria



One-way protected bike lanes



Two-way protected bike lanes



Shared-Use Neighbourhood Bikeways



Painted bike lanes





Advisory bike lanes

**Cycling routes within the City of Victoria can be found on VicMap here.**



For the purposes of construction traffic management, protected bike lanes, shared-use neighbourhood bikeways and advisory bike lanes are all AAA and have different requirements than painted bike lanes.



## Will your construction take place on or impact a cycling route?


<b>Yes.</b> 	<b>No.</b> 	Save this guide for when it does.
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## Is the cycling route an AAA route?

<b>Yes</b> , construction will take place on an AAA route. 	<b>No</b> , just a painted bike lane. 	Use “Take the Lane” approach. Follow instructions and use appropriate signage as outlined in the <a href="#">Provincial Traffic Management Manual for Work on Roadways</a> – see section 18.
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## What type of AAA cycling route will the work impact? ▶ CHECK VICMAP HERE


### One-way and Two-Way Protected Bike Lane



Protected bike lanes CANNOT be merged with a vehicle travel lane using “Take the Lane” approach. A temporary protected bike lane MUST be created. How to do this:

- Use delineators or barricades and ensure widths are as outlined in [Table 1](#). Use of concrete barricades and/or grade separation may be requested depending on road type and duration
- A “Lane Closure Arrow” sign (C-053) should be used where cyclists are being shifted from the existing protected bike lane into the temporary one
- Parking and/or vehicle travel lanes will likely need to be closed to provide space for a temporary protected bike lane. **Please note these closures in your application.**

### Shared-Use Neighbourhood Bikeways and Advisory Bike Lanes



- Maintain a minimum of one travel lane, which can be single lane alternating if necessary.
- Ensure proper widths for the lanes – refer [Table 1](#).
- If a road closure is necessary for vehicles but not cyclists, an “Except Bikes” tab (WA- 145S-1) must be used on road closed signs. When a road closure is necessary for both vehicles and cyclists, a City-approved bike detour route must be in place and signed accordingly.

If these requirements for working on AAA bike lanes are not able to be met, please request guidance from Transportation



## Site visits need to be undertaken if work is taking place on a pedestrian or AAA cycling route (check vicmap here)

Conduct a site visit to understand specific context and potential hazards. Note that online mapping tools may not be up to date and accurate. Considerations that must be addressed include:

- Hazards on the road surface such as loose gravel and uneven surfaces that may impact cyclists or pedestrians including on detour route
- Functionality and accessibility for the public after work hours.  
**This needs to be outlined in your application process.**
- Bus Stops – if you have identified a bus stop within your work zone that requires relocation or closure, **this also needs to be outlined in your application process.**
- Pedestrian access to nearby businesses and destinations including community and recreation centres must be maintained unless approved by Transportation.
- Sufficient remaining width – see [Table 1](#).



TABLE 1  
**Minimum Width for Temporary Routes**

Facilities for temporary walkways	
Local Street ( <a href="#">check vicmap here</a> )	1.5m
Major Roads ( <a href="#">check vicmap here</a> )	2m
Facilities for AAA bike routes ( <a href="#">check vicmap here</a> )	
One-way	1.5m
Two-way	3m
Truck/bus route travel lane – on a two-way street	3.5m*

\*Narrower widths may be approved on case-by-case basis.





A temporary protected bike lane ensures cyclists are safe on an AAA cycling route



Overhead scaffolding leaves sidewalk and protected bike lane clear and accessible.



Longer term use of AAA bike lane is re-aligned to ensure it remains open and accessible while providing space for construction