

Table 4.7 – Desired and Suggested Minimum Widths for Bicycle Lanes

Facility	Desired Width	Suggested Minimum
Conventional Bicycle Lane	1.8 m ^b	1.5 m ^c
Conventional Bicycle Lane splitting two travel lanes ^d	2.0 m	1.8 m
Conventional Bicycle Lane adjacent to on-street parking ^e	1.5 m lane + 1.0 m parking buffer	1.5 m lane ^c + 0.6 m parking buffer

Widths are to face of curb (inclusive of gutter, if present). Includes bicycle lanes alongside continuous barriers such as guiderails and underpass walls. Where intermittent obstructions (for example, sign posts) are present alongside the bicycle lane, a width of 1.8 – 2.0 m is recommended.

- a Where high volumes of cyclists are anticipated and accommodation of overtaking movements is desired, consider providing a buffered bicycle lane, which increases separation between cyclists and motor vehicles while providing a space for passing movements (refer to **Section 4.4.2**).
- b Conventional bicycle lanes may be reduced to 1.2 m over very short distances (< 100 m), in constrained areas or in complex circumstances, such as to avoid utility poles or other infrastructure that may be costly to relocate.
- c Includes bike lanes between through lanes and turn lanes on the approach to an intersection. Also applies to bike lane between through lanes and merge lanes downstream of an intersection.
- d The desired total width of the parking lane plus the parking buffer is 3.4 m (for example, a 2.4 m parking lane plus 1.0 m parking buffer), to ensure cyclists will ride outside of the door zone. On streets with very low parking turnover, a buffer may not be necessary.