CIPRA – Jahresfachtung 2026
Masterclass 5

Wie alltagstauglich sind die Fahrradwege zwischen den Ortschaften?

How suitable are the cycle routes between towns and villages for everyday use?

Bozen, 17. October 2026

Helmuth Moroder



The goals of sustainable mobility in South Tyrol

PRIVATE MOTORISED TRANSPORT
- 26% reduction outside urban areas
- 34% reduction in urban areas
- 30% reduction overall

CYCLING
20% modal share across South Tyrol by 2030:
- 36% in main centres
- 16% in secondary centres
- 8% in peripheral municipalities

CO_2 EMISSIONS
Compared with 2019:
- 55% reduction by 2030
- 70% reduction by 2037
- Climate neutrality by 2040

PUBLIC TRANSPORT
Vehicle kilometres:
- 70% increase by 2030
- 100% increase by 2035

ELECTRIC VEHICLES
Share of new vehicle registrations:
- 50% by 2030
- 100% by 2035



Journeys in South Tyrol by distance and mode of transport (2021)

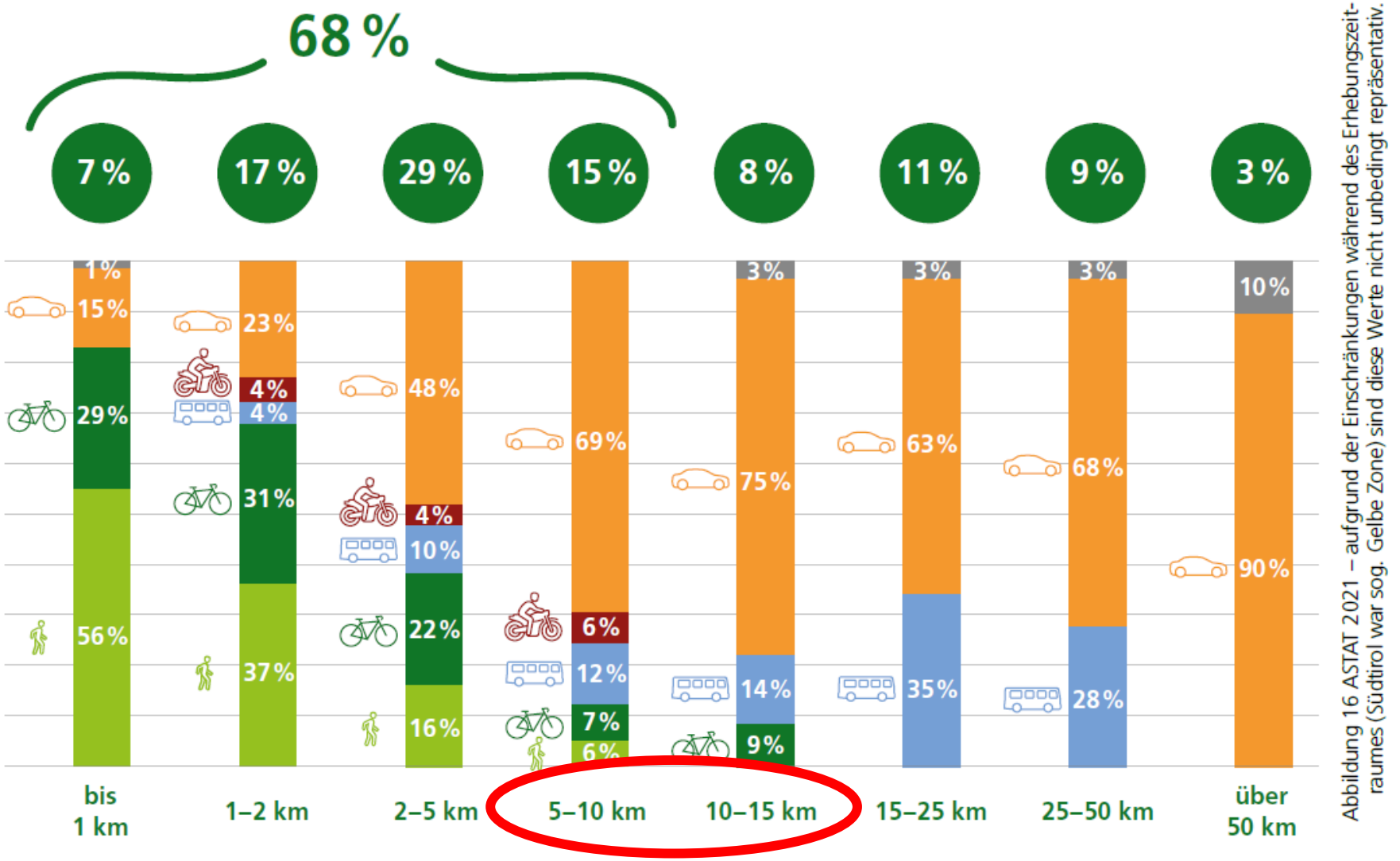


Abbildung 16 ASTAT 2021 – aufgrund der Einschränkungen während des Erhebungszeitraumes (Südtirol war sog. Gelbe Zone) sind diese Werte nicht unbedingt repräsentativ.

Aktionsradius mit E-Bike

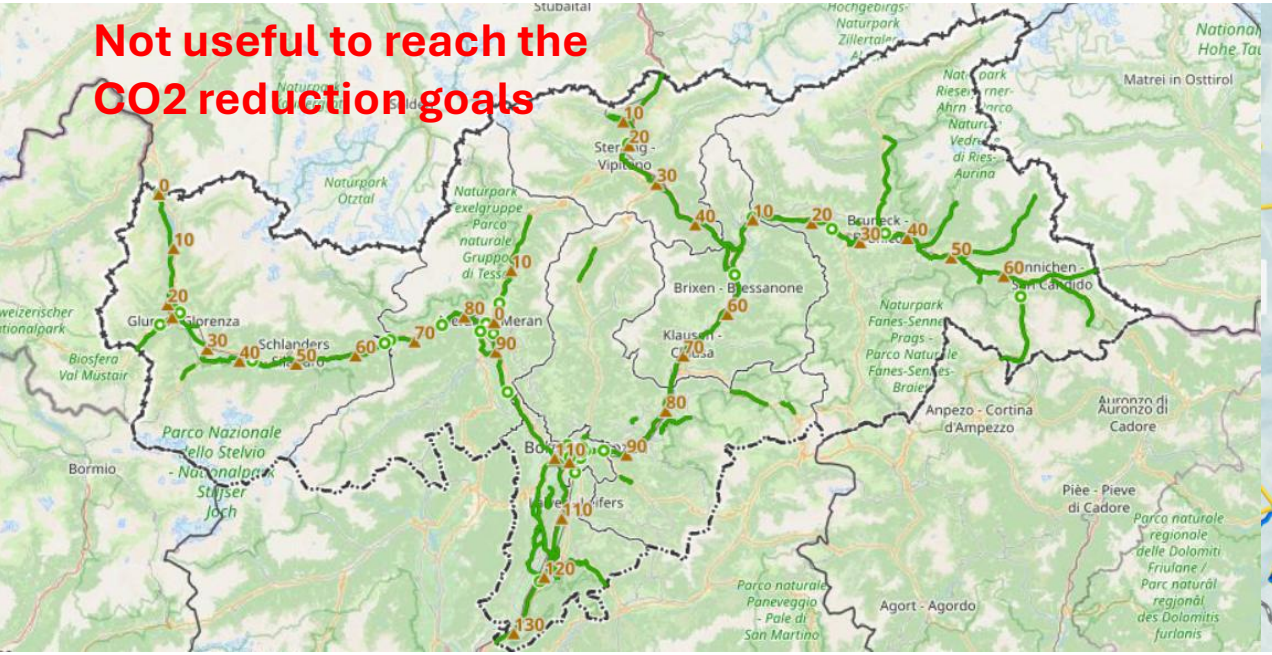
Quelle: Radmobilitätsplan Südtirol

Cycle network South Tirol(>500 km)

