

THE BARRIERS IN THE CYCLING POLICY

City of Bolzano

Ing. Ivan Moroder (Director of the Mobility Office)
ivan.moroder@comune.bolzano.it

Ing. Brunella Franchini (Staff Mobility Office)
brunella.franchini@comune.bolzano.it

Overview of the bike mobility of the Municipality of Bolzano

CITY OF BOLZANO (chief town of Southtirol-Region –ITALY)

104.000 inhabitants

Center of Universities and High Schools

Local and regional institutions






Many Museums and touristic attraction (Christmas market)

Old town (commerce)

Industrial area in the south

Overview of the bike mobility of the Municipality of Bolzano

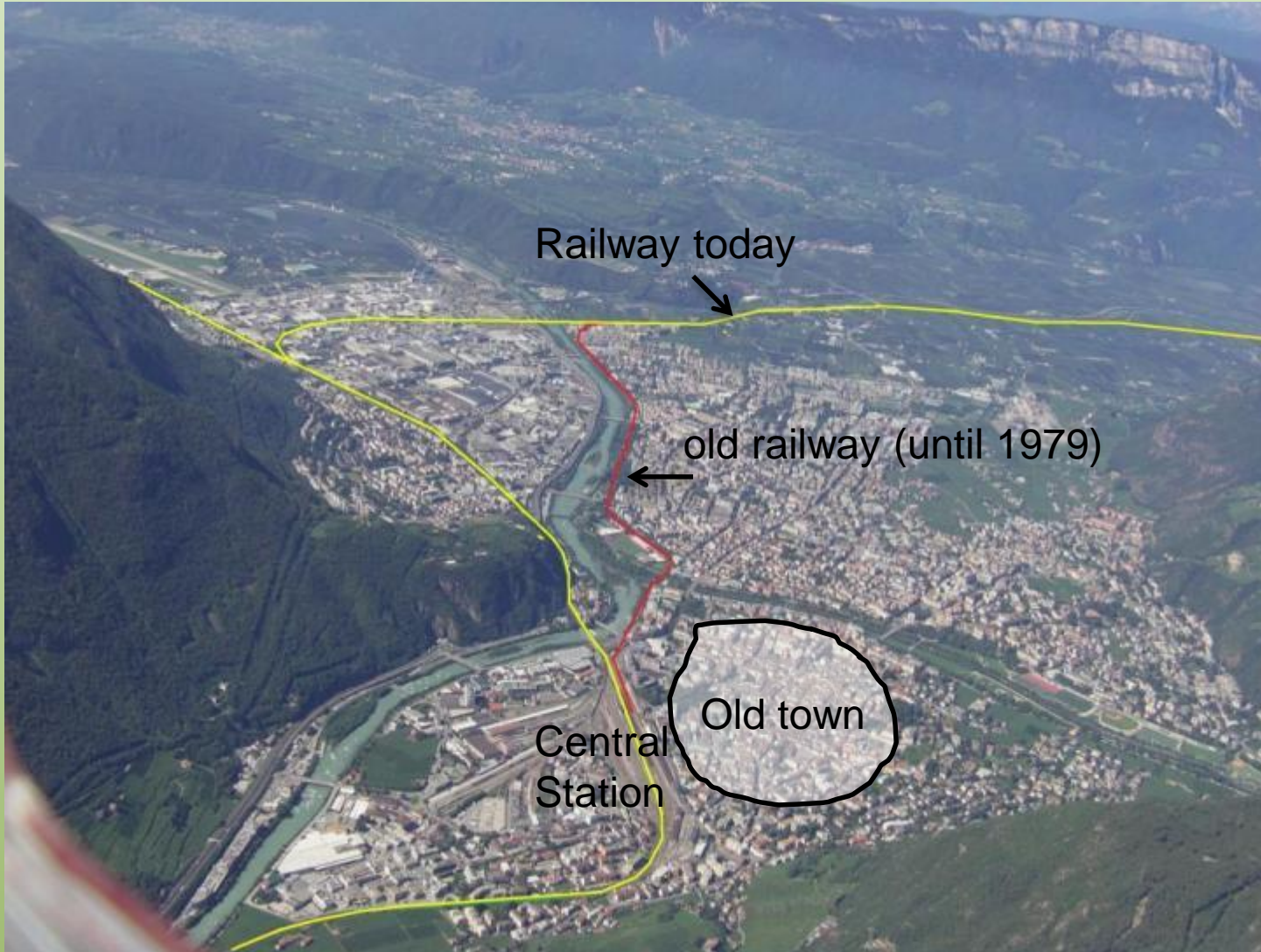
Modal split:

