

Figure 4.3 – Bicycle Route Marker Sign

M511 (OTM)
(450 mm x 450 mm)

Additional wayfinding signs may be appropriate to provide directional guidance to cyclists. Practitioners should refer primarily to the Ontario Traffic Manual, or (as a secondary resource) to Section 5.2 in the TAC *Bikeway Traffic Control Guidelines for Canada* for more information.

Share the Road / Shared Use Lane Single File Signs

In addition to a Bicycle Route Marker sign M511 (OTM), a road authority may also install the warning signs depicted in **Figure 4.4** to remind motorists to share the road since a bicycle is defined as a vehicle in the *Highway Traffic Act of Ontario (HTA)*.

The signs also serve to caution all road users on the approach to locations where there may be a change in the road configuration. Examples of this include where a paved shoulder ends or narrows and cyclists using the shoulder will be manoeuvring into the travel lane. Another example is on an approach to an up or down grade or roadway curve. In each case, the signs should be used in addition to the appropriate warning sign for the specific condition. In locations where motorists are discouraged from passing cyclists, for example where lane widths are narrow or there is a steep grade, the 'Shared Use Lane Single File' sign Wc-24 (OTM) and supplementary tab Wc-24t (OTM) should be considered.

If the travel lane width is less than 4.0 metres, motorists approaching a cyclist should wait until there is a safe gap in traffic, either in the opposing or adjacent lane, to then cross the centre of the road or make a lane change to pass the cyclist. Although the cyclist is expected to ride as far to the right of the roadway as practicable, they may take the lane if they consider riding on the far right of the roadway to be unsafe. Roads with lane widths less than 4.0 metres are too narrow to permit side-by-side travel, especially where a vehicle is overtaking a cyclist on a higher speed road.

'Share the Road' and 'Shared Use Lane Single File' signs are also used on roads designated for cycling or where cycling is known to occur in built up urban areas. These include roads with higher traffic volumes, low to moderate speeds (40 to 60 km/h) and frequent intersections or driveways. In these conditions, motorists do not typically have the opportunity to safely cross a directional dividing line to pass a cyclist on a two lane road. As a result, if the travel lane width is 4.0 metres or greater, passing may be possible and application of the 'Share the Road' sign Wc-19 (OTM) and supplementary tab Wc-19t (OTM) should be considered. This may be supplemented with a sharrow marking placed 1.0 metre from the centre of the sharrow marking to the face of the curb, or 1.3 metres from the edge of an on-street parking lane. This configuration is known as a Wide Shared Roadway and is shown in **Figures 4.7 and 4.8**.

If the lane width is less than 4.0 metres, side-by-side travel is not to be encouraged and use of the 'Shared Use Lane Single File' sign Wc-24 (OTM) and supplementary tab Wc-24t (OTM) should be considered. If the optional sharrow marking is also proposed, it should be placed in the centre of the lane to reinforce the single file operating condition. This configuration is known as a Narrow Shared Roadway and is shown in **Figures 4.9 and 4.10**.