

26-27 November 2025

Royal Jaarbeurs | Utrecht, Netherlands

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# Paris : striving for complete accessibility and enhanced walking experience for all

📅 Wednesday, 26 November 2025  
⌚ 14:30 - 16:00

## PEDESTRIAN POWER: LEADING BY WALKING

### SPEAKERS

Chiara MOLINAR

**Head of pedestrian Strategy and Inclusive Public Space Design**

City of Paris

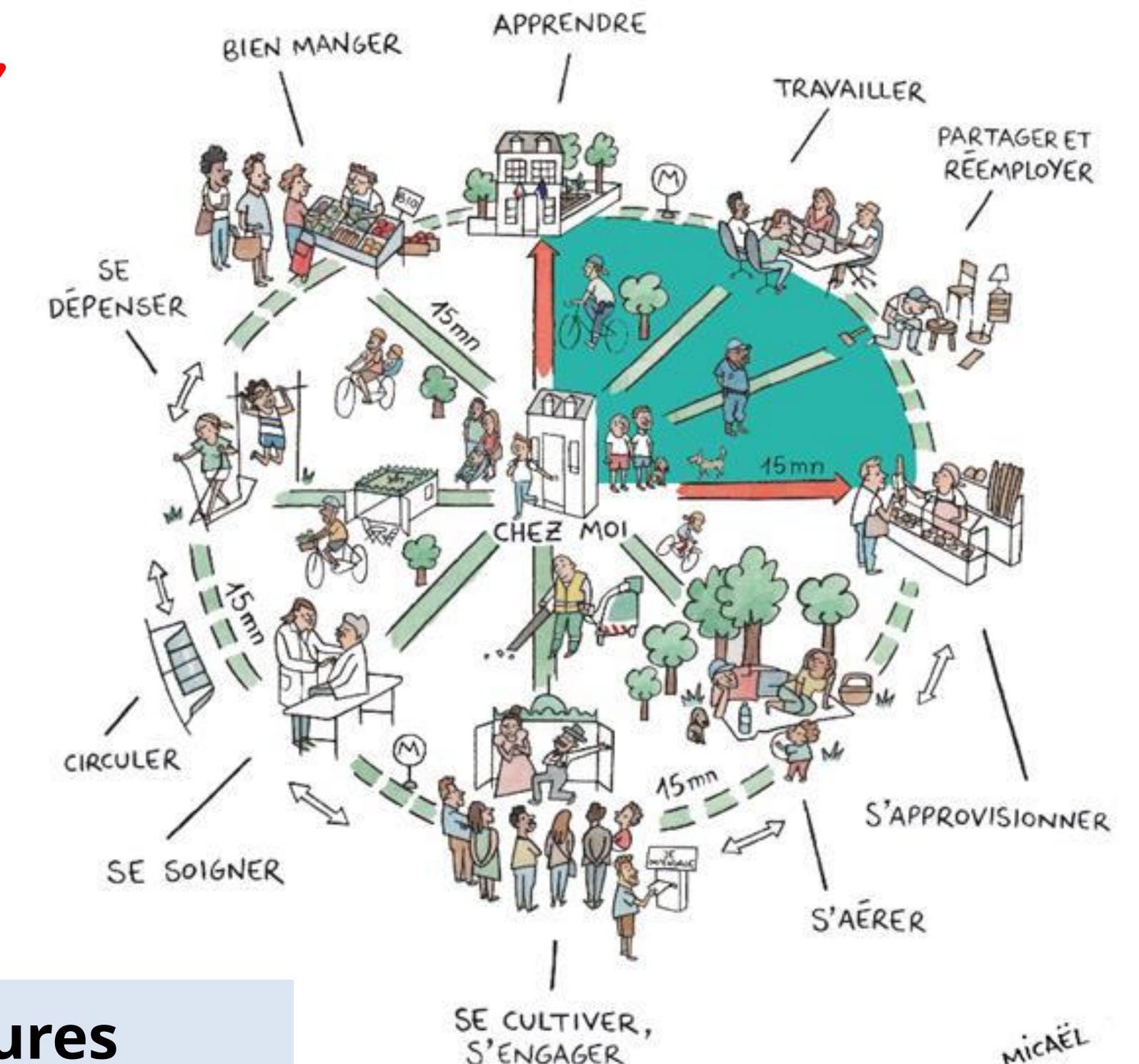
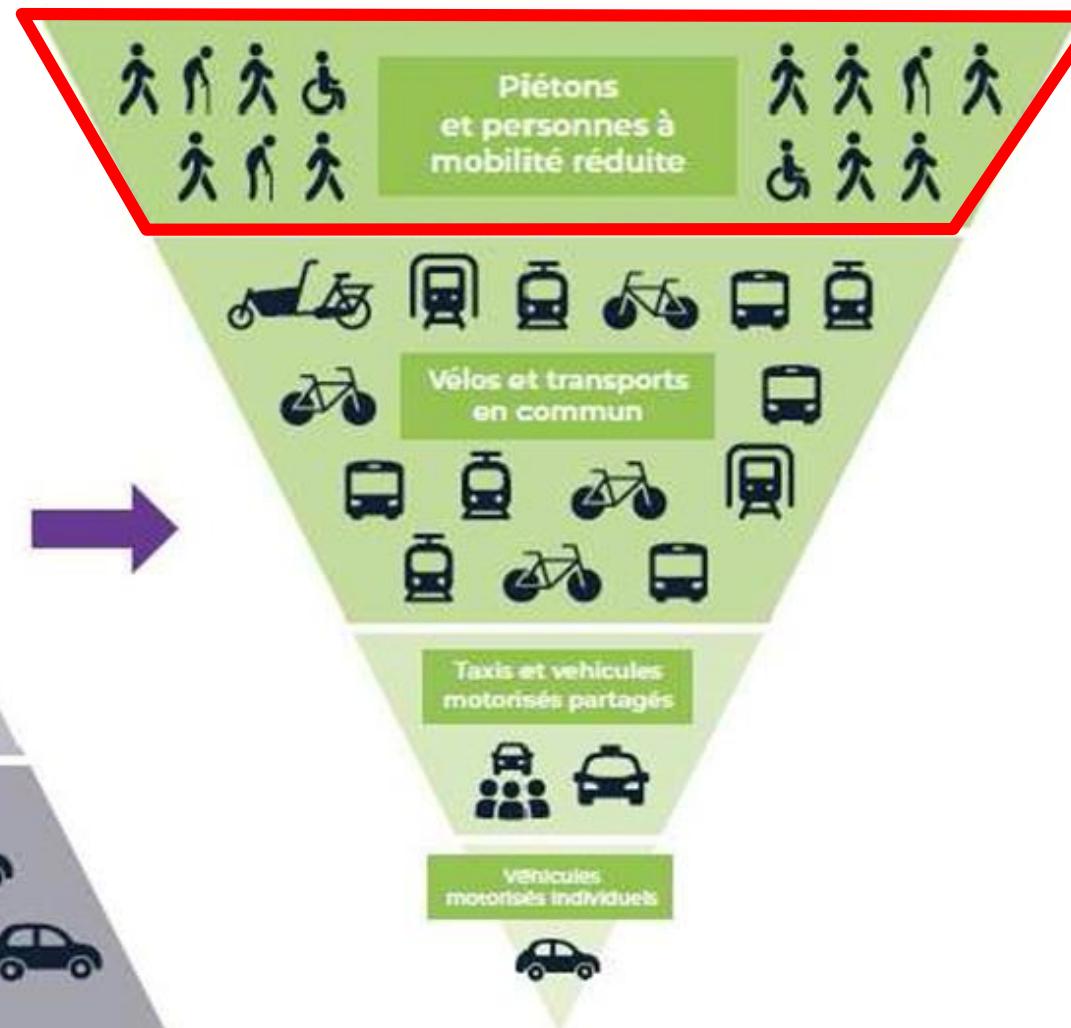
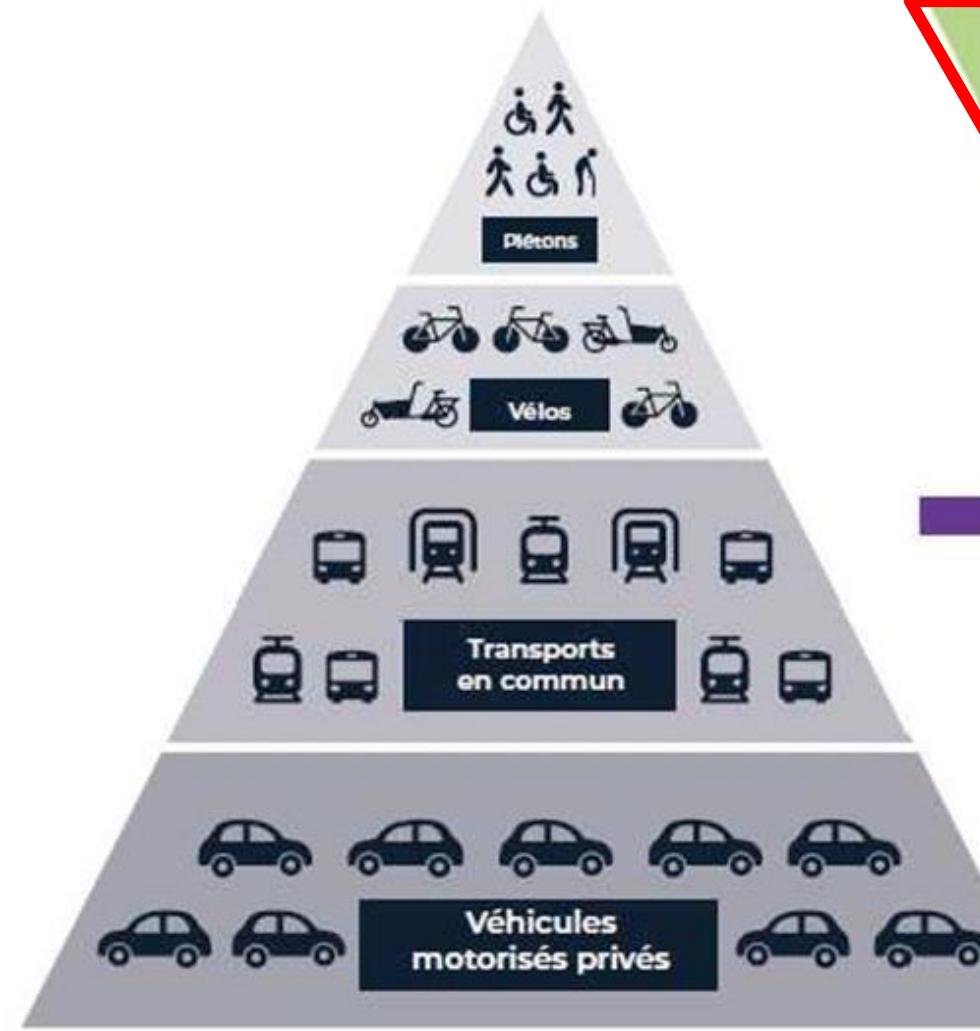
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# A strong political will to reverse traffic pyramid for the benefit of active modes



