



PARIS

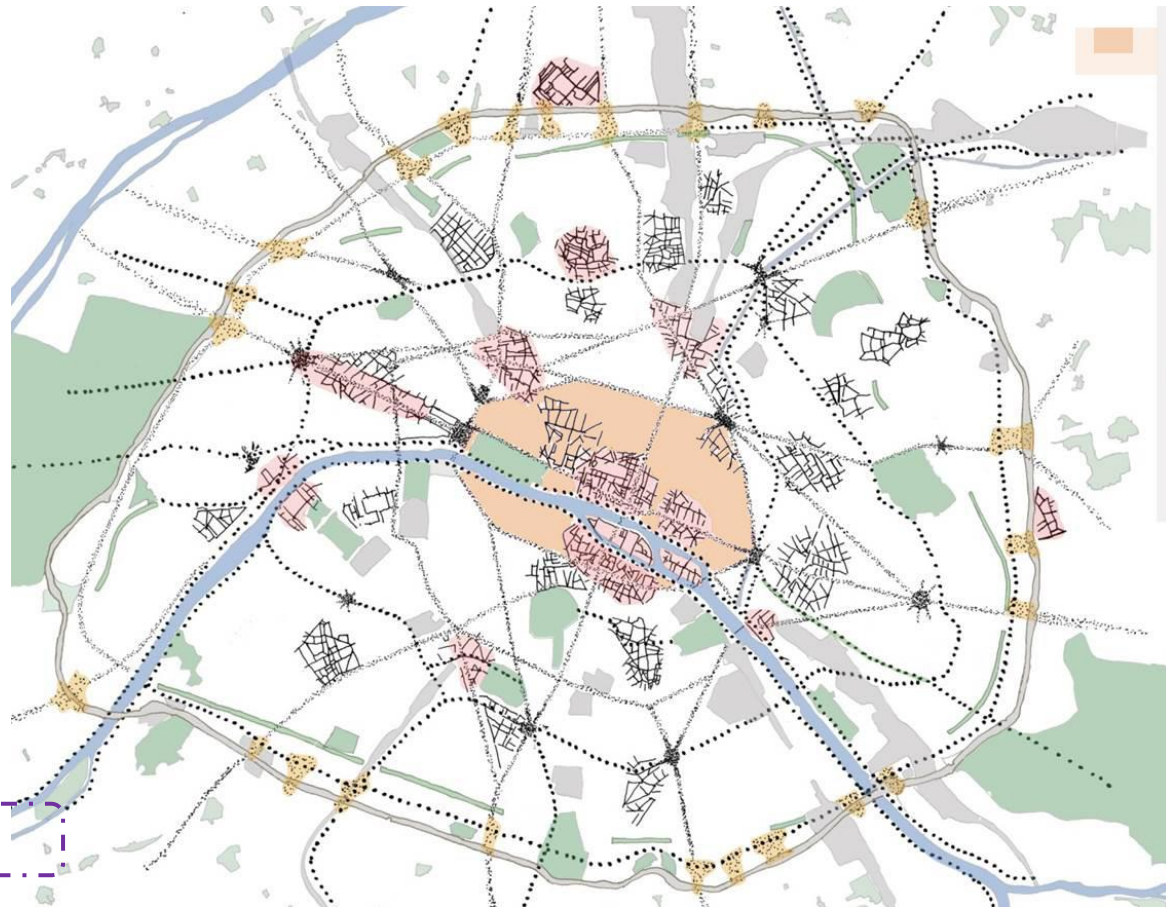
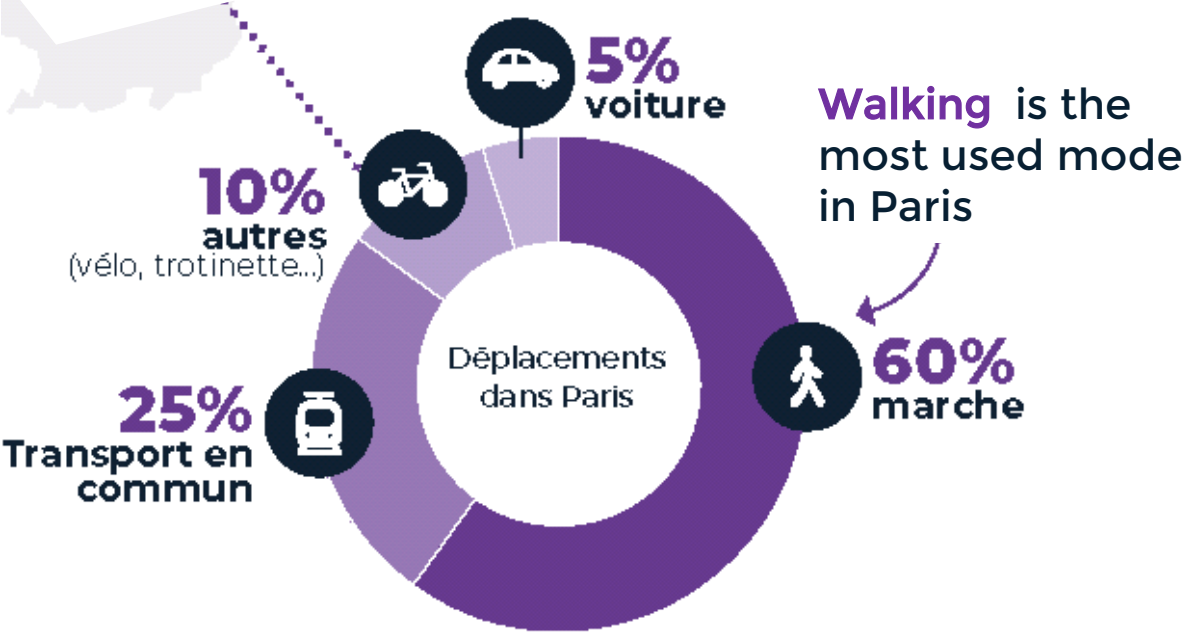
**Parisian streets :
new uses
new mobility
new design**

