Cycles footprint

Dimensions of the drawings are based upon existing cycles with generally a few centimeters added to have some margin and also to have round numbers. These are maximum dimensions ('XL' cycles). This document is not exhaustive and you can find larger cycles.

The largest upright bicycles are those with the battery behind the saddle support tube, which are nearly 2m in length. It does exist 'beach cruiser' longer than 2m and recumbents, tandems and cargo bicycles could be as long as 2.6 m.

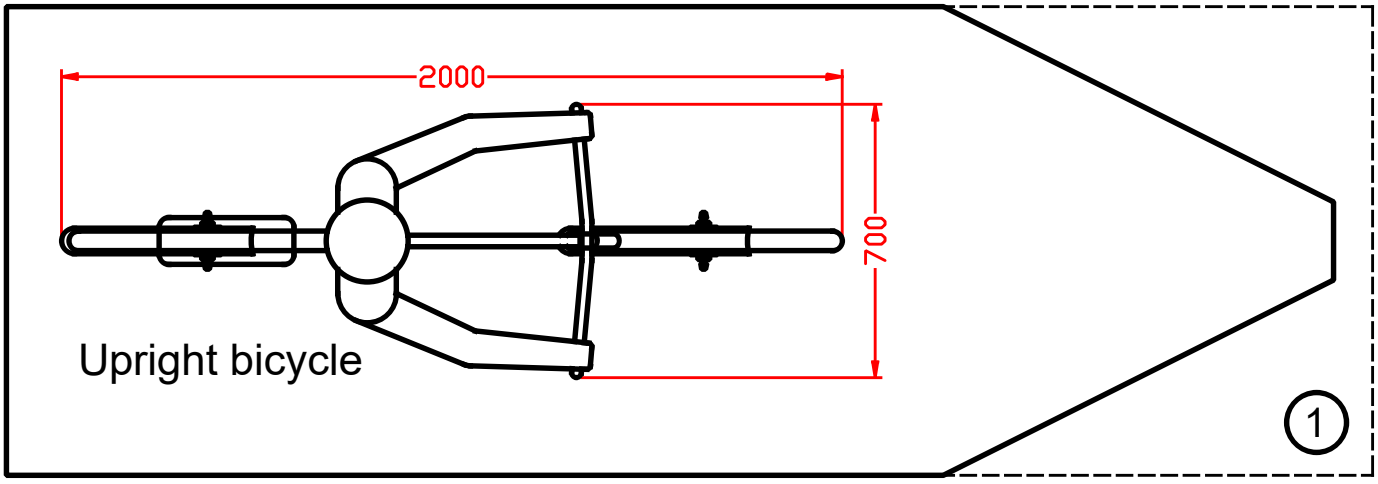
The largest common trailers are those for two children and the drawing is based upon a common model, only lengthened by 30 mm.

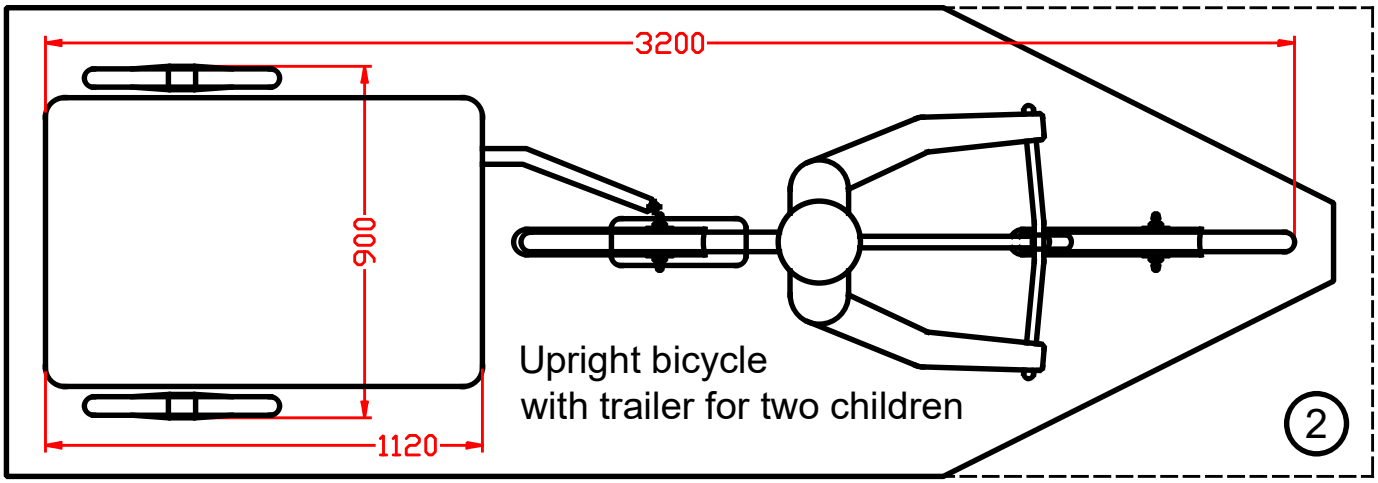
Container delivery quadricycles have a width lower than 900mm but in some countries they may not be allowed to use cycle ways (because they have four wheels).

