How wide is rue de Terrebonne?

The roadway along the lane, measured on the City's 2015 LiDAR

Terrebonne-open-sources (a resident of
Côte-des-Neiges–Notre-Dame-de-Grâce)

2026-11-07

The question

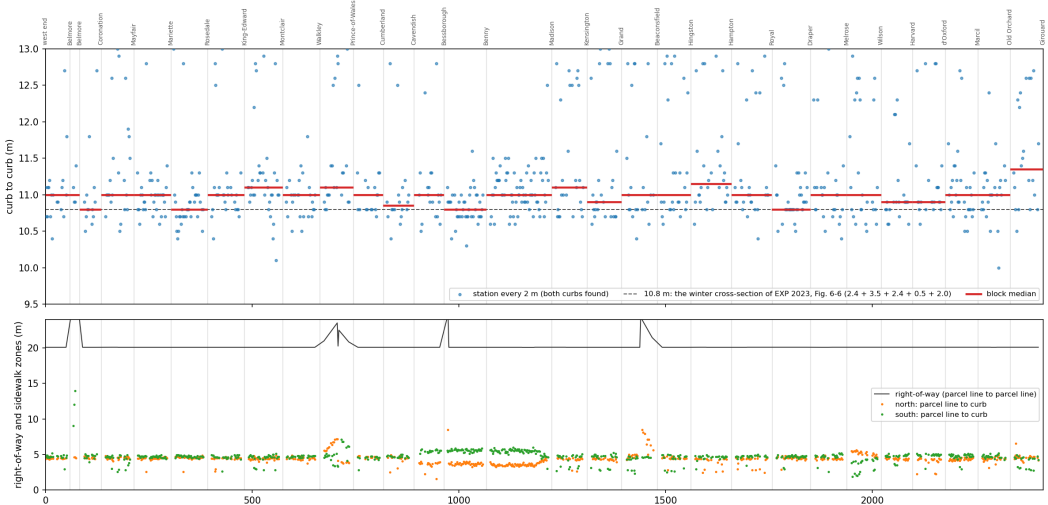
- The winter layout adopted on November 2, 2026 (file 1266880005) turns the lane running with traffic into parking and has cyclists share the traffic lane.
- The borough's 2023 study drew that type of section (EXP, Fig. 6-6): parking 2.4 + shared lane 3.5 + parking 2.4 + buffer 0.5 + contraflow lane 2.0 = **10.8 m** curb to curb.
- Is the street 10.8 m wide, everywhere along its 2.4 km? That decides how much room any winter layout has.

Source: EXP 2023, p. 72; borough file 1266880005, pp. 207–212 of the Nov. 2 bundle.

Data and method

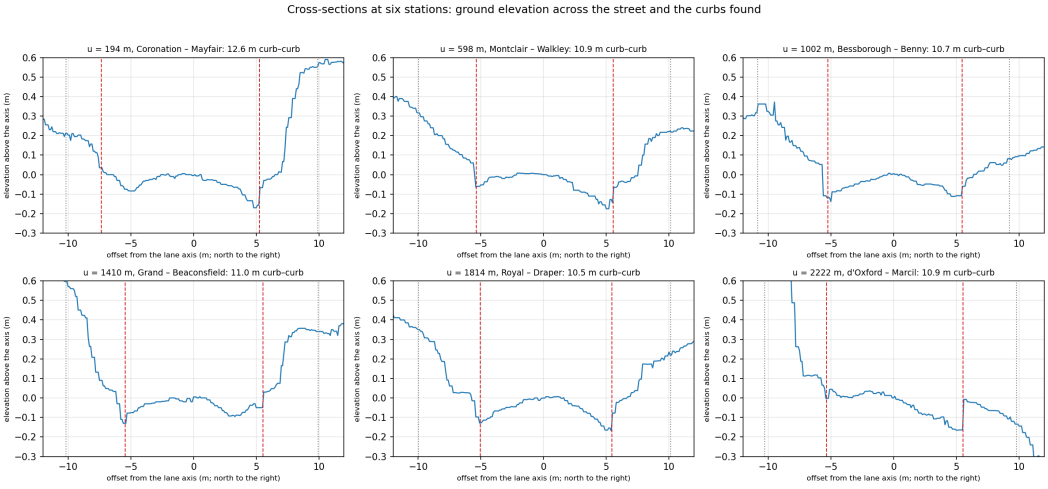
- Ville de Montréal, LiDAR aérien 2015 (open data, CC-BY 4.0): ground returns averaged on a 0.25 m grid along the corridor.
- A cross-section every 2 m along the lane's axis (1207 stations), 16 m each side, every 0.1 m.
- Curb = the first rise of 7 cm over 0.5 m outward from the axis, 3–8 m out (a curb face is 10–15 cm; a 1:12 driveway ramp rises 4 cm and does not pass).
- Night flight, cars at the curbs: no ground under a car. Stations with both curbs found and a width of 9–13 m are kept: 759.
- Right-of-way: parcel line to parcel line on the same section (City assessment units).