					
Year 2001	35,2%	17,5%	7,4%	6,3%	33,6%
Year 2009	29,5%	29%	7,6%	6,7%	27,2%
Year 2012	33%	28%	9%	5%	25%

70%

The starting point of the cycling policy: 1979 → closing of the old railway

And now? What doing with this 3,5 km area/grounds?



New streets??

(there is the economic boom in Italy-wealthness- every one want's a car)

New houses??

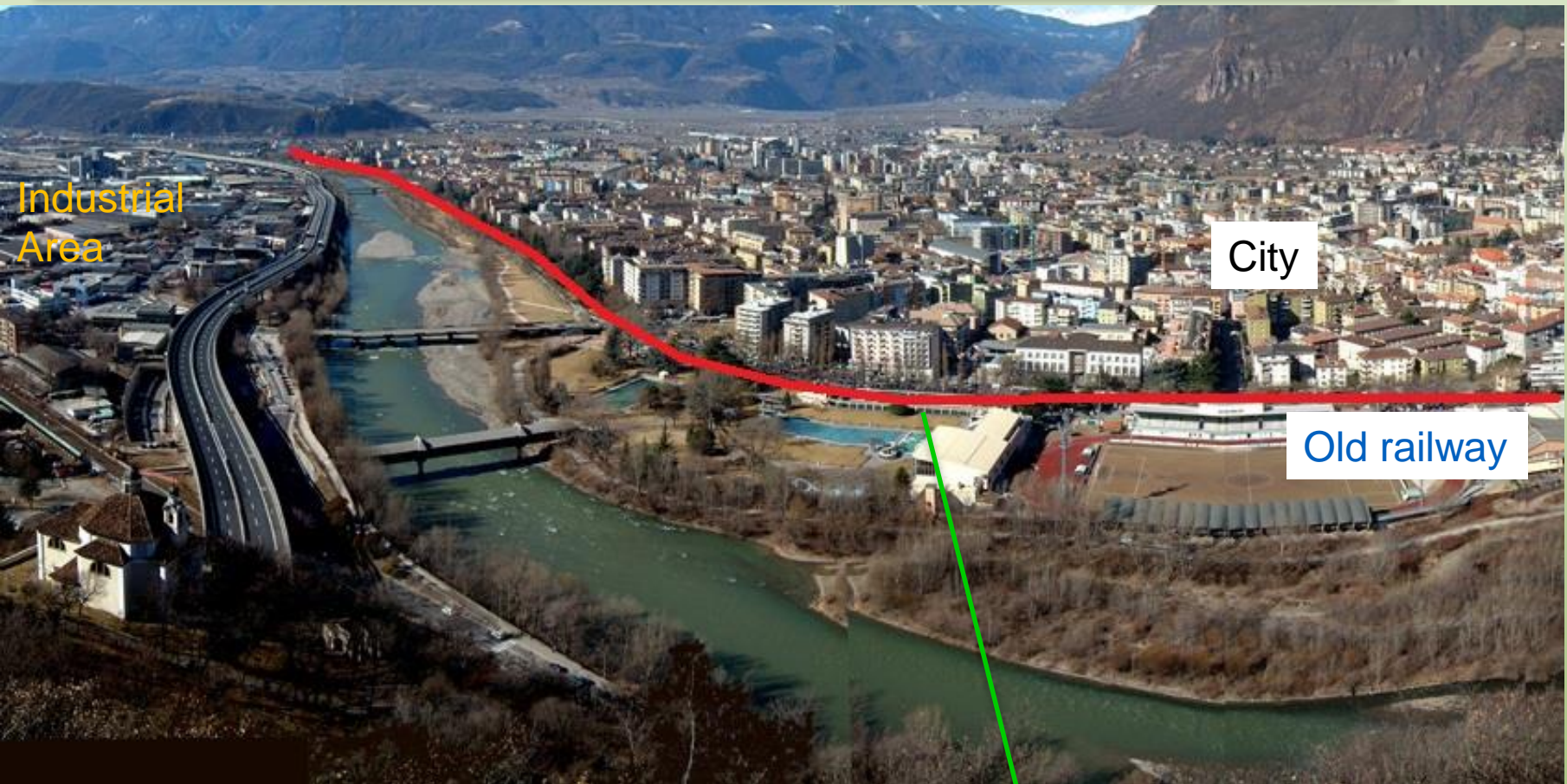
More green areas??