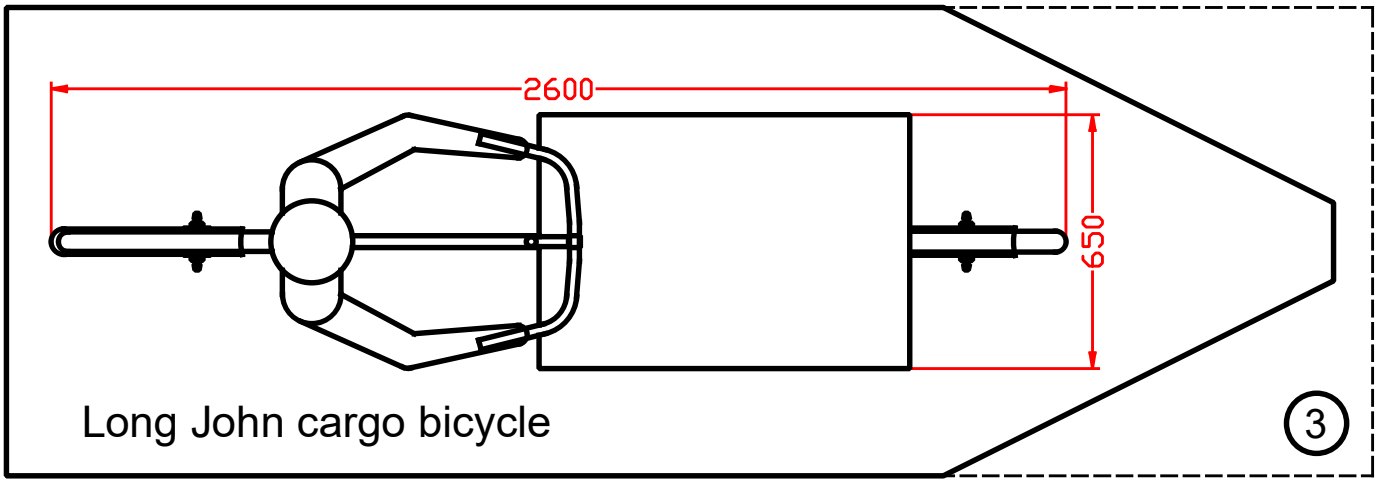
The footprint of a wheelchair pusher is lower than the one of a cargo tricycle, so have not been defined here. The wheelchair carriers have a large footprint and they are the only common cycles which exceed 1m in width because their steering pivot is on wheels and not at the center of the cycle as usually done for cargo tricycles. Their width can reach 1.15m.