01

**A new method for a comprehensive
approach of public space**

15-minute city

The mobility transition & spatial transformation has already begun in Paris



Paris pedestrian strategy (2017):

15-minute city

Paris Method

Carlos Moreno : some essential urban functions must be available within 15 minutes walk or bike

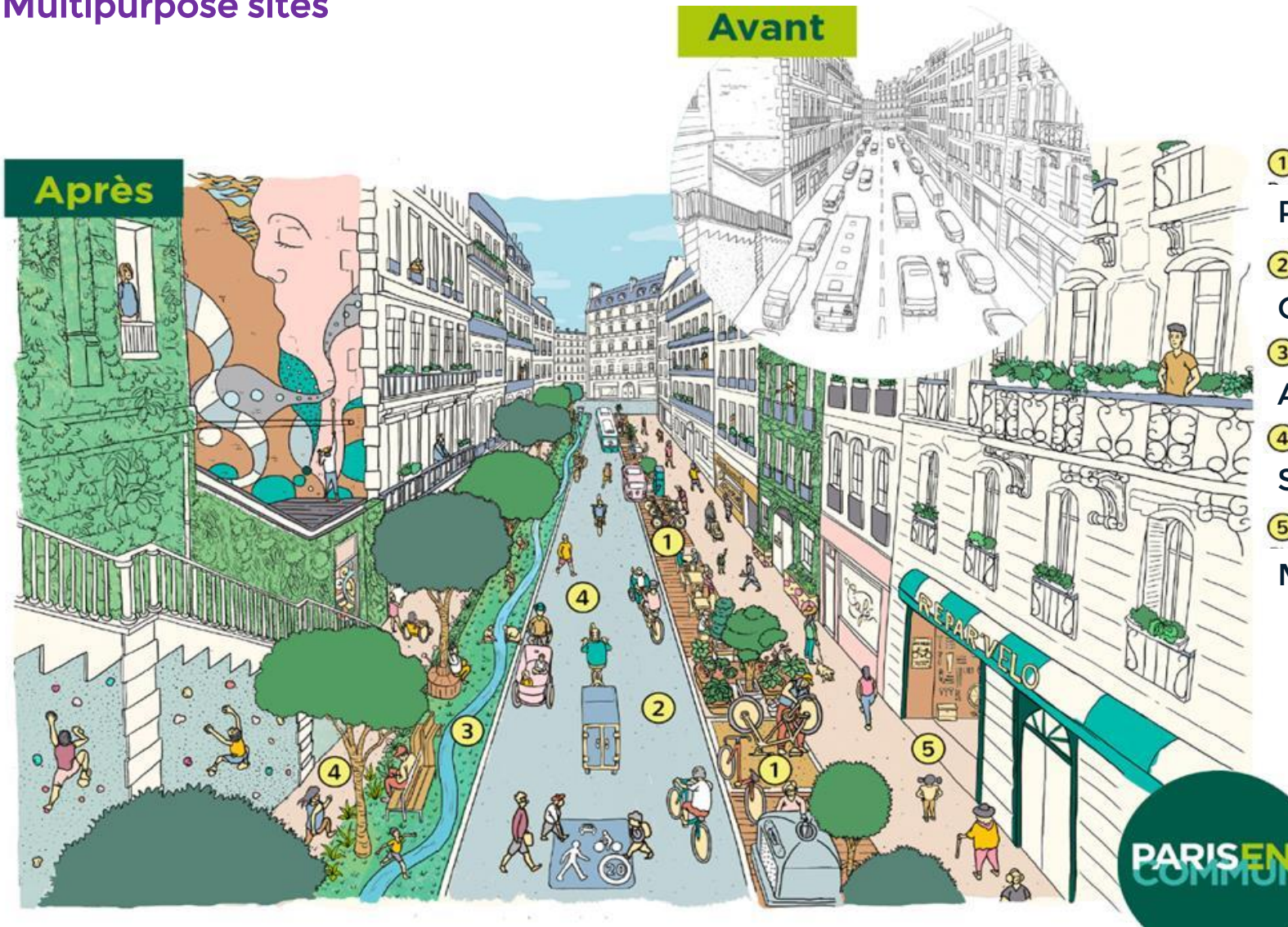
3 major objectives :

- Create fresh air zones in a dense city
- Create areas to enhance social interaction and friendliness in the neighbourhood
- Develop local services and stores
- A collaborative approach with residents



15-minute city to generalise walkability and other uses in Paris of public space

Multipurpose sites



- ① Parking places replaced by green spots & decks
- ② Quiet & safe streets for walking & cycling
- ③ A garden outside your building
- ④ Safe roads for children
- ⑤ More nearby services & amenities

Social & urban development model :

- A zero-emission city by 2050 ;
- A better quality of life : from a forced mobility to a chosen mobility ;
- A more united and resilient city.

New ways of cooling the City : cool green areas within 15 minutes

Place Henri Fresnay and Parvis de l'Hôtel de Ville : reference pictures



Rue de Sully 4e

Transforming streets with secured full ground planters



Implementing urban forests concept in central Paris

Planting Miyawaki forests on ring road embankments



Rome, Conferenza Nazionale Sharing Mobility - November 23rd 2021
Porte de Montreuil



Place de la Nation

Nouveaux bancs en bois sur la place



Place de la Bastille



La place prise depuis l'Opéra Bastille



Crédits : Christophe Belin / Ville de Paris

02

Reducing traffic in the city centre

A new limited traffic zone (ZTL)

Paris for pedestrians : « Paris Respire Zone Apaisée »

Principles :

Implement an area with traffic restrictions : no transit traffic allowed within central Paris

Objectives :

- Encouraging cycling and walking within central Paris
- Easing bus circulation
- Making easier local life
- Enhancing air quality
- Reducing noise pollution



Today*

- 120 000 inhabitants
- 19 000 resident cars
- 350 000 to 550 000 daily car circulation

- **Modal share of the residents**
 - 60 % public transportation
 - 15 à 20 % walking
 - 6 % car
 - 5% bike 5 % moped / moto
 - 4 à 9 % no travel

