



Encourage walking
and
improve the quality of life in public spaces



13 JUIN 2016



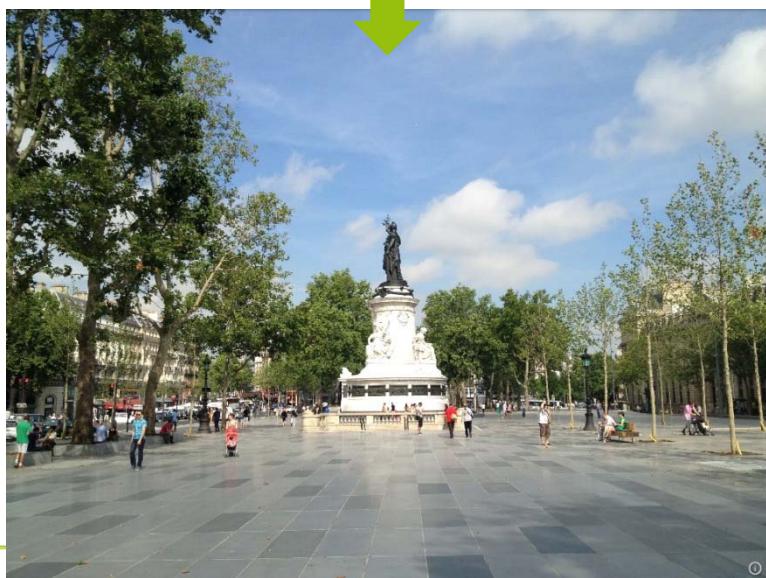
FROM 2001
PARIS' MOBILITY POLICIE'S GIVING MORE SPACE TO PEDESTRIANS AND CYCLISTS



TITRE PRÉSENTATION



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PARIS' MOBILITY POLICIE'S GIVING MORE SPACE TO PEDESTRIANS AND CYCLISTS

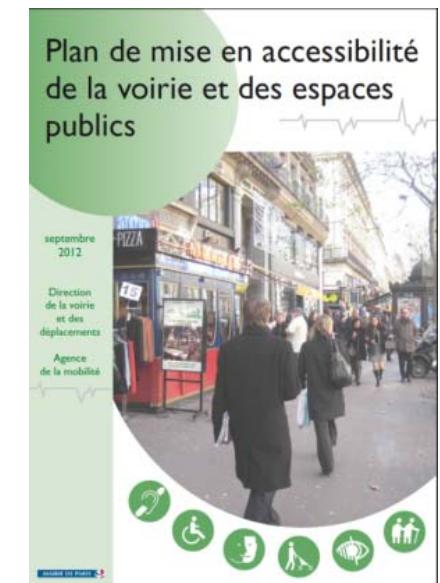


FROM 2001

AN ACTIVE POLICY TOWARDS THE INTEGRATION OF THE DISABLED AND REDUCED MOBILITY POPULATION



- To allow everyone to freely and independently move in order to participate in public life and carry out daily life activities.
- To ensure the continuity of the transport chain.
- To promote the inclusive city
- 2005 : Le Plan de Mise en Accessibilité de la Voirie et des Espace Publics (PAVE) (Public Space and Street Accessibility Plan) :
 - A technical referent for intervention in the Parisian public space (Maximum slope, minimal sidewalk width, sidewalk lowering...)
 - An action plan



➤ Term of Office objectives:

- To make Paris an elderly-friendly city
- To promote everyone's transportation autonomy
- To reduce traffic speed and make public spaces quieter
- To vegetalise public spaces
- To adopt financial austerity
- To encourage participation



