

POLIS25
ANNUAL CONFERENCE

26-27 November 2025
Royal Jaarbeurs | Utrecht, Netherlands

Use our hashtag:
#POLIS25

Hosted by:





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

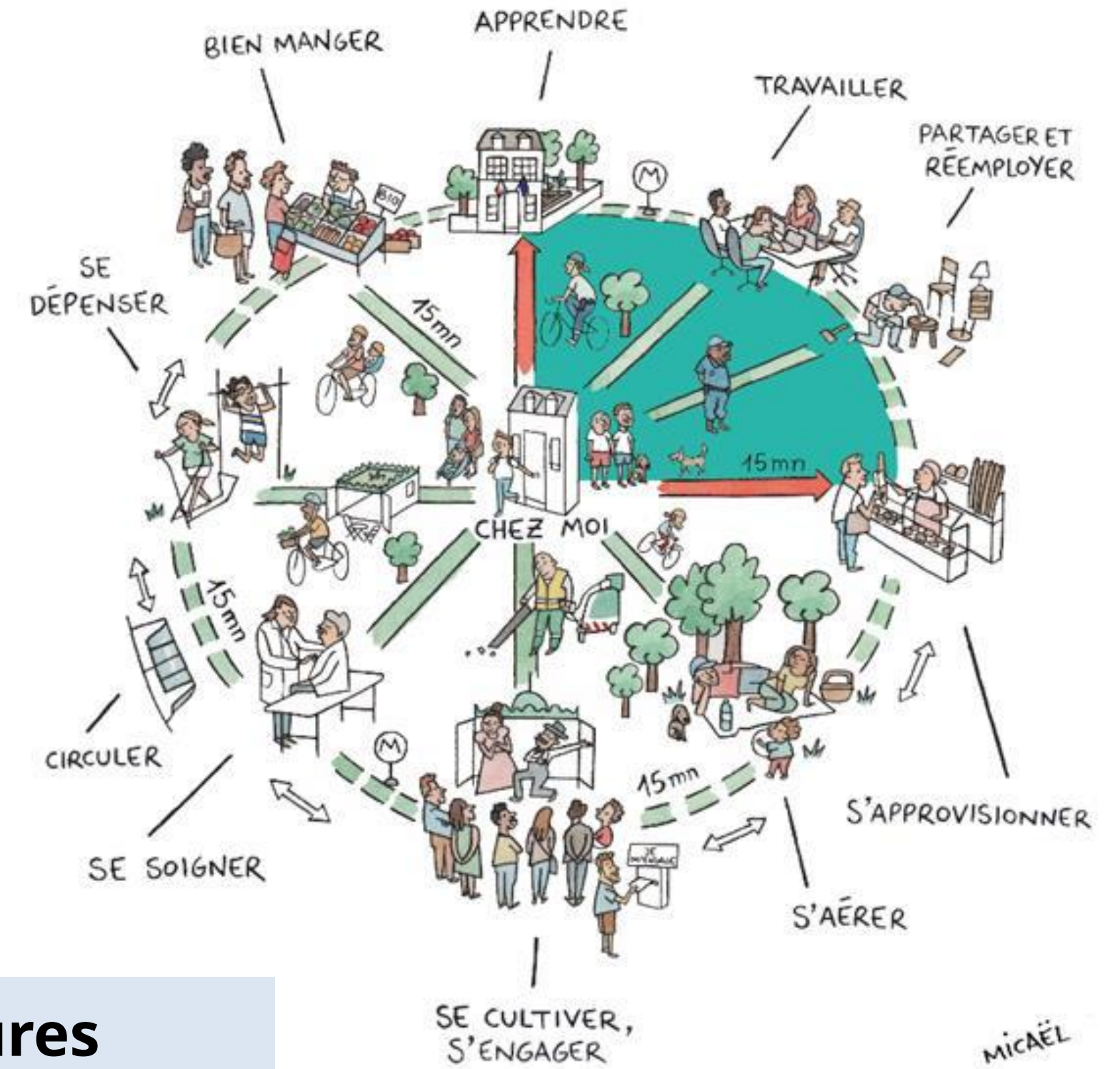
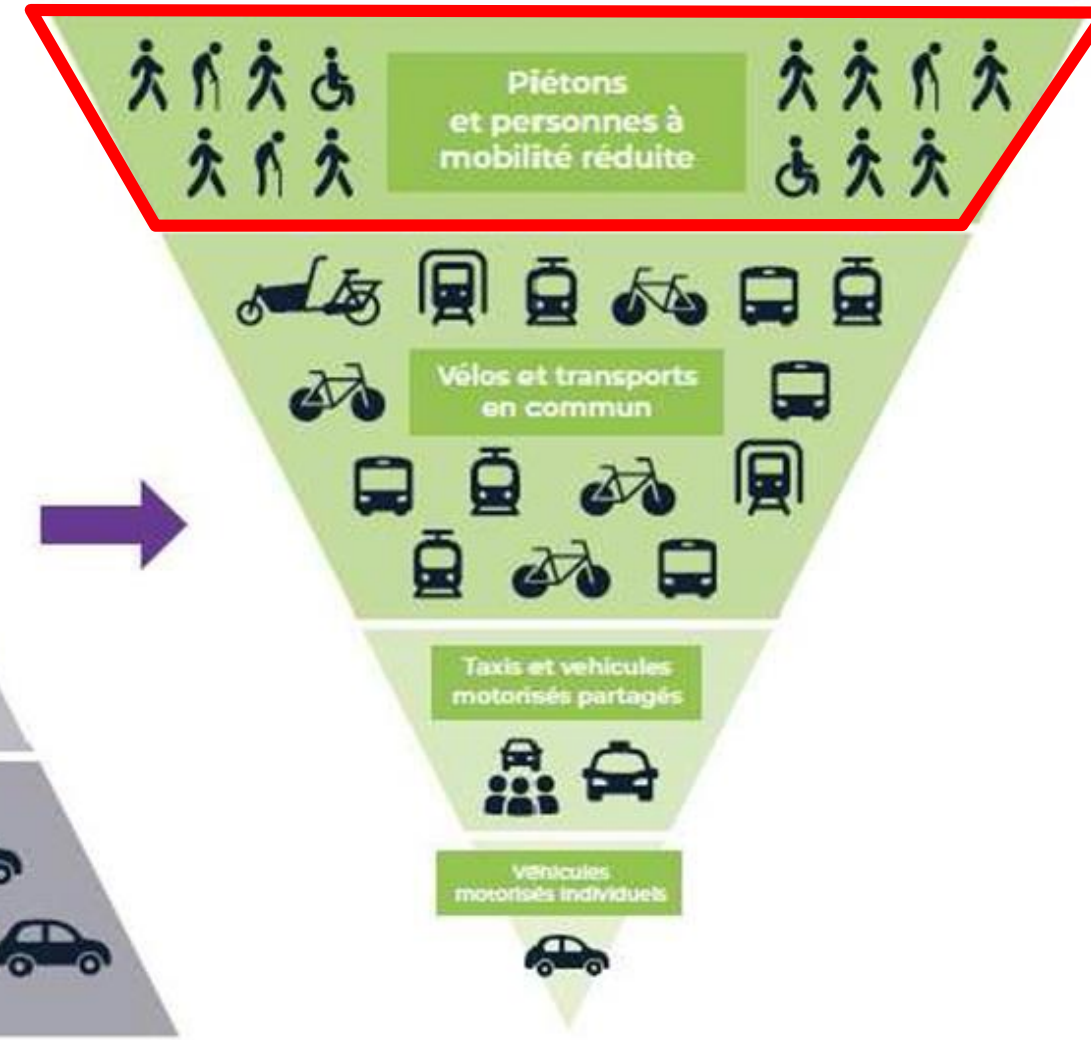
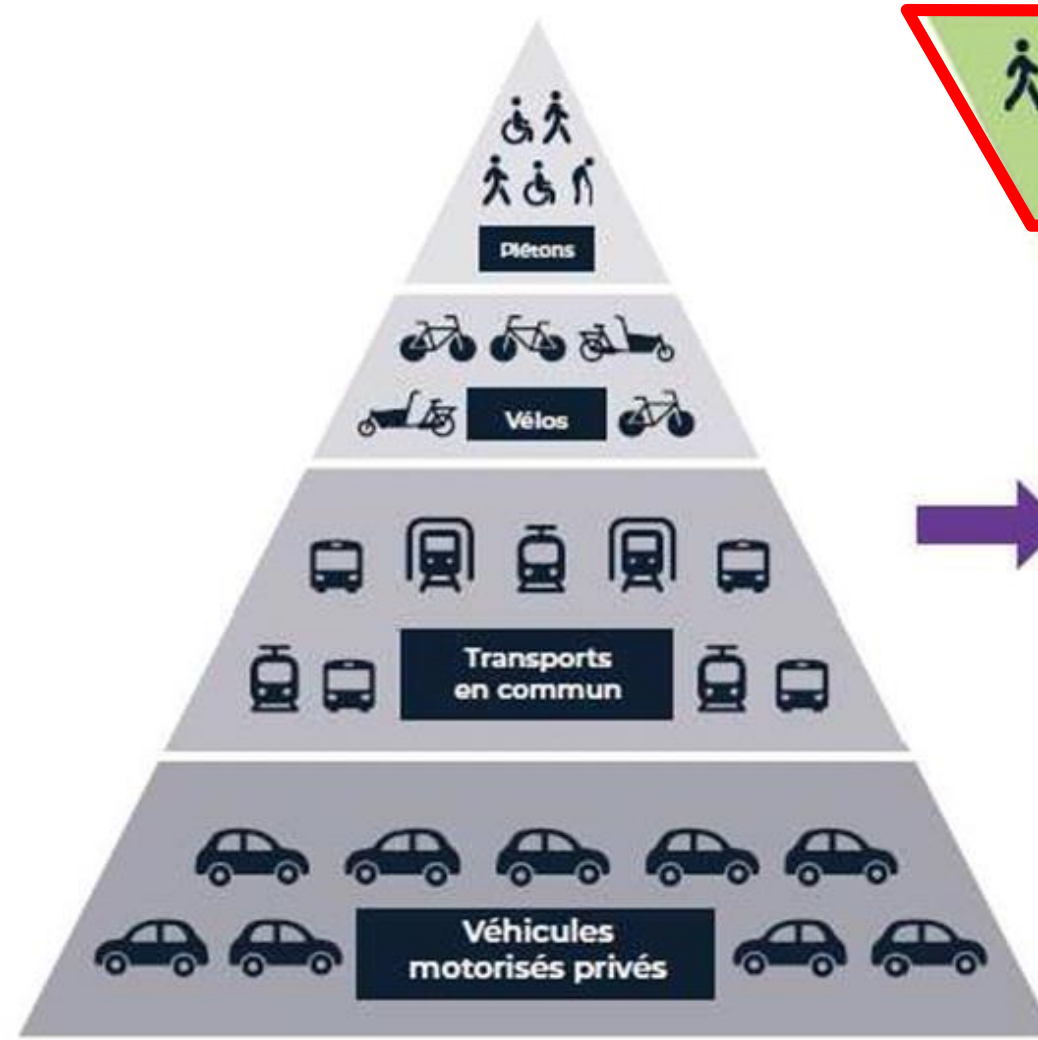
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