

DIRECTING CYCLISTS DURING CONSTRUCTION



Signage should not be placed in, or project into the bicycle travel lane, and should leave at least 1.5m clear on a sidewalk.

These two double-sided signs must be placed next to any 'Road Closed' signs ahead of the site or work zone.

Cyclists dismount sign to be considered for use only as last resort and for short distances.

CYCLING THROUGH A WORK SITE

Use this sign when construction or emergency work takes place on, or adjacent to a bicycle route.



- Implement a safe and clearly marked travel lane for bicycles with a width of 1.5m (one-way cycle lane) or shared lane if permitted.
- Road plates, exposed utility covers and patches must be marked with signs and warning devices, and edges filleted with asphalt
- All surfaces where bicycles are expected to travel should be kept clean of debris and loose soil and gravel



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BIKE ROUTE CONSTRUCTION

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INFORMATION FOR CONTRACTORS

This is a reference guide for private contractors and traffic control contractors working in the City of North Vancouver during construction that may impact bike lanes.

CYCLING IN NORTH VANCOUVER

The City of North Vancouver supports cycling as a healthy, efficient and non-polluting transportation option for both commuter and recreational cyclists. The City's vision is to improve the bicycle route network and provide facilities that encourage cycling.

- Every effort must be made to accommodate and safely direct cyclists through or around a construction area
- Bicycles require smooth, hard surfaces. Loose gravel and abrupt edges are unsafe for cyclists



DETOUR



An alternate route must be provided for projects and work sites that cannot safely accommodate bicycles.

Detour routes must have:

- Traffic signals to cross arterial streets, including push buttons to activate lights. Provide direction signage when cyclists must use a pedestrian push button
- A surface that is flat and obstacle free
- Low traffic volume or dedicated cycling facility
- Proper detour signage at and along the detour route

Detour ahead sign to be placed at least 40m prior detour starts.

BICYCLE LANE CLOSURE



A bicycle lane closure should be marked the same as a vehicle lane closure with delineators and arrow boards.

- When possible, an alternate lane should be provided to avoid forcing a bicycle into a vehicle lane. When this is not possible, 'Single File' share the road signs must be installed, or a bicycle detour route provided
- Mark closed bicycle and vehicle travel lanes with delineators, cones, flexible drums, safety tape, and/or flashing barricades to improve night visibility

FULL CLOSURE

Use barricades, delineators and signs to indicate a full closure. Flashing barricades should be used at night. A detour must be implemented for cyclists and pedestrians if applicable.

SITE CLEAN-UP

Once roadwork is complete, roads must be returned to their original condition. Permanent repairs should be undertaken as soon as possible and to City standards.

- Road surfaces should be clear and free of debris
- Signs and markings returned to pre-construction condition
- All road cuts repaired to City standards

EMERGENCY WORK

Crews attending emergency work are expected to follow the same rules and regulations that apply to scheduled construction projects. A traffic control person (TCP) may be required.



REFERENCE

B.C. Ministry of Transportation's *Traffic Control Manual for Work on Roadways*