- An health and climate issue → mobility measures
- A social and spatial issue → the proximity « big bang »

# Pedestrian strategy as part of an urban vision that aims to prepare the city of tomorrow

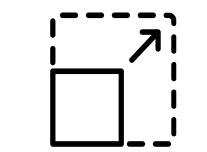


# An ambitious pedestrian strategy to improve the experience of walking for everyone

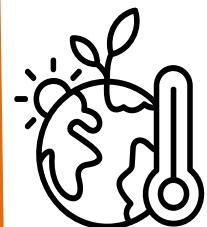
+100 hectares of pedestrian spaces

creating an efficient, easy comprehensible pedestrian network

Enhance the role of walking in intermodal travels



Greening public spaces, create cool footpaths



CONTINUING TO RECLAIM SPACE, IMPROVE THE PEDESTRIAN NETWORK AND ASSERT PEDESTRIAN PRIORITY

1

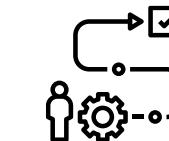
IMPROVING THE **QUALITY, SAFETY AND COMFORT** OF THE PUBLIC SPACE **FOR EVERYONE**

2

INPROVING THE **HOSPITALITY** OF PUBLIC SPACE AND ADAPTING THEM TO **CLIMATE CHALLANGES**

3

PROMOTE **A CULTURE OF WALKING, ACCESSIBILITY** AND SHARING OF PUBLIC SPACES



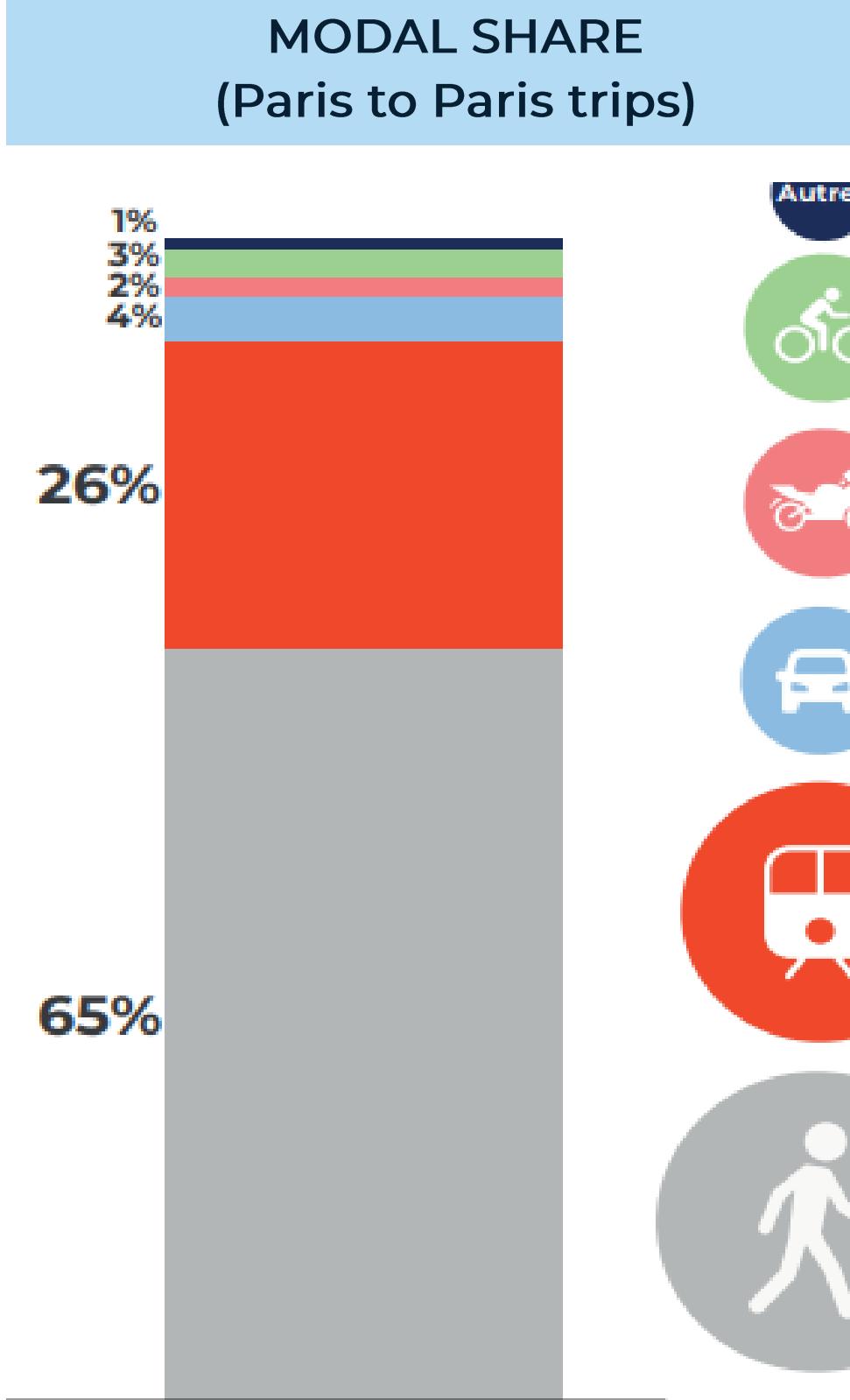
towards a 100% accessible city

Reduce pedestrian vulnerability and tend to zero pedestrian fatalities

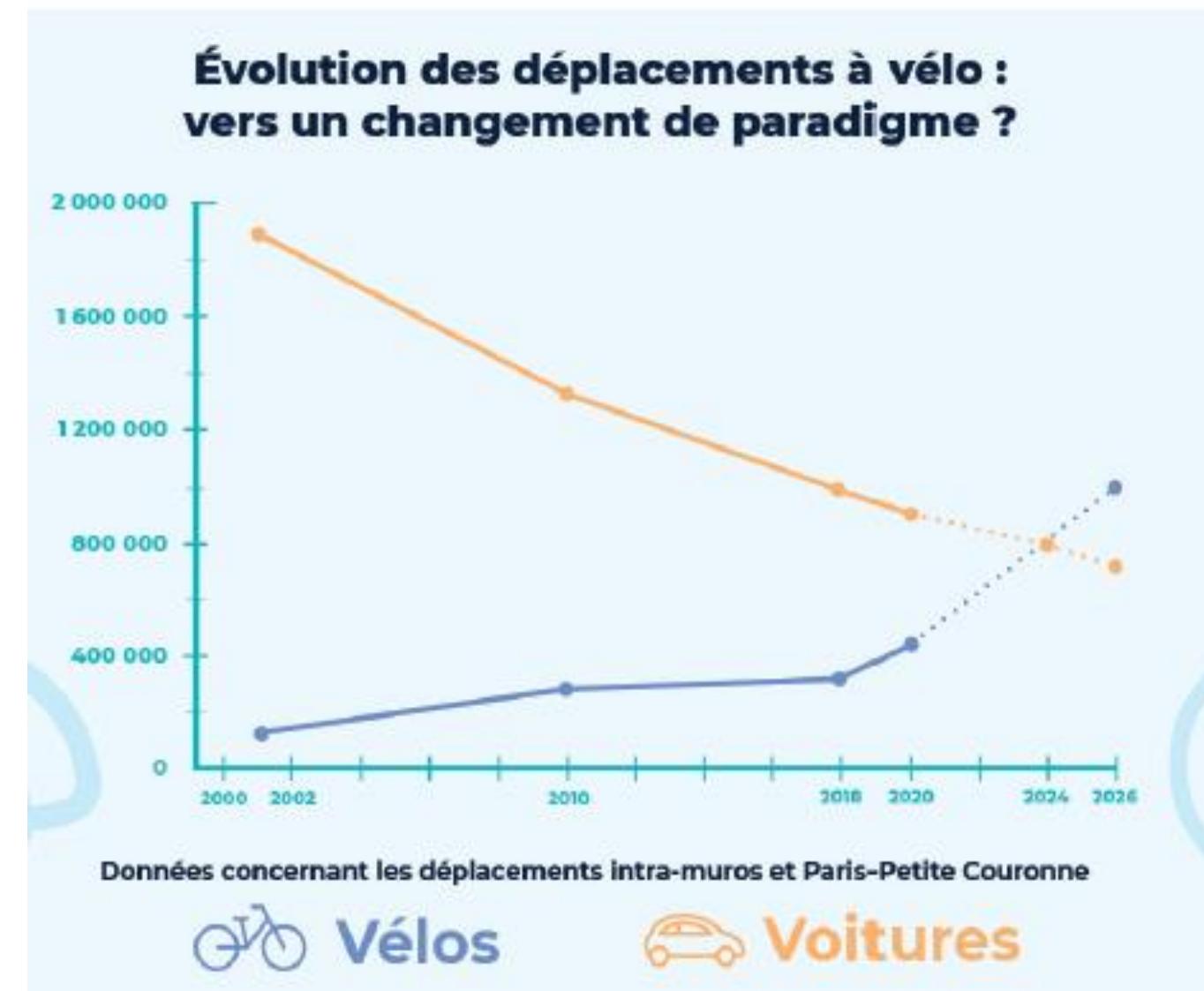
Inside our administration

Between citizens and publics space users

# A mobility transition already underway : a spectacular progression for active mode

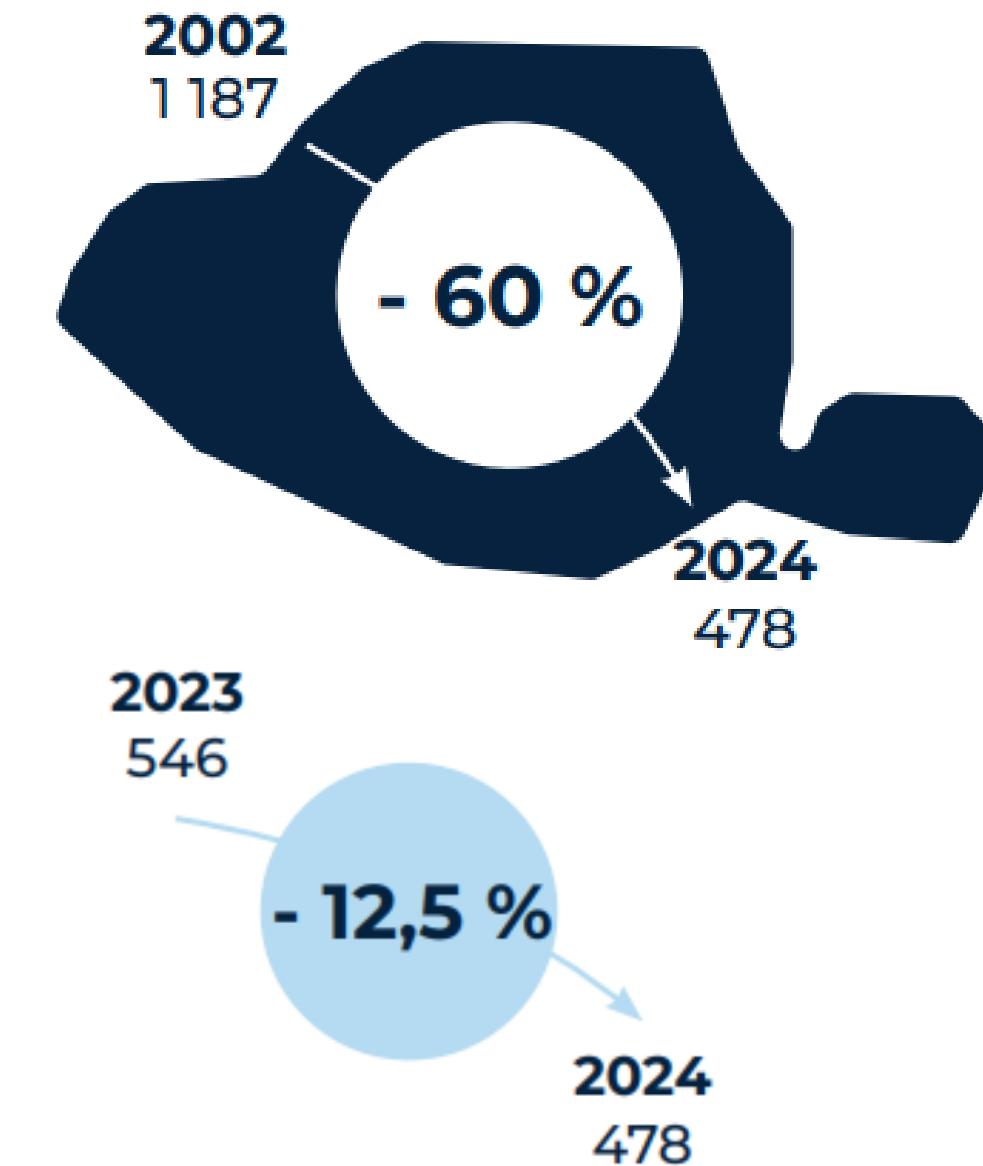


The challenge of the mandate:  
more bikes than cars in Paris by 2026!



