



Cycling mobility in South Tyrol

Cycling Network on a regional level and
collaboration with smaller municipalities

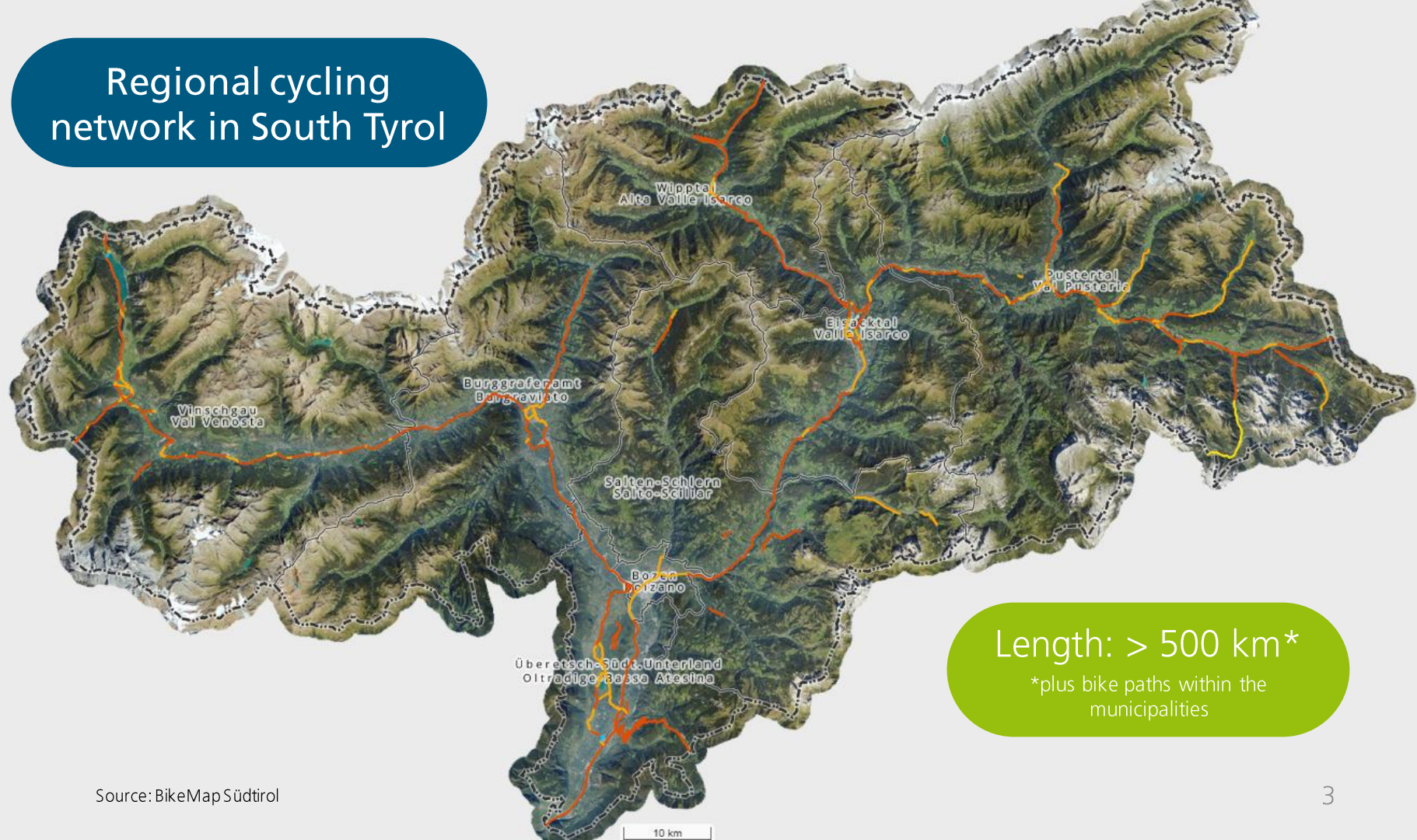
David Felz, coordinator cycling mobility STA

Bozen/Bolzano, 2025, June 11th

Agenda

- Brief history and interested stakeholders
- Mobility behavior in South Tyrol
- Framework: national – regional – local
- From strategic planning to local implementation
- Other than infrastructure: Bike parking and communication/sensibilization
- Time to discuss

Regional cycling network in South Tyrol



Length: > 500 km*

*plus bike paths within the municipalities

Stand-alone cycle tracks as backbone of the regional cycling network



Some of our main cycle routes are former railway tracks.



Comunità comprensoriali nell'Alto Adige

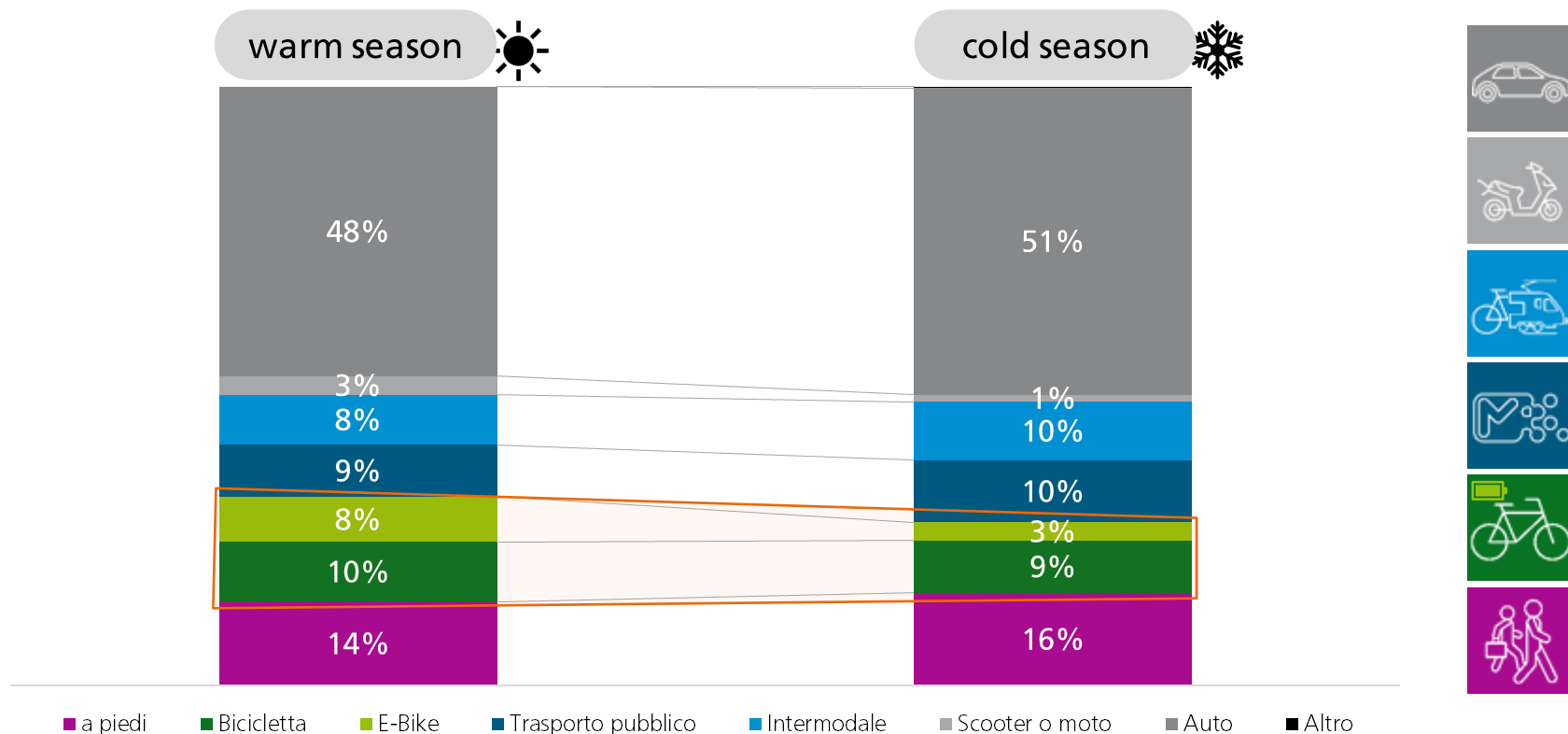
The 8 districts and 116 municipalities of South Tyrol are responsible for the cycling network.



How do people move in South Tyrol?

Mobility behavior of local population by season:

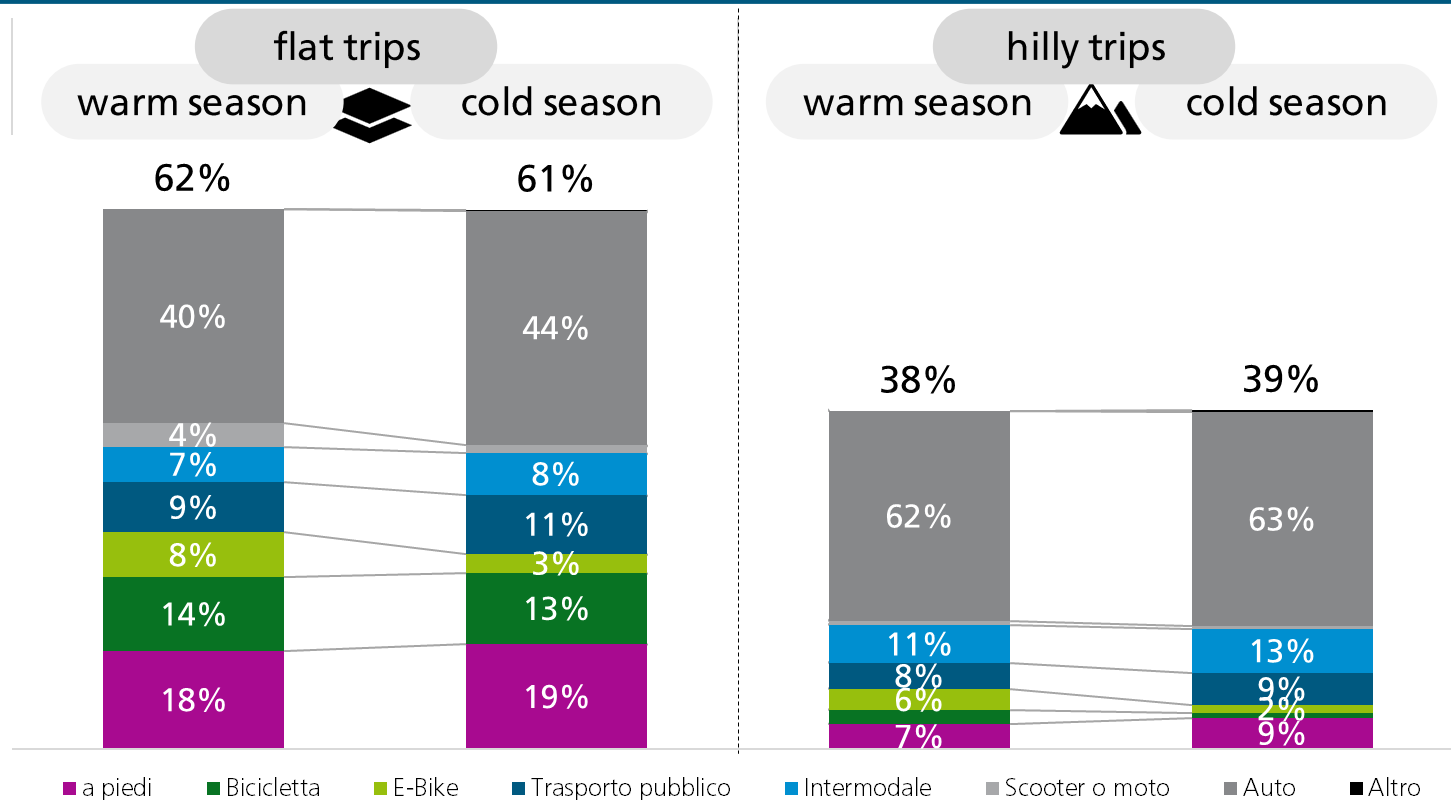
▼ E-bike use drops significantly with cold season



Source: ASTAT „Mobilità locale 2024 | spostamenti”; Composizione percentuale; personeta 14 anni e 84 anni