intermunicipal

The paradise of cycling

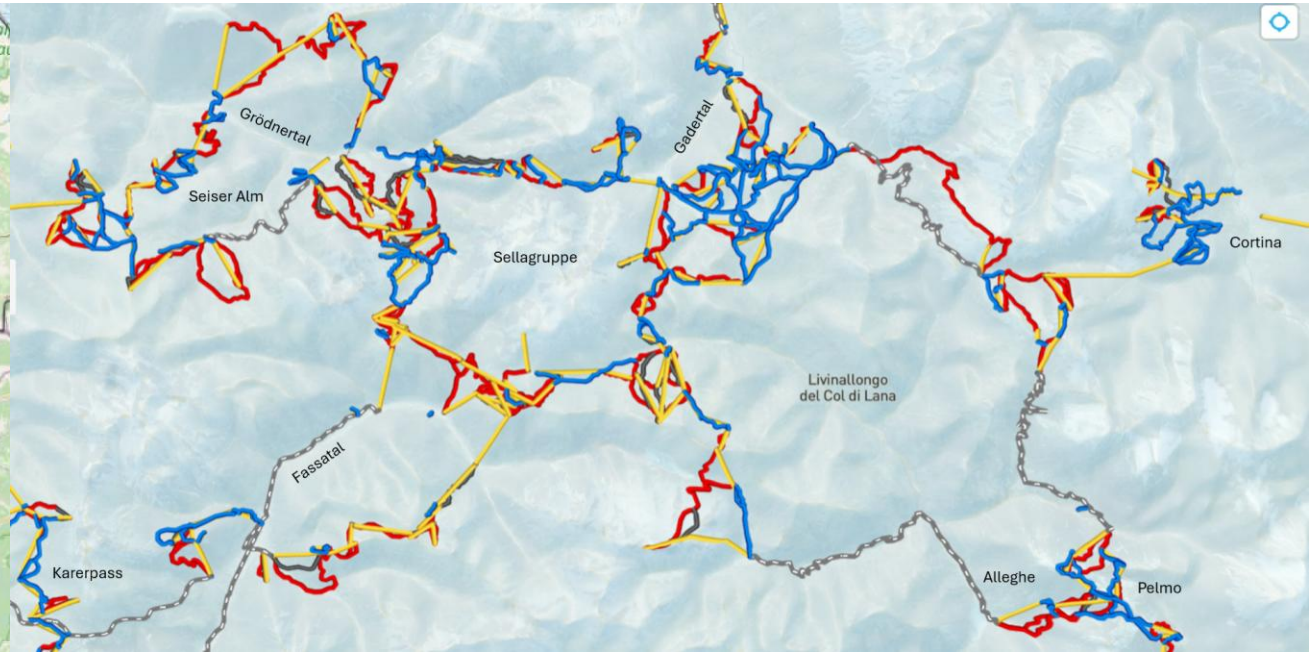
Not useful to reach the CO2 reduction goals



Ski slope network (1.162 in Südtirol)

(Superski Dolomiti – Auszug)

The paradise of skiing



What do these infrastructures have in common?

Both are sports and recreational facilities

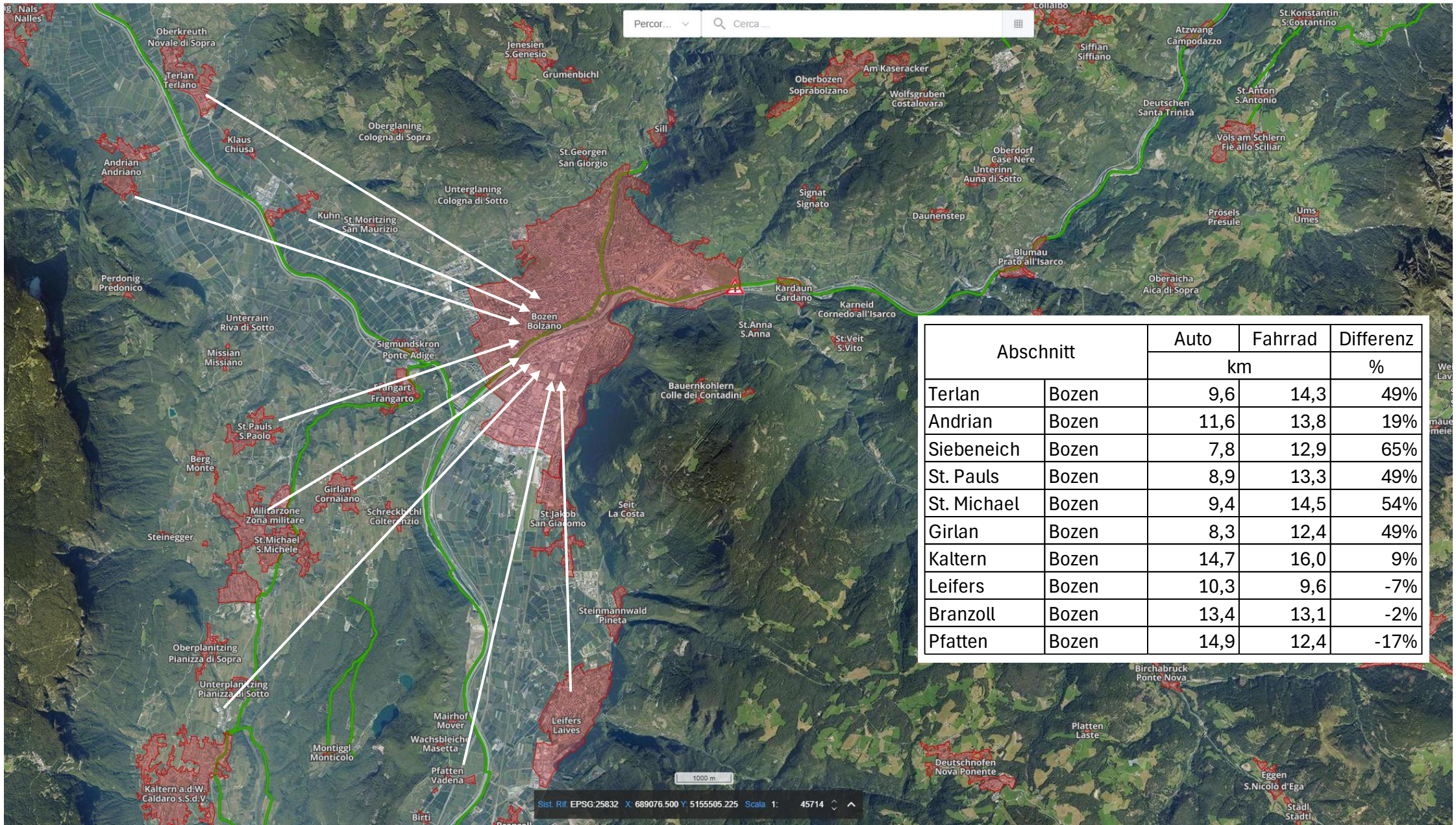
Most intermunicipal cycle routes were planned and built at a time when e-bikes were not yet widespread.

Requirements for a cycle route to be suitable for everyday use

- **Year-round usability**
  - Regular and prompt maintenance, including snow and ice clearance.
- **Safety and security**
  - No fear of other road users, particularly motor vehicles.
  - No fear of other people.
  - Suitable, well-lit and well-maintained infrastructure.
- **A direct and short route to the destination**
  - No unnecessary detours.
- **Suitable supporting facilities**
  - Secure bicycle parking.
  - Changing facilities, lockers and showers.