- 11.2% of trips within Paris are made by bike
- 4.3% of trips within Paris are made by car

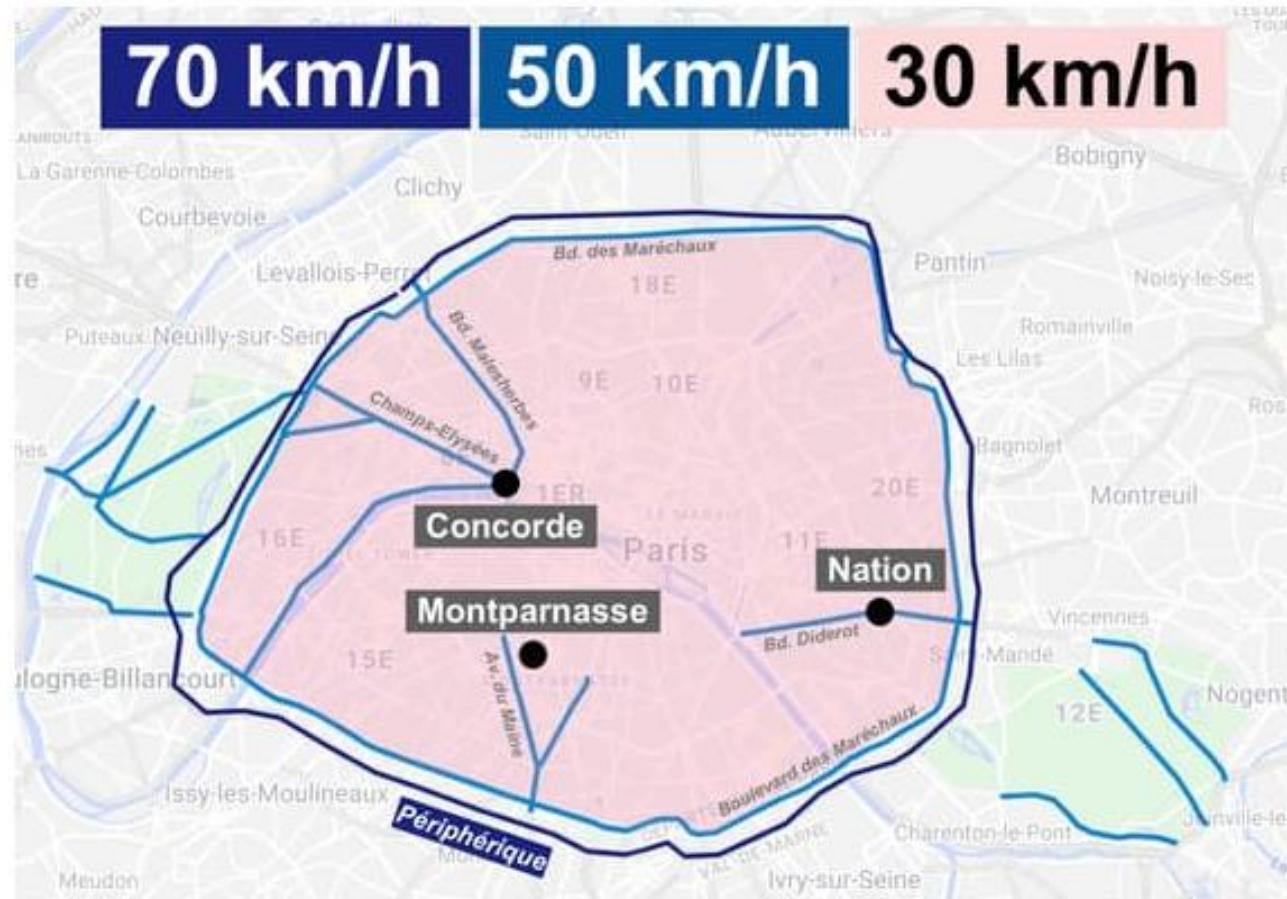
MOTORIZED TRAFFIC  
EVOLUTION



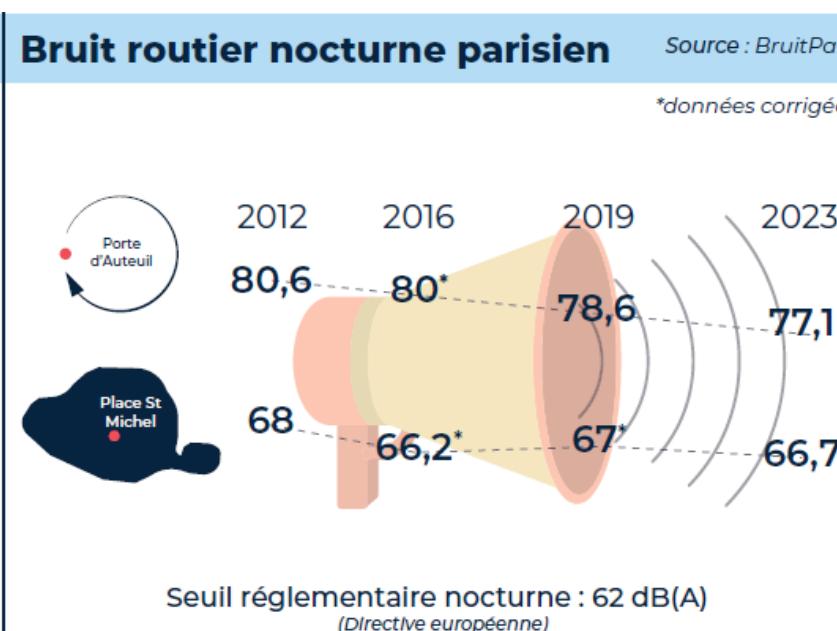
