Reshaping the city for cycling: perspectives from Paris

Christophe Najdovski – Deputy Mayor of Paris
Paris, a city facing congestion

Motto since the 1960s: “If Paris wants to drive, let’s do it!”

A dense city where microparticules from traffic are concentrated
2014: start of a pro bike revolution

- More than 1000 km of bike infrastructure, among which 3 safe and continuous axis crossing the whole city
- 350k Velib members
- 500k euros for pro bike NGOs
- 400 euros when you buy an electric bike
Paris, a city creating public spaces

A new park on the Seine riverbank, instead of a motorway
Paris, a city building a regional bike network

The RER V: a proposal from the bike associations that won unanimous support from local governments
Establishing a plan to face the covid crisis
Establishing a plan

Based on the existing cycling network, public transport attendance levels, difficult spots and proposals from bike associations

In relation with districts elected members, neighboring cities and bike associations

Difficult spots identified by users

Subway attendance levels
Establishing a plan

1st step: May/June
Three cycling roads on the three most crowded metro lines

Doors between Paris and neighboring cities receive big attention
Establishing a plan

2nd step: Until summer
50 kms of pop up “corona” bike lanes are created
The need for safe infrastructures

Important difference between what the City and the associations consider a cycling infrastructure

→ we need separated bike lanes
Design for safe cycle paths
Design

Concrete blocks

Modifying traffic flow direction to cut transit

Car parking
Keeping the features of the streets

Delivery spaces are moved

Temporary bus stops
Changes for the long term

A pro bike context:
- « cultural victory »: cycling is not seen as the political marker of one representative or another
- Bike associations stronger than ever
- The covid crisis is an accelerator (perpetuation of the new “corona bike lanes” (+50 km)

2020-2025 main goals:
- Create a 100% cycling city: at least one lane in every street (complete the network)
- “The green thread”: a network a “green” bike lanes
- 100k new secured parking places for bikes
- Create a long time public rental service
- Create more garages and repair stations
First figures
→ around 30 % more bikes than in the pre-quarantine period

Data available at: https://opendata.paris.fr/explore/dataset/comptage-velo-donnees-compteurs/information/?disjunctive.id&disjunctive.name&disjunctive.id_compteur&disjunctive.nom_compteur
Thank you!