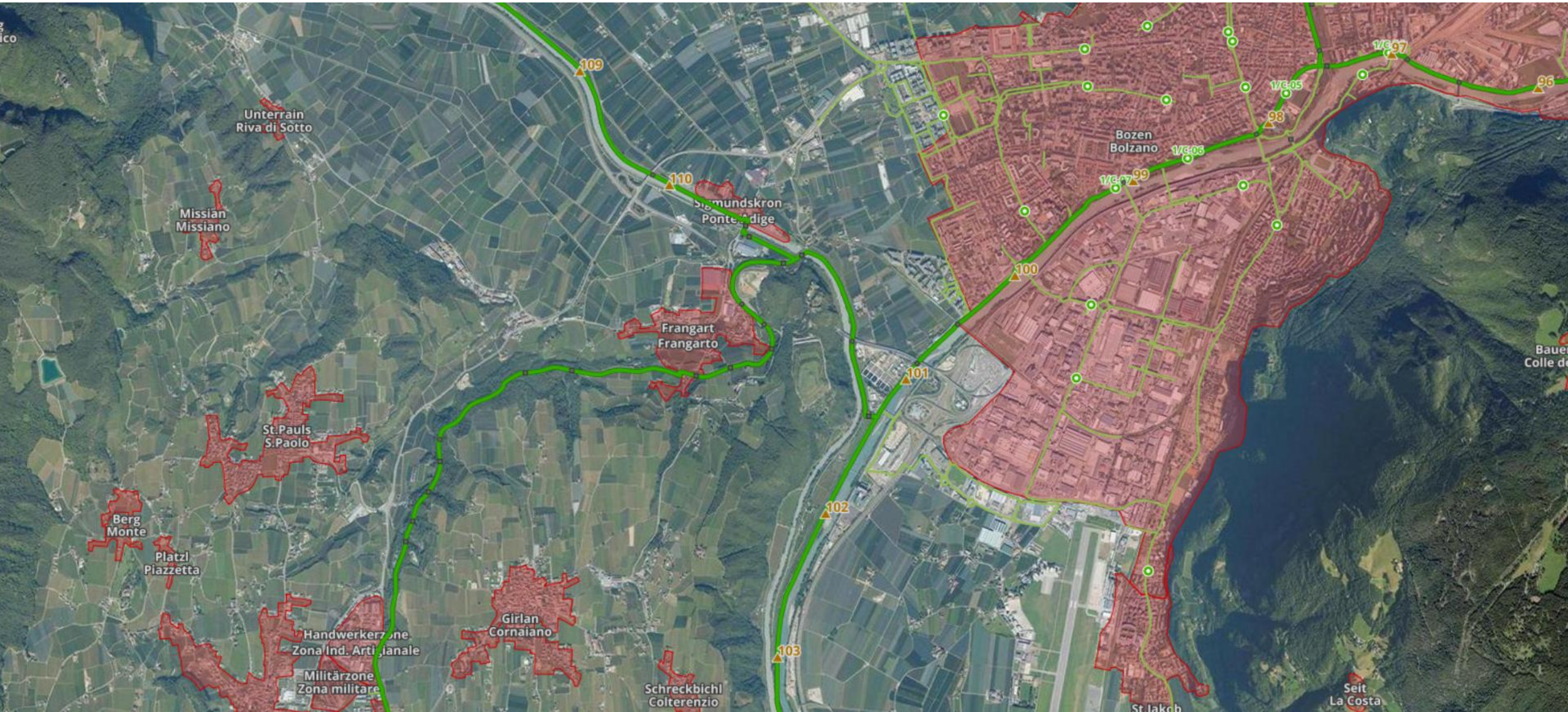
Let’s analyse some situations together

Bolzano and the surrounding area



Abschnitt		Auto	Fahrrad	Differenz
		km		%
Terlan	Bozen	9,6	14,3	49%
Andrian	Bozen	11,6	13,8	19%
Siebeneich	Bozen	7,8	12,9	65%
St. Pauls	Bozen	8,9	13,3	49%
St. Michael	Bozen	9,4	14,5	54%
Girlan	Bozen	8,3	12,4	49%
Kaltern	Bozen	14,7	16,0	9%
Leifers	Bozen	10,3	9,6	-7%
Branzoll	Bozen	13,4	13,1	-2%
Pfatten	Bozen	14,9	12,4	-17%

Bolzano and the surrounding area



Radwegenetz Bozen und Umgebung (Sigmundskron – Eppan)









Alte Mebo bei Siebeneich









Alte Mebo bei Terlan









Alte Pusteralerstraße bei Welsberg

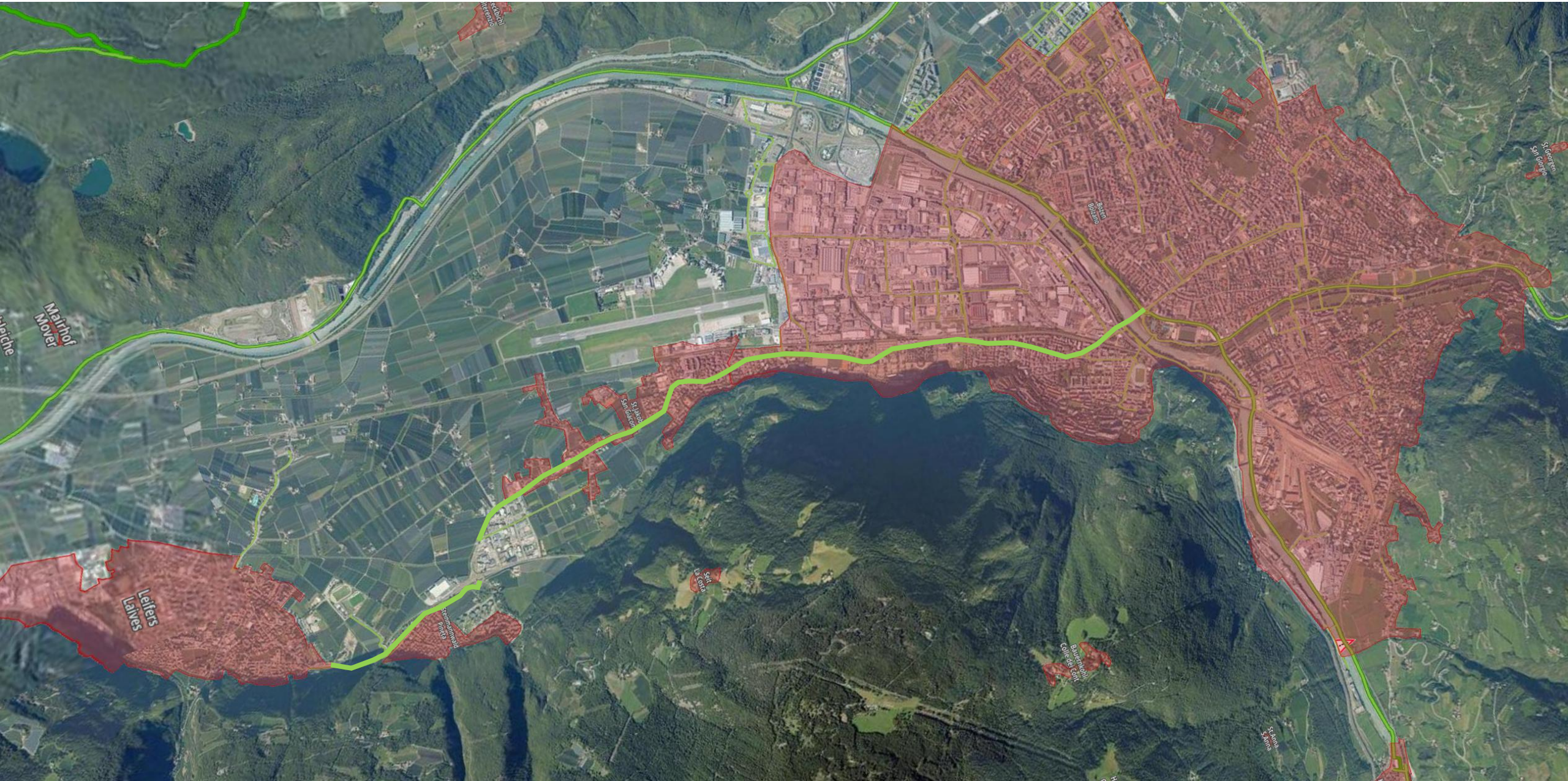








Cycle network in Bolzano and the surrounding area (Bolzano – Laives/Steinmannswald)

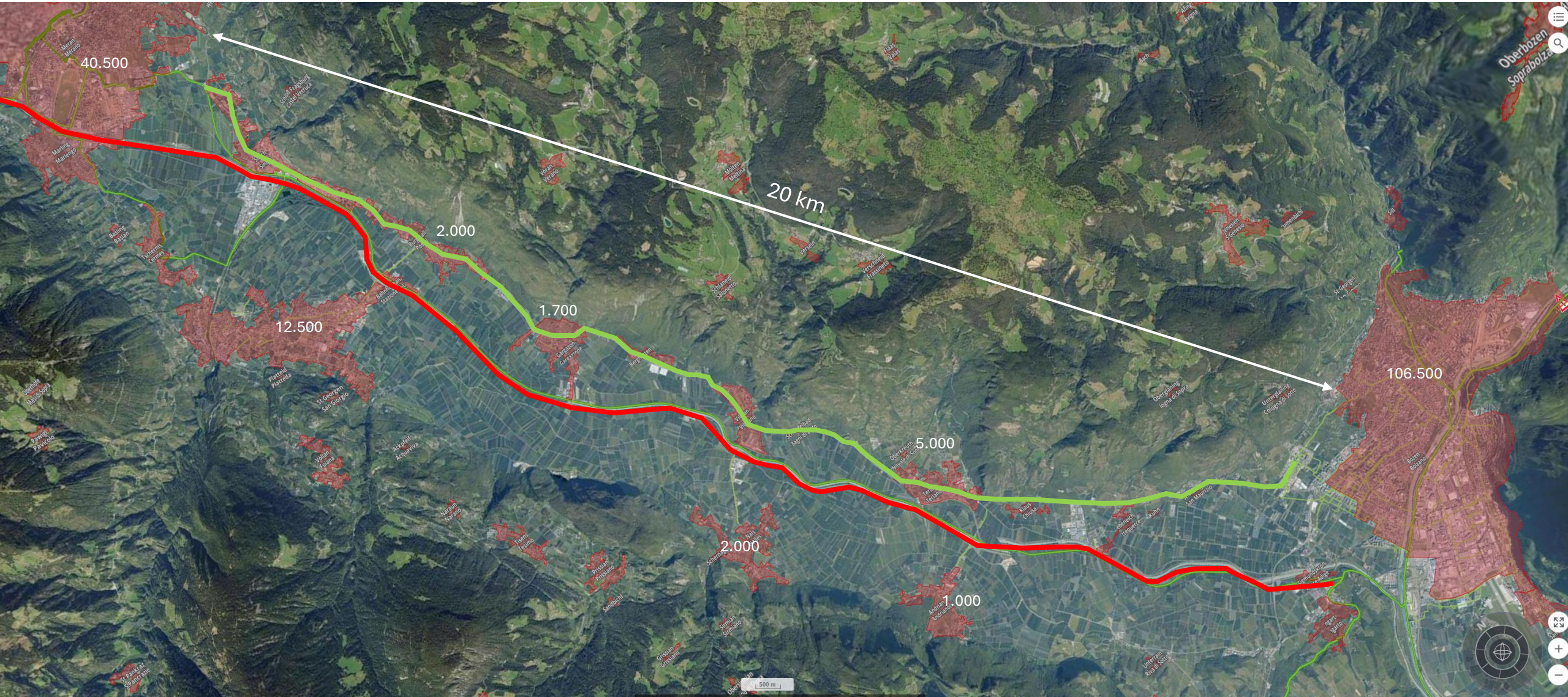


Radwegenetz Bozen und Umgebung (Bozen – Steinmannswald)





Bolzano – Merano
A solution for second bicycle path?



