

Lane Widths Guideline Quick Reference

This document is intended to be used as a quick reference for individuals familiar with the Lane Width Guidelines and shall be used in conjunction with the Lane Width Guidelines.

		Minimum (m)	Target (m)	Maximum (m)	TTC			Horizontal Alignment Curves	
					TTC Bus Routes	TTC Streetcar Routes	High Truck Volume		
Through Lane	60km/h or more	3.0	3.0	3.5	x	+ ¹	+	+	
	50km/h		3.0	3.3					
	40km/h or less		3.0	3.0					
Curb Lane	Shared Curb Lane without Urban Shoulder	3.3	4.3	4.3	+ ²	x	+	+	
	Shared Curb Lane with Urban Shoulder or Curb Lane with Dedicated Cycling Facility	60km/h or more	3.0	3.5					3.5
		50km/h		3.3					
	40km/h or less		3.3	3.5					
Urban Shoulder		1.2	2.3	2.3					
Two-way Left Turn Lane		3.0	3.0	3.3	x	x	+	+	
Dedicated Left Turn Lane		3.0	3.0	3.3	x	x	+	+	
Dedicated Right Turn Lane		3.0	3.0	3.3	+	x	+	+	
Dedicated Parking Lane		2.0	2.4	2.8	x	x	x	+	
Dedicated Cycling Facility		Note 1							

Urban Shoulders

An urban shoulder is a space, delineated by an edge line that a cyclist may choose to ride in instead of riding in the vehicular shared curb lane where dedicated cycling facilities are not provided. An urban shoulder is not an alternative to a dedicated cycling facility. An urban shoulder should be provided wherever possible. An urban shoulder delineated by an edge line shall be a minimum width of 1.2m.

Note 1 – Refer to Ontario Traffic Manual Book 18: Cycling Facilities

¹ Through lanes should be a minimum width of 3.1m on TTC streetcar routes.

² Curb lanes should be a minimum width of 3.3m on TTC bus service routes.

Lane width allocation and prioritization

Lane types and widths have been prioritized into a list of items to determine which lanes and widths should be provided at locations where there is insufficient road width to accommodate the desired cross section. The following list of items have been prioritized from most important to least important. Items should be allocated to cross section in order of priority. Any specific item should not be allocated to a cross section until all items with a higher priority have been provided.

Lane Width Priorities from Most Important to Least Important

1. Minimum Curb Lane Width
2. Minimum Through Lane Width
3. Minimum Turn Lane Width
4. 3.3m Wide Curb Lane Width
5. Minimum Urban Shoulder Width if possible
6. Minimum Conventional Bicycle Lane Width where identified
7. 3.5m Wide Curb Lane Width on 60km/h roads
8. Minimum Separated Bicycle Lane Width
9. Target Curb Lane with Urban Shoulder or Cycling Facility Width
10. Target Through Lane Width
11. Desired Bicycle Lane Width
12. Target Curb Lane Width
13. Target Turn Lane Width
14. Curb Lane Width Above Target if required
15. Through Lane Width Above Target if required
16. Turning Lane Width Above Target if required