Mobility behavior by terrain and season

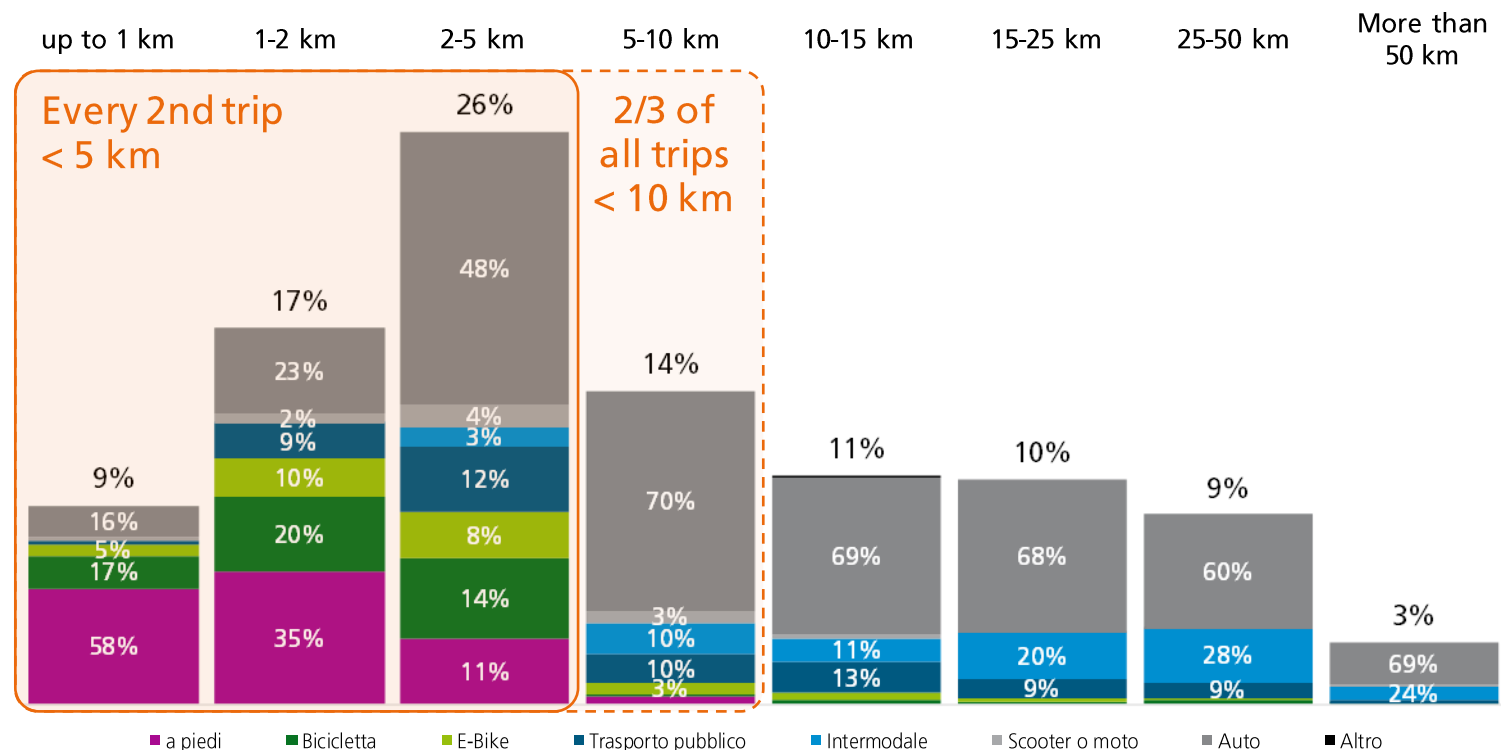
▲ More than 50% share of sustainable trips on flat terrain



Source: ASTAT „Mobilità locale 2024 | spostamenti”; Composizione percentuale; personeta 14 anni e 84 anni

Mobility behavior by trip length and mode share

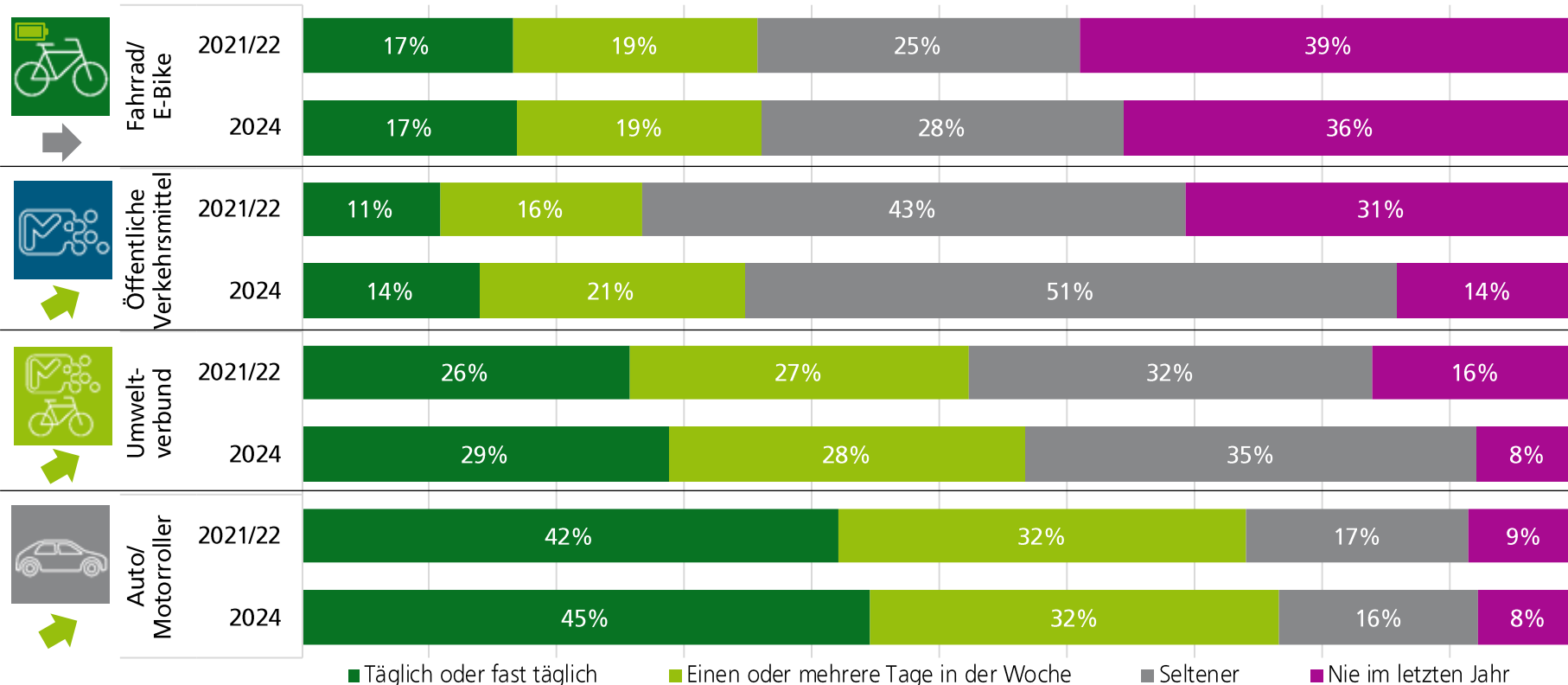
▲ Huge potential for more sustainable means from 2-10 km



Source: ASTAT „Mobilità locale 2024 | spostamenti”; Composizione percentuale; personetra 14 anni e 84 anni

Frequency of use per mode of transport

▼ 36% does not use a bike at all



■ Täglich oder fast täglich

■ Einen oder mehrere Tage in der Woche

■ Seltener

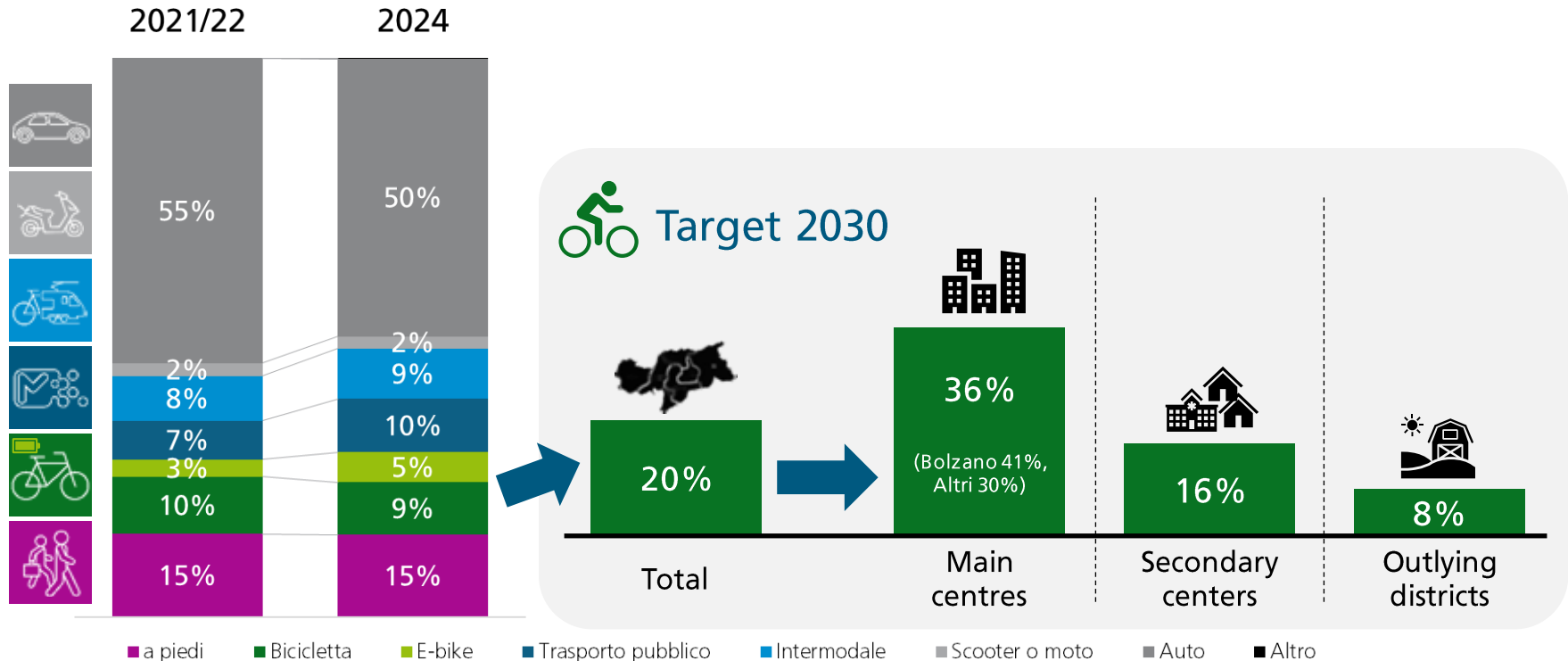
■ Nie im letzten Jahr

Source: ASTAT „Mobilità locale: opinioni – 2024“

Valori percentuali; persone tra 14 e 84 anni disposte a utilizzare maggiormente la bicicletta; al massimo 3 risposte

Ambitious target:

▲ South Tyrol wants to push share of cycling to 20% by 2030.



Source: ASTAT „Mobilità locale 2024 | spostamenti”; Composizione percentuale; personetra 14 anni e 84 anni

Framework for cycling mobility

- National cycling strategy
 - ↑↓
 - Regional cycling strategy
- Financing of cycling network and other financial incentives
- Local implementation

National cycling strategy has a strong focus on recreational cycling, while regional strategy focusses on every-day cycling.



Official decrees by the state of Italy (←)
and Autonomous Province of Bolzano (→)



3 main pillars within the regional cycling strategy

Communication, cycling culture & participation



4. Kommunikation, Radkultur & Beteiligung

Strategisches Leitziel des Fahrradmobilitätsplans:

„ETABLIERUNG UND STÄRKUNG
DER RADKULTUR IN SÜDTIROL“

Infrastructure & intermodality

5. Infrastruktur und Intermodalität

5.1. Ausgangslage

In Südtirol ist in den letzten 20 Jahren ein landesweites Fahrradnetz entstanden, das zunächst hauptsächlich auf die Bedürfnisse von Freizeitgestaltung, Sport und Tourismus ausgerichtet war. Dieses Netz wird sehr gut angenommen und ist heute ein wichtiger Bestandteil des regionalen und überregionalen Freizeit- und Tourismusangebotes. Südtirol ist an mehrere internationale Fernradrouten angebunden, die das Land durchqueren: die europäische Fernradroute Augusta (Donauwörth–Adria), die Via Claudia route München–Venedig, die vom Brenner kommend durch das Pustertal und weiter ins Cadore-Gebiet führt. Die Achse München–Verona/Gardasee über den Brenner ist aktuell keine eigene Radroute.¹⁰ Der Abschnitt Brenner–Salurn lässt sich mit Ausnahme eines problematischen Teils in der Gemeinde Vahrn durchgehend auf ausgebauten Fahrradwegen mit gutem Qualitätsstandard und hoher Erlebnisqualität befahren.