Alte Mebo bei Terlan









Alte Pusteralerstraße bei Welsberg









Ingresso nel paese di San Lorenzo





Radweg Völs – Seis bicycle path



- **Val Gardena**

Radweg durch das Grödnertal – The bycile path in Val Gardena

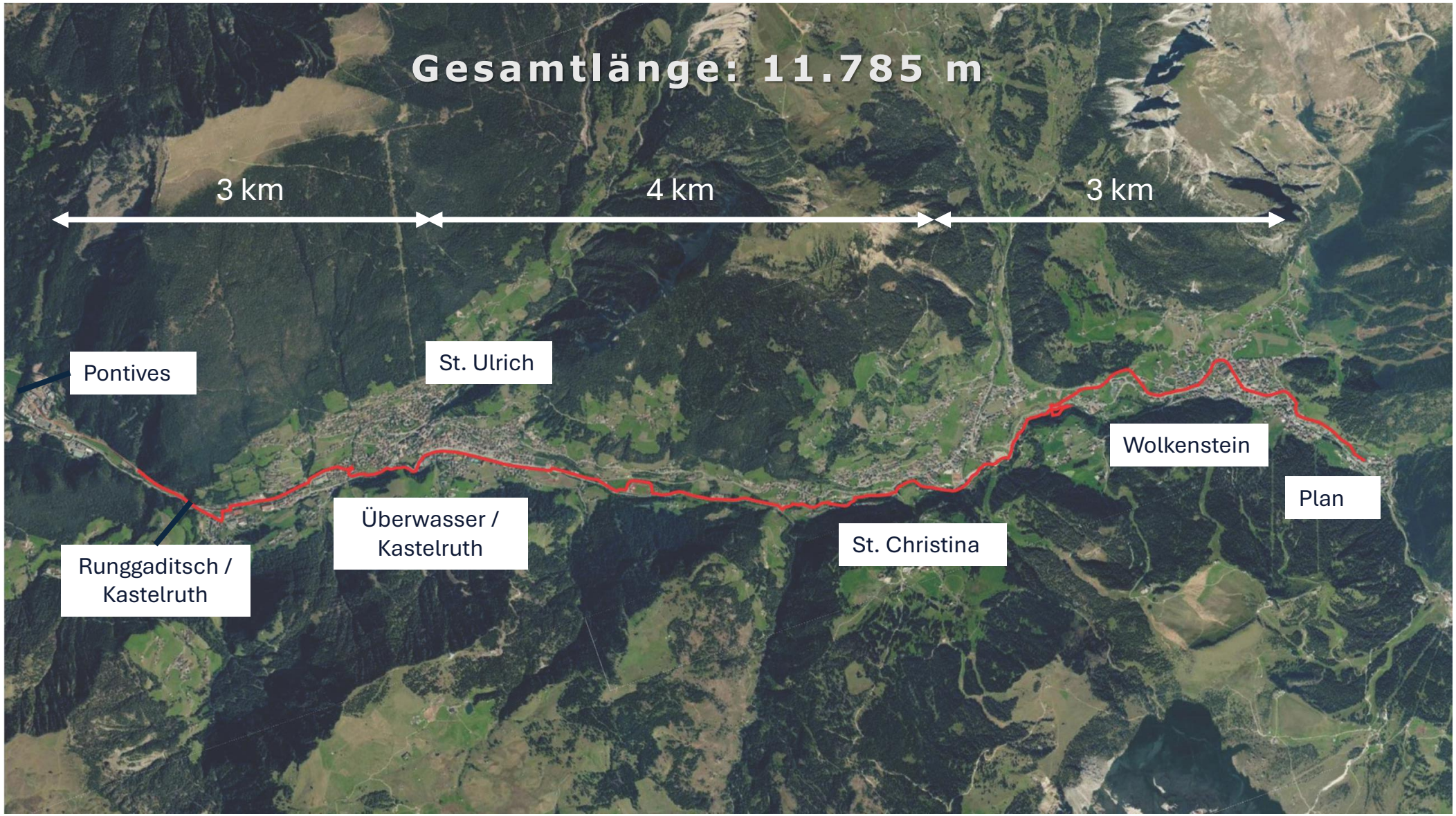
Troi da la roda Rodaval
Radweg Rodaval
Pista ciclabile Rodaval

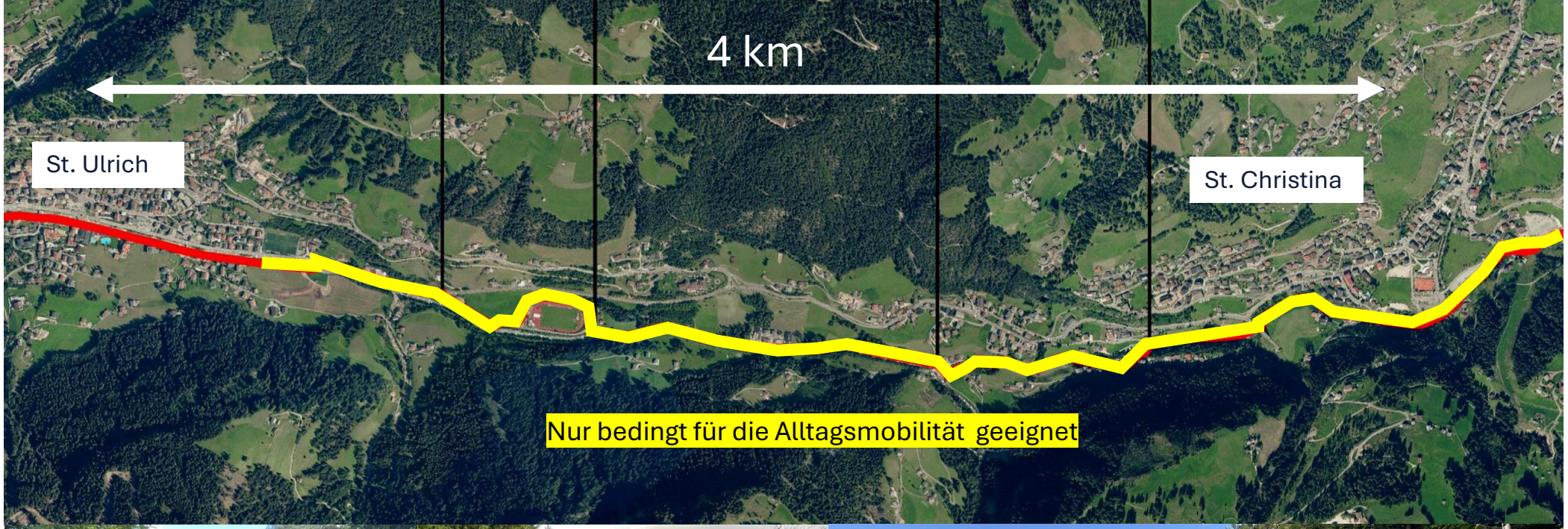
Bezirksgemeinschaft Salten - Schlern
Comunità Comprensoriale di Salto - Sciliar
Cumunità Raion Salten - Scilier

