Velo-City 2017

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Paris cycling policies
Towards a 15% modal share by 2020.
Part 1 - Background

Paris and its agglomeration, institutionnal framework

4 levels of authority for transport: State, Region, “Département”, Cities
### Part 1 - Background

<table>
<thead>
<tr>
<th>Mode</th>
<th>Ile de France</th>
<th>Paris</th>
</tr>
</thead>
<tbody>
<tr>
<td>WALK</td>
<td>38.7%</td>
<td>60.5%</td>
</tr>
<tr>
<td>BIKES</td>
<td>1.6%</td>
<td>3% - 5% of home/office commutes made by Parisians.</td>
</tr>
<tr>
<td>2 MOTORIZED WHEELS</td>
<td>1.4%</td>
<td>1.8%</td>
</tr>
<tr>
<td>PUBLIC TRANSPORT</td>
<td>20.1%</td>
<td>27.3%</td>
</tr>
<tr>
<td>CARS</td>
<td>37.8%</td>
<td>6.7%</td>
</tr>
</tbody>
</table>

A city of short distances: you can walk from one end of the city to the other in less than 2 hours.

*Mobility Data/ modal split - 2010*
General context: cycling in Paris

<table>
<thead>
<tr>
<th>PRO</th>
<th>CONS</th>
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</thead>
<tbody>
<tr>
<td>Flat terrain</td>
<td>Traffic density</td>
</tr>
<tr>
<td>Mild climate</td>
<td>Urban cuts</td>
</tr>
<tr>
<td>Dense city with short distances</td>
<td>Dense network of public transport with relatively cheap prices</td>
</tr>
<tr>
<td>Beautiful urban landscape</td>
<td>Congested urban space fathering difficulties for parking</td>
</tr>
</tbody>
</table>
Part 2 – Mobility Policy

2000s: Development of a more ambitious policy.
2008-2014
Pacification of public roads and public space in Paris and creation of Vélib’
Developing Public transports - the tramway
Part 3 - Paris cycle plan 2015-2020

Aim: to triple cycling use and reach a 15% modal share by 2020

- A previously unseen (in Paris) 150 M€ budget
- Doubling the total length of bicycle lanes (from 700km to 1.400km)
- Create a cycling express network to cross Paris from N. to S. and from E. to W.
- Offering a cycling continuity between Paris/closed suburb (Paris’s gateways)
- Other policy measures: bike parking, supporting cycling citizen associations, cycle touring, financial support to acquire a bike...
PLAN VÉLO Schéma directeur 2015 → 2020

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.
Le Réseau Express Vélo rue de Rivoli - projection
Foster inter-modal commutes
2 high-capacity Bike stations to be created in parisian Railway stations.

Véligo : small size bike stations in suburban railway stations.
Reinforce the existing bike parking offer

✅ + 10 000 bike parking spaces by removing car parking spaces.
✅ Mandatory Bike parking spaces in car parks under public service delegation contracts.
✅ Financial incitations to create parking facilities in shared housing

Create new secured offers for bike parking: Vélo-boxes
More cyclist-friendly circulation rules

30 speed limit zones and against the flow of traffic cycle lanes for all the city

Right to go through a red light in some cases in order to turn right or go straight

Share road zones to be developed

+ 7,000 advanced stop lines for bicycles (“sas vélo”)
Stimulate the emergence of a « bike culture » in Paris

- Vélo-écoles – *Schools to learn how to ride a bike*
- P’tit Vélib’ – *Shared bike service for children offered along the river Seine*
- Repair Workshops
- Maison du vélo – *House of bicycle*
- Financial support for inhabitants to acquire electric bikes and cargo bikes.
- Géovélo : travel planning application experimenting new services
Develop cycle touring

- 3 veloroutes crossing Paris:
  - Cycle Route London-Paris
  - Cycle Route Paris-Mont Saint-Michel
  - European Cycle Route 3 – Trondheim-Saint-Jacques de Compostelle

- 3 new parisian cycling tours
Quai François Mauriac
Boulevard de Reuilly
Place de la République
Place de la Bastille

Place de la Nation
Bringing back the riverside expressway
Le Parc des Rives de Seine – before / after
Sharing public space, throughout the time

Car-free day, every year. In 2016, 650km of roads free of cars

Champs Elysées without cars, one Sunday a month
Thank you!