The starting point of the cycling policy

The 70-80'sa city for cars



The starting point of the cycling policy: 1979 → Closing of the old railway

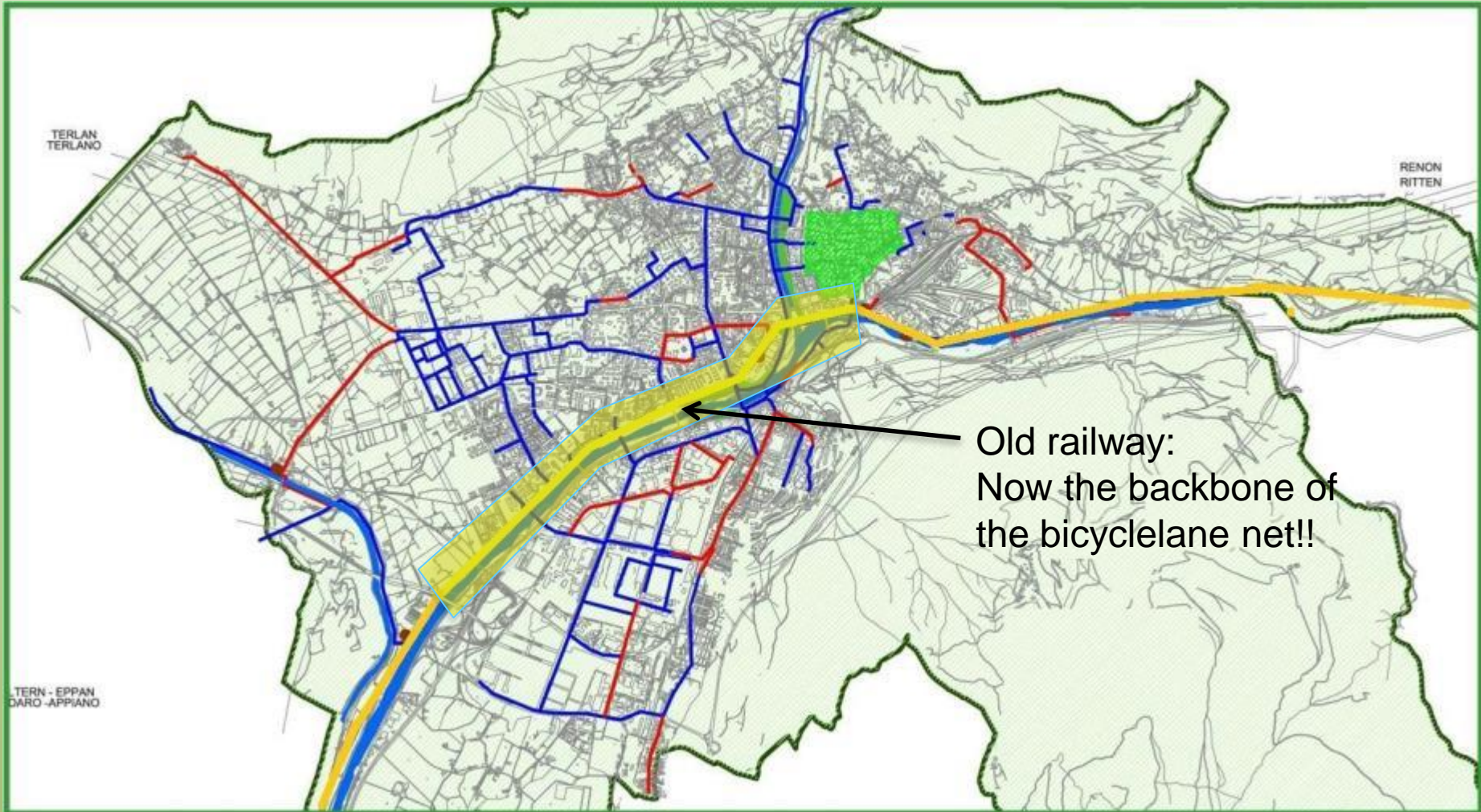


Central area: big economic value

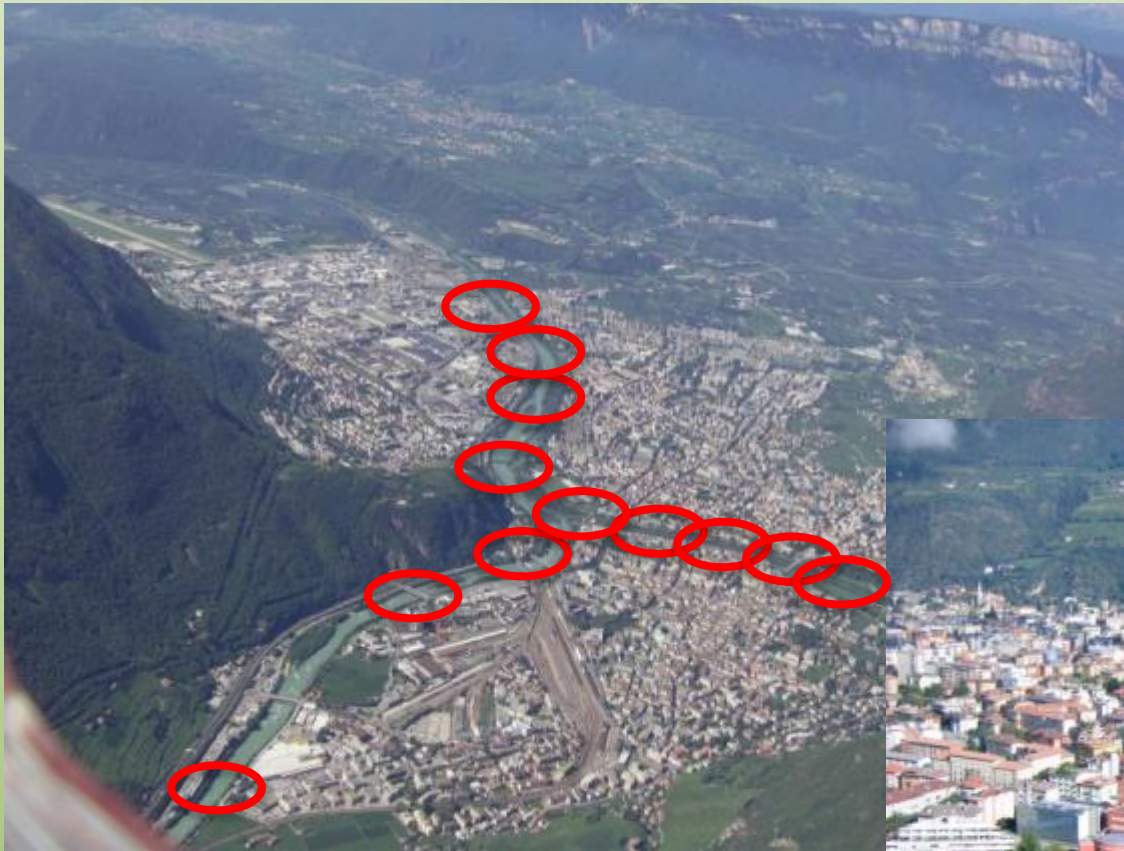


The starting point of the cycling policy