St. Ulrich | Kastelruth | St. Christina | Wolkenstein

PFEIFER PARTNERS

Radweg durch das Grödnertal




4 km
St. Ulrich
St. Christina
Nur bedingt für die Alltagsmobilität geeignet






Es wird kein
Winterdienst durchgeführt
non viene effettuato
servizio invernale


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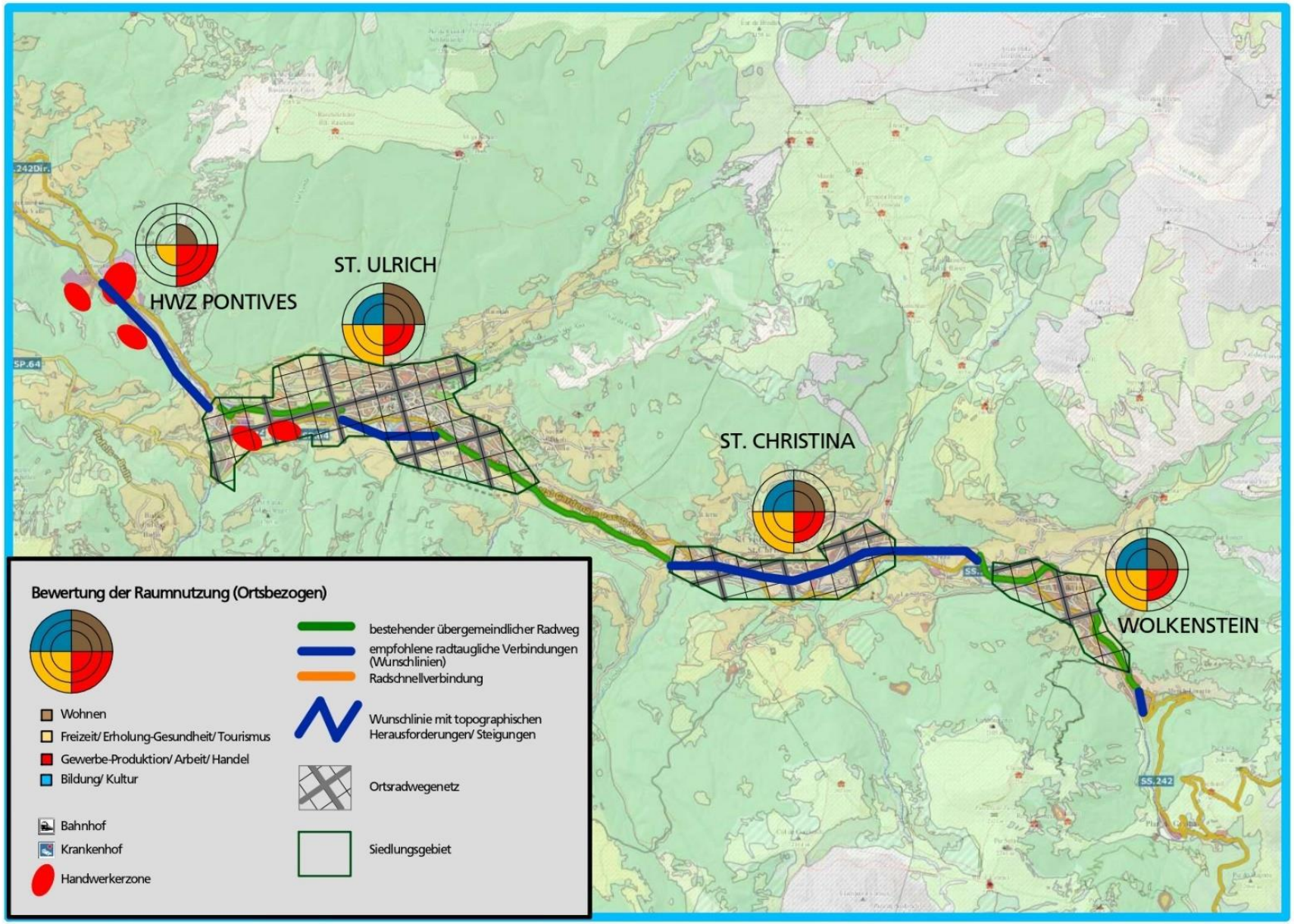

3 km
St. Christina
Wolkenstein
Plan
Nur bedingt für Alltagsmobiliät geeignet
Not suitable for everyday mobility





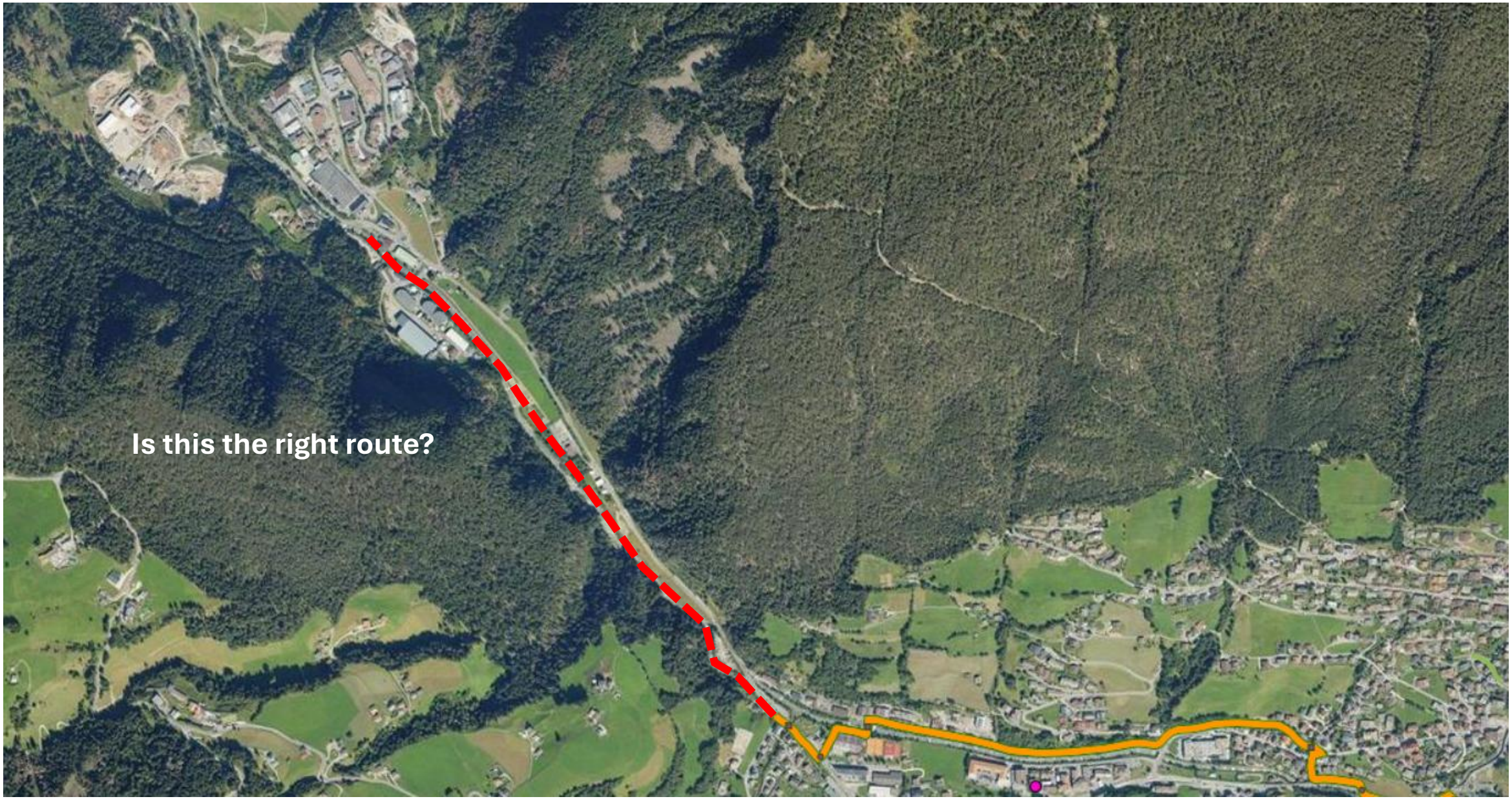


RFE 9 – Grödnertal: St. Ulrich, St. Christina, Wolkenstein



Quelle:
Radmobilitätsplan Südtirol

Radweg durch das Grödnertal Abschnitt Runggaditsch – Pontives (noch zu bauen)