Das Netz an übergemeindlichen Fahrradwegen umfasst knapp 510 km (ohne MTB-Routen). Davon dient ein Großteil (ca. 300 km) rein touristischen Zwecken. Radroute 1 (Brenner–Salurn) sowie Radroute 2 (Vinschgau–Bozen) und Radroute 3 (Pustertal) gehören nach dem Bicitalla-System zum Fahrradnetz von nationalem Interesse.

Organization & Financing

- entsprechend klare Struktur auf Verwaltungsebene
- langfristige Planungsmöglichkeit durch Finanzierungssicherheit
- Einrichtung einer zentralen Stelle für die Koordination der Radmobilität auf Landesebene
- vier Steuerungsgruppen für die Radorganisation und Vernetzung
- Dialogforum
- neue Anlaufstelle für die Finanzierung von Radwegen (objektive Bewertungskriterien bei der Priorisierung von übergemeindlichen Radwegen)
- Radfunktionale Einheiten
- angestrebte langfristige Verkopplung des Radbudgets

Partizipation und Vernetzung fördern eine gute Radverkehrspolitik. Daher ist es wichtig, die Radmobilität auch möglichst in breiten Netzwerken zu organisieren und alle Stakeholder in regelmäßigen Abständen an einen Tisch zu holen. Zu diesen gehört die öffentliche Verwaltung ebenso wie Forschungseinrichtungen oder private Akteure. Das neue Amt für Infrastruktur und nachhaltige Mobilität wird diese Vernetzungsarbeiten mit Unterstützung des Bereichs Green Mobility in der STA koordinieren.

ORGANISATION

Bislang war die Radmobilität auf Verwaltungsebene an keiner zentralen Stelle offiziell organisiert. Unterschiedliche Akteure – allen voran die Bezirksgemeinschaften und auch die Inhouse-Gesellschaften des Landes Südtirol IDA und STA/Green Mobility – haben sich bis jetzt relativ unabhängig voneinander damit beschäftigt. Auf Landesebene wurde Radmobilität rein infrastrukturell über die Radwege gefördert, im Landesmobilitätsplan kam das Thema nicht vor. Mit Verfeinerung dieses Plans wird die Fahrradmobilität als wesentliche nachhaltige Mobilitätsform etabliert und entsprechend aufgewertet, indem sie beim Amt für Infrastruktur und nachhaltige Mobilität (bisher Amt für Eisenbahnen und Flugverkehr) offiziell in der Landesverwaltung verankert wird. Das Amt wird alle relevanten Tätigkeiten bezüglich der Alltagsradmobilität mit Unterstützung des Bereichs Green Mobility in der STA koordinieren. Gemeinsam fungieren sie als Schnitt- und Kompetenzstelle.

The cycling strategy includes a comprehensive list of more than 120 measures to be realized.



Communcation (38)



Campaigns



Events



Awards



E-bike test campaigns

Bonus program for bike commuters

Car-free days

...



Infrastructure (43)



Bike parking



Maintenance
(even in winter times)

Cargo bikes



Functional units as basis for planning



Expansion of the bicycle network and new connections



Counting points and service stations

...



Organization (41)



Creation of bike competence center



Regular meetings of steering groups



Information portal



Improve legal framework / lobbying



Courses and training

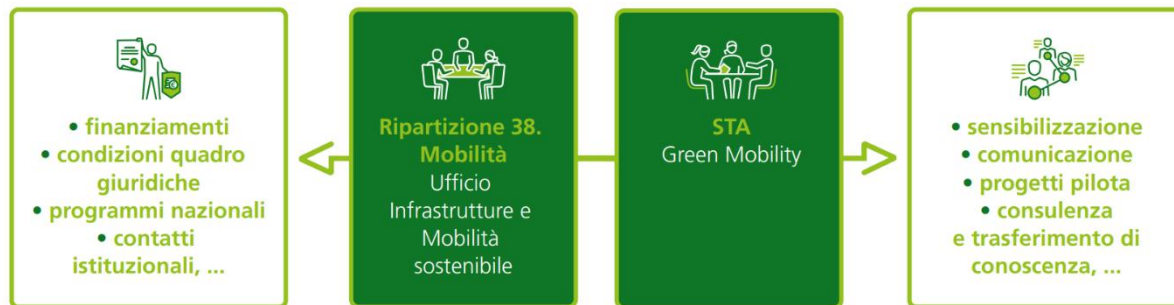


Data collection and monitoring

...

All strategic topics are treated within the newly created regional cycling competence center

Regional cycling competence center



4 steering groups

Strategic mobility planning

Technical table «cycling mobility»

Cycling mobility network meeting

Functional cycling units

Comparison Denmark – South Tyrol: Why do people cycle?

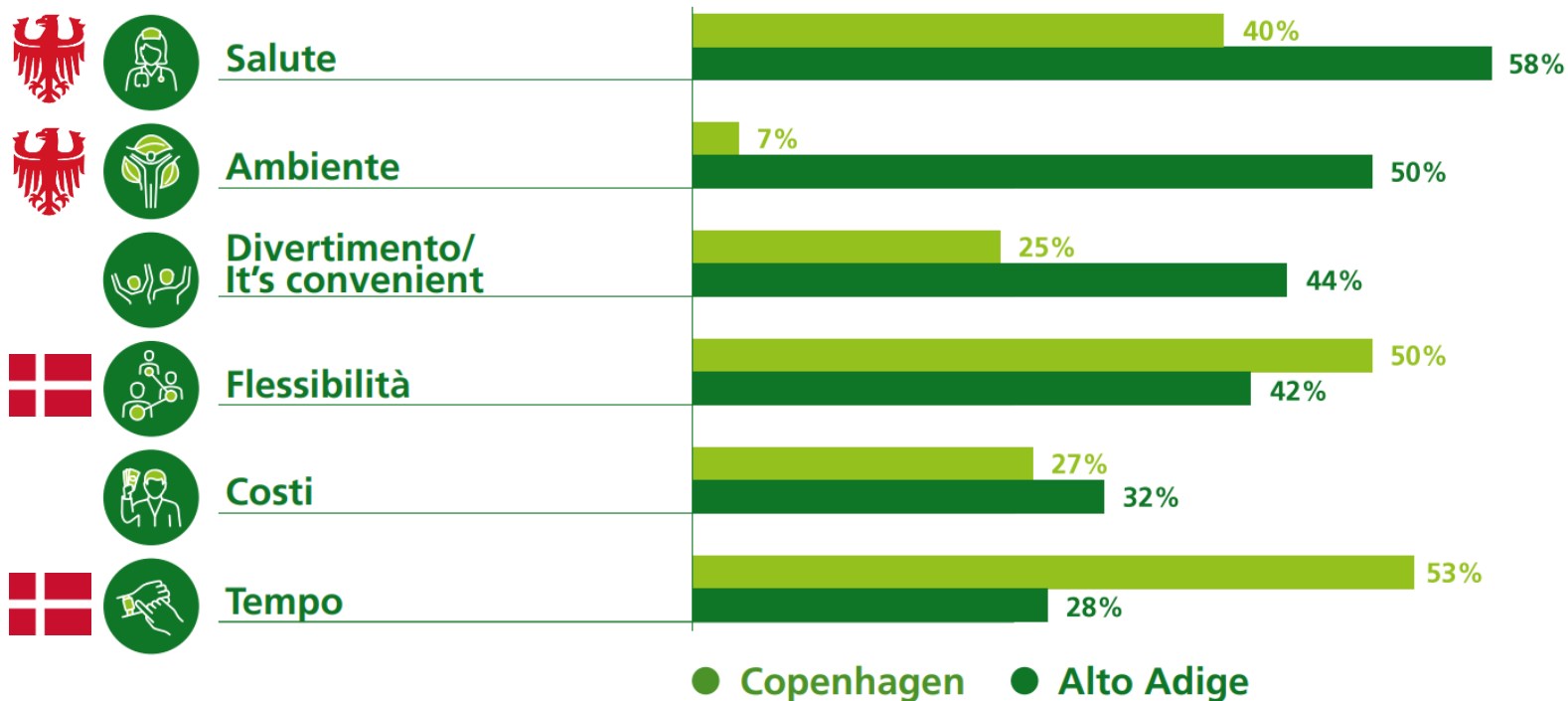


Figura 2 sondaggio STA "Mobilità del futuro Alto Adige" 2020

There is not „the cyclist“, but people with varying attitudes towards cycling.

Die Fahrradbegeisterten

„Fahrradfahren ist ein Lifestyle und eine gesunde Alternative zum Autofahren.“



Die Pragmatischen

„Fahrradfahren ist eine praktische und umweltschonende Alternative.“



Die Sportlichen

„Das Fahrrad ist ein Sportgerät und das beste Mittel, um fit und aktiv zu bleiben.“



Huge
potential

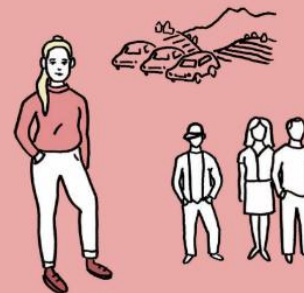
„Interested but concerned“

„Ein E-Bike wäre schon interessant, dann fahre ich nach Corona vielleicht öfter mit dem Rad.“



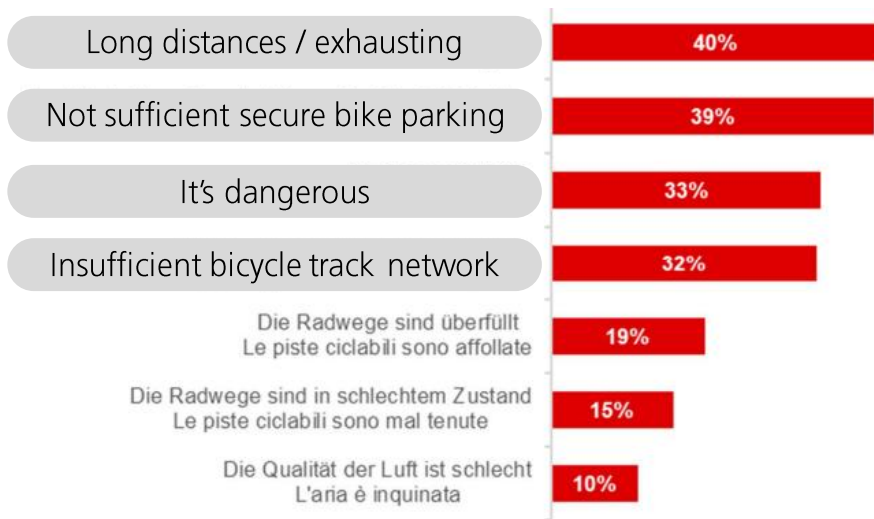
Die Verweigerer

„E-Bikes sind uninteressant – nach Corona werde ich auch nicht öfter Radfahren.“

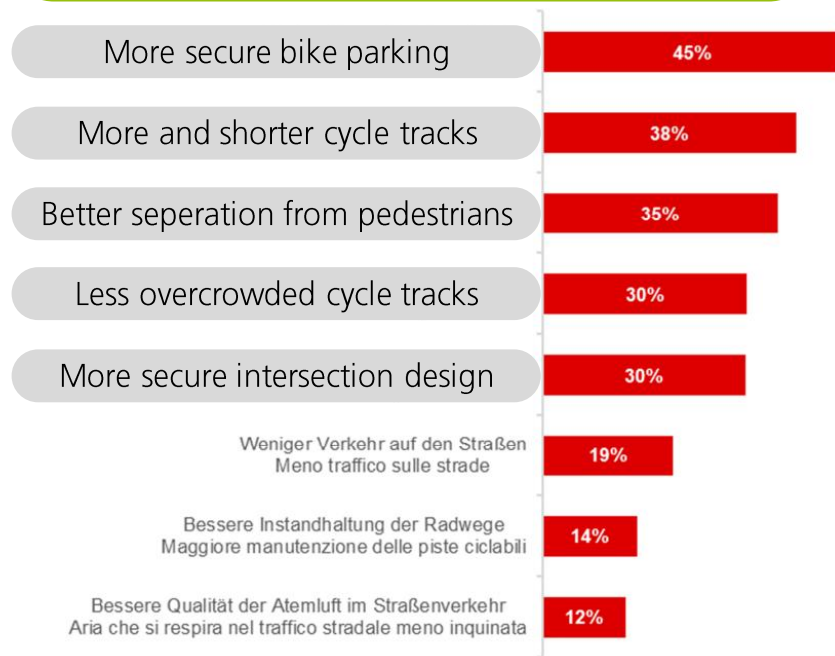


Surveys help to understand the motives and needs of people not cycling on a regular basis.

