FACILITIES RECOMMENDED FOR CYCLISTS:

PUBLISHED BY THE CIVIL ENGINEERING DEPARTMENT, CANTON OF BERN

"Cyclists' dossier" recommends user-friendly solutions to cyclists' traffic problems.

The Key Facts

The Canton of Bern in Switzerland is to provide facilities to meet the needs of various types of cycle and cycle user. The Bern "cyclists' dossier" includes signalled junctions, special lanes for left-turning cycle traffic and criteria for cycleway planning among its suggestions. Narrow cycleways not easily used by cycles with trailers or tandems are to be classified as "optional cycle routes".

Contents

The Cyclists' Dossier was started by Bern in 1988 and has since been expanded. It has been consulted by local authorities and private enterprise far beyond the confines of the Canton of Bern and has been used for traffic planning, forecasting and construction, running and maintenance of traffic installations for cyclists.

A number of devices has been chosen by Bern for directing cyclists at junctions without traffic lights. These include special entry points, junctions and roundabouts for cyclists, and left-turning lanes created by altering the position of the central dividing line. Other sections of the dossier contain advice on building foundations suitable for cycle traffic, drainage, paving for cycleway edges, railings, barriers and flowerbeds. The chapter on signposting suggests two classes of route, red for racing cyclists and green for tourers.

The plans are based on the measurements of various kinds of cycle otherwise virtually ignored by the planners. Cycles with trailers, for example, can be up to 4m, tandems up to 2.5m in length. A normal ladies' bicycle often has handlebars only 38cm wide. As a result, a width of at least 50cm (70cm on bends) is required on the basic routes for normal cycles. Tandems, bicycles with trailers or with a rider positioned close to the ground will require a width of 1.10m on bends. The area of movement must be at least 1 to 1.40m wide around the pedals, and 1.20 to 1.80m around the handlebars. If cyclists are to be obliged by law to use certain cycleways instead of the road, various
technical points mean that certain minimum requirements have to be met. There will be 5 types of cycleway for 5 different types of user (moped riders, cycles with trailers, long-distance cyclists, commuters and shoppers. Type A, which has the lowest standards, is the "optional" cycleway, with a width of at least 1.30m. It is intended for routes with few cyclists or for school children up to 12 years old. Overtaking will not be allowed. Type E is for main connecting routes and will be at least 2.50m wide, with an additional strip of 1.50m on each side.

The "Dossier"  Recommended new facilities for cyclists, published by Civil Engineering Department, Canton of Bern, Cycle Facilities Committee (Fritz Kobi, Oskar Balsiger, Hans Peter Ritter), Commissioned by Jean A Perrochon, Bern 1988-1990.

Obtainable From  Kantonales Tiefbauamt Bern, Reiterstrasse 11, Postfach, CH-3011 Bern, Telephone 0041-31-693511, Telefax 0041-31-693703.
**Tabla 2**
**Grundwertreihen: Berechnungswerte des Einsatzfahrzeuges**

<table>
<thead>
<tr>
<th>Massenbezeichnung</th>
<th>VELO / MOFA</th>
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</table>

**Abbildungen**

**Abb. 4**

**Fußnoten**

- **B** Grundwertbereich 1: Fahrerhöhe
- **E** Breite des Bewegungsraumes im Leerbereich und in der Kurve
- **F** Abstand zwischen Grundwertbereich und Federung
- **G** Breite des Bewegungsraumes im Leerbereich und in der Kurve
- **H** Breite des Bewegungsraumes im Leerbereich und in der Kurve
- **I** Breite des Bewegungsraumes im Leerbereich und in der Kurve

**Bauausführung des Kantons Bern**

Zweiradanlagen Empfehlungen für Massnahmen

Erste Ausgabe 1980
Anderungen:

Bicycle Research Report No. 5, 1990 - 4 -
### Tabelle 5

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<th>KATEGORIE</th>
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### Baudirektion des Kantons Bern

Erstausgabe 1989 Aenderungen:

Zweiradanlagen

Erforderlichkeiten für Massnahmen.