- **Val Pusteria - Vandoies**

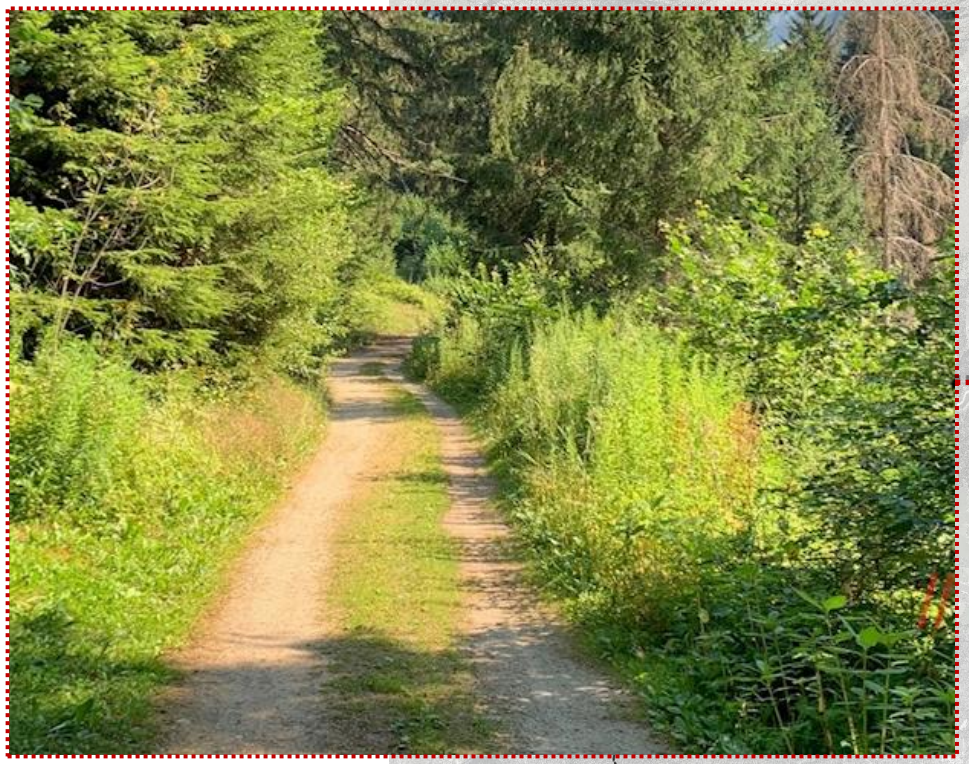
Val Pusteria - Vandoies



Cycle path Vintl-Weitental-Pfunders

Which route?

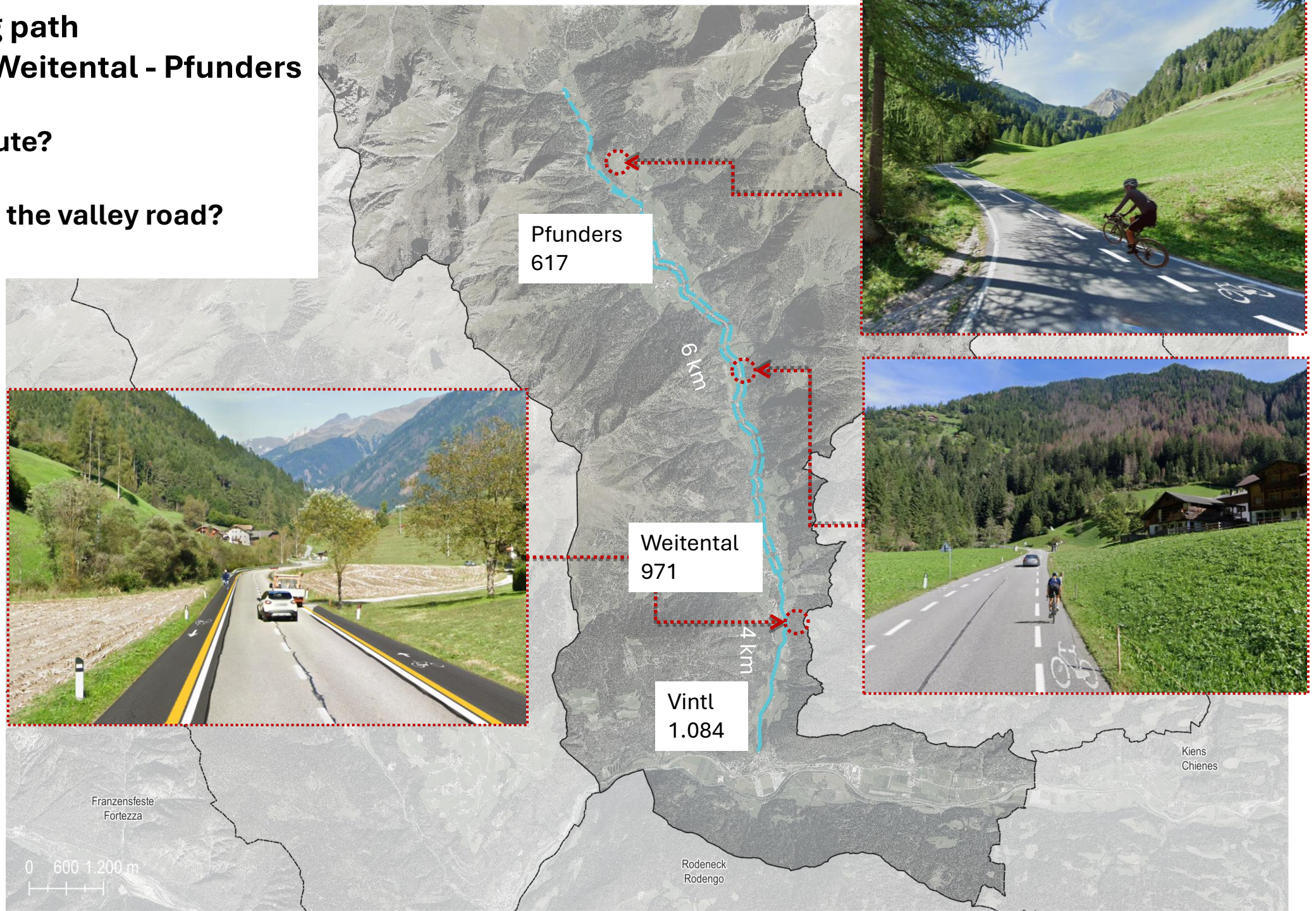
A: Along the existing forest track?



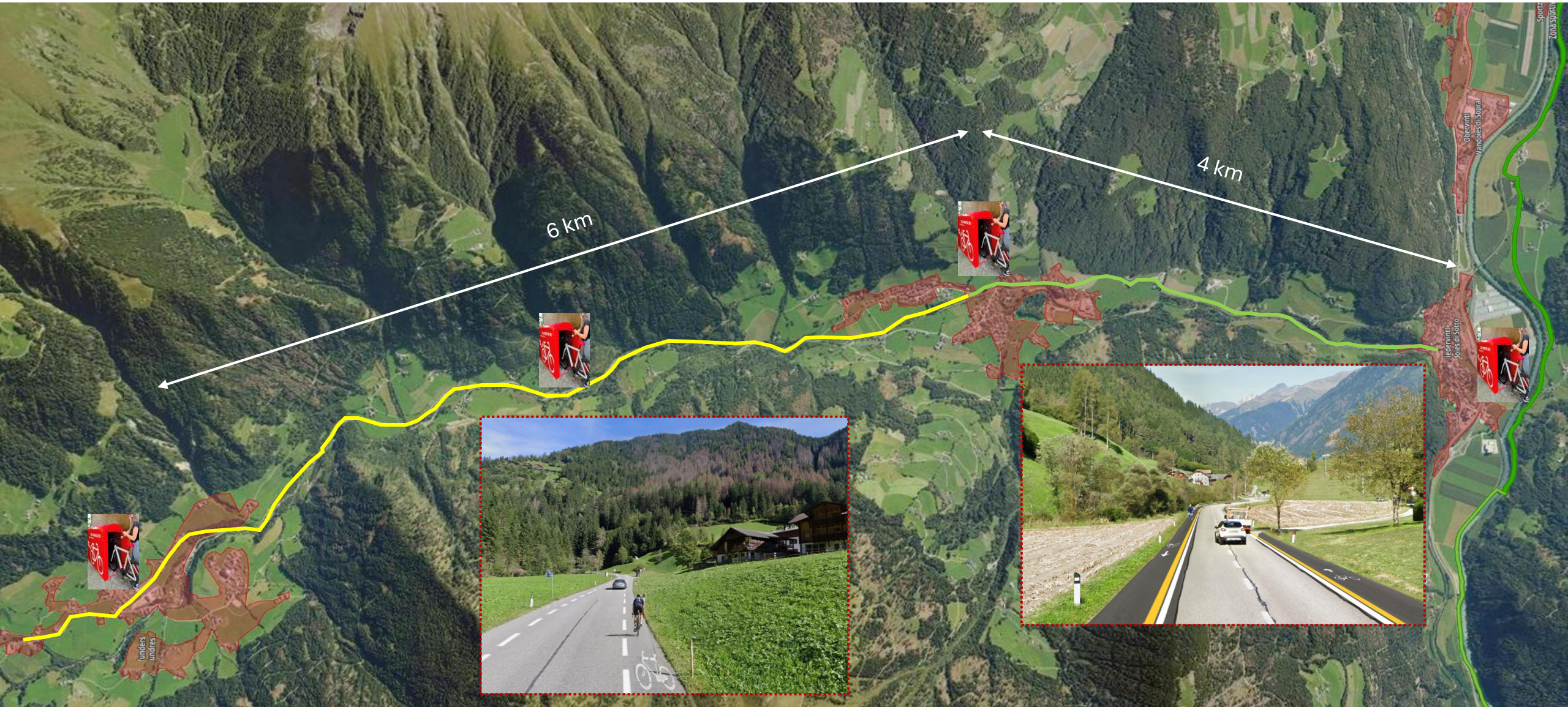
Cycling path
Vintl – Weitental - Pfunders

Wich route?