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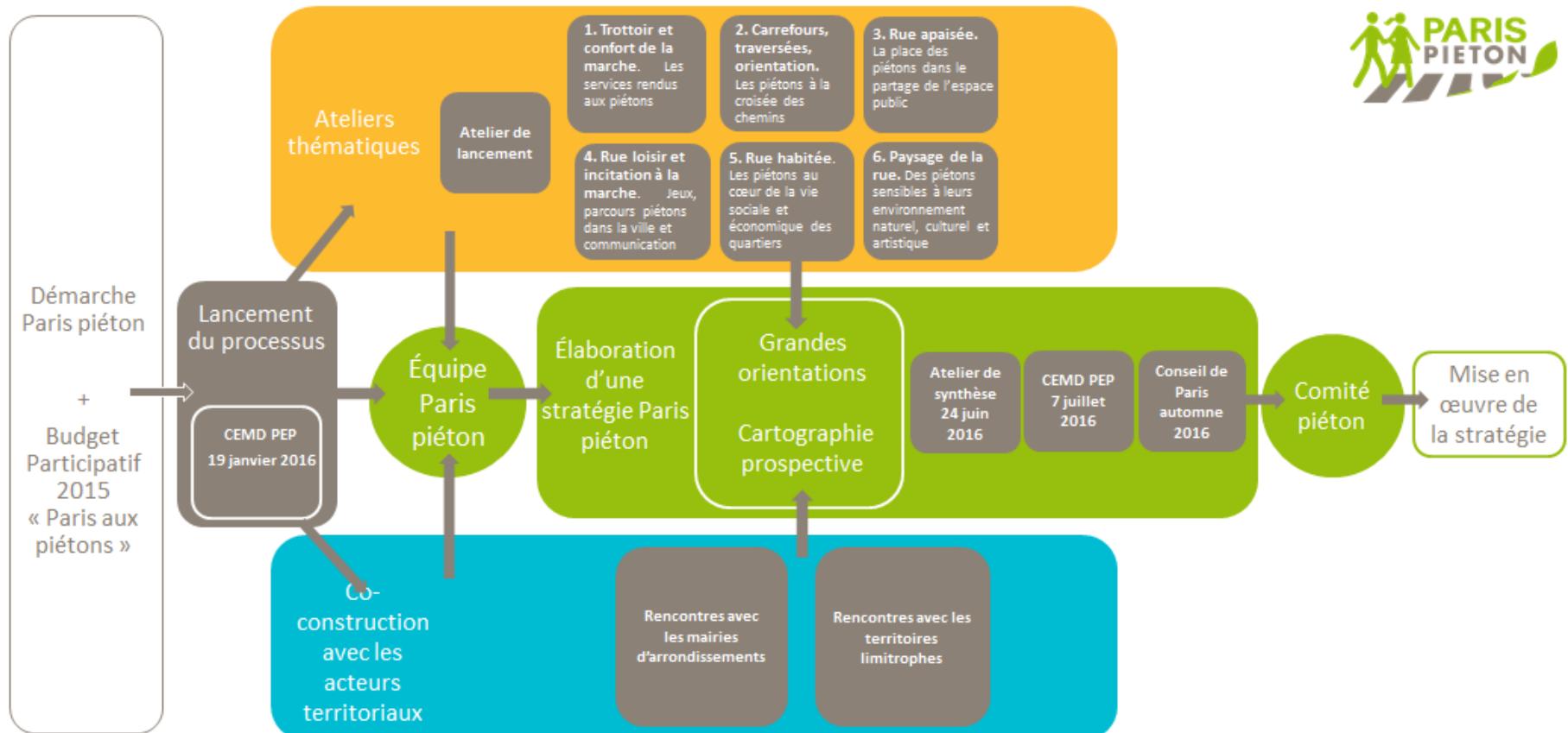


By 2020 : towards a pedestrian strategy for Paris

To increase citizens well-being and the pleasure of living in the city



THE PEDESTRIAN STRATEGY: A BOTTOM UP PROCESS



PRELIMINARY :
TO REDUCE THE IMPACT AND THE SPACE DEDICATED TO CAR TRAFFIC



2015-2020 Paris cycle plan

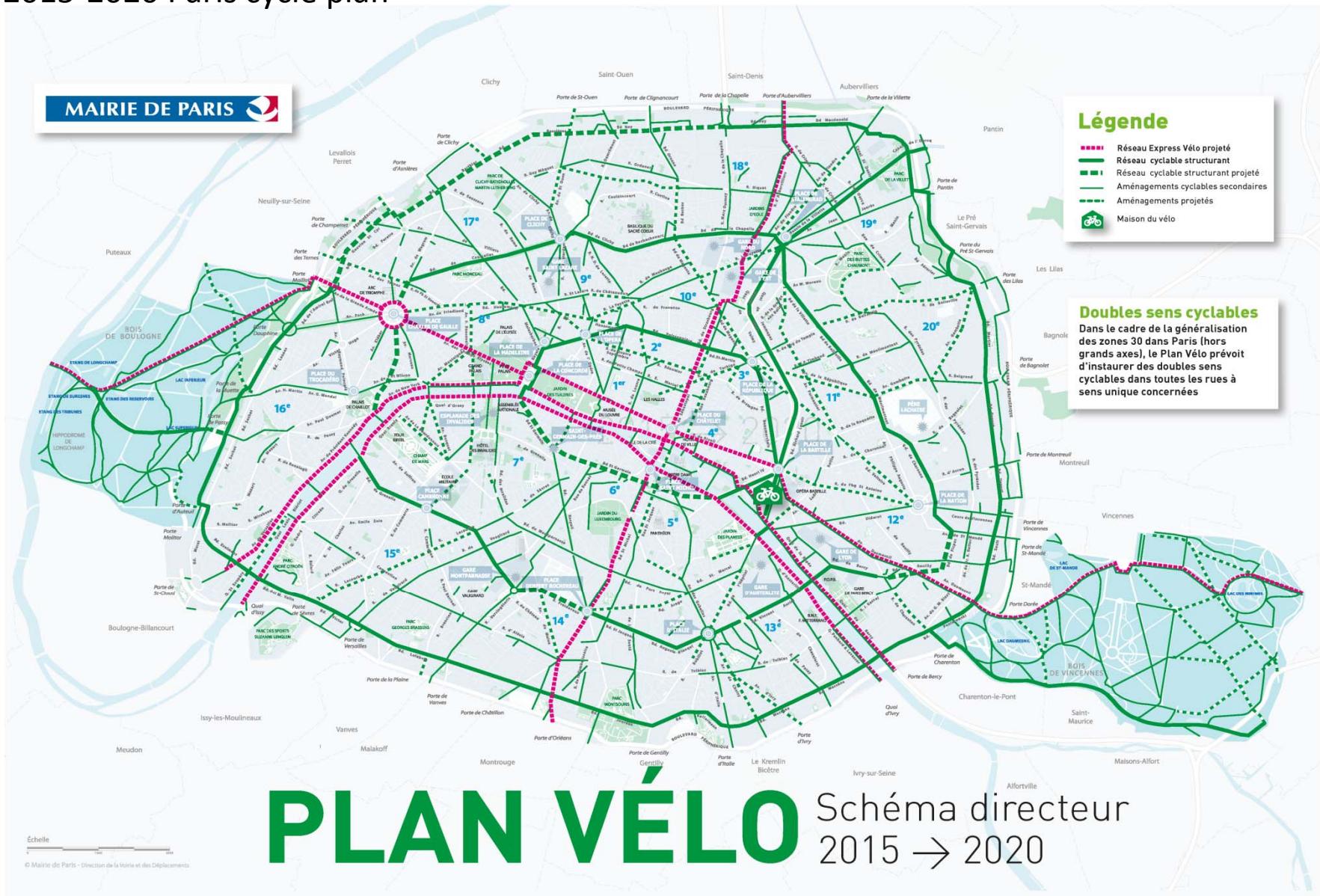
MAIRIE DE PARIS

Légende

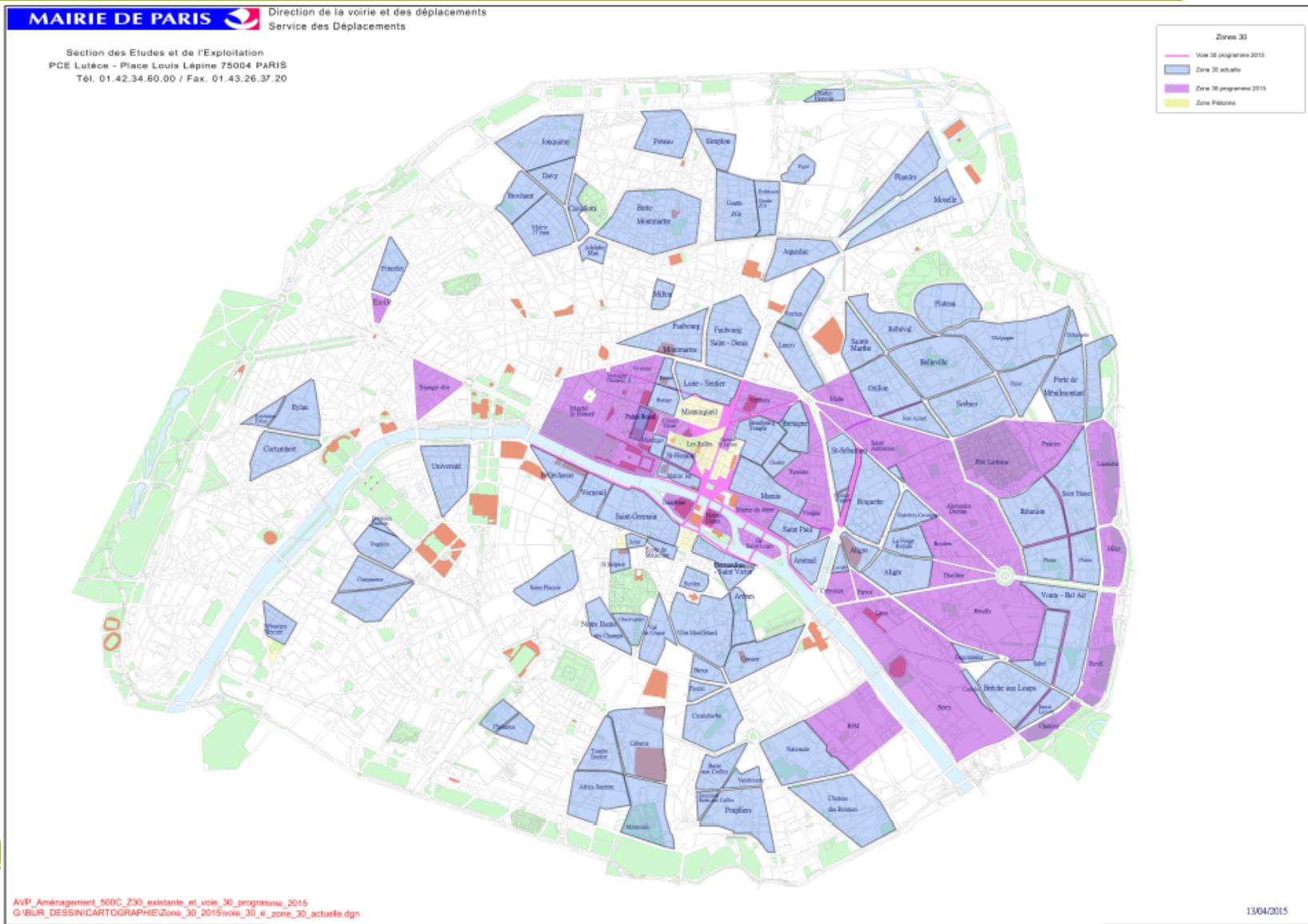
- Réseau Express Vélo projeté
- Réseau cyclable structurant
- Réseau cyclable structurant projeté
- Aménagements cyclables secondaires
- Aménagements projetés
- Maison du vélo

Doubles sens cyclables

Dans le cadre de la généralisation des zones 30 dans Paris (hors grands axes), le Plan Vélo prévoit d'instaurer des doubles sens cyclables dans toutes les rues à sens unique concernées



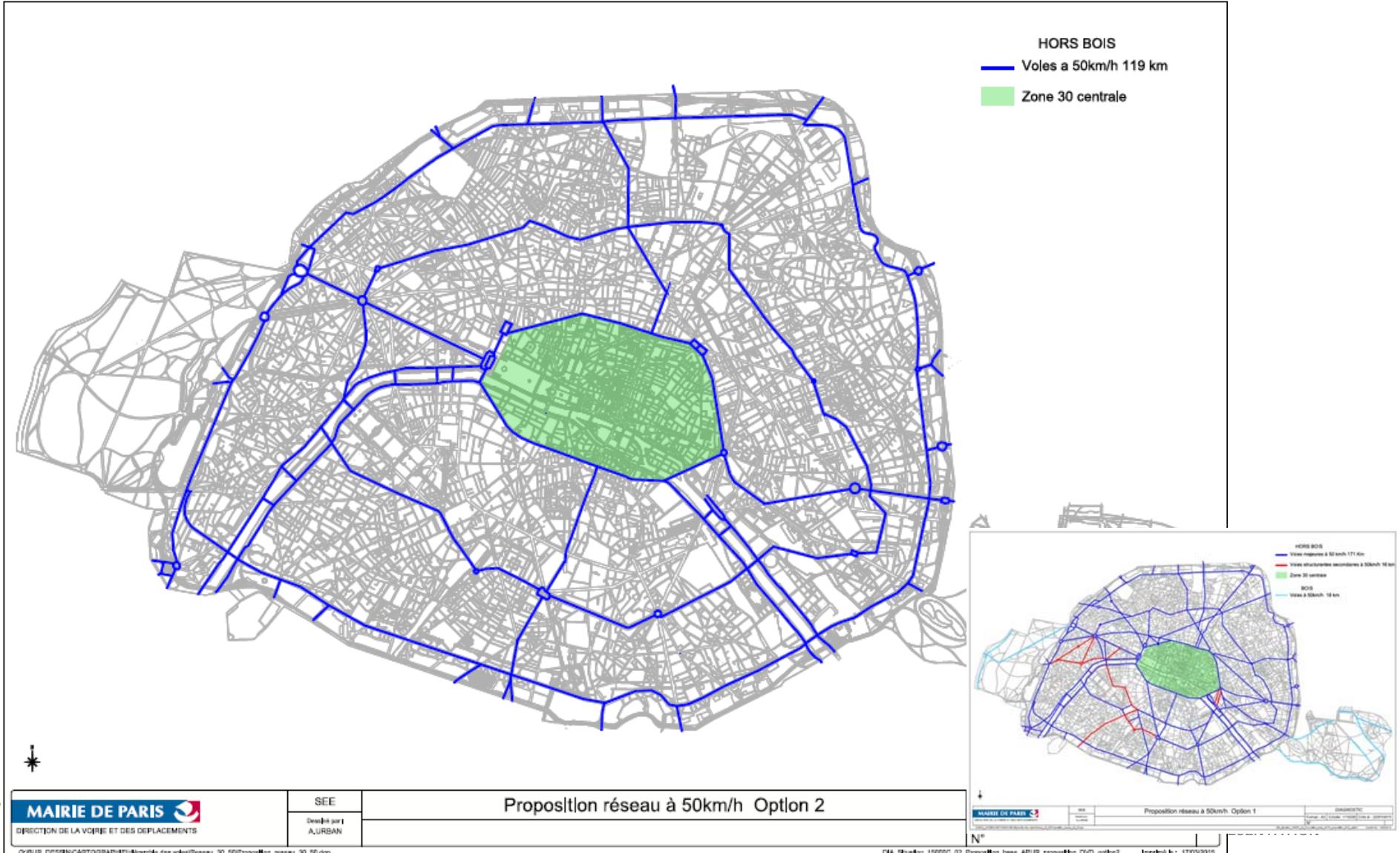
PRELIMINARY : TO REDUCE THE IMPACT AND THE SPACE DEDICATED TO CAR TRAFFIC



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- To cover the whole city by 2020 with 30 speed limit zones and against the flow of traffic cycle lanes should



PRELIMINARY :
TO REDUCE THE IMPACT AND THE SPACE DEDICATED TO CAR TRAFFIC



- To multiply Zone de rencontre - *Shared road zones*
- To develop pedestrian areas
- To reconquer spaces for pedestrian circulation: les Berges de Seine
- To impact the air quality : The Air Quality Plan



TOWARDS PEDESTRIAN STRATEGY FOR PARIS



To improve citizens well-being and the pleasure of living in the city

- 1) To allow pedestrians to comfortably go everywhere
- 2) To offer pedestrians the opportunity to « live the city »
- 3) To make pedestrians a central figure of the Parisian identity



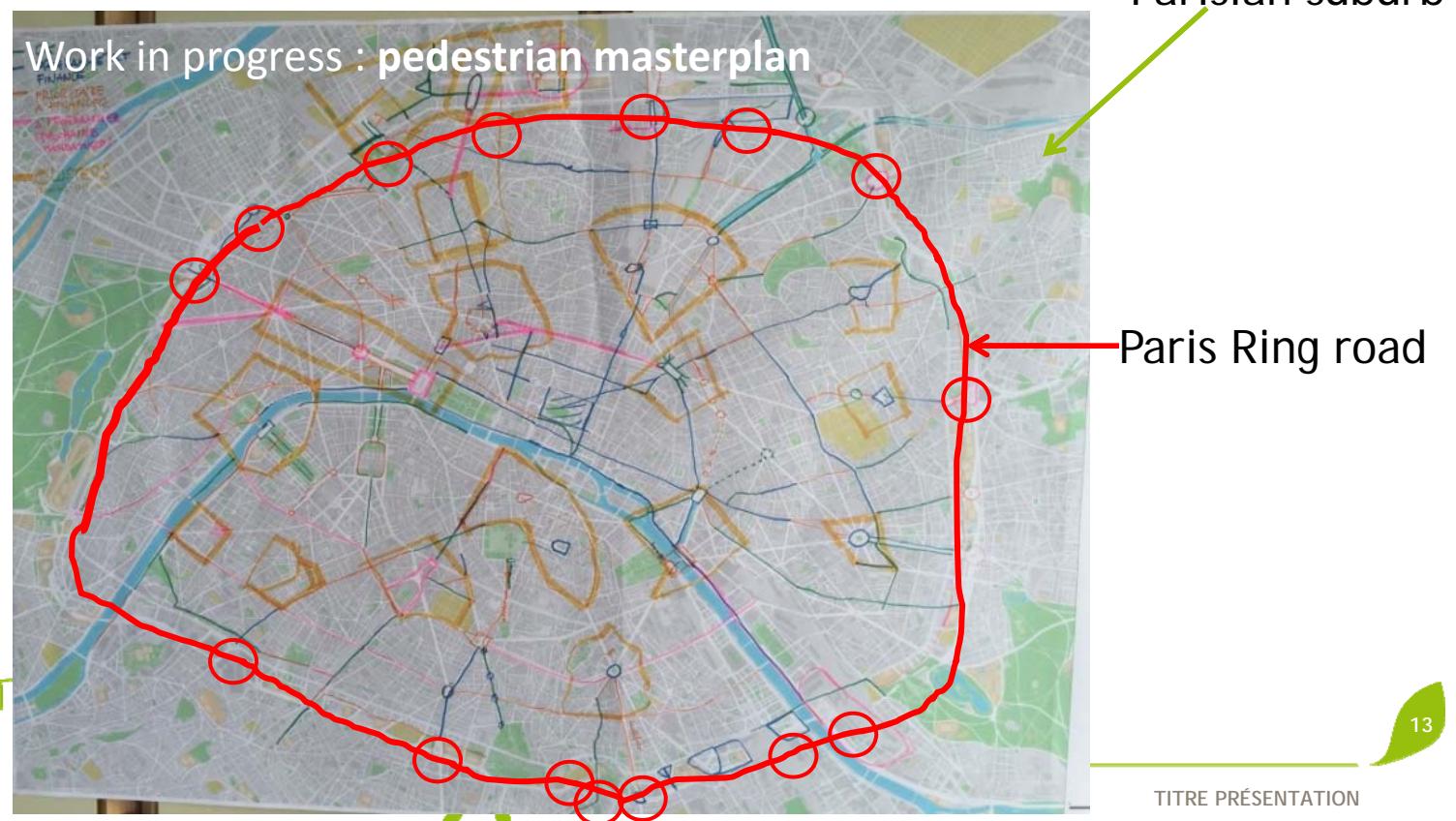
1) TO ALLOW PEDESTRIANS TO GO EVERYWHERE

➤ Developping a pedestrian continuity at the city level

- Working on pedestrian links at a Parisian scale:

- Improving pedestrian connections among urban poles of attraction.
- Connecting Paris and its suburban areas among the gates of the city at the metropolitan level
- Reducing the effects of Urban edges: hospitals, gardens, cemeteries...

- Raising awareness and inform about walking times



1) TO ALLOW PEDESTRIANS TO GO EVERYWHERE



➤ Limiting public space obstruction

- Developping the motorcycle parking program
- Considering the installation of terraces according to pedestrian congestion and not only regarding the size of the sidewalk.
- Reconsidering the pedestrian signage system
- Creating a city commission in charge of public furniture
- Developing a micro-project manual



➤ Developing urban furniture related to comfort

- Thinking about new possibilities to sit down and rest
- Increasing the number of accessible public toilets
- Increasing the number of drinking water fountains

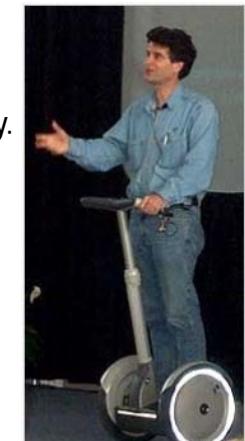


1) TO ALLOW PEDESTRIANS TO GO EVERYWHERE



➤ Improving pedestrian security

- Installing of bicycle and motorcycle parking spots before pedestrian crossings to improve visibility.
- Studying the integration of personal transportation engines in the public space.
- Studying the guidance on public squares through tactile lines and universally accessible apps.
- City experiments :
 - ✓ Tactile guidance line at the diagonal pedestrian crossings
 - ✓ Remove all traffic lights in the areas limited to 30km/h in order to reduce car speed.
 - ✓ Installation of crossroad sound systems organised in two phases



Dean Kamen, inventeur du gyropode

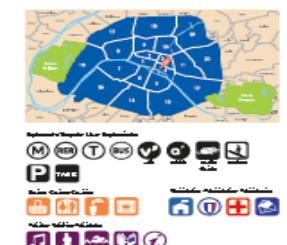
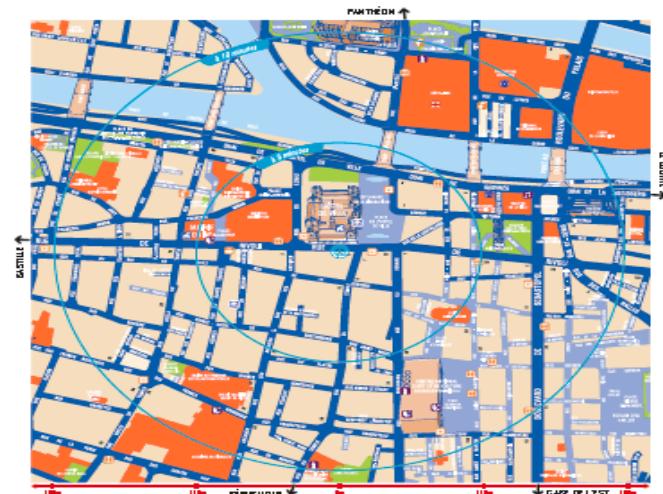


1) TO ALLOW PEDESTRIANS TO GO EVERYWHERE



MAIRIE DE PARIS

- Improving location systems to find the way in the city:
 - Writing walking distance on the city maps
 - Indicating building's number on the street signs





2) TO ALLOW PEDESTRIANS TO INHABIT THE CITY

➤ Fostering citizen's street and square appropriation

Using new spaces with a wide range of actors



- the parking spaces (call for projects)
- The groundfloor of the buildings
- the courtyards in front of public facilities

- Squares
- Singular landscape (stairs, corners...)
- ...



Lulu dans ma rue
TITRE PRÉSENTATION



2) TO ALLOW PEDESTRIANS TO INHABIT THE CITY

Temporary reappropriation of the street

Paris sans Voiture



Paris Respire



Paris Plage

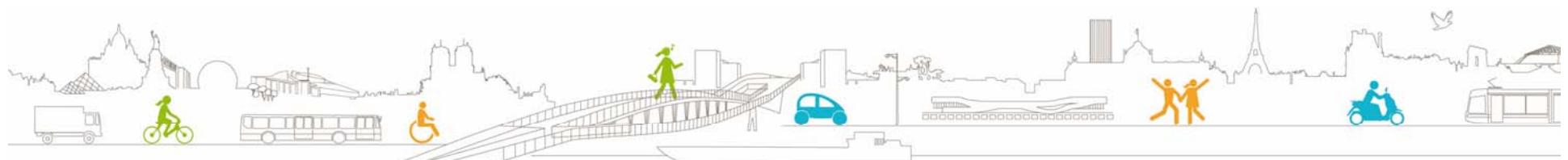


Rue aux enfants





Thank you for listening



- Le PAM 75 : a transport service for the disabled and reduced mobility population.



- 95% of Parisian bus lines are accessible