The decision 1979 was: it must be the 1° bicyclelane in Bolzano



It was a **VISION for the FUTURE** → only now the politicians understand this



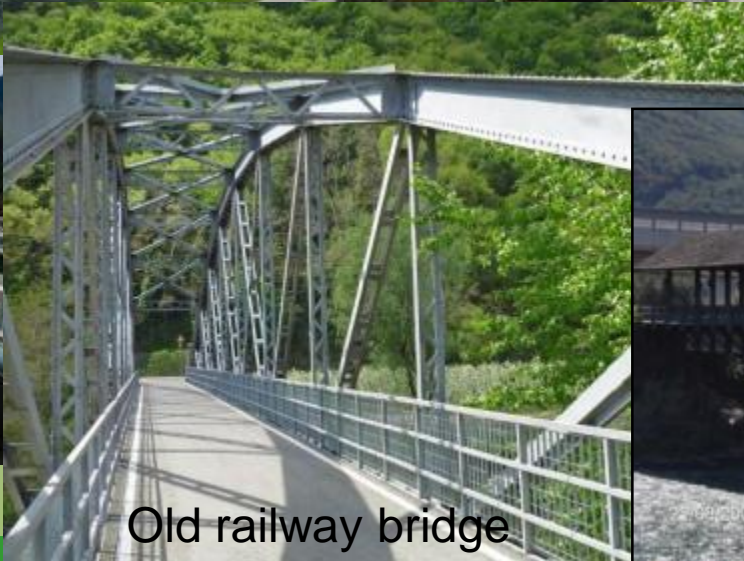
THE RIVERS!!!!

a big barrier between neighborhoods, a cutting in the infrastructure