B: Along the valley road?



Pfunders



- **Paganella**

Altopiano della Paganella – Il paradiso della bicicletta

Mobilità sostenibile?







Sustainable mobility?



Ciclabilità al servizio della mobilità – Altopiano della Paganella

La dimensione dell'Altipiano della Paganella si presta all'uso della bicicletta per gli spostamenti quotidiani, in particolare quella a pedalata assistita. Le piste ciclabili in corsia riservata poste lungo le strade consentono una facile manutenzione e pulizia.

The size of the Paganella Plateau makes it well suited to cycling for everyday journeys, particularly by e-bike. Dedicated cycle lanes alongside roads are easy to maintain and clean.



Piste ciclabili in corsia riservata (laterali alla strada)

Dedicated cycle lanes alongside the road



Corsie ciclabili sulla strada

On-road cycle lanes



Ciclabilità al servizio della mobilità

Ampie aree della Val di Sole si prestano all‘uso della bicicletta per gli spostamenti quotidiani, in particolare quella a pedalata assistita



Piste ciclabili in corsia
riservata (laterali alla strada)



Corsie ciclabili sulla strada

Esempi di corsie ciclabili

SP 64 - Mezzolombardo – Fai della Paganella





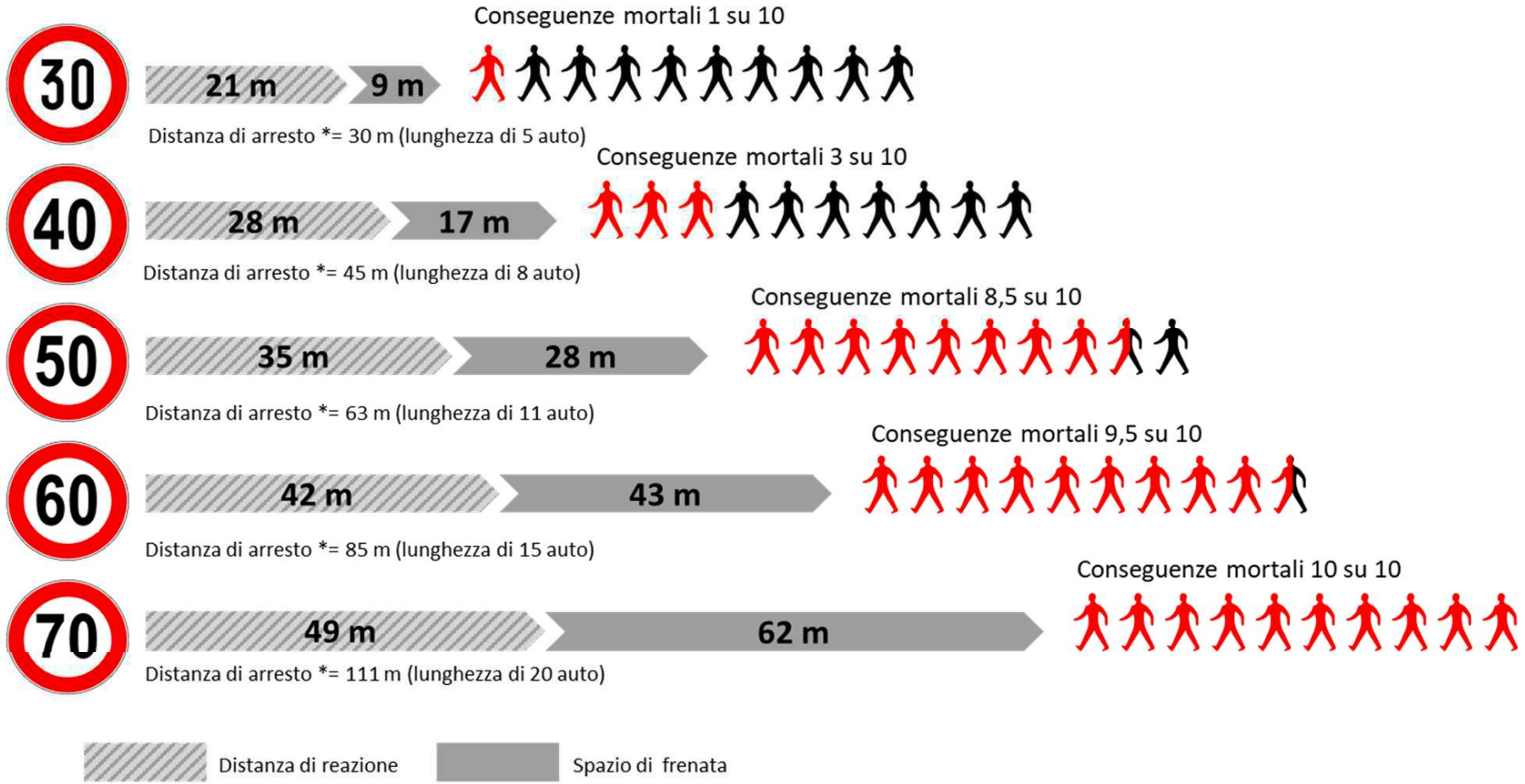
Esempi di corsie ciclabili

SS43 - Mezzolombardo



L‘imporanza di contenere la velocità sulle strade condivise

Rischio di morte da impatto con un veicolo a diverse velocità



*Distanza di arresto nelle condizioni più sfavorevoli con asfalto bagnato. Lunghezza di un auto = 5,6 m
Basato su un tempo di reazione di 2,5 secondi, rappresentante il 90 % degli automobilisti.

Fonte: Piano Provinciale della Mobilità Sostenibile 2035



2022-2030 Piano della mobilita ciclistica Alto Adige

Einzeichnung von Fahrradspuren („Radfahrstreifen“)[73]



Marking out cycle lanes

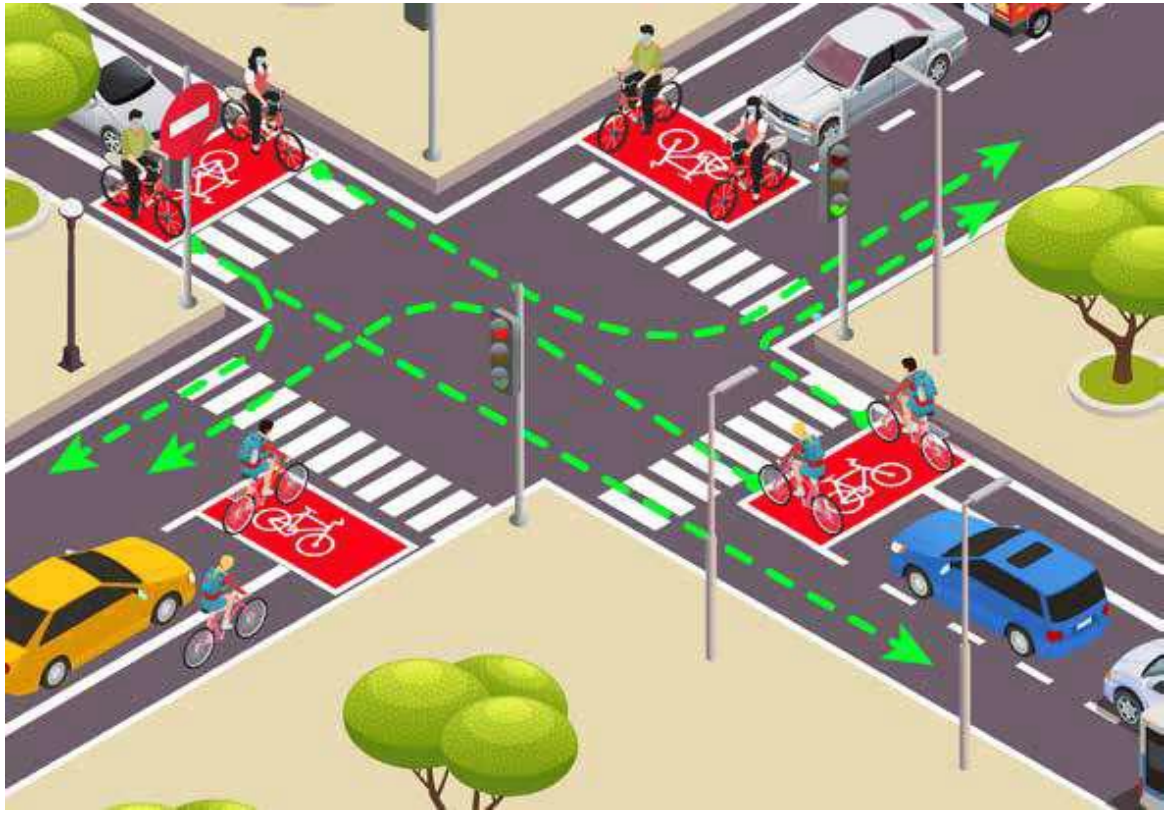
Einzeichnung von Fahrradspuren in beide Richtungen bei Einbahnen



