

TABLE D-11 // PROTECTED BICYCLE LANE WIDTH GUIDANCE

FACILITY	DESIRABLE (M)	CONSTRAINED LIMIT (M)
Bicycle Through Zone (Uni-Directional)	2.5*	1.8
Bicycle Through Zone (Bi-Directional)	4.0	3.0
Street Buffer Zone	0.9*	0.6
Furnishing Zone**	2.0	0.25

* If Street Buffer Zone is not adjacent to on-street motor vehicle parking, the desirable width is ≥ 0.9 metres, with a wider buffer creating additional cycling comfort.

** Furnishing Zone in this context refers to the buffer between the Bicycle Through Zone and Pedestrian Through Zone. This is especially relevant for sidewalk level protected bicycle lanes, where there is no grade difference between people cycling and people walking. For full details on Furnishing Zone width in a pedestrian context, refer to **Chapter C.3**.



FIGURE D-39 // UNI-DIRECTIONAL PROTECTED BICYCLE LANE CROSS-SECTION - WITH ON-STREET PARKING (DESIRED WIDTH)

Uni-Directional Protected Bicycle Lane

As shown in **Table D-11**, the desirable width of the Bicycle Through Zone is 2.5 metres on a uni-directional protected bicycle lane to accommodate passing and side-by-side travel. If bicycle volumes are expected to be less than 150 bicycles per hour, then a width of 2.0 metres is more appropriate. The constrained limit width of the bicycle lane portion of a uni-directional protected bicycle lane is 1.8 metres.

The absolute minimum width of the bicycle lane portion of a uni-directional protected bicycle lane is 1.5 metres. This width does not facilitate people cycling passing within the lane. The absolute minimum should only be used for short distances (under 100 metres), when reasonable consideration has been given to local context, and after confirming that maintenance equipment can navigate this reduced width. **Figures D-38** and **D-39** show uni-directional protected