03

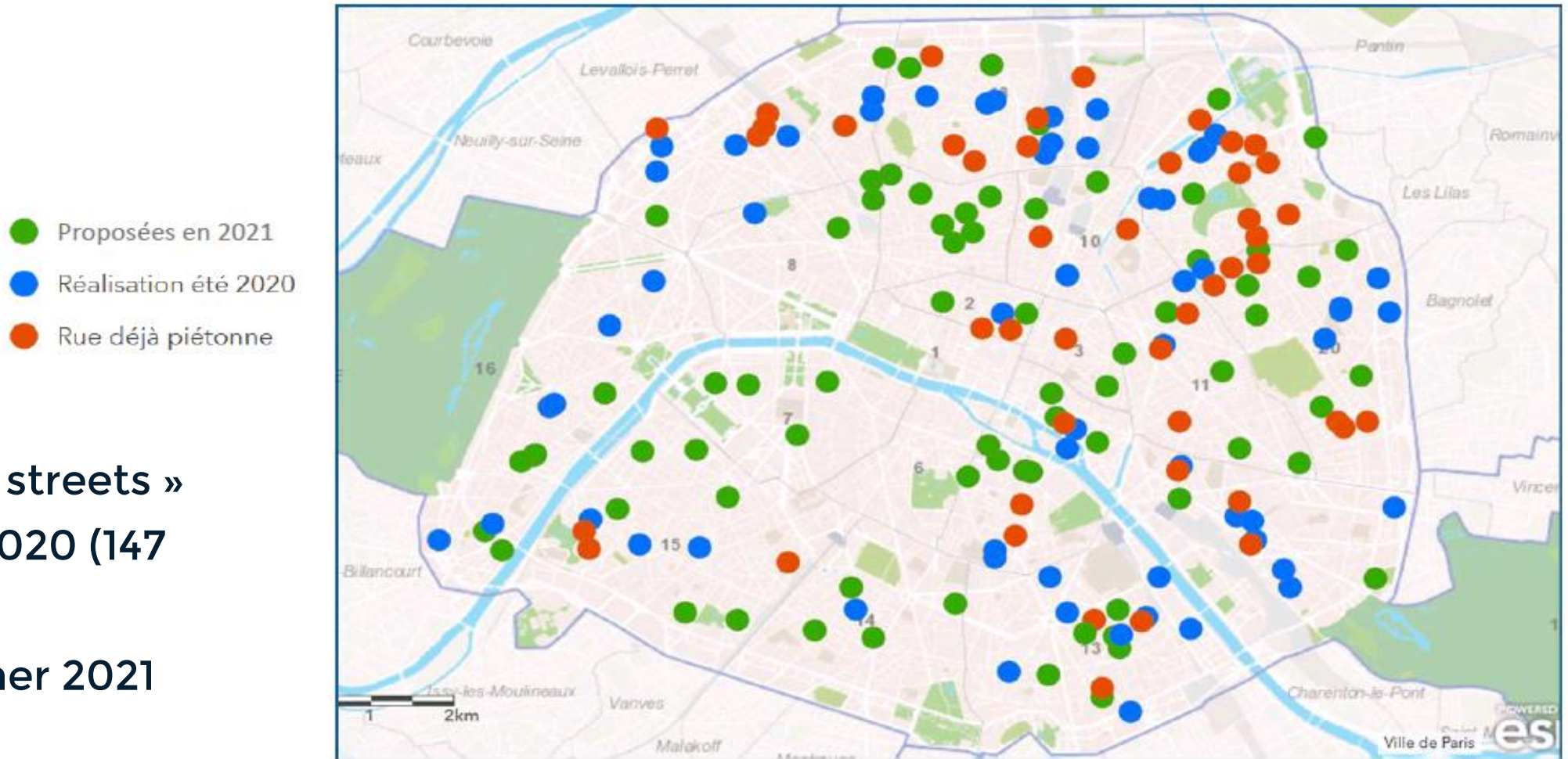
Improving road safety for pupils

The « School streets » program

Improve road safety and environment outside schools

893 schools in Paris

Cartographie des voies incluant les aires déjà piétonnes (traitement été 2020 et aires piétonnes pré existantes)



- ✓ 122 « school streets » created in 2020 (147 schools)
- ✓ 50 by summer 2021

School streets – a few examples of urban planning (temporary and permanent)



