



2024

CITY OF VICTORIA | Transportation

Construction Management Practices on Walking Routes



This is a reference guide for contractors undertaking construction in the City of Victoria on **on any sidewalk or other designated pedestrian route** 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 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 keep vulnerable road users safe and prevent them from entering dangerous areas. Extra care and attention are necessary for construction work impacting pedestrian routes.

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.



Pedestrian Routes

If your work takes place on or impacts a sidewalk, crosswalk or other pedestrian-designated facility, the following accessibility requirements apply:

- ➔ Pedestrian facilities on both sides of the street and crosswalks should remain open and clear at all times if possible.
- ➔ If this is not possible you must provide a temporary walkway around a work zone. This walkway:
 - Should be constructed using cold patch asphalt, compacted RAP or concrete. Compacted granular material is only permitted to be used for temporary walkways that will be in place for 48 hours or less.
 - Should replicate as nearly as possible existing facilities
 - Must be accessible to everyone including no overhead obstructions
 - Must be an unobstructed, clearly marked walkway that meets minimum widths as outlined in [Table 1](#)
 - Must separate pedestrians from vehicles and cyclists with clear delineation. Use of concrete barricades and grade separation may be requested depending on road type and duration. If using delineators or other temporary infrastructure, place them between 900 mm and 1600 mm
 - Must be cleared of snow by 10 a.m. the day after a snowfall, as per the [Streets & Traffic Bylaw](#)
- If existing curb letdowns/ramps are not available to use, temporary letdowns need to be constructed with the following standards:
 - 1.5m minimum width and less than 8% grade with a maximum raised edge of no more than 10mm.
 - Highly visible with a non-slip surface and contrast on the edges
 - Fixed in place
 - Safe 1.7 metre-wide turning area buffered from vehicle traffic for mobility device users
- ➔ Qualified personnel may be used to direct pedestrians to opposite sidewalk **ONLY** on local streets and when active construction is taking place.
- ➔ In addition to the temporary walkway, the following guidelines for the closure apply:
 - Barriers and “Sidewalk Closed” signs on either ends of the closure
 - Traffic control personnel at either end of closure to assist pedestrians may be requested
 - “Sidewalk Closed, Cross Here” signage at nearest safe crossing on both sides of the work site
- ➔ If the work zone includes a signalized intersection, only one crosswalk can be closed at a time and another crossing in the same direction must remain open.
- ➔ Examples using visuals are provided later in the document.

NOTE: Requirements may vary depending on duration of construction.



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

Conduct a site visit to understand specific context and potential hazards as 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 (check vicmap here)	1.5m
Major Roads (check vicmap here)	2m

Facilities for AAA bike routes ([check vicmap here](#))

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.*



Examples of set ups that are safe and accessible for cyclists and pedestrians:



Temporary, protected pedestrian walkway with cyclist taking the lane (permitted for painted bike lanes only).



A temporary curb ramp allows access to the crosswalk from the sidewalk



High contrast, non-slip temporary curb ramp provides access to the sidewalk for mobility devices users



High contrast, non-slip temporary curb ramp provides access to the sidewalk and a temporary protected walkway for mobility devices users