Reasons for not being satisfied with bicycle use



Conditions to use the bicycle more often



Source: ASTAT „Mobilità locale: opinioni– 2024“; Valori percentuali; persone tra 14 e 80 anni insoddisfatte dell’uso della bicicletta (a); al massimo 3 risposte; Valori percentuali; persone tra 14 e 84 anni disposte a utilizzare maggiormente la bicicletta; al massimo 3 risposte

Most cyclists prefer a structural separation from motorized traffic; speed limits play a crucial role as well.

Structurally separated cycle paths

Radwege abseits der Straße
Piste ciclabili lontane dalla strada



Baulich von der Straße getrennte Geh- und Radwege entlang der Straße
Percorsi pedo-ciclabili costruiti di fianco alla strada, ma fisicamente separati da essa



Bike lanes / shared roads at low driving speeds

Radwege oder Radfahrstreifen ohne bauliche Trennung, die auf der Fahrbahn eingezeichnet sind
Piste ciclabili o corsie ciclabili separate dal traffico tramite segnaletica orizzontale senza barriera fisica



Straßen im Mischverkehr mit Autos bei einer zulässigen Höchstgeschwindigkeit von 30 km/h
Strade in cui si condivide lo spazio con le autovetture con limite di velocità di 30 km/h



Shared roads at higher driving speeds

Straßen im Mischverkehr mit Autos bei einer zulässigen Höchstgeschwindigkeit von 40 km/h
Strade in cui si condivide lo spazio con le autovetture con limite di velocità di 40 km/h



Straßen im Mischverkehr mit Autos bei einer zulässigen Höchstgeschwindigkeit von 50 km/h und mehr
Strade in cui si condivide lo spazio con le autovetture con limite di velocità pari o maggiore di 50 km/h



Fonte: ASTAT „Mobilità locale: opinioni – 2024“

Composizione percentuale; persone tra 14 e 84 anni, che utilizzano la bicicletta (tradizionale o elettrica)

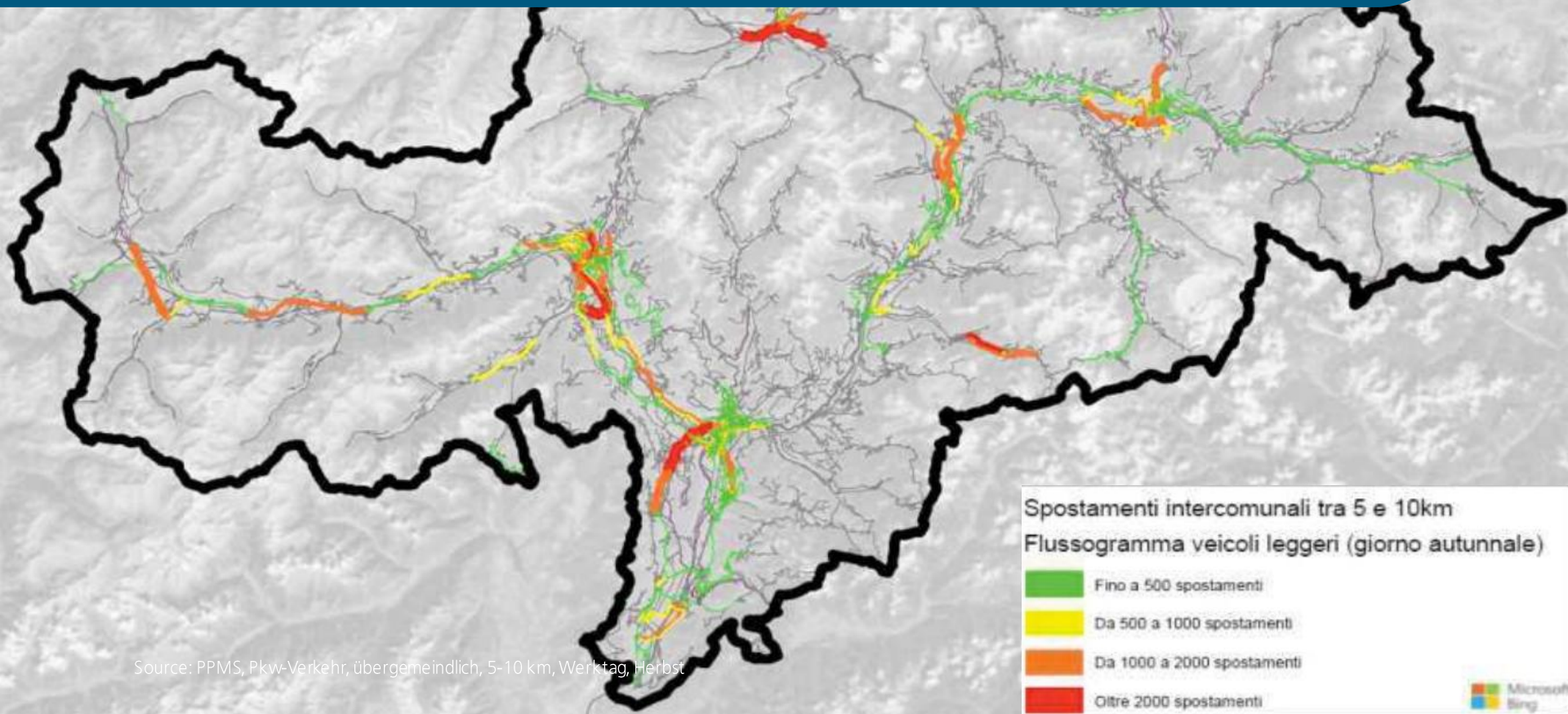


From strategic planning to local implementation

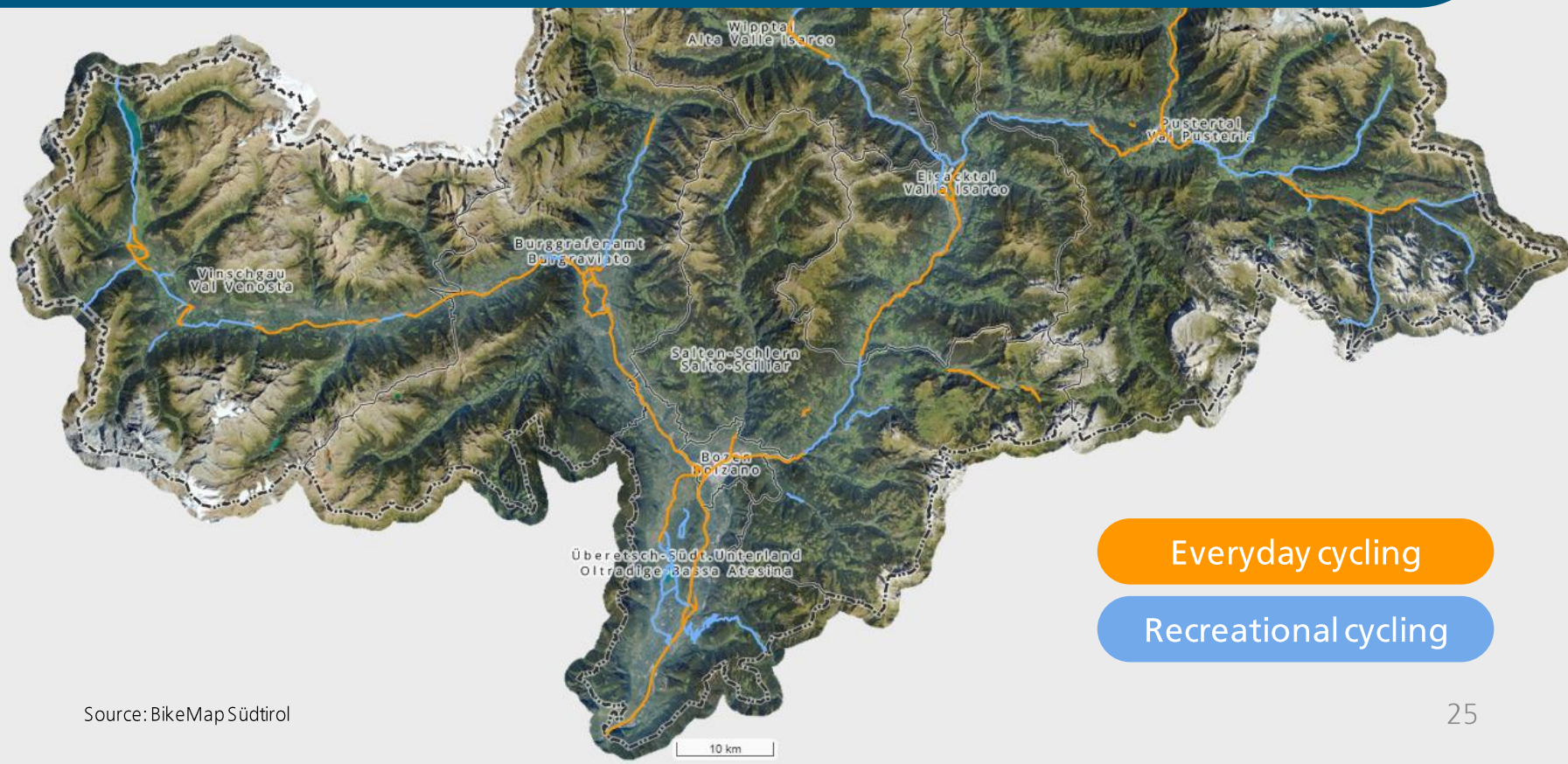
- Planning and implementation process
- Examples
- Monitoring

„Where is the market“?

Today, many trips between 5 and 10 km are done by car.



Network has been divided into areas relevant for everyday or recreational cycling; everyday cycling has higher requirements.