Brigdes: they connect the way 19 (9 only for bikes)

THE PHYSICAL BARRIERS in the cycling policy



THE CROSSINGS FOR CYCLISTS



Signs for evidence the crossing



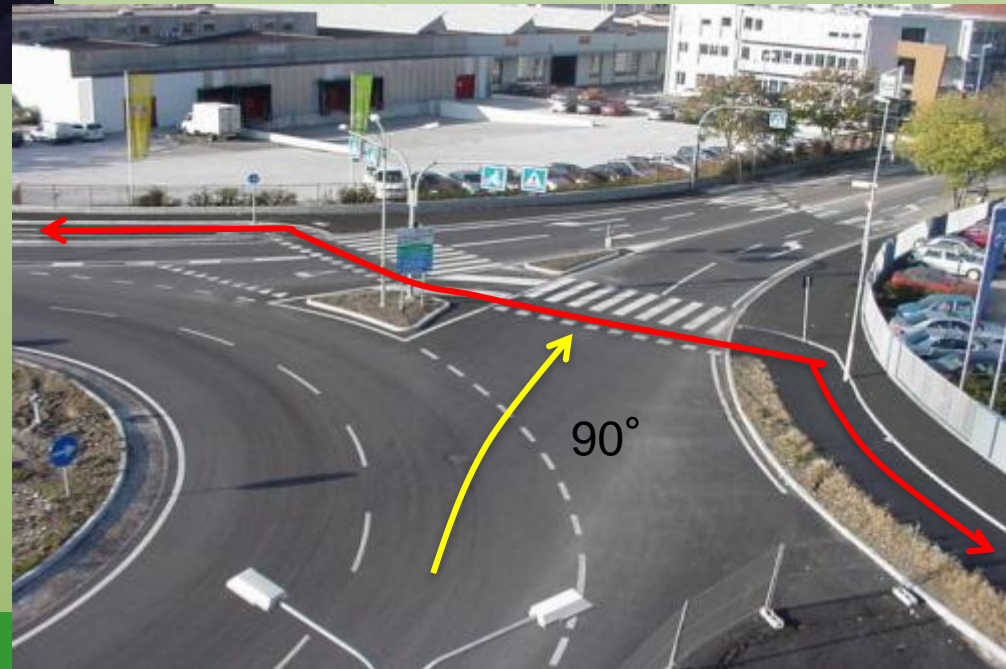
Intelligent traffic light with priority for bikes

THE CROSSINGS FOR CYCLISTS

Roundabouts: critical conflicts



NO!!