The roadway is 11.0 m wide, along the whole street

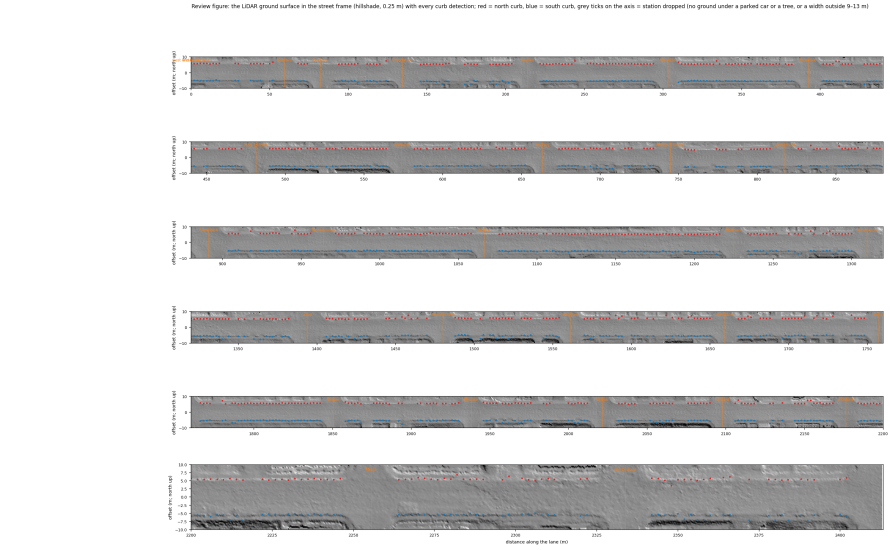


Ground elevation: Ville de Montréal, LiDAR aérien 2015 (CC-BY 4.0), ground returns averaged on a 0.25 m grid; parcels: Ville de Montréal, unités d'évaluation foncière (CC-BY 4.0). Curb = the first rise of 7 cm over 0.5 m outward from the axis, between 3 and 8 m. Stations where a parked car or a tree hid a curb are left out.