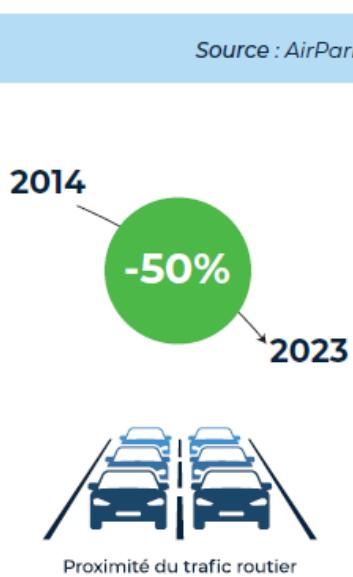
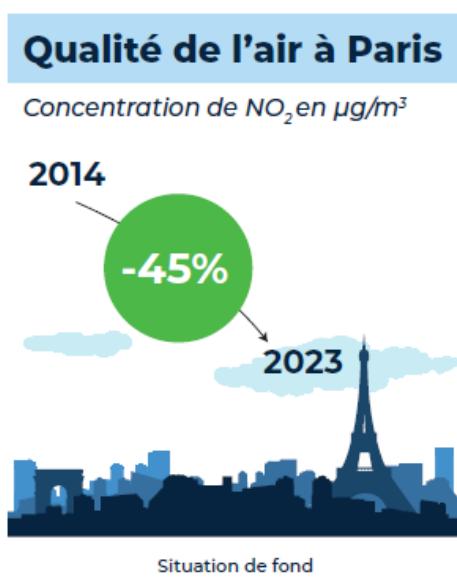
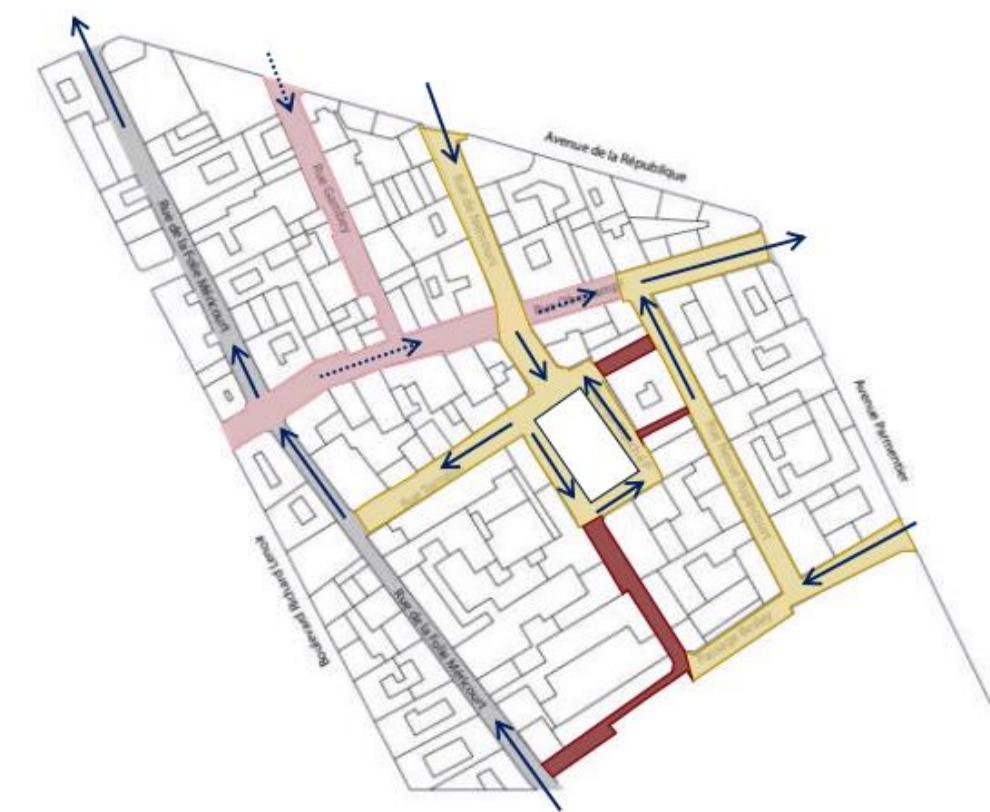
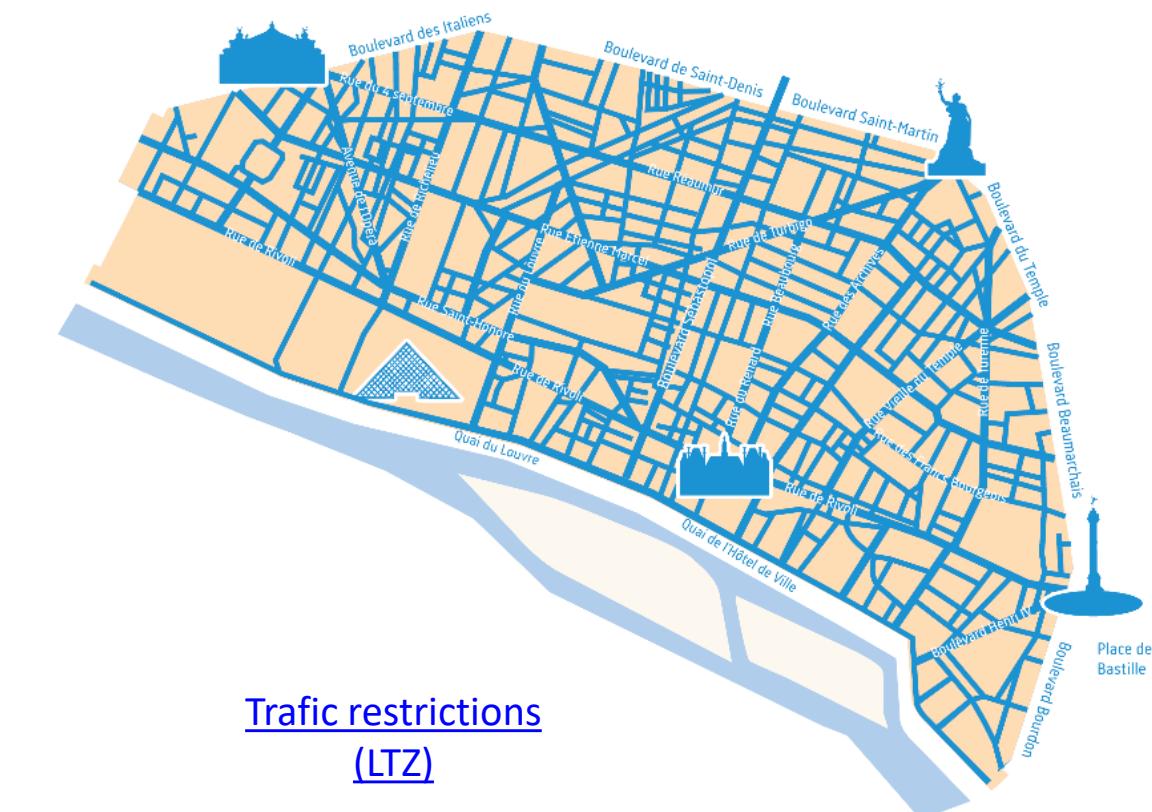
MOTORIZATION RATE IS STILL  
DECREASING:  
65% OF PEOPLE HAVE NO CAR IN  
PARIS