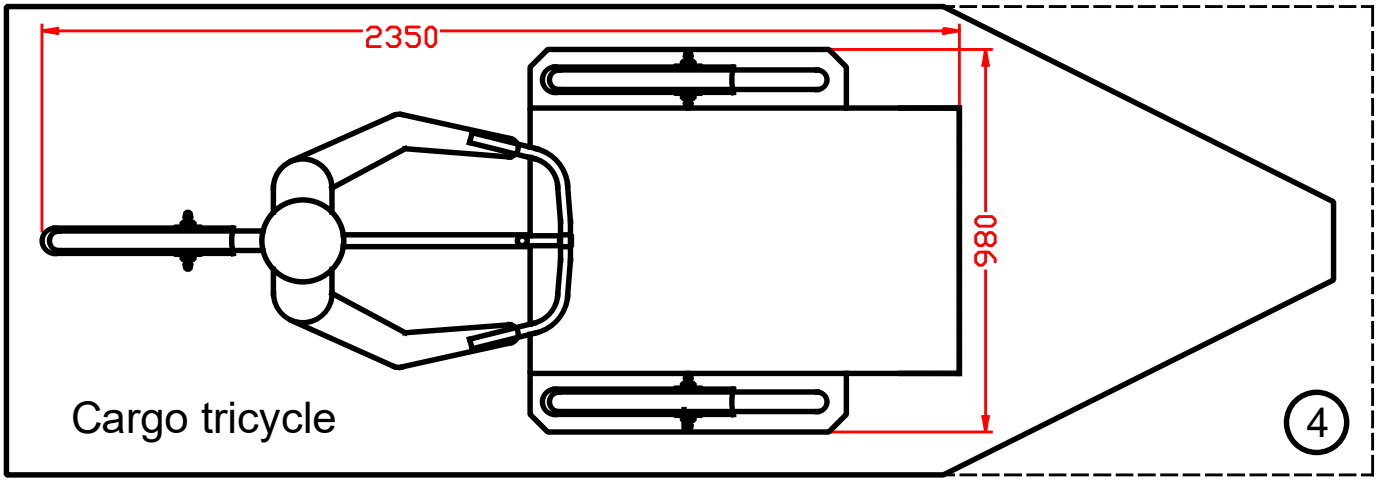
Dimensions defined in mm.

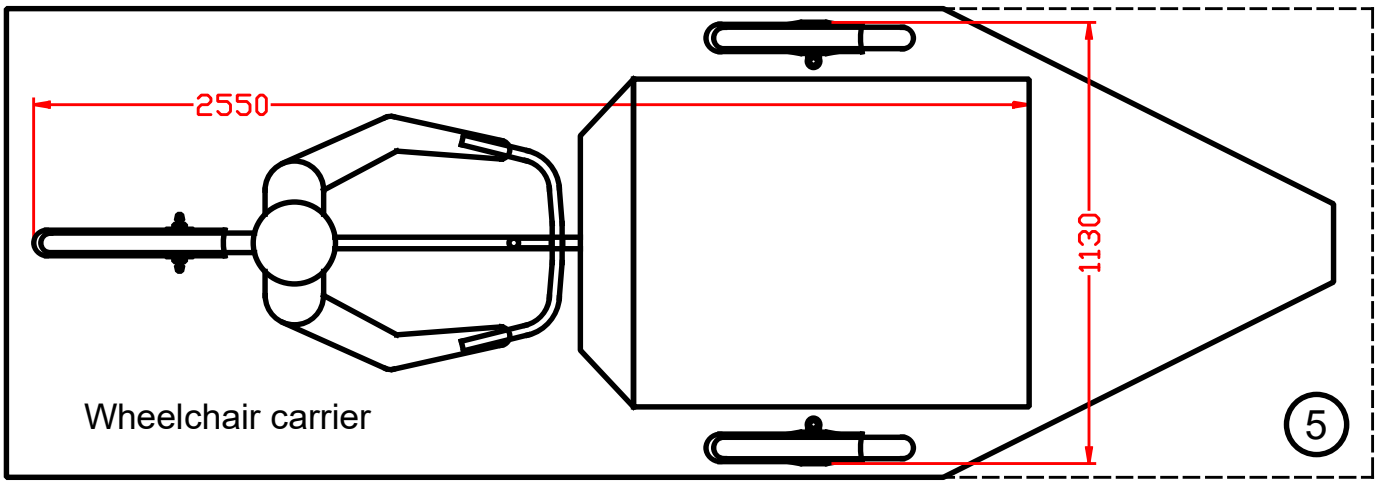
Ce fichier existe en Français.