What a cross-section looks like

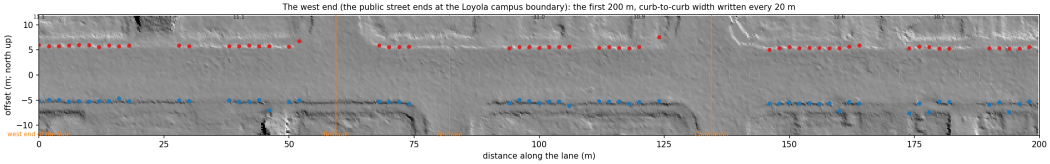


Review: every curb detection on the LiDAR surface



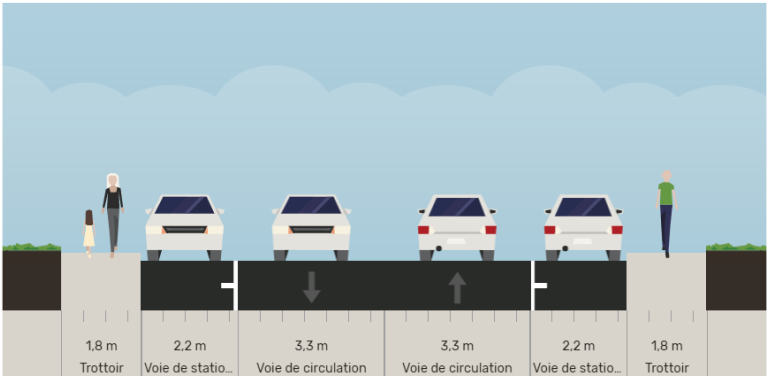
Hillshade of the ground surface in the street frame; red = north curb, blue = south curb; grey ticks on the axis = stations dropped (a parked car or a tree

The west end, where the public street meets the Loyola campus



The last public block (west end to Belmore) reads 11.0 m curb to curb (19 of 30 stations), a 20.09 m right-of-way and 4.4–4.7 m sidewalk zones: the same section as the rest of the street. Beyond the lane's end the roadway is the campus's, not the City's (géobase). The 2015 surface and the pre-2024 imagery cannot measure the 2024 bike lanes themselves; a two-way block with no parking fits 11.0 m as, for example, 2.0 + 0.5 + 3.0 + 3.0 + 0.5 + 2.0 (arithmetic, not the plan).

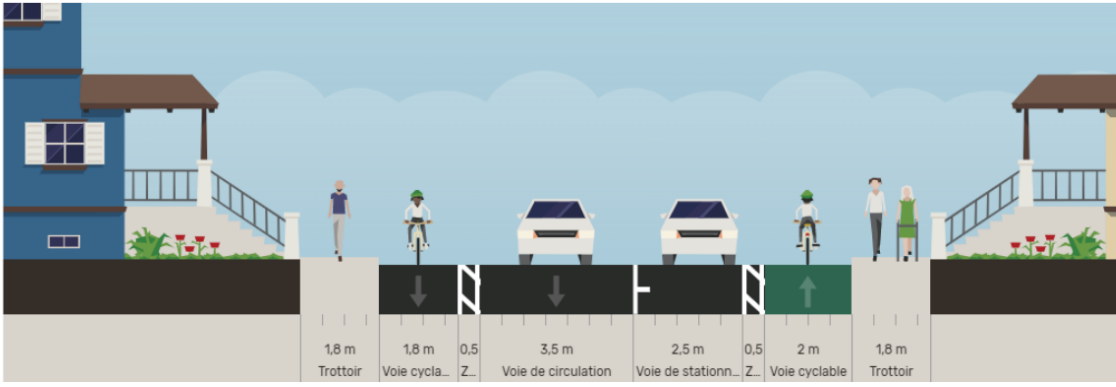
The street in 2023: EXP's Figure 3-1



1.8 sidewalk | 2.2 parking | 3.3 | 3.3 | 2.2 parking | 1.8 sidewalk: **11.0 m curb to curb**; Table 3-1: « Largeur de la chaussée: environ 11 m », « Emprise fonctionnelle: environ 14,6 m ». The LiDAR reads the same 11.0 m.

Source: EXP, Étude de mobilité sur la rue de Terrebonne, Sept. 2023, report p. 25 (PDF p. 36).

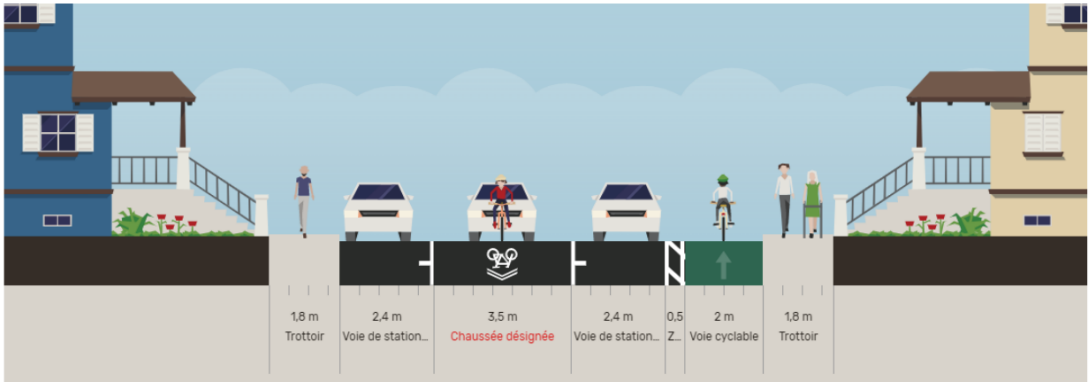
The street today: Aménagement B, built in 2024 (EXP Figure 6-7)