Marking cycle lanes in both directions on one-way streets

Source: 2022-2030 Piano della mobilita ciclistica Alto Adige

Vorgezogene Haltelinien für Radfahrende (ARAS) in Kreuzungsbereichen[74]



Advanced stop lines for cyclists at junctions

Mitnutzung von Vorzugsspuren[75]



Shared use of priority lanes

Source: 2022-2030 Piano della mobilita ciclistica Alto Adige

Einführung von Schulstraßen auf der Grundlage der Regelung für Wohnstraßen[76]



Fahrradstraßen „strade urbane ciclabili tipo E-bis“ [77]



Source: 2022-2030 Piano della mobilita ciclistica Alto Adige

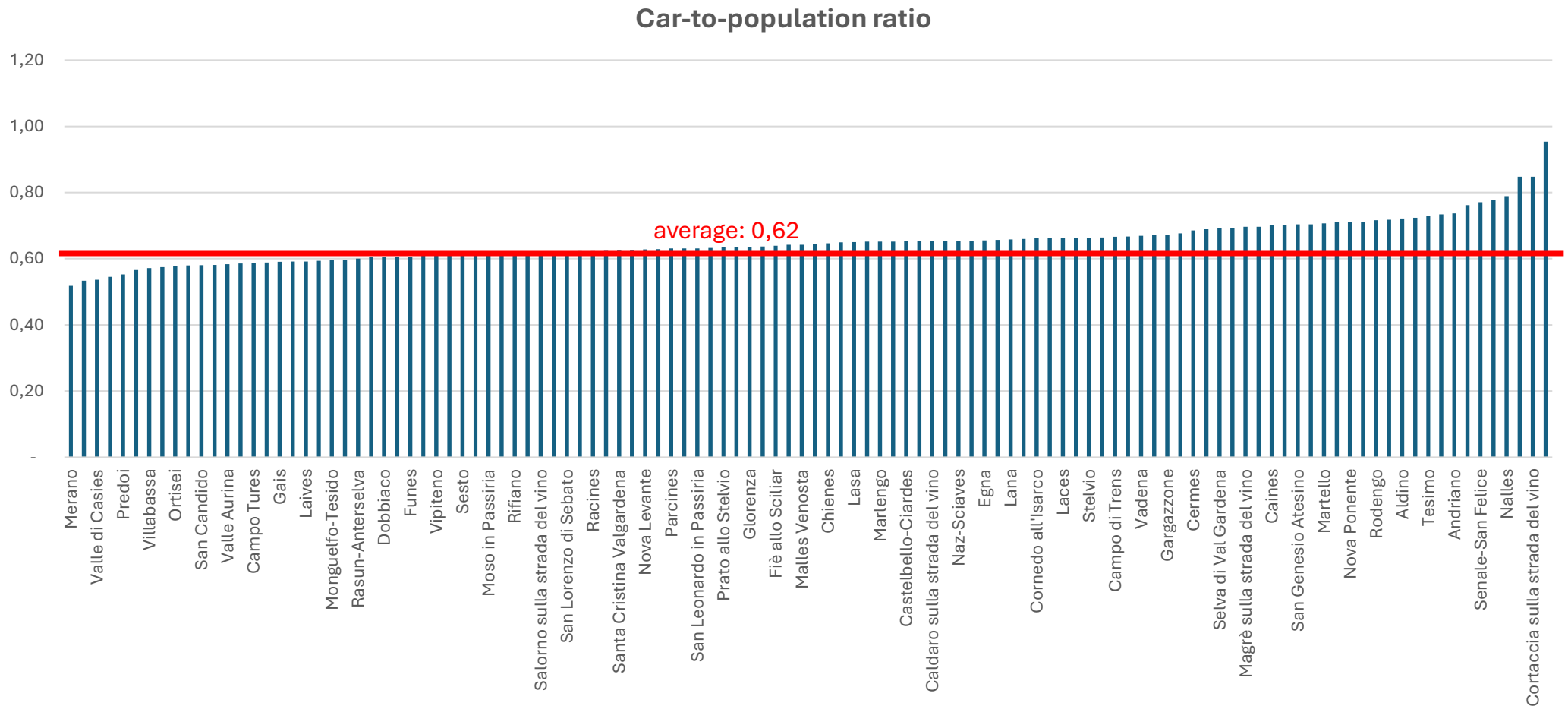
Lokalstraßen für vorwiegende Nutzung durch Fuß- und Radverkehr („Geh- und Radwege des Typs F-bis“)[79]



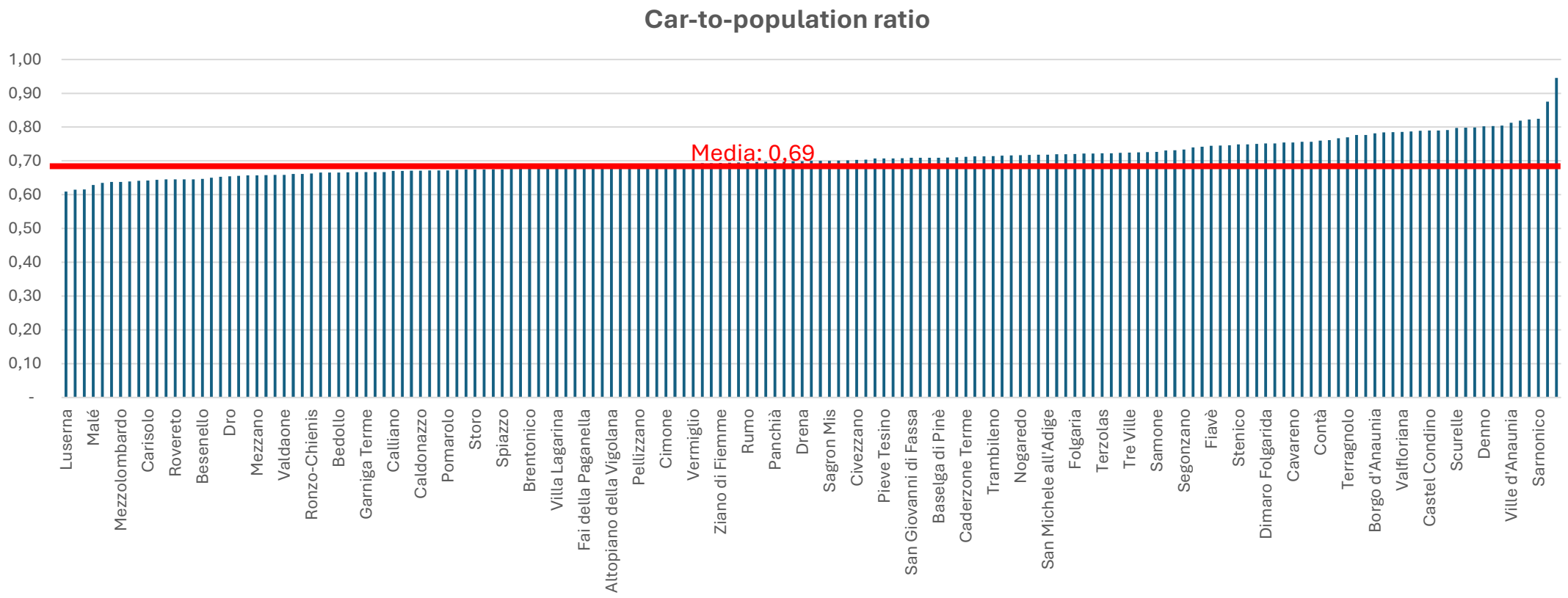
Local roads primarily intended for pedestrians and cyclists (“Type F-bis pedestrian and cycle paths”)

Source: 2022-2030 Piano della mobilita ciclistica Alto Adige

Motorisation rate – South Tyrol 2025



Motorisation rate – Trentino 2025



Motorisation rates and associated costs

Area	Motorisation rate	Population	Number of cars	Annual cost per car	Total annual cost	Annual cost per resident
Trentino*	0,69	546.573	375.073	€ 6.000	€ 2.250.437.530	€ 4.117
South Tyrol**	0,62	539.679	336.504	€ 6.000	€ 2.019.022.169	€ 3.741
					€ 231.415.362	
	Population coefficient	0,987		**Difference: Trentino – South Tyrol**	**€ 228.496.488**	**€ 418**

Danke für die Aufmerksamkeit