# Ending car dominance and his negative externalities : mobility solutions

## Speed limitation



## New traffic plans and a new low traffic zone



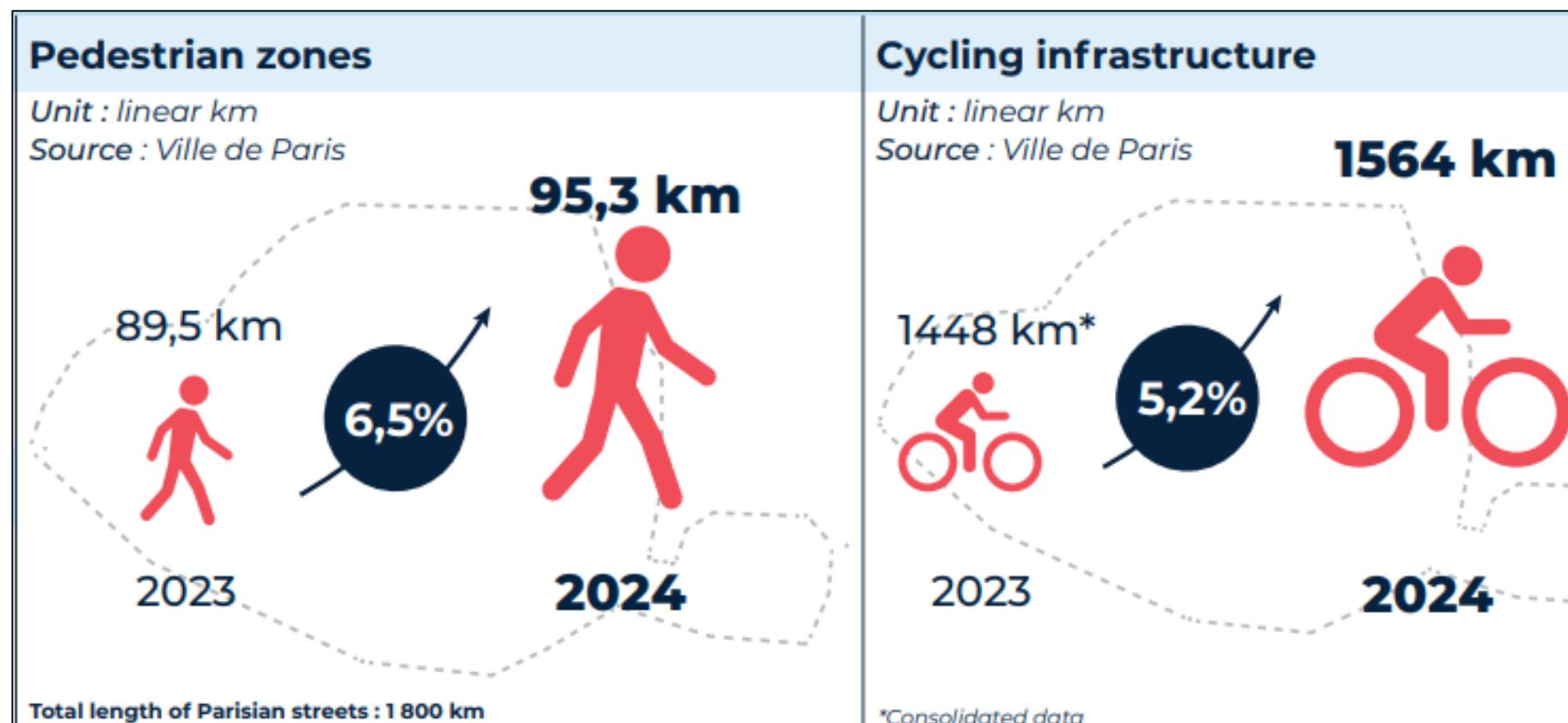
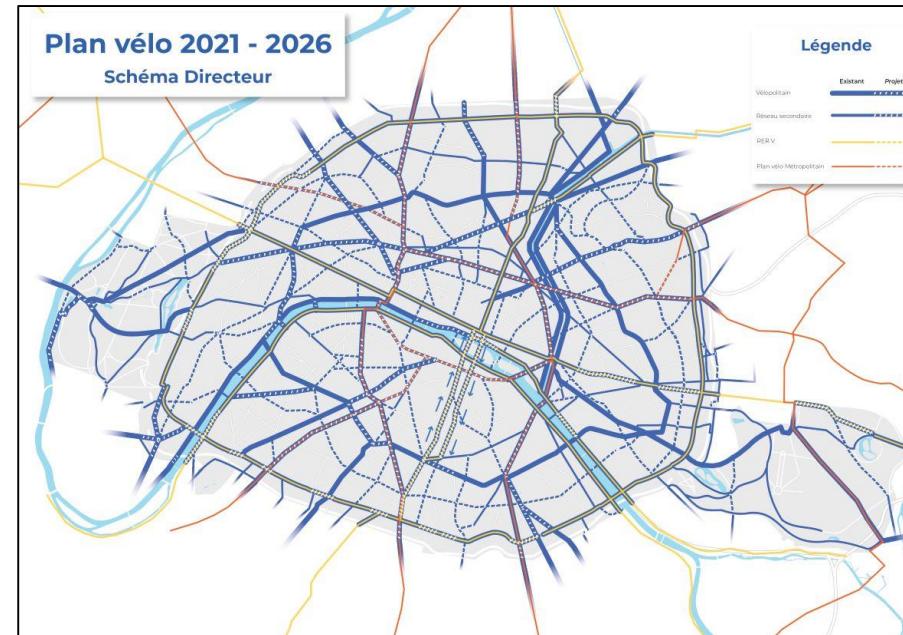
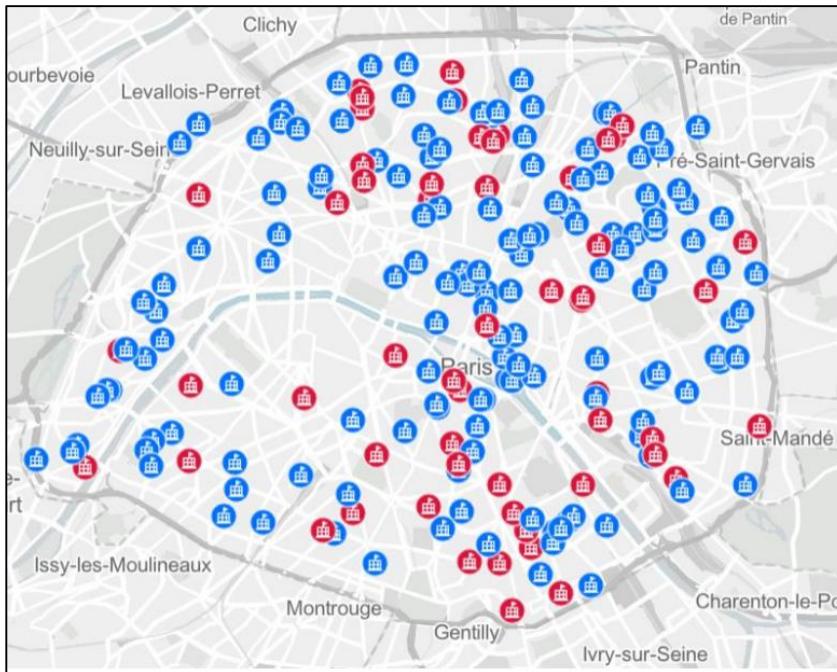
**-60%**  
local greenhouse gas  
emissions related to  
transport between  
2004 and 2022

## a steady decrease in road accidents



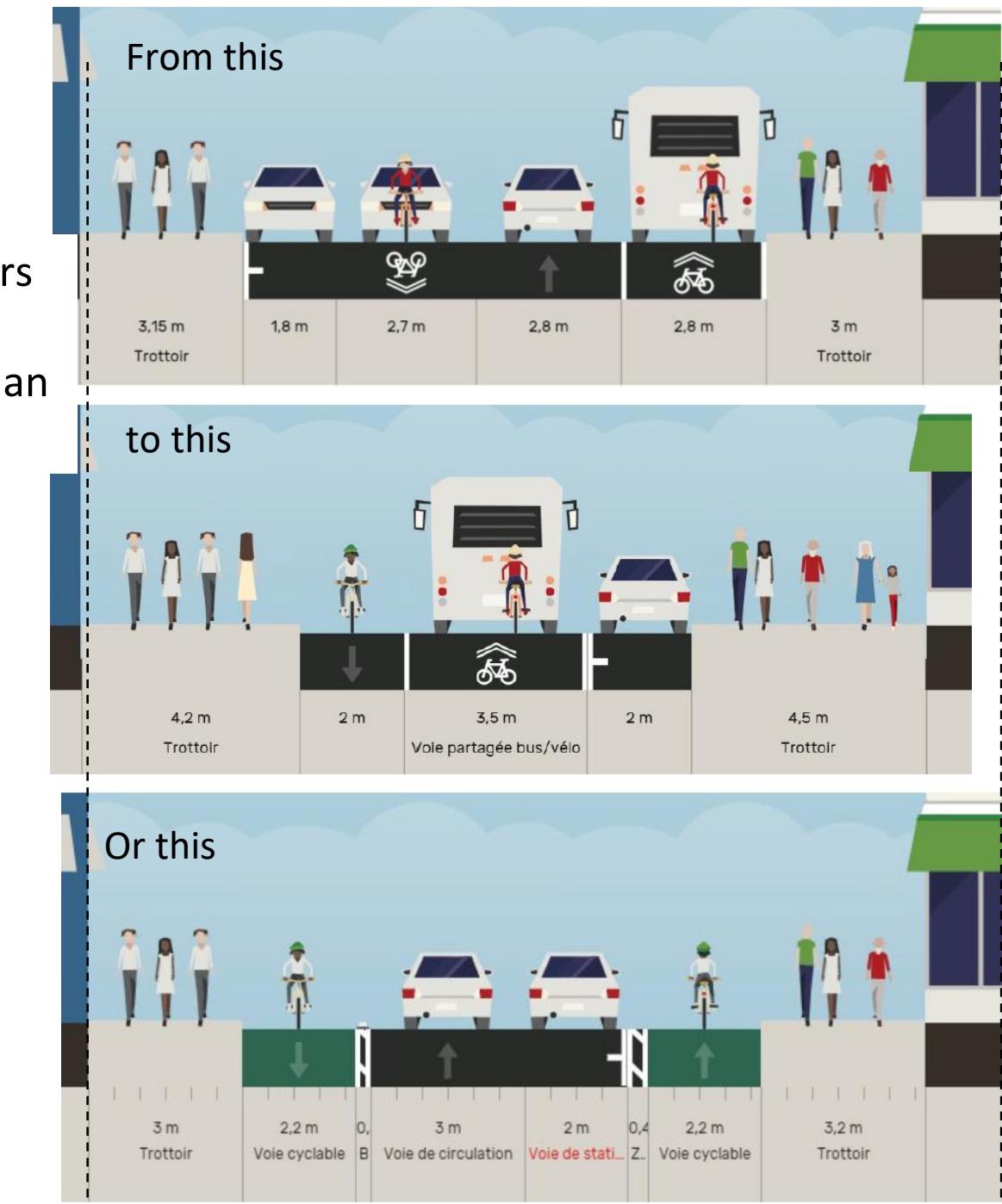
# Ending car dominance by reallocating space to active mobilities

## An ambitious pedestrian and cycling program



From cars to pedestrian use

From cars to cycling lanes



Cutting away 50% of on-street parking ( 60 hectares ) : an ambitious parking reform as an essential step to reallocate public space