1.8 sidewalk | 1.8 bike lane | 0.5 buffer | 3.5 traffic lane | 2.5 parking | 0.5 buffer | 2.0 bike lane | 1.8 sidewalk: **10.8 m curb to curb** in the 11.0 m roadway; one-way motor traffic, a protected lane each way.

Source: EXP 2023, report p. 72 (PDF p. 83). The borough's 2024 file describes the built layout as one lane protected by bollards, the other by the remaining parking band.

The winter layout, assumed to be Aménagement A (EXP Figure 6-6)



1.8 | 2.4 parking | 3.5 « chaussée désignée » | 2.4 parking | 0.5 buffer | 2.0 contraflow lane | 1.8: **10.8 m curb to curb**. Assumption: the Nov. 2 file keeps the contraflow lane and turns the lane running with traffic into parking; applied to B's bands that gives 2.3 + 3.5 + 2.5 + 0.5 + 2.0 = 10.8 m, the same arithmetic. No marking plan has been released.

Source: EXP 2023, report p. 72 (PDF p. 83); borough file 1266880005, Nov. 2, 2026.

The three sections against the measured roadway

Section	bands, curb to curb (m)	total	cyclists ride in
2023 (Fig. 3-1)	2.2 + 3.3 + 3.3 + 2.2	11.0	two 3.3 m shared lanes, two-way
Today, B (Fig. 6-7)	1.8 + 0.5 + 3.5 + 2.5 + 0.5 + 2.0	10.8	protected lanes, 1.8 and 2.0 m
Winter, A (Fig. 6-6)	2.4 + 3.5 + 2.4 + 0.5 + 2.0	10.8	a 3.5 m lane shared with traffic; contraflow 2.0 m
C (Fig. 6-8), not built	2.1 + 3.3 + 3.3 + 2.1	10.8	two 3.3 m shared lanes
LiDAR 2015, this note		**11.0**	block medians 10.8–11.35 m

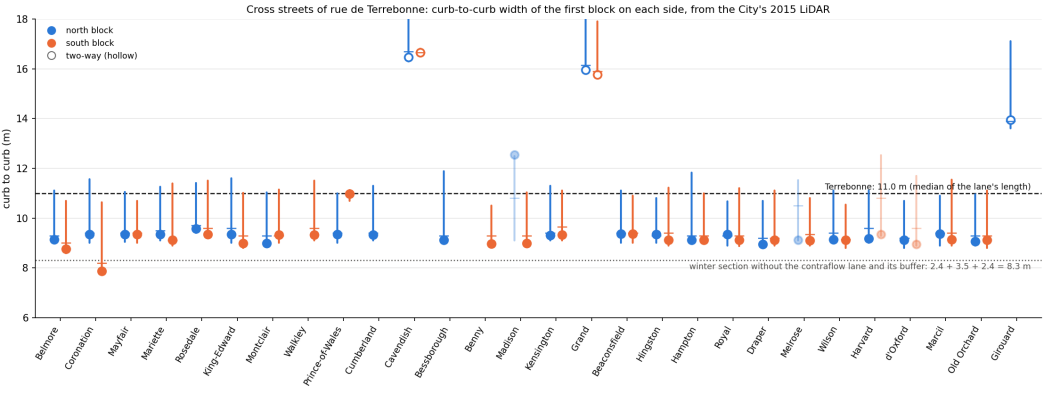
Every EXP section fits the measured roadway with 0 to 0.2 m to spare; none has room for a wider shared lane without narrowing the parking bands, the buffer or the contraflow lane.