School streets - October 2021 - waiting for trees and greenery



Rue de la Providence - 13e



Rue Stephen Pichon - 13e



Rue Ferdinand Flocon - 18e



Rue Sévero - 14^{ème}



Rue Gustave Zédé - 16e

School streets – community animation



04

Paris for bicycle

From « Coronalanes » to « Velopolitan »

The Velopolitan network - 100% cyclable roads in 2026

Plan vélo 2021 - 2026

Schéma Directeur

Légende

	Existant	Projeté
Métropolitain		
Réseau secondaire		
RER V		
Plan vélo Métropolitain		

TARGETS

Infrastructures :

Make permanent 52 km of temporary lanes
+ 130 km of securised cycle paths
+ 390 km of 2-ways cyclable streets

parking

- + 130 000 parking places
 - 30 000 bicycle racks
 - 50 000 parking place private inbuilt
 - 40 000 close from railways stations
 - 10 000 securised parking places on the street and public parking

Cycle ecosystem : services, learning, wayfinding, cycling associations, repair...

The « coronalanes » effect : 60% increase in 2020 for bicycle use



Turn temporary bicycle lanes into a permanent network

From temporary to permanent
secured cycle paths
Case study : Rue de Rivoli



Rue de Rivoli

Before



Now



Crédits : Christophe Belin / Ville de Paris

Before

Now



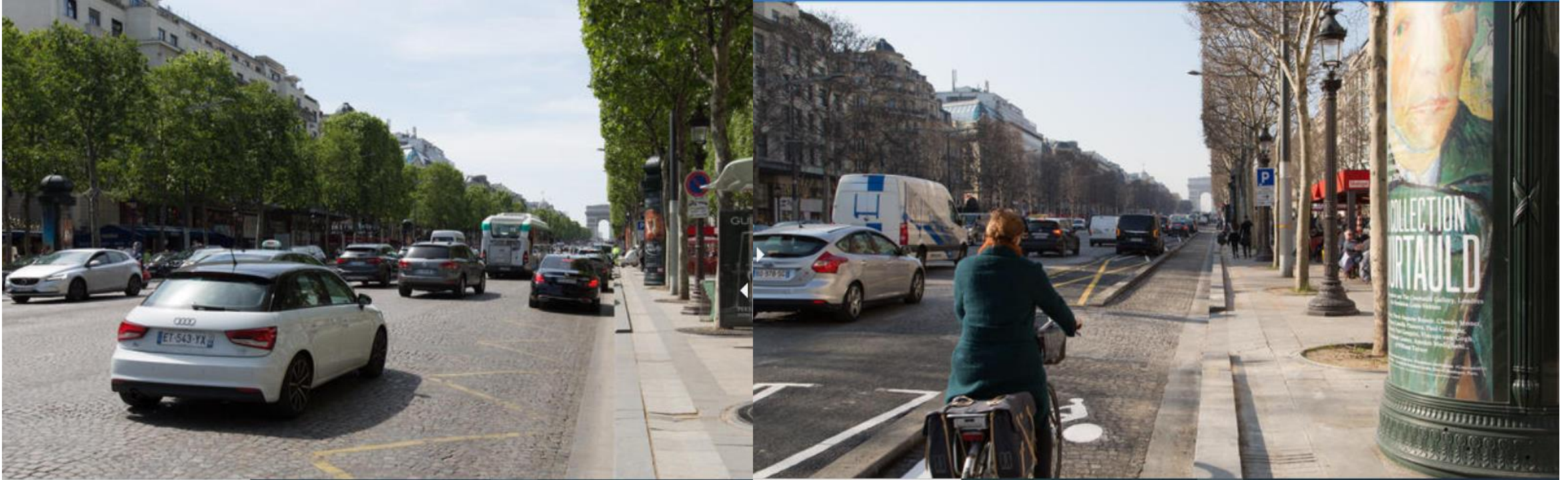
Quai Saint-Michel - 75005 Paris

Date : 2019

Aménagement d'une piste cyclable à double sens (un tronçon du Réseau express vélo=

Before

Now



Avenue des Champs Élysées - 75008 Paris
Date : 2019
Piste cyclable protégée

Before

Now



Rue Froidevaux 75014 Paris
Rénovation de la chaussée et création d'une piste cyclable bidirectionnelle