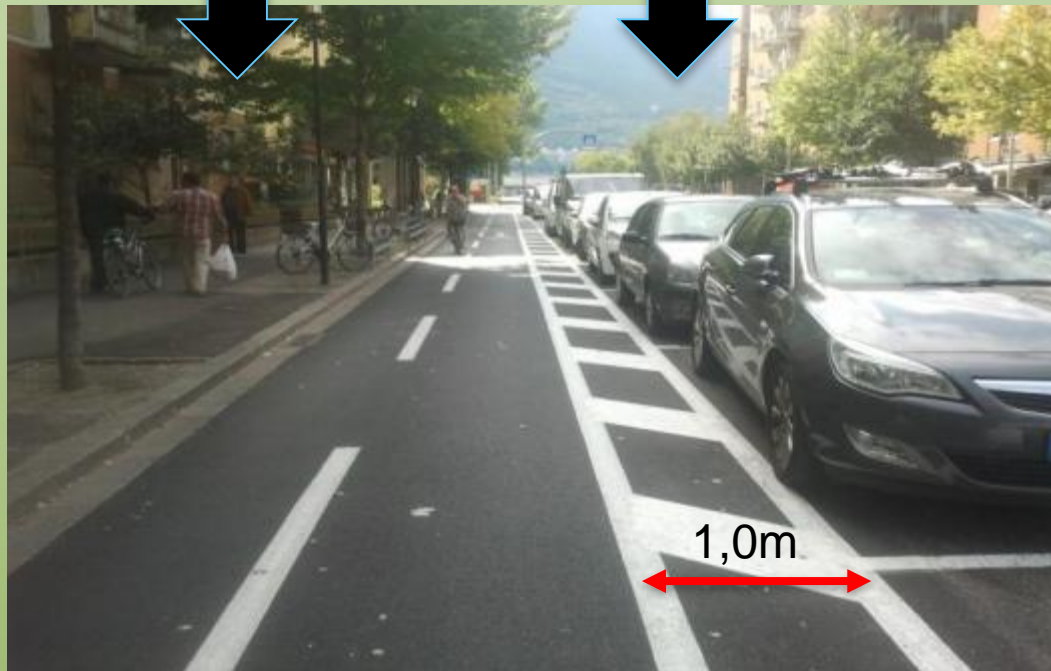
YES!!

THE PHYSICAL BARRIERS in the cycling policy



THE BIKELINE

Too small
Parking cars



Right width!!