EXP's sidewalks are the paved 1.8 m; the LiDAR's zones (4.4 and 4.7 m) run to the parcel line.

The cross streets: the same arrangement, without the contraflow lane

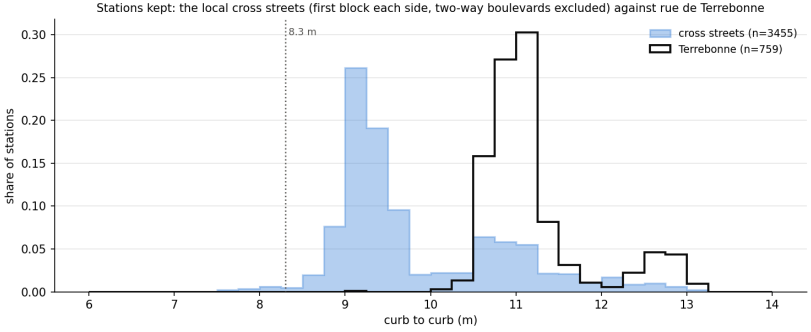
- Most cross streets of Terrebonne are one-way local streets with parking on both sides and one lane shared by cars and bicycles: what the winter layout gives the direction riding with traffic, less the contraflow lane (2.0 m) and its buffer (0.5 m).
- The winter section leaves **8.3 m** for parking, shared lane and parking (2.4 + 3.5 + 2.4). How wide are the cross streets?
- Same LiDAR surface, same curb detector, the first block of each cross street on each side of Terrebonne: 53 blocks at 28 streets, 3,749 stations kept.
- Driveway aprons and tree cover make the detector read wide, never narrow: per block, the most frequent reading is reported, with the median and the 10th–90th percentiles.

The local cross streets are 9.0 to 9.4 m wide; Terrebonne is 11.0 m



Marker = the block's most frequent reading (0.2 m bins); short tick = median; bar = 10th to 90th percentile of the stations kept; hollow = two-way block; faded = fewer than half the stations within 0.5 m of the most frequent reading; no marker = fewer than 10 stations kept. Streets west to east. The upper tails are driveway aprons and tree cover: where the curb is lowered or hidden, the detector reads the next rise further out.

Every station: the cross streets against Terrebonne



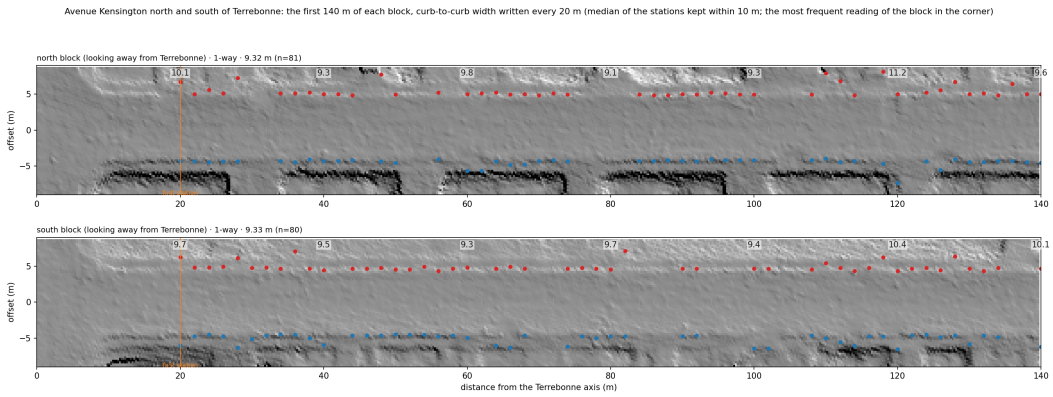
	curb to cu
Local cross streets (one-way, parking both sides), 46 blocks	9
Terrebonne, along the lane	
Winter section, parking + shared lane + parking	
Two-way boulevards	Cavendish 16.5–16.6 m, Grand 15.8–15.9 m, Girouard 1

Review: every curb detection on the cross streets



Hillshade of the ground surface along the first block of every cross street, looking away from Terrebonne; red = left curb, blue = right curb; grey ticks =

Close-up: avenue Kensington, north and south of Terrebonne



The first 140 m of each block on the LiDAR ground surface, as on the west-end slide for Terrebonne: red = left curb, blue = right curb, grey ticks = stations dropped (parked cars, aprons, trees); the width written every 20 m is the median of the stations kept within 10 m. Both blocks read 9.3 m; the dark rectangles at the curbs are parked cars.