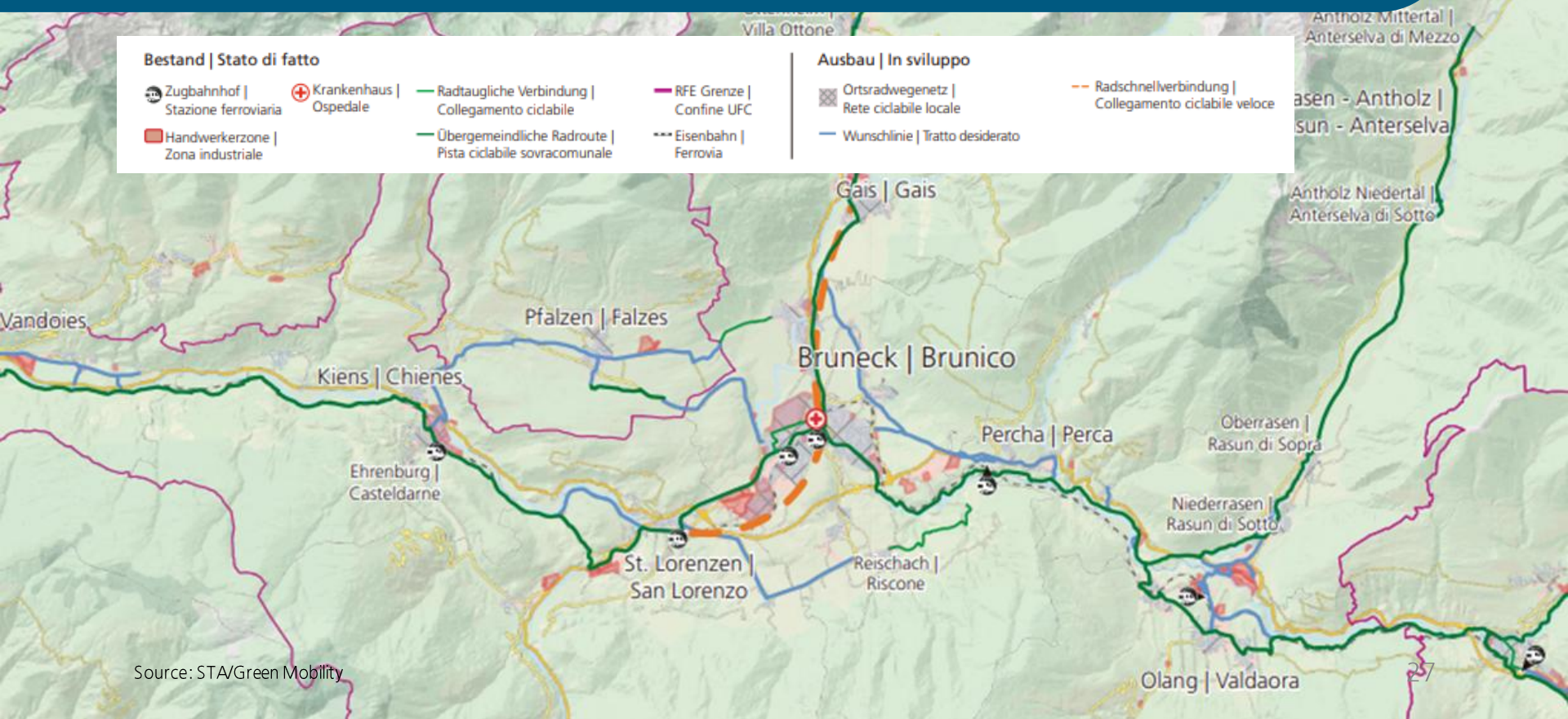
Everyday cycling

Recreational cycling

„Functional cycling units“ – building groups of local municipalities as a basis for strategic planning



Example Bruneck and environs: status quo and bicycle connections to be developed



From financing to realization of cycling infrastructure

1

Districts and municipalities elaborate feasibility studies and implementation projects for new cycle tracks, which are then sent to the Province.

2

Regional evaluation commission meets two times per year to evaluate and rank the projects according to predefined criteria (with focus on everyday cycling).

3

Financing is granted according to available funding*. In addition to financing of new cycle tracks, districts receive financing for (extra-)ordinary maintenance.

*In addition to its own budget, the Province of South Tyrol always tries to acquire European and Italian funds

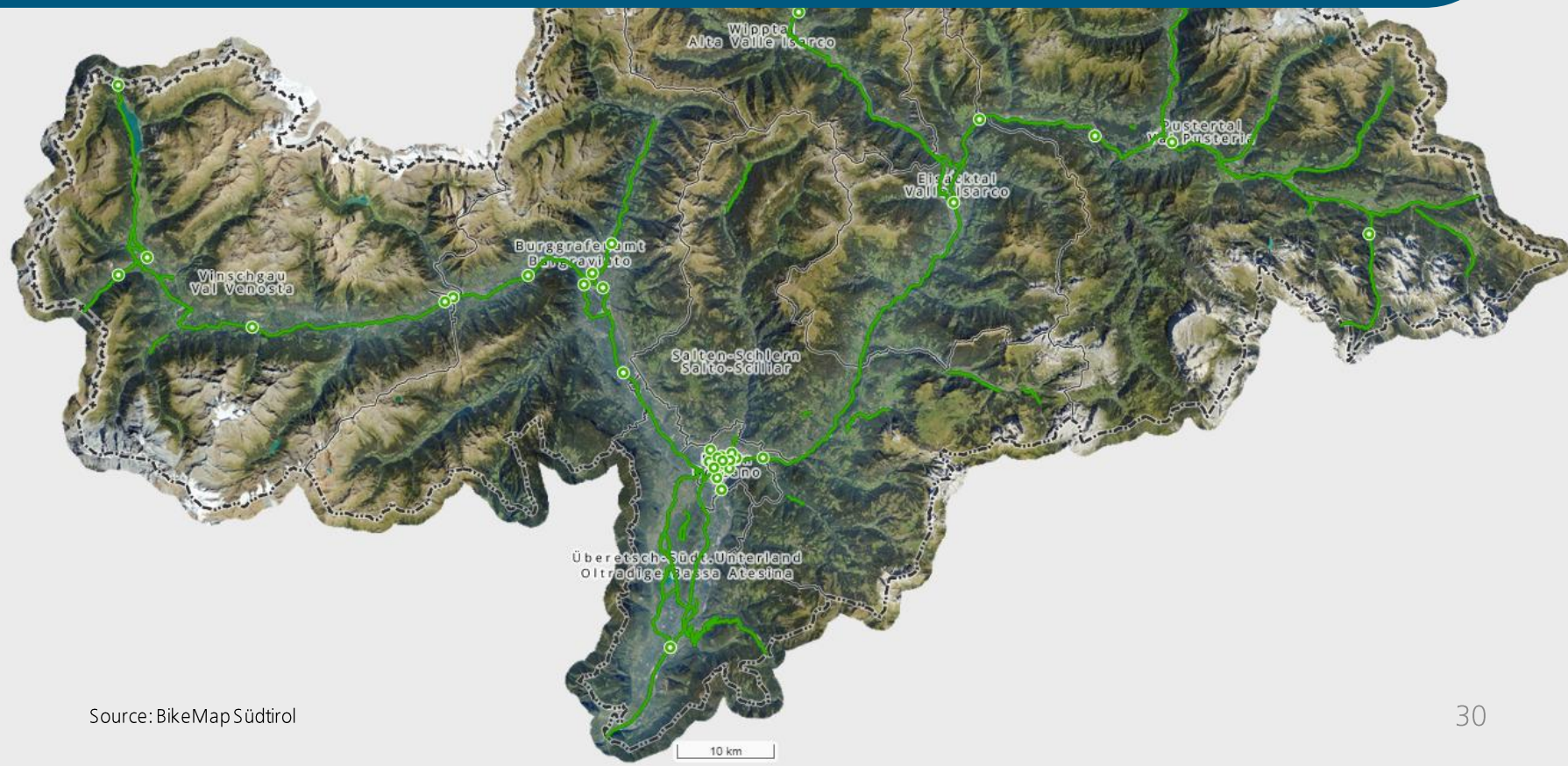
4

Realization of selected projects by districts (and municipalities); districts/municipalities are responsible for land availability and agreements with interested stakeholders.

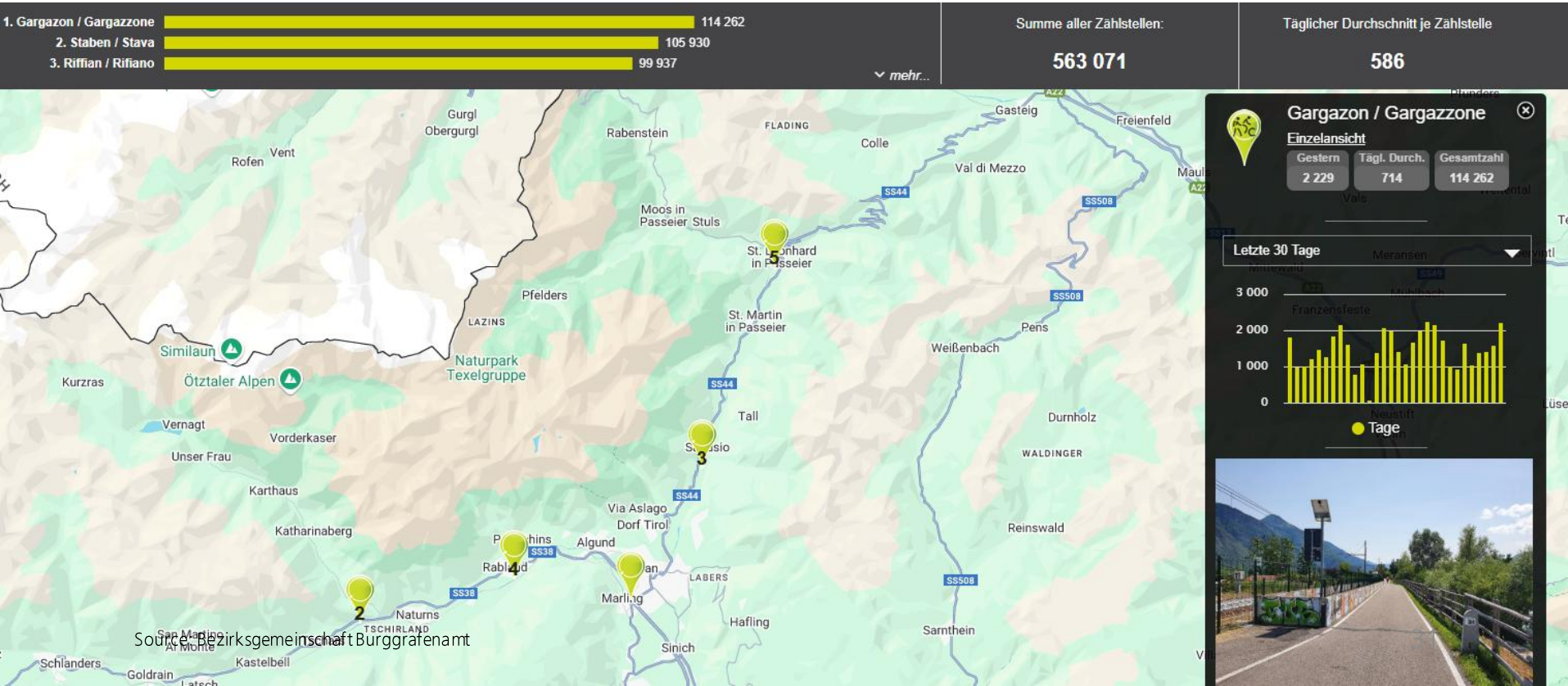
The Province elaborated a new and uniform signage concept for the cycling network, allowing to add extra information.



In the past years the districts and largest cities installed bike counters all around the region.



Detailed data analysis is available, but „centralized“ and strategic monitoring is just being implemented.

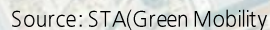


Connessione con il centro di mobilità

Collegamento della zona scolastica

Miglioramento incroci

Prioritizzazione degli assi ciclabili



Team Green Mobility in STA (inhouse agency of the Province)

5 people dedicated to cycling mobility



Joachim Dejaco
Generaldirektor



Harald Reiterer
Bereichsleiter



Sonja Ridi
Assistentin des
Bereichsleiter



Anna Delvai
Projektleiterin
Events



Verena Schnitzer
Projektleiterin
Betriebliches
Mobilitätsmanagement



David Felz
Koordinator
Team Radmobilität



Valentina Mena
Projektleiterin
Radmobilität



Alice Pozzo
Projektleiterin
Radmobilität



Dagmar Trafoier
Projektleiterin
Radmobilität



STA - Südtiroler TransportstrukturenAG

Gerbergasse 60 – 39100 Bozen

☎ 0471 31 28 88



info@sta.bz.it | greenmobility@sta.bz.it



www.sta.bz.it | www.greenmobility.bz.it

On-site visits help to better understand the local requirements and challenges.



Where possible (and reasonable) local population is being involved.



Besides comprehensive concepts, Green Mobility provides detailed analysis for selected spots.