# Before and after examples : rue Charles Baudelaire



Elimination of parking  
spaces  
+  
Pedestrianization and  
plantations

# Before and after examples : rue Emilio Castelar



Reducing parking spaces  
to widen sidewalks  
+ Pedestrianization  
+ greening  
+ urban furnitures



# Before and after examples : rue Abel

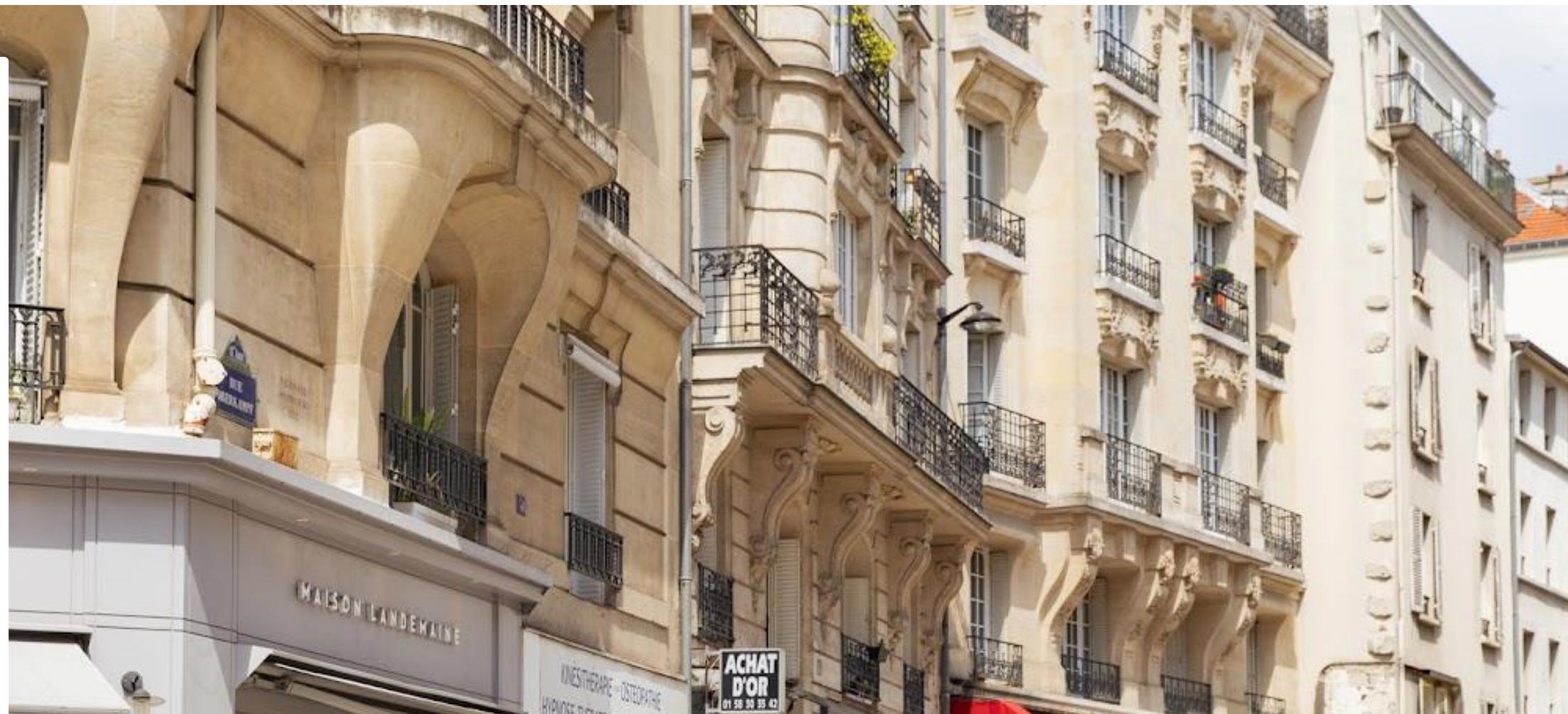


Reducing  
parking  
spaces to  
widen  
sidewalks  
+  
plantation

# Before and after examples



# Before and after examples : rue Oberkampf



Pedestrianization



Guillaume Bontemps /Ville de Paris'

# Hosting the Paris Paralympic Games in 2024 : a step towards a 100% accessible city

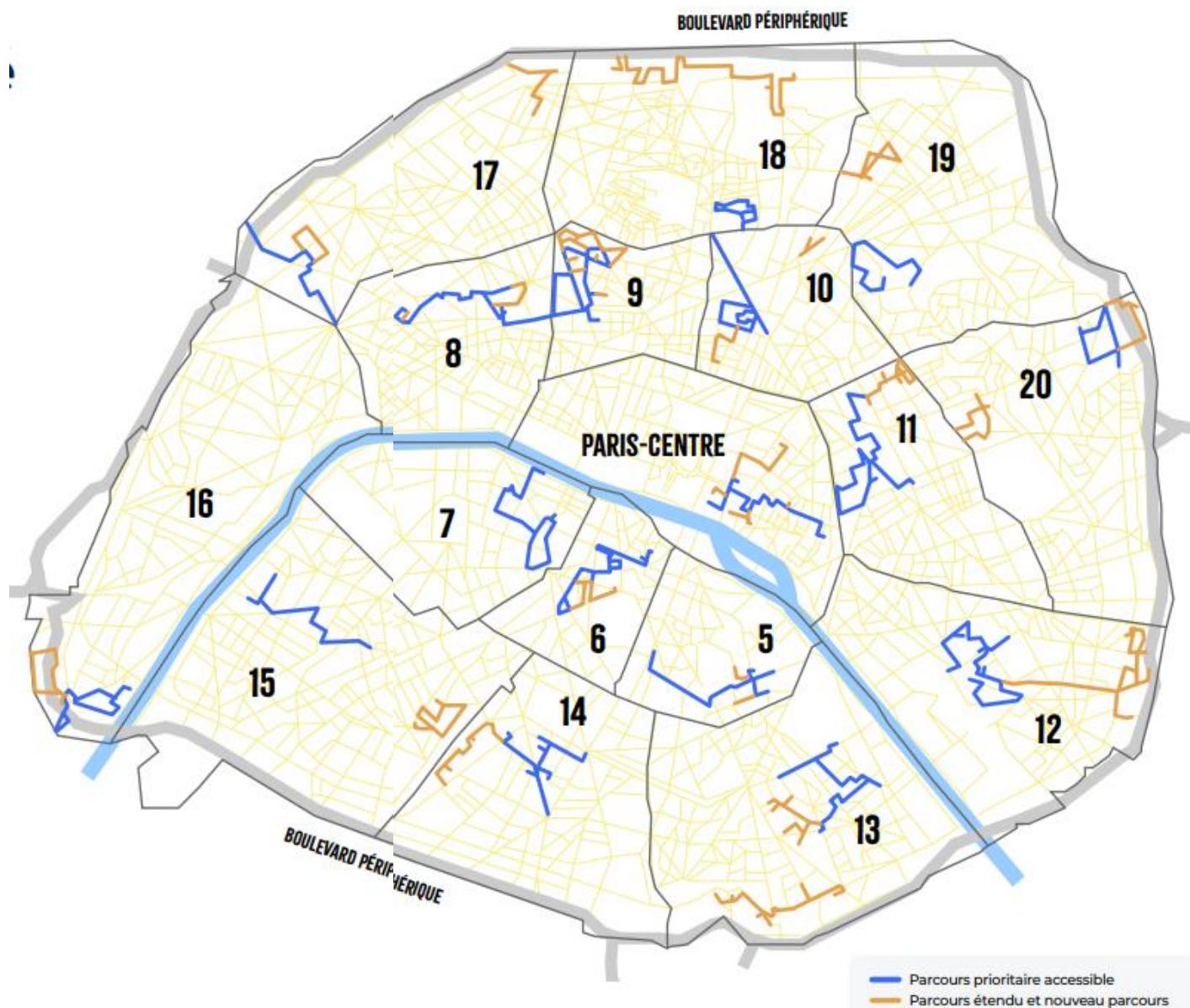
A whole range of solutions of transport deployed to accommodate people with reduced mobility:

- **all bus lines accessible** (70% of bus stops / 1750 stops)
- **structural and permanent improvements to** ensure the accessibility of competition sites :
  - repair damaged or non-functional pavements,
  - making road crossings safer: lowering kerbs, renovating warning and guidance strips, sounding traffic lights, clearing pathways, repairing pavement defects.
- use of **reserved lanes** for adapted public transport,
- 200 free shuttles to transport wheelchair users from major Paris stations to competition venues,
- 1,000 accessible cabs and 650 additional parking permits for cabs,
- additional 1,000 disabled parking spaces (added to the 4,400 existing ones)

**→ A partnership with six disability associations has been set up to provide the best possible experience for disabled spectators**

# The legacy of the Olympic Games: concrete transformations and new practices and methods

## Enhanced accessibility districts : a full-scale test of a 100% accessible city



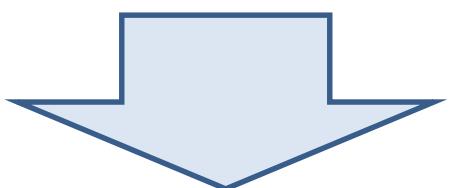
Priority route leading to various public facilities,  
all of which are fully accessible



→ A comprehensive approach to accessibility that takes into account the user's entire journey

→ interventions on roads, on buildings (public facilities)

→ awareness-raising and training of staff and local stakeholders



greater cross-functionality and better coordination within technical services

# Currently underway : a complete revision of our accessibility framework document

Why ?



→ to **capitalize on past experience** and **relaunch programming** after the Olympic period

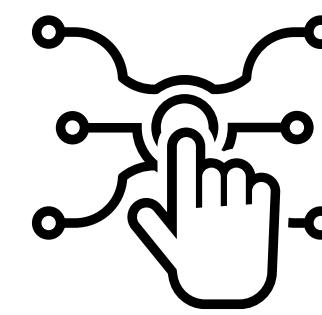
→ **To take into account the major transformations of our time and the near future :**



Population aging,



Climate change



Technological and technical developments

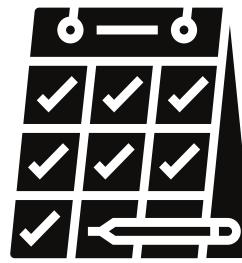
How ?

→ By establishing working groups involving associations advocating for people with disabilities and the different city departments

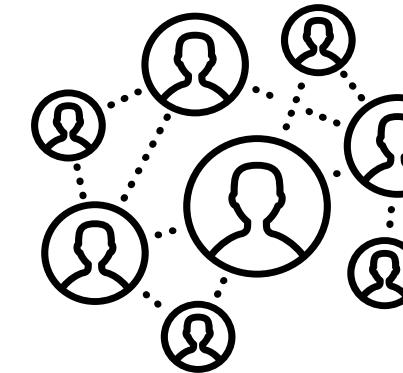
→ **by questioning the impact of recent and future transformations of Parisian public space on the practices of people with disabilities**

- Site-visits with associations advocating for people with handicaps to better understand their needs
- Accessible plans to discuss future projects and ensure that proposed projects truly meet their needs

# Currently underway : a complete revision of our accessibility framework document



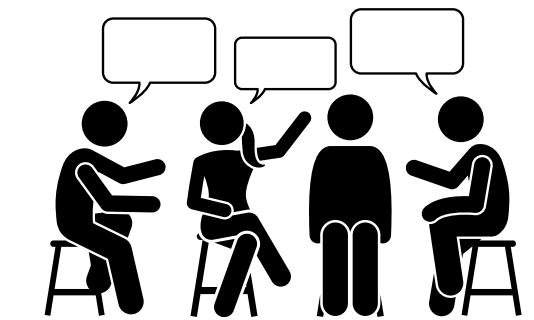
A **multi-year plan** established with the different departments responsible for its execution



An **effective governance** structure at both political and technical levels to ensure long-term monitoring.

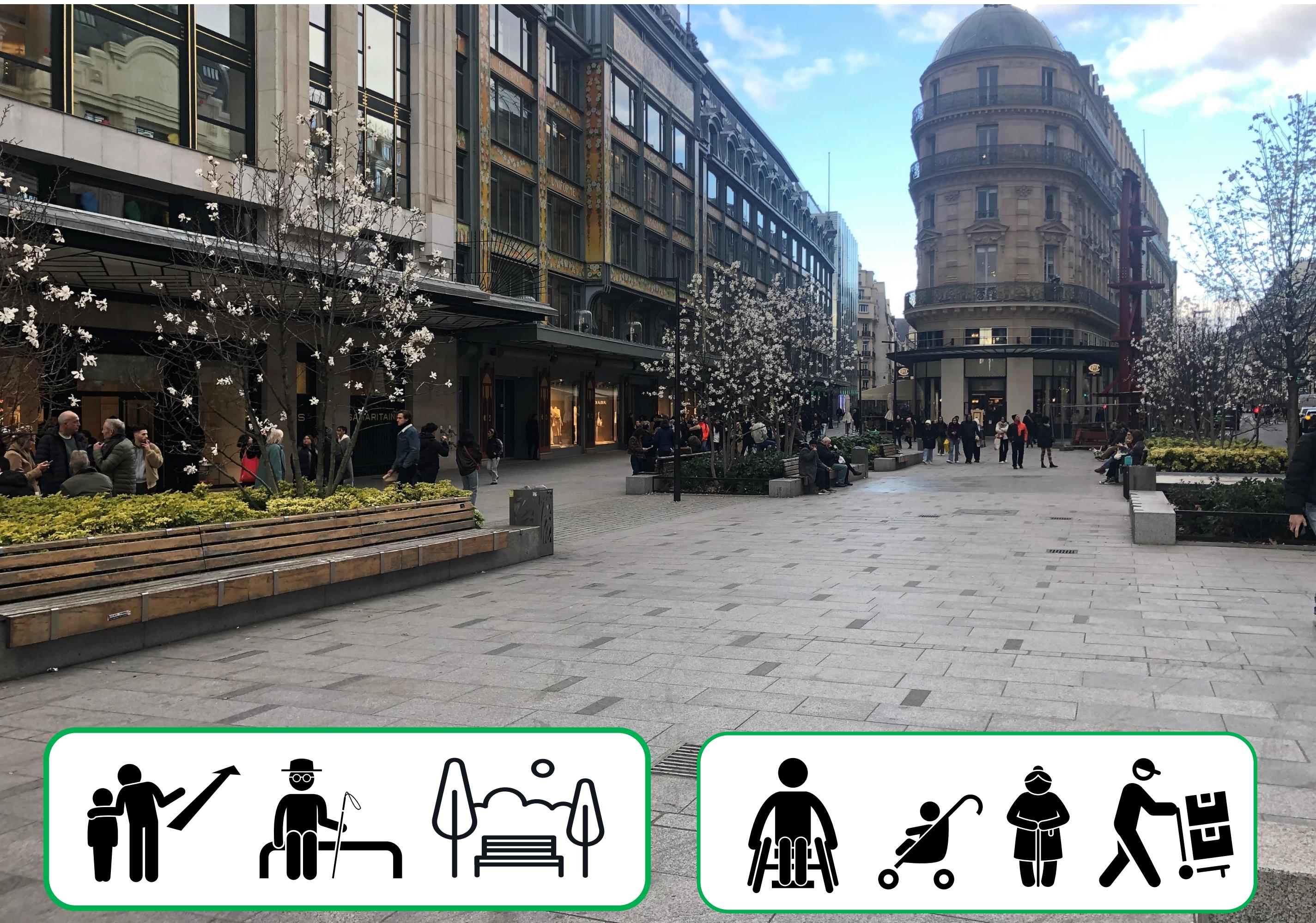


A new approach to project practice, featuring :  
→ new design guidelines  
→ expert training and assistance  
→ The participation of the concerned users (persons with reduced mobility) at every stage of the project



Strengthening the role of users, through representative associations, in setting priorities and overseeing implementation

# Testing our public space on accessibility issues



Safe

Usable

Legible

Comfortable and livable

# Testing our public space on accessibility issues



Safe

Usable

Legible

Comfortable and livable





# Thank you for your attention!

**POLIS**  
CITIES AND REGIONS FOR TRANSPORT INNOVATION

**For more information:**

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