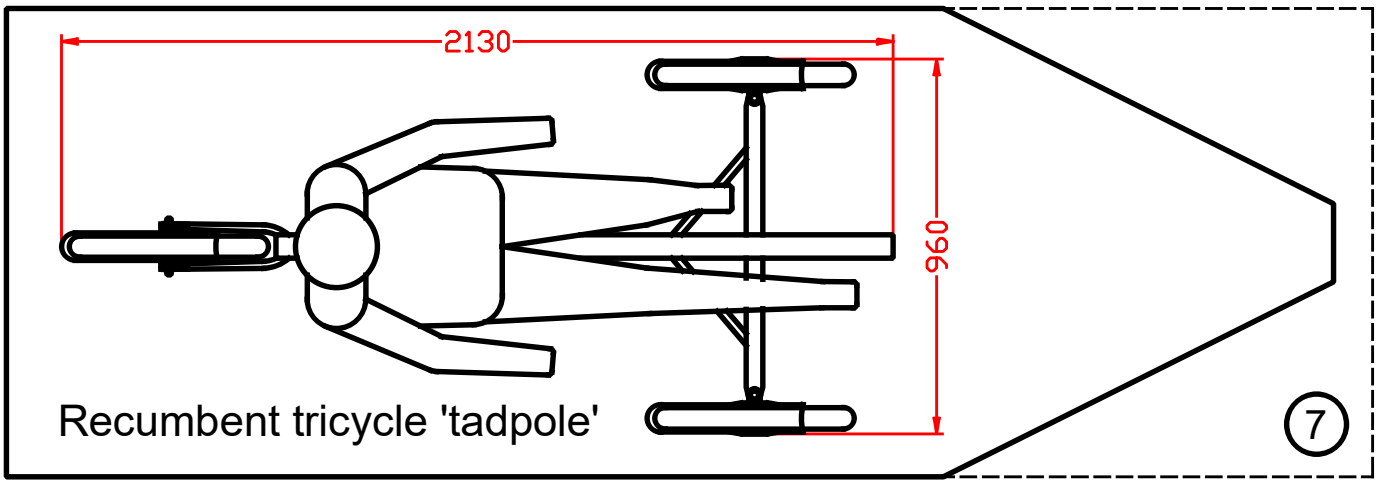




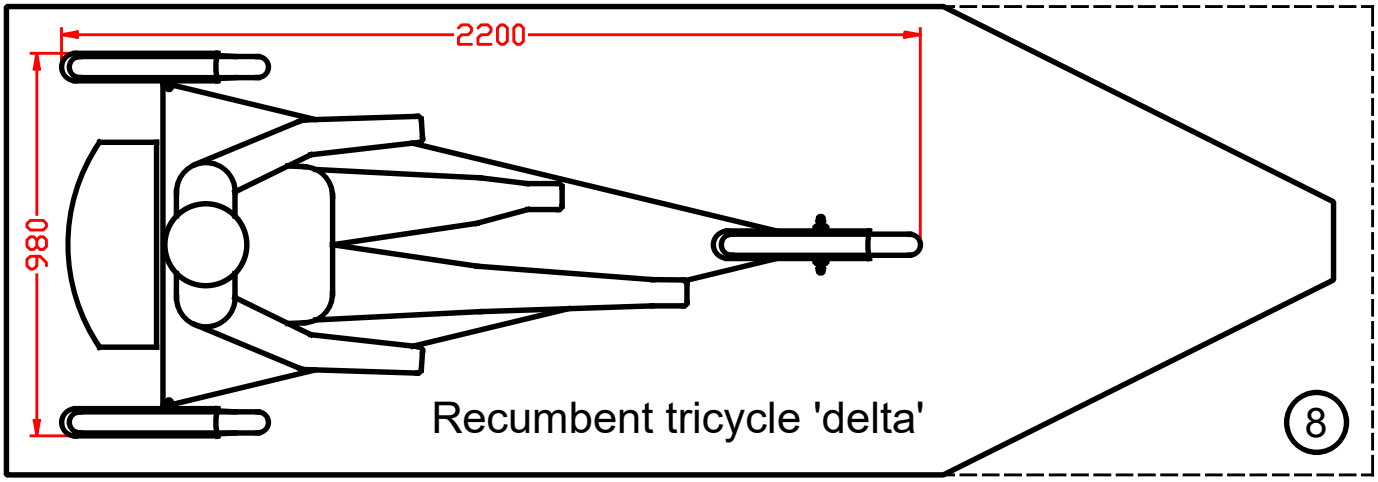




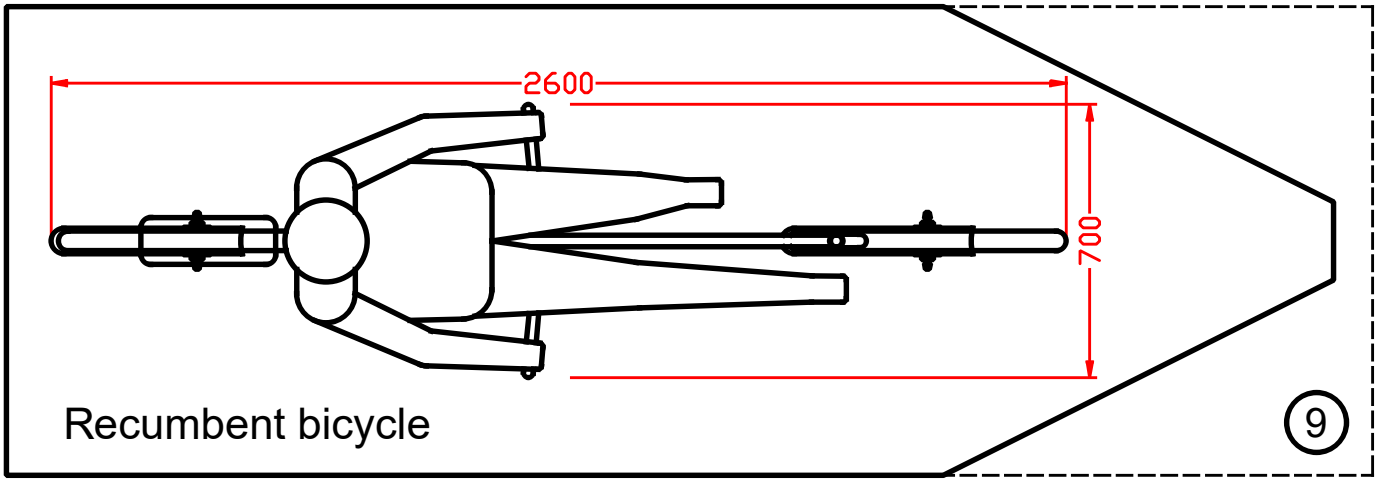
Spare 6



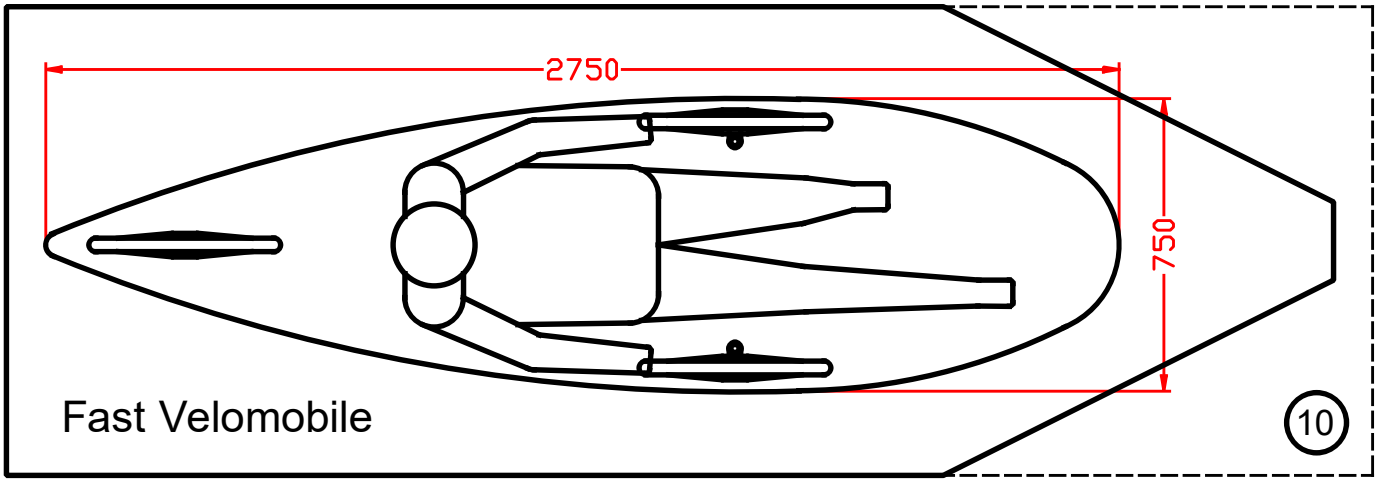
Recumbent tricycle 'tadpole' 7



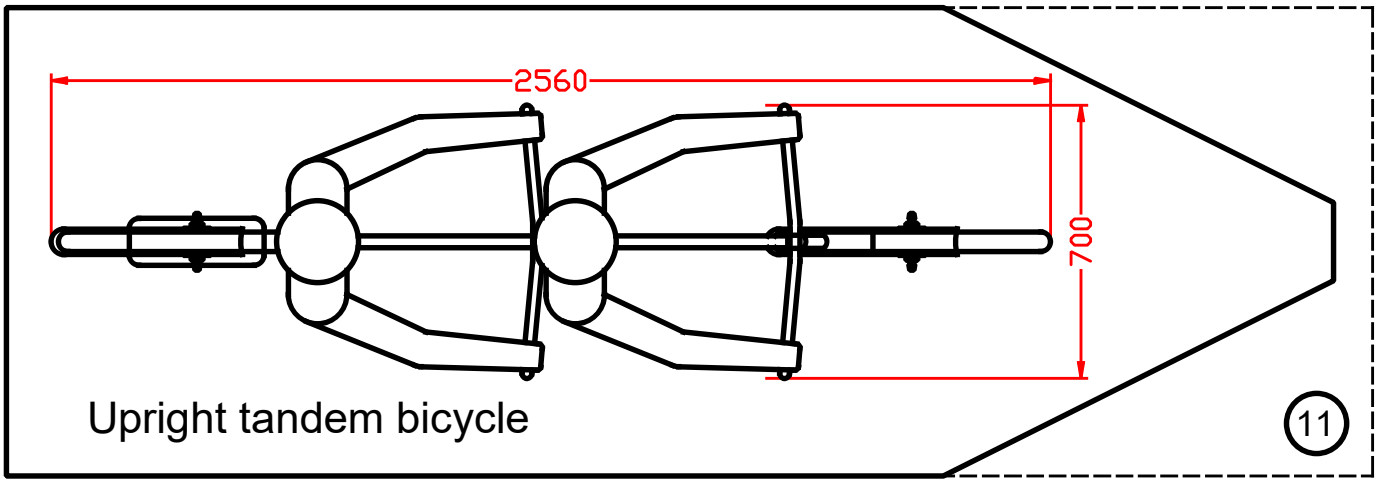
Recumbent tricycle 'delta' 8

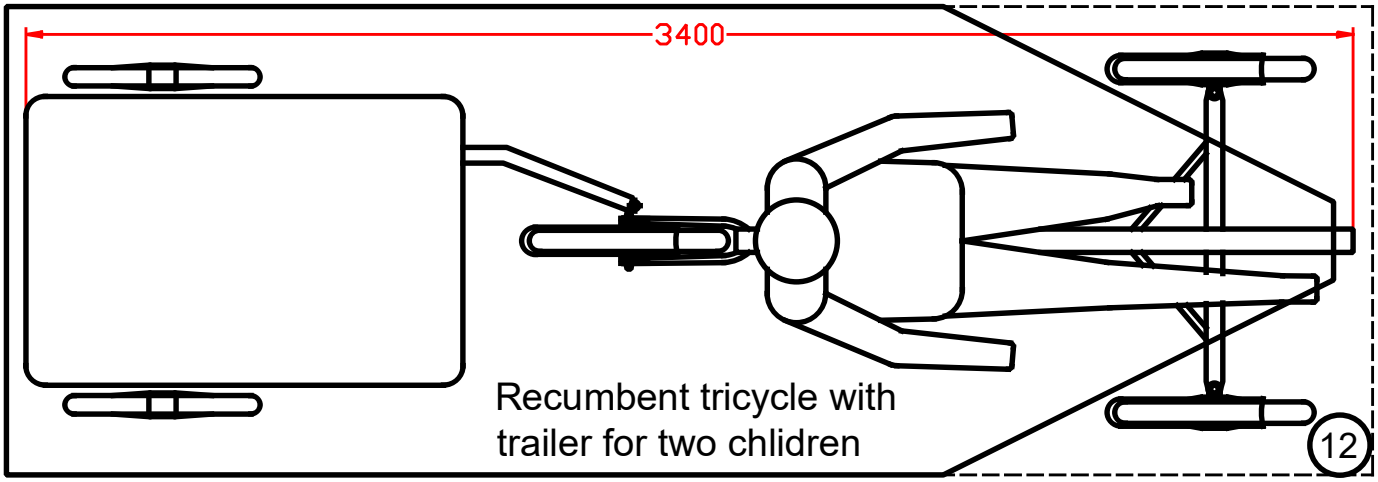


Recumbent bicycle 9



Fast Velomobile 10





To have proper access for all cycle type (except quadricycles), the below drafted shape shall be able to pass through all infrastructure equipment, notably motorist restriction access barriers. It is reminded that as such filtering barriers often requires cyclist to slow down and even to set foot to the ground, they shall only be installed where absolutely required by repeated motorists bad behaviour. This infrastucture barriers shall follow your country code recommendations. It is not possible to prevent moped and motorcycle access without hindering cycle access.
The dashed rectangle shape may be preferred for simplicity and exhaustivity.