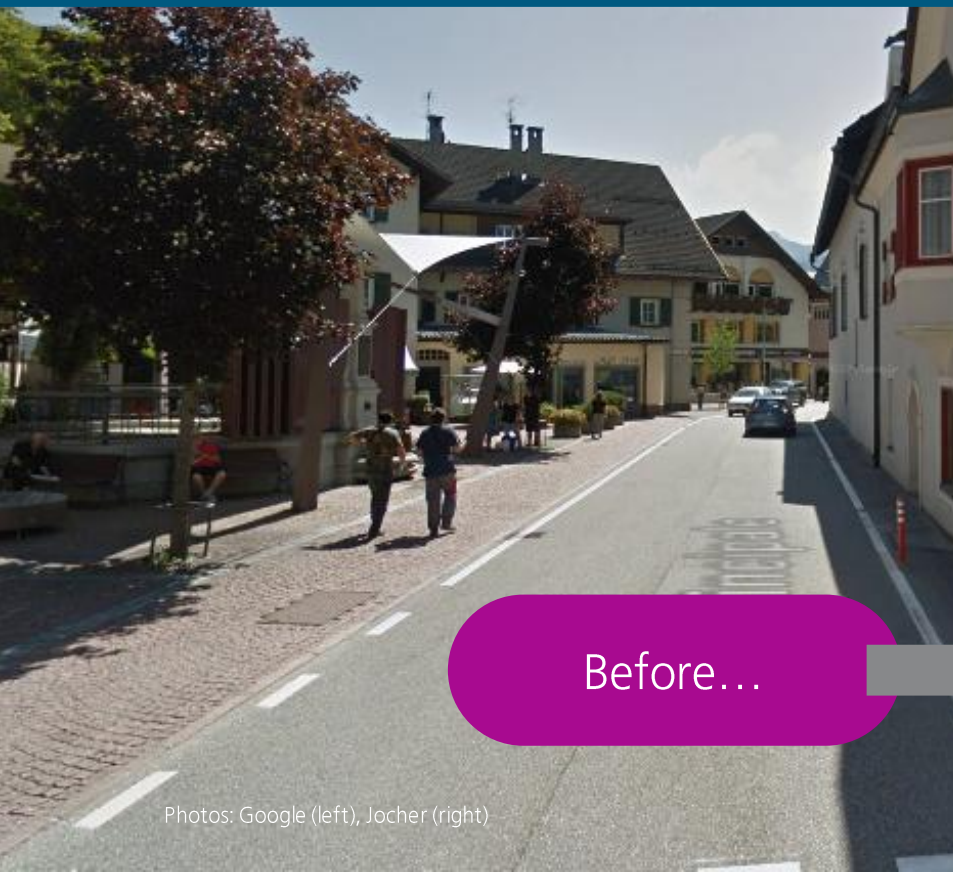
Figura 2.1.4.d, © Ortofoto Google, elaborazione grafica STA



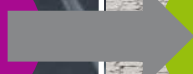
Figura 2.1.4e, © Ortofoto Google, elaborazione grafica STA



It's not always about stand-alone cycle tracks:
Lack of space often asks for reasonable compromises.



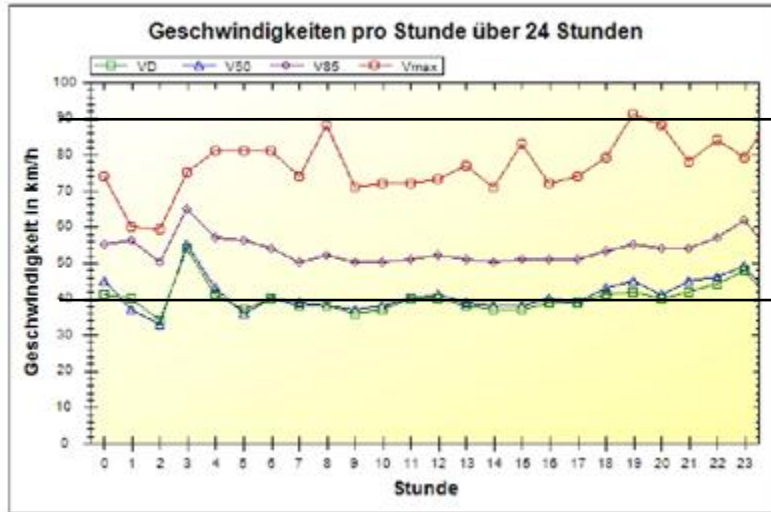
Before...



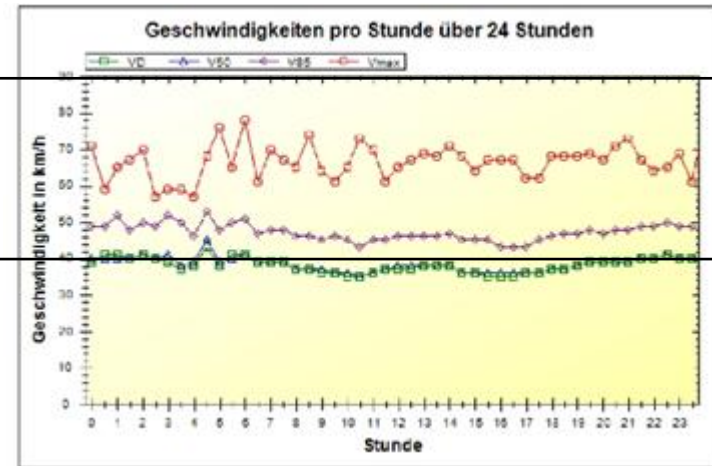
...after

Speed measures before and after the implementation show the positive impact of the action taken.

before



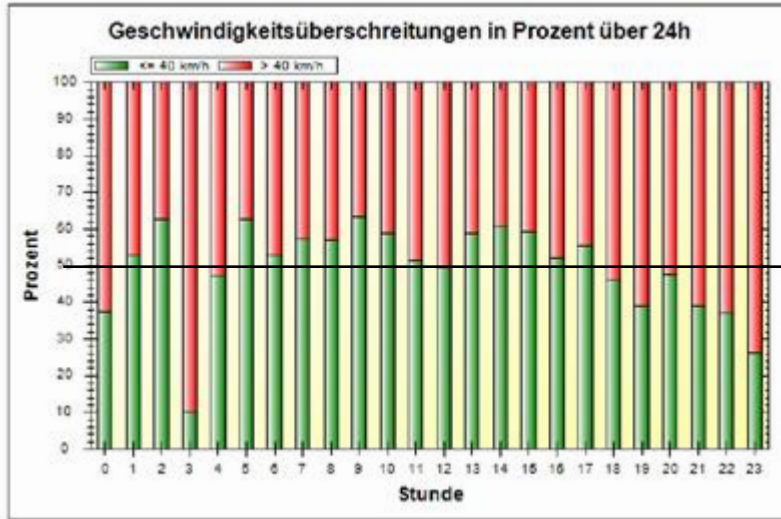
after



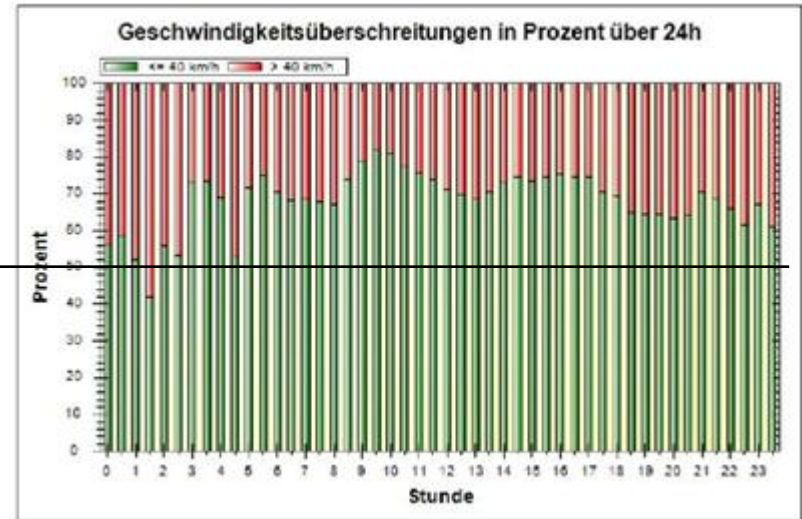
- ➡ Slight reduction of average speed
- ➡ Clear reduction of v85 (speed, that by 85% of vehicles is not exceeded)

Problem of speeding has observably diminished.

before



after



50%

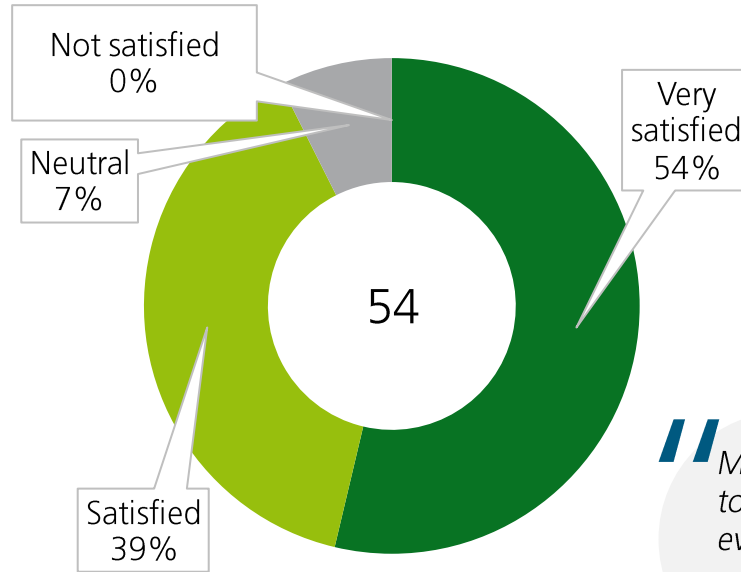
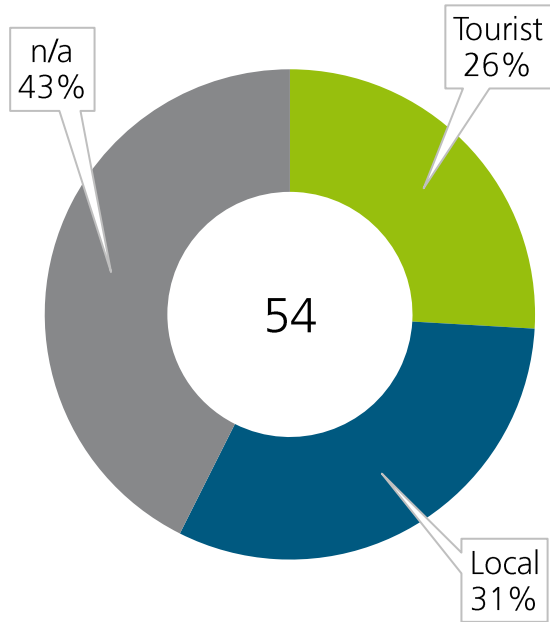
➡ Clear reduction of number of speeding

2-minus-1 road in Eppan a.d.W – topic for discussion



2-minus-1 road Eppan a.d.W.

Evaluation by asking cyclists about how they like the bike lanes



“My grandchildren cycle to school in St. Pauls every day and they are very happy and feel much safer.”

Brixen implemented the first „cycling road“ in South Tyrol



Source: STA/Felz



Fischzuchtweg
via Laghetto

Already in the past, Brixen took measures to calm down roads in the city center.



“Micro”-infrastructures and colored areas in intersections help to increase comfort and visibility.