THE TRAFFIC LAW IN ITALY

Approved 1992,
only few regulations for
security for cycling

1998 & 2001 first infrastructural standards
for crossings and bikelines

2015?? New laws to improve the sustainable
Mobility, specially for the cycling

THE FINANCING

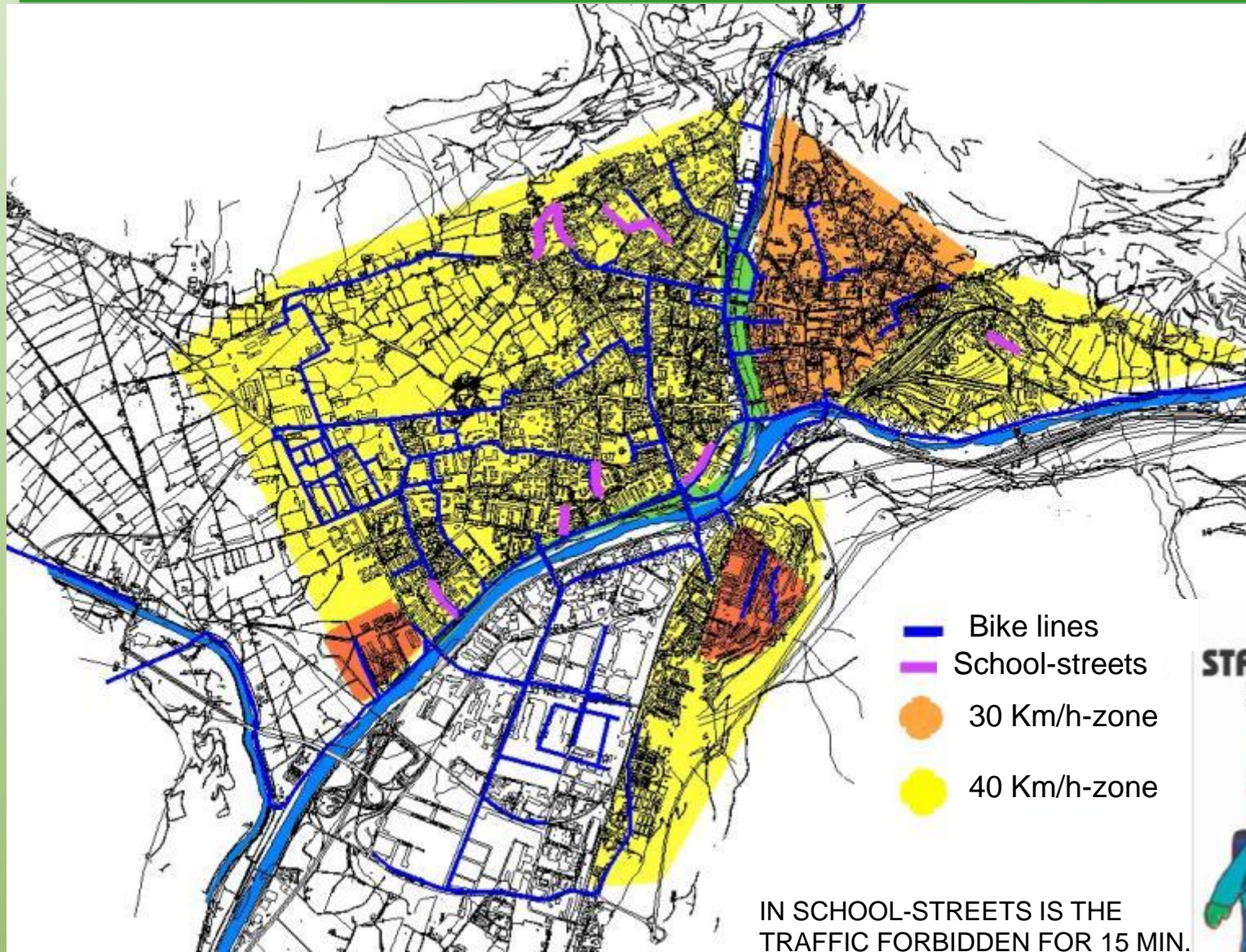
2001 : 4 ML Euro for investments in road building --- only 0,2 ML for bikelines
Relationship **20:1**

2014: 3 ML Euro for investments in road building --- **1,2 ML** for bikelines
Relationship **2,5:1**

The success of the cycling policy and the sustainable mobility convince the political government to invest much more

Also very important are EU-foundings for activities in the communication, security ad services for the cycling policy

THE PERSPECTIVES of Bolzano → sustainable mobility



IN SCHOOL-STREETS IS THE TRAFFIC FORBIDDEN FOR 15 MIN.



The long-term mobility and traffic management strategy of the Municipality of Bolzano

- SERVICES in the future: THE BIKE STATION



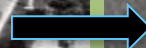
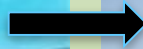
Now petrol station



Then bike & e-move station

THE PERSPECTIVES of Bolzano → sustainable mobility

The 60-80's city for cars.....2015 city for citizens



THANK YOU

Comune di Bolzano

Ufficio Mobilità

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