The comparison in one picture: Terrebonne and Kensington

Rue de Terrebonne and avenue Kensington: three widths to scale



Terrebonne, curb to curb (LiDAR 2015: 11.0 m along the lane; the block's median drawn)
8.5 m: Terrebonne less the contraflow lane and its buffer (2.5 m), where the December layout puts parking, the shared lane and parking
Kensington, curb to curb (LiDAR 2015; the block's most frequent reading)

Aerial imagery: Gouvernement du Québec (Imagerie_GQ), fetched Nov 04, 2026; before the 2024 lane. Curbs and widths: City of Montréal LiDAR 2015 (open data, CC-BY 4.0). North up.

What the cross streets say about the shared lane

- Due to the width of the roads and the allocation of 2.5 metres to the bike lane and buffer zone, the shared lane along Terrebonne will be around a metre narrower than the lanes shared by drivers and cyclists on the smaller side streets intersecting with Terrebonne.
- The side streets are already tight for a car to pass, even in summer (the author's experience of them); the winter shared lane will be narrower still. They are short, so a driver held behind a cyclist is held for a block; Terrebonne is 2.4 km.
- A pass on a cross street leaves the car 2.5–2.8 m in the best case (2.0–2.3 m with 0.5 m from the doors); the winter layout's 3.5 m leaves 1.75 m (1.25 m). Tighter than 45 of the 46 blocks measured.
- A local cross street is 9.0 to 9.4 m curb to curb; with the drawing's 2.4 m parking bands it leaves **4.2 to 4.6 m** for the shared lane, against **3.5 m** on Terrebonne.
- Parking on both sides is the rule on every local block (sign inventory); their parking bands are unmarked; snow narrows both streets.

The figures

- Curb to curb: median **11.0 m** (p10 10.7, p90 12.4); block medians 10.8–11.35 m.
- Right-of-way 20.09 m everywhere but the Belmore stub and three lots: the 66-foot standard.
- Sidewalk zones, parcel line to curb: 4.4 m north, 4.73 m south.
- EXP 2023 itself (p. 50): « une chaussée d'environ 11 m et deux trottoirs d'environ 1,8 m », 14.6 m in all: the LiDAR reconciles with the study's own measure.
- Before 2024: two 3.3 m lanes and two 2.2 m parking bands = 11.0 m. Winter layout: 10.8 m of the 11.0 m.

What it means for the shared lane

- The 2023 drawing uses 10.8 of the 11.0 m: **about 0.2 m spare across the whole street**.
- A shared lane wider than 3.5 m can only come from the parking bands (2.4 m), the buffer (0.5 m) or the contraflow lane (2.0 m).
- With a cyclist 0.75 m wide at 0.5 m from the parked cars and the Code's 1 m clearance, 1.75 m of the shared lane is left for a car 1.8–2.0 m wide before mirrors (EXP Fig. 6-6; the owner's sketches). The width measured here does not change that arithmetic; it confirms the drawing's premise.
- In winter, windrows push the parked cars toward the lane line: the measured 11.0 m is the summer maximum.

Caveats and where to find it

- One reading is good to about 0.2 m (0.25 m grid); use the block medians. Blocks with few kept stations carry more uncertainty.
- 2015 surface, 2024 markings: the curbs have not moved; the markings are not in the LiDAR.
- Every station, every block and the code: `https://github.com/OpenMobilityData/Terrebonne-open-sources/tree/main/2015-lidar-terrebonne-street-width`