Promoting cycling does not only mean to build cycle tracks

- Bike parking
- Communication and sensibilization





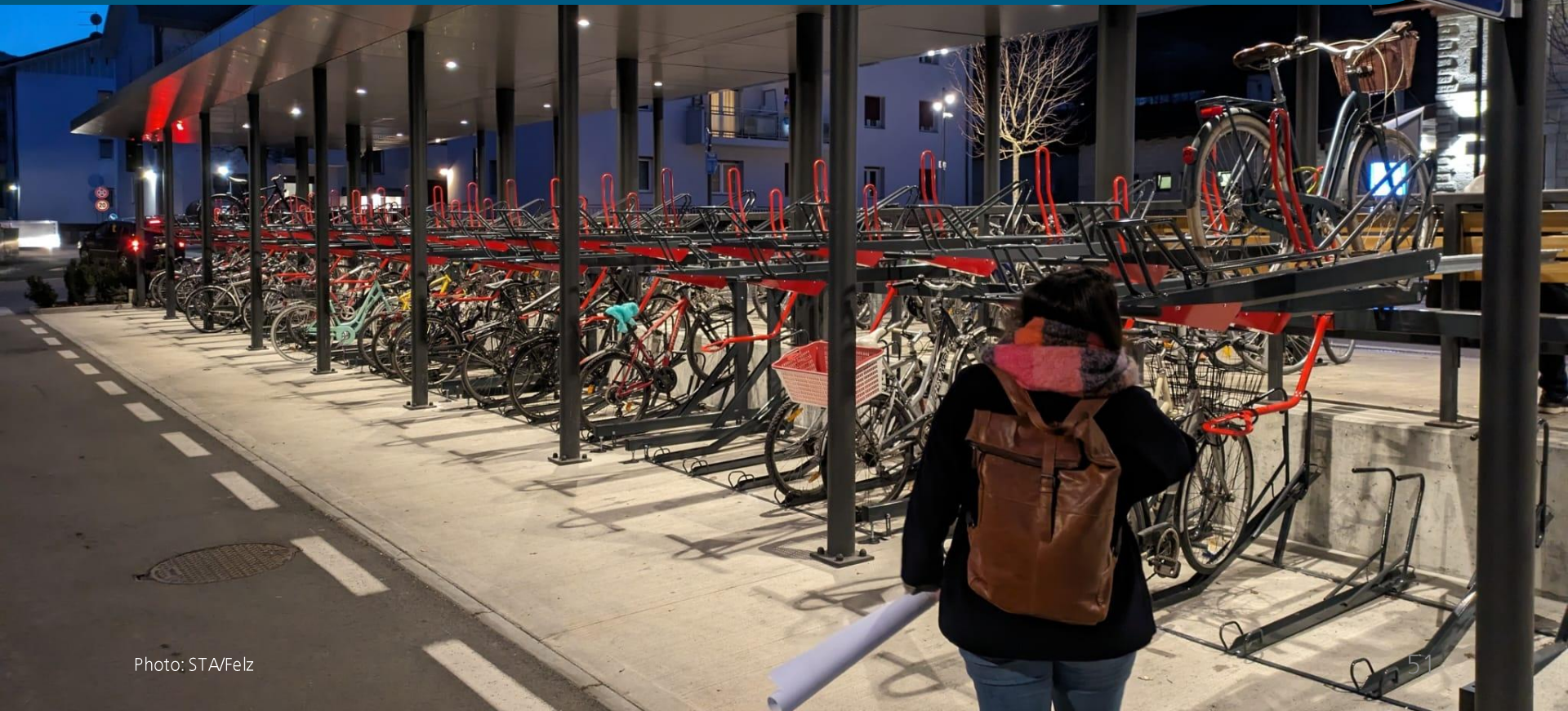




Photo: STA/Felz



Good example: mobility center Brixen



Good practice: Bikeparking Bruneck mobility center ! Learning: maintenance as important as supply



Good practice: White Cross South Tyrol – safe, covered and close to the entrance



Good practice: Eppan, lake Montiggl – safe parking facilities that fit in the surroundings



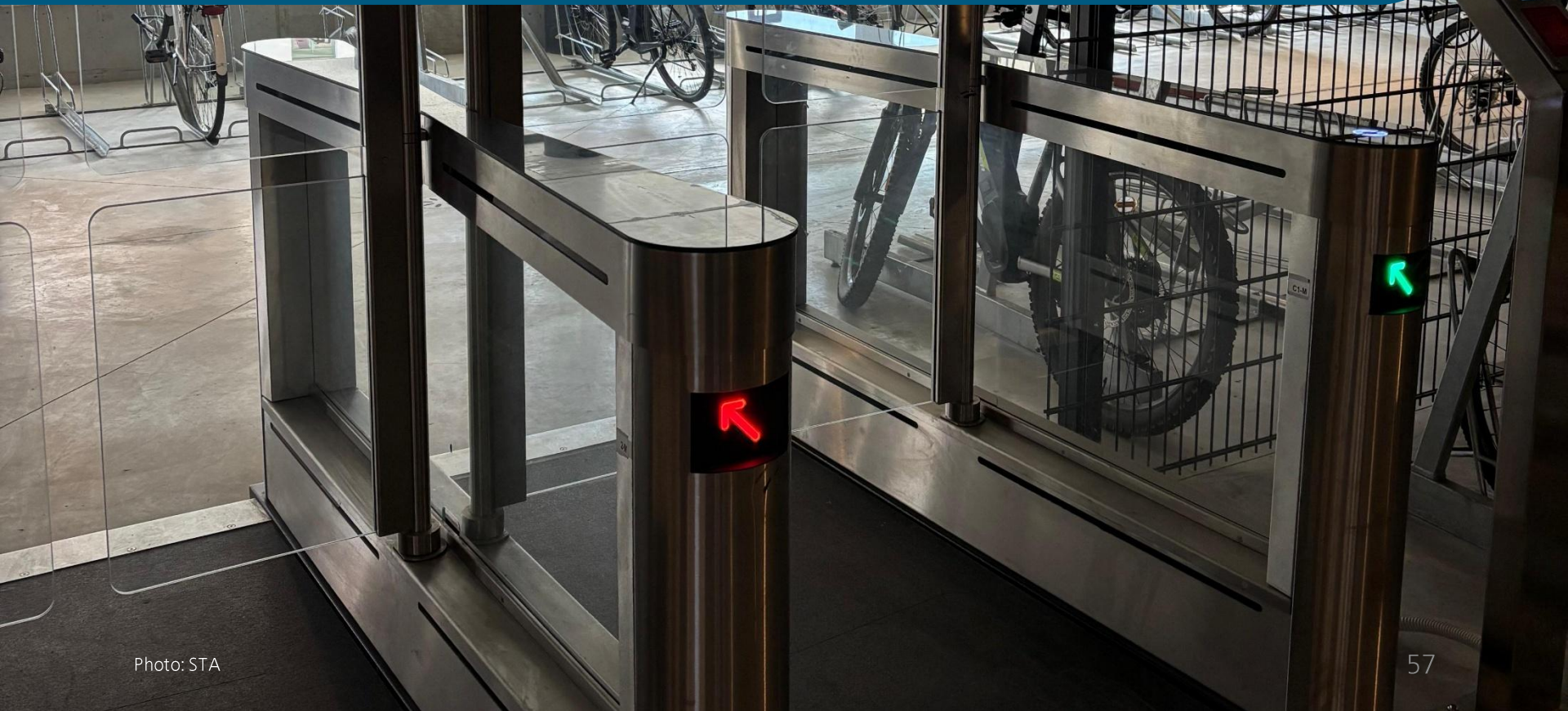


Photo: AG Fahr Rad in Eppan

More sophisticated bike parking at mobility hubs to meet higher security needs.



Access restriction at shared bike locker in Brixen



Reserved areas for companies at shared bike locker in Brixen



Learning: special bikes have special requirements



Eppan was the first municipality in South Tyrol to install bike lockers for single bikes, many other followed and still follow...



STA started to provide bike lockers at important train stations. In the next month other POIs within municipalities will follow.



But focus should always be a sufficient number of freely accessible bike parking facilities.



The Province offers financial incentives for bike parking facilities for public and private subjects as well as housing.

Ambito / Bereich		Misura / Maßnahme		Ausmaß der Förderung*		
				soggetti pubblici öffentliche Subjekte	soggetti privati private Subjekte**	condomini Miteigentumsg.**
1	Acquisto bici Ankauf Fahrräder	1.1	senza pedalata assistita ohne Trethilfe	40% o mass. / oder max. 400 €/cad		/
		1.2	con pedalata assistita mit Trethilfe	40% o mass. / oder max. 800 €/cad		/
2	Noleggio bici Miete Fahrräder	2.1	senza pedalata assistita ohne Trethilfe	20 €/cad al mese / pro Monat		/
		2.2	con pedalata assistita mit Trethilfe	40 €/cad al mese / pro Monat		/
3	Impianti di parcheggio per bici Abstellanlagen für Fahrräder	3.1	Bicibox singoli per utilizzo pubblico Einzelboxen für öffentliche Nutzung	75%		/
		3.2	Bicibox collettivi per utilizzo pubblico Sammelboxen für öffentliche Nutzung			/
		3.3	Bicibox singoli per utilizzo privato Einzelboxen für private Nutzung	30%		50%
		3.4	Bicibox collettivi per utilizzo privato Sammelboxen für private Nutzung			
		3.5	Rastrelliere per utilizzo pubblico Fahrradständer für öffentliche Nutzung	50%		/
		3.6	Rastrelliere per utilizzo privato Fahrradständer für private Nutzung	30%		50%

Source: PAB

STA developed a dedicated handbook on bike parking as a help for all interested stakeholders.



DE: [handbuch_fahrradparken.pdf \(sta.bz.it\)](https://sta.bz.it/handbuch_fahrradparken.pdf)

IT: [linee_guida_parcheggi_per_bicicletta.pdf \(sta.bz.it\)](https://sta.bz.it/linee_guida_parcheggi_per_bicicletta.pdf)

Extract bike parking guidelines



Accessibility: easy to use and close to the destination



Secure: wheel and frame can be locked; if possible: video surveillance



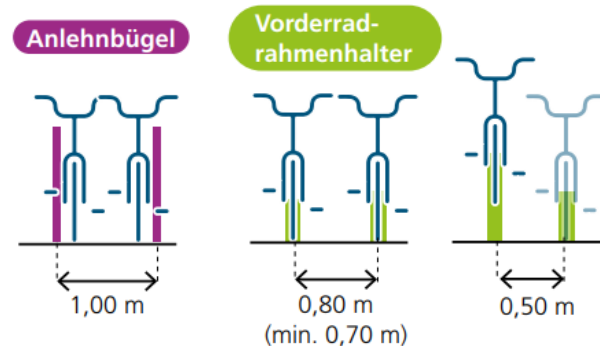
Minimum distance between 2 parking position

- **Bicycle stands ("U"):** 100 cm
! If bicycle stand is rather high, a lower bar is required for small bike
- **Bicycle racks (front wheel/frame)** (wheel width: 58-64 mm)
 - One level: 70 cm (better: 80 cm)
 - Up-down: 50 cm
- Room for special bikes: if possible, 10-15%
e.g. free space or bicycle stands with 200 cm distance

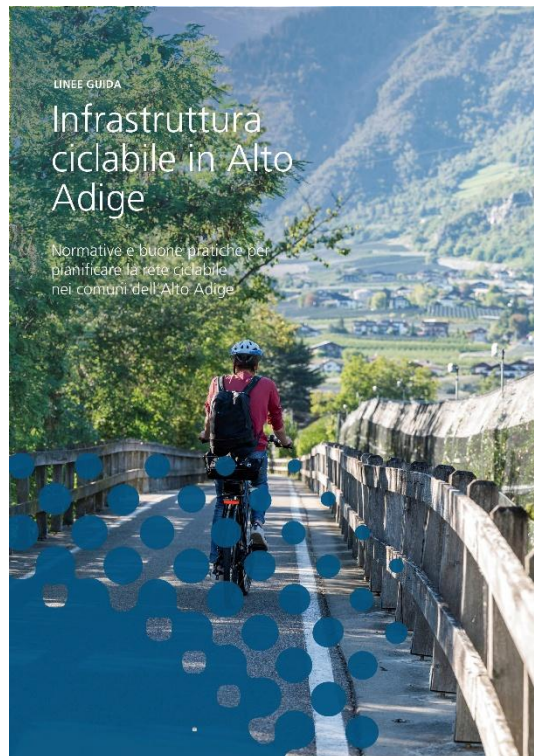


Comfort:

for longer parking (roof, light, ...)



A guideline for construction of bicycle infrastructure is currently in elaboration.



3 Connessioni ciclabili

Percorso ciclopeditonale



Una persona con disabilità deve essere utilizzata in premisura con i pedoni.

Il percorso ciclabile moderatamente permeabile, che deve essere separato dall' traffico autostradale, il percorso deve essere realizzato e visto a progetto dalle autostrade.

Non esiste una separazione fisica con i pedoni, la linea di confine è solo la linea di confine tra il percorso ciclabile e il percorso pedonale. Il percorso ciclabile deve essere realizzato e visto a progetto dalle autostrade.

Varianti

Costo 000
Sicurezza 000
Permeabilità 000
Rit. medio-alto
D.M. 5/1999, art. 4, comma 10

Dove:

- 1. Il percorso deve essere separato e protetto fisicamente rispetto alla corsia veicolare e ad una altezza differente.
- 2. Ponto fisso e cuneo.
- 3. Consigliata la presenza di oblique e verticali di separazione e di segnalazione di pericolo per i ciclisti.

Segnaletica
Verticale da assente a inizio e fine percorso
D.P. 196/92, art. 122, comma 9

Fig. 112 da applicare a inizio di percorso
Fig. 113 da applicare a fine di percorso

Orizzontale
Fig. 44/2 e fig. 4 e freccia e segnale

La divisione delle corsie e dei percorsi solo nel caso in cui il valore di permeabilità sia inferiore a 0.50 e il valore di permeabilità sia superiore a 0.50 e il valore di permeabilità sia superiore a 0.50.

Monodirezionale
E' possibile realizzare un percorso ciclopeditonale monodirezionale ma non è consigliata a nessuno dei suoi lati la larghezza della superficie e il risultato è maggiore di 2.30 m per evitare conflitti con i pedoni.

Misure consigliate:
≥ 3.50 m

Communication and sensibilization

Creating a cycling culture starts with the smallest

Safety Education

Sicurezza stradale e formazione di mobilità per scuole elementari, medie e superiori

Hallo mobilità! Vuoi muoverti nel traffico stradale in modo sicuro e sostenibile?
Ti mostriamo come!

HALLO AUTO

Sicurezza sulla strada verso la scuola:
training per bambine e bambini.

HALLO MY BIKE

Andare in bici in sicurezza?
L'esercizio ripaga!

HALLO MOBILITY WEEK

Tu sei mobilità! Insieme ci concentriamo
per una settimana sulla mobilità sicura
e sostenibile.

Safety Park
Centro di guida sicura

Via Ischia Frizzi 3 • I-39051 Vadena
T +39 0471 220800
info@safety-park.com

scuole elementari

scuole medie

scuole superiori

HALLO AUTO ADVANCED

Da noi scopri cosa succede se guidando
vengono superati i limiti della fisica.
Action, ma in sicurezza!

HALLO SMART MOBILITY

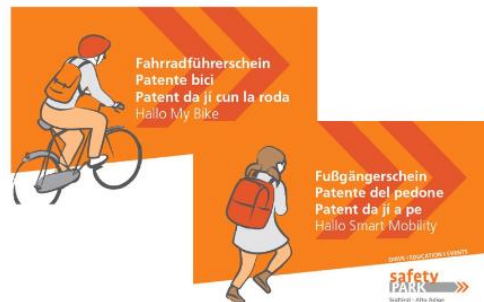
Quali sono le novità in tema di mobilità
sostenibile? Mobilità elettrica e ciclistica,
trasporto pubblico: ecco i nostri temi
per voi!

HALLO MY BIKE

- Patente della bicicletta | Fahrradführerschein

HALLO SMART MOBILITY

- A piedi in sicurezza | Zu Fuss sicher unterwegs
- Rilevamento del traffico | Verkehrszählung
- Ciclofficina | Radwerkstatt
- Elettrico e idrogeno, un pieno di futuro | Elektro und Wasserstoff: der Tank der Zukunft
- Mobilitycheck della scuola | Mobilitätscheck Schule
- Altoadigemobilità | Südtirolmobil



L'attrezzatura giusta
per andare in bici in sicurezza

- 1 luce anteriore bianca
- 2 catenfrangente giallo sui pedali
- 3 luce posteriore rossa
- 4 freno posteriore
- 5 catenfrangente giallo sul reggisella
- 6 catenfrangente posteriore rosso
- 7 freno anteriore
- 8 campanello



„Cycling license“ in cooperation with local police or law enforcement forces.



Workshops help to teach pupils how to do smaller repairs by themselves.



“Drawing competition” for pupils - from next year on a regional level.



Source: Bezirksgemeinschaft Burggrafenamt

A safe way to school is crucial to allow kids to walk or cycle. STA supports municipalities by elaborating joint concepts.



“South Tyrol cycles” – gamification to encourage people to use a bicycle, complement by various special actions.



Move to cargo: EU-funded project to promote cargo bike use in Meran.



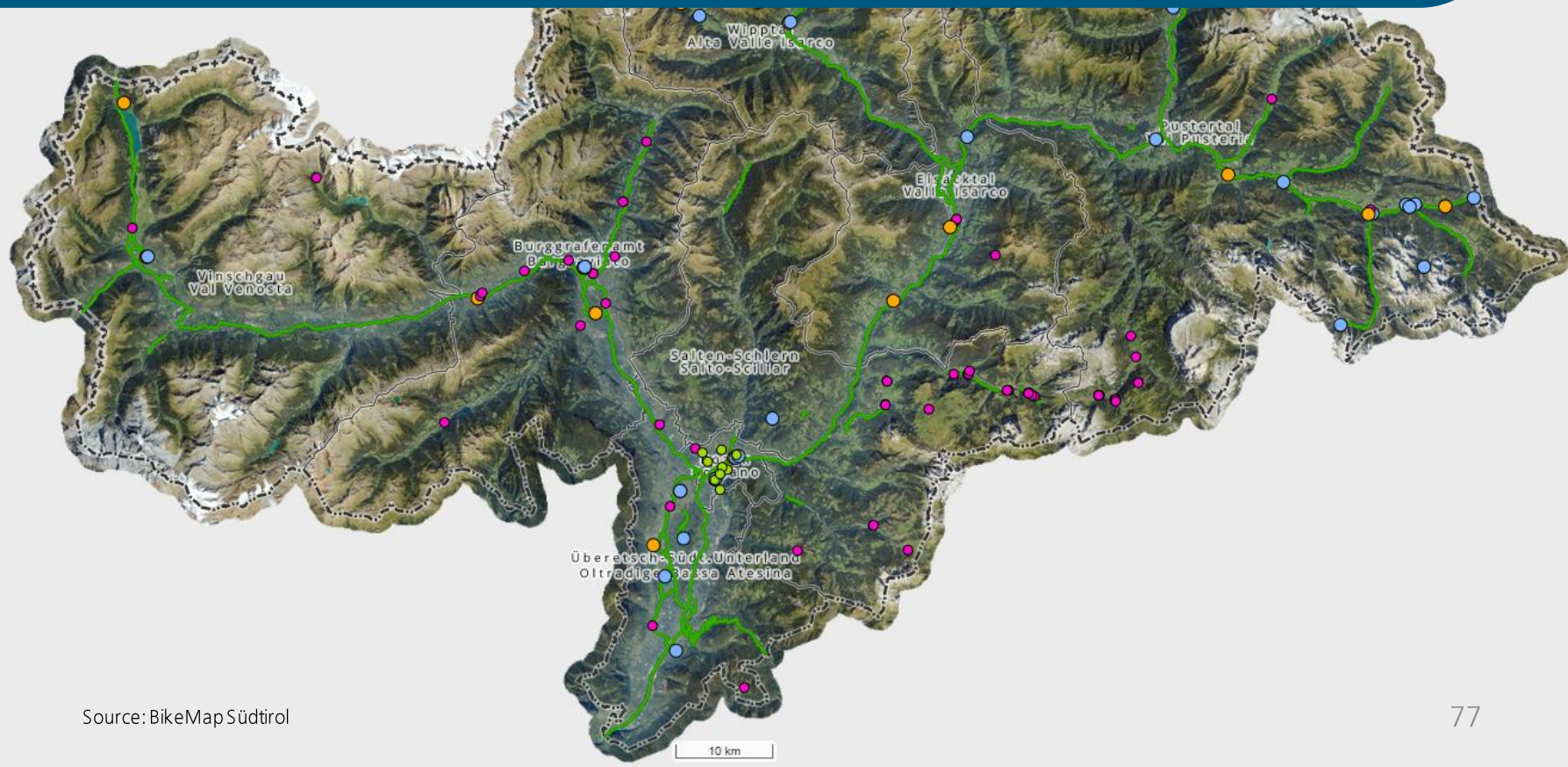
Close collaboration with local shops (bikesharing and delivery)



New bike transport possibilities in new trains



A dense network of (recreational) bike rentals allows one-way trips by bike in combination with public transport.



Visual campaigns help to sensibelize a broader audience. Last years edition was in cooperation with regional health office.



Paolo, 62
Vigile del Fuoco Volontario



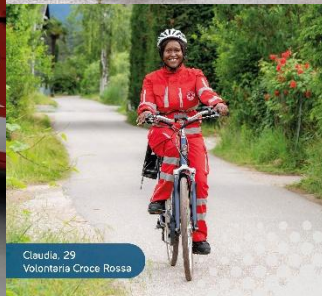
Raphael, 39
Musicant

I vá cun
la roda...
y bun
me fejel!



Classe 4B
Scuola Elementare
Longon, Bolzano

Andiamo
a piedi...
e facciamo
bene!



Claudia, 29
Volontaria Croce Rossa

Vado
in bici...
e faccio
bene!



Robee, 30
Freiwillige Weißes Kreuz

Ich fahre
Rad...
weil's
guttut!



Fabiana und Annamaria
74, im Ruhestand

Wir gehen
zu Fuß...
weil's
guttut!



Vincenzo, 50
Sportarzt

Ich fahre
Rad...
weil's
guttut!



Raphael, 39
Musikant

Source: STA

Ich fahre
Rad...
weil's
guttut!





**IL TUO FISICO VA
A ROTOLINI?**

#muovitigre

scopri di
greenm



**RIUNIONE
FRA 10 MINUTI?**

#muovitigre

scopri di più
greenmobi



**ZU WENIG PLATZ
FÜR MITARBEITER?**



#bewegdichgreen

erfahre mehr!
greenmobility.bz.it



scopri di
greenm



scopri di più
greenmobi



erfahre mehr!
greenmobility.bz.it

A young boy with short brown hair is riding a red bicycle on a grassy field. He is wearing a red puffer jacket with a small patch on the sleeve, blue pants, and black boots. The field is covered with green grass and many fallen yellow and brown leaves, suggesting an autumn setting. In the background, there is a blurred green fence and some trees. A dark red rectangular box is overlaid on the right side of the image, containing white text.

#57

**Was Hänschen nicht lernt,
lernt Hans nimmermehr**

Various events for different stakeholders and networking meetings help to raise awareness and to convey content.



Every two years STA organizes a dedicated sustainable mobility training.



A “mobility award” is being awarded every year to municipalities, companies and associations.



Bike&breakfast: reward for who is cycling to work or school



Free bike repair workshops in municipalities...



...and at larger companies

Source: STA, SABES



Events, such as the yearly “bike night” help to raise awareness on a local level.



Ven. 13.09 **NOTTE IN BICI**

Bressanone, Piazza Duomo
Inizio evento **16:30**
Inizio parata luminosa **19:30**

Vinci una E-bike

Ulteriori informazioni
e iscrizione alla lotteria
(entro il 06.09.2024):
www.bressanone.it



Logos at the bottom: European Union flag, LIFE alps, Brixen Bressanone logo, and a logo for 'südtirolmobilität'.

Where possible, activities for the “smallest” are being integrated (here: “bike train”).



Good practice: Radlfasching at Lana



Ritten “bike day” organized by local workgroup, cofinanced by the Province.



In some municipalities local workgroups, mainly composed of normal citizens, try to push cycling to next level.

Naturns



Lana



Ritten



Eppan



Good practice: cheap e-bikes for commuters provided by the municipality (first edition 2020 in Eppan, many imitations).



The Province offers financial incentives for local municipalities that want to promote cycling.

Ambito / Bereich	Misura / Maßnahme	Ammontare massimo del contributo* Maximales Ausmaß der Förderung*		
		soggetti pubblici öffentliche Subjekte	soggetti privati private Subjekte**	condomini Miteigentumsg.**
1	Servizi di sharing Sharingdienste	1.1 e-Bike to work (predisposizione di bici per pendolari) e-Bike to work (Bereitstellung von Fahrrädern für Pendler)	60%	/
		1.2 Bikesharing pubblico per comuni > 10.000 abitanti Öffentliches Bikesharing für Gemeinden > 10.000 Einwohner	60% o mass. / oder max. 200.000 €	
		1.3 e-Carsharing pubblico e-Carsharing öffentlich	50%	
		1.4 e-Carsharing parzialmente pubblico e-Carsharing partiell öffentlich***	25%	50%
		1.5 e-Carsharing condominiale e-Carsharing für Miteigentumsgemeinschaften	/	25%
2	Intermodalità (micro hub) Intermodalität (Micro Hubs)	2.1 Realizzazione di nodi di interscambio per pendolari Realisierung von Umsteigeknoten für Pendler	75%	/
3	Misure complementari Komplementäre Maßnahmen	3.1 Sensibilizzazione (ad esempio pubblicazioni, convegni) Sensibilisierung (z.B. Publikationen, Tagungen)	70%	
		3.2 Ricerca e/o sviluppo di software Forschung und/oder Entwicklung von Software		
		3.3 Altri tipi di progetti nell'ambito della mobilità sostenibile Andere Arten von Projekten im Bereich der nachhaltigen Mobilität	70%	/



Thank you for
listening!

#101argumente #greenmobilitybz