05

**Mobilib' : 1 000 more carsharing
parking spots by 2026**

**Station based roundtrip carsharing as an
alternative to private cars**

Mobilib': 1000 new carsharing places for round-trip station based offers before 2026

A network to densify : 100 % of Parisians having a station within 5 minutes walking distance

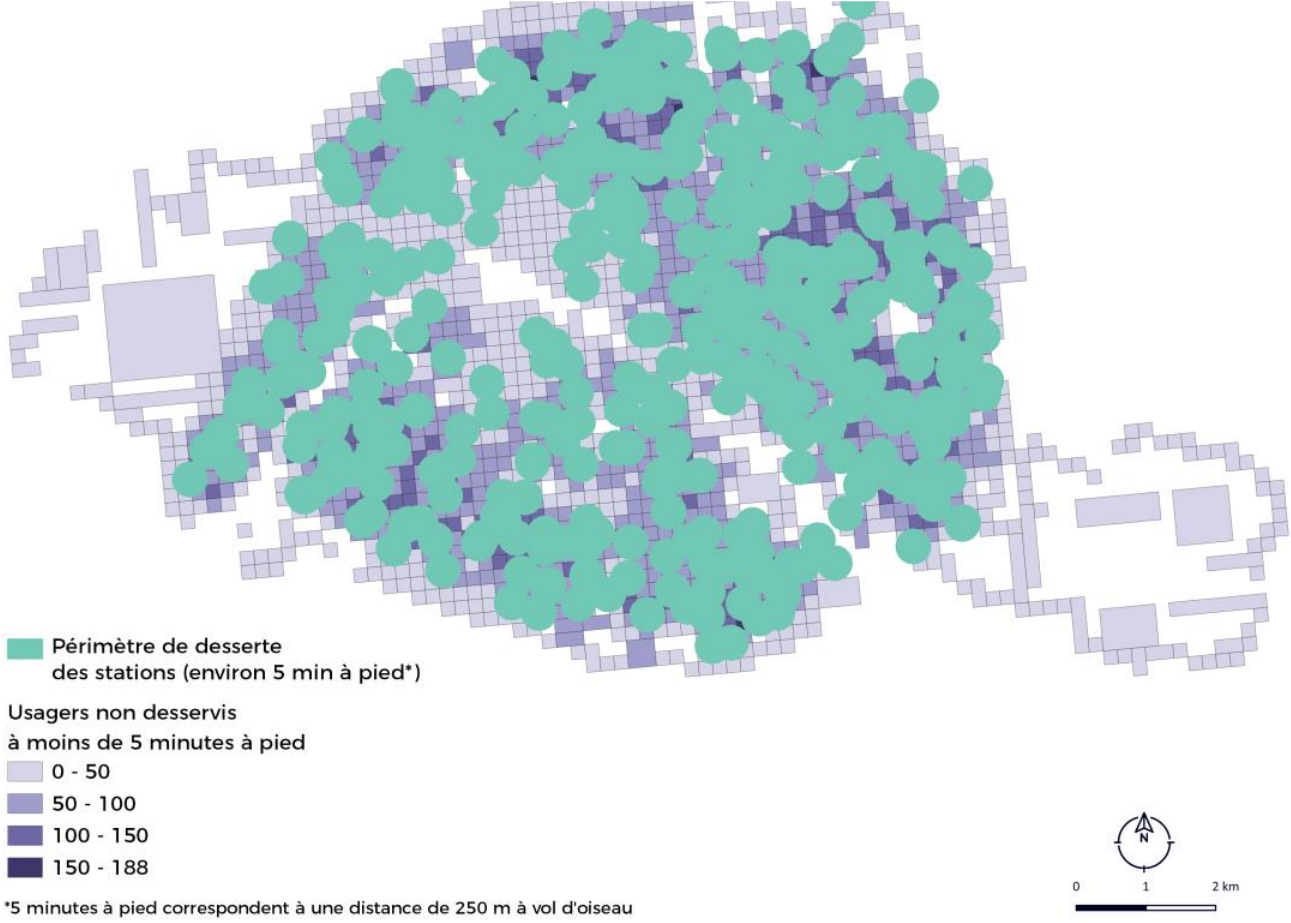
Today :
70 % of Parisians have a Mobilib' within 5 minutes by foot
(1200 Mobilib' cars available , after à sixfold increase since 2015)
97 % have a station within 10 minutes walking distance



Having a station for round trip carsharing service in 5 minutes is key factor for success

77% of users find proximity important

Zones within 5 minutes walking distance from a Mobilib' station and projections by 2026



Mobilib' commercial vehicles : new supply from July 2020

Clean logistics - 2020- 2028

Clean vehicles in order to :

- Fulfil needs of SMEs, craft, tradesmen,...
- Provide a green solution for last mile logistics

54 stations

258 commercial vehicles on round-trip station based

1 private operator : Clem'



- ✓ commercial areas have been identified in each district (arrond.)
- ✓ make sure that each location guaranteed attractiveness for operators and shops
- ✓ 50 former Autolib' stations
- ✓ 4 trial stations used during the VULe project



Low-energy vehicles

Classe Énergie A



06

Dockless shared mobility

From « MadParis » to regulation

Dockless shared mobility – progressive regulation of private sector fleets

2016 2017 2018

1st dockless moped in Paris

1st dockless bike

- 1st dockless e-scooter
- 1st carsharing free floating



Charters of Good Conduct for e-mopeds, bikes, & e-scooters

2019

April

July

December

Fee regulation

Implementation of Operational permits

- No prescriptions are possible
- Data sharing process is mandatory

French Mobility Orientation Law (LOM in French)

Allows cities to instore some requirements specifications when delivering operational permits

Three new regulations in 2021 for dockless shared vehicles in Paris

- ✓ **Free-floating carsharing** - January
- ✓ **Dockless bikes** - Septembre
- ✓ **Dockless moped et motorcycles** - November

Law orientation for mobility (LOM), promulgated on December 2019

National framework – Article 41 of the law instructs authorities on regulating free-floating services

Operators require a permit from local authorities in order to be able to operate in a City. Local authorities can introduce specific requirements on :

- 1. Data sharing (to ensure compliance with licensing criteria)**
- 2. Fleet size : cap fleet sizes via a competitive tender procedure**
- 1. Spatial conditions for vehicle deployment**
- 2. Removal of unavailable vehicles**
- 3. Polluting emissions and greenhouse gases (carbon impact is to be considered)**
- 4. Advertising restrictions on the vehicles**
- 5. Taking in consideration neighborhood tranquility (to avoid any noise pollution impacts)**

Examples on parking regulation :

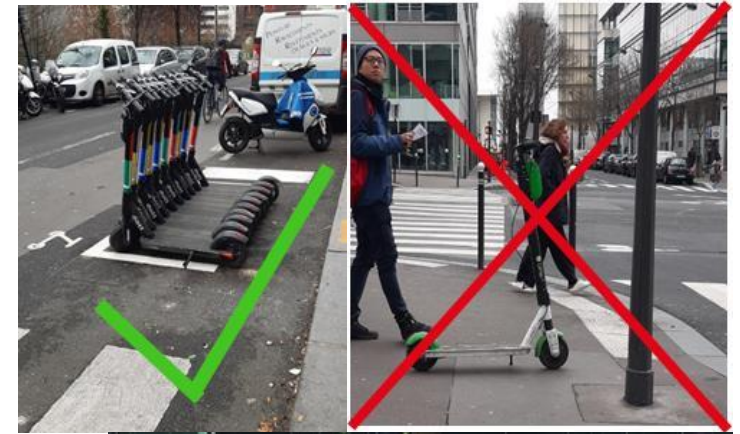
Regulating parking for bikes, moped & e-scooters

Parking dockless bikes is now only permitted along the curbside on:

- dockless bike parking
- “hoop” bike parking

Avoiding concentration of dockless shared vehicles :

- No more than 3 bikes/mopeds at the same time in a 100 linear meters in central districts
- no more than 4 vehicles in the peripheral arrondissements (12th to 20th),
- except for specific exceptions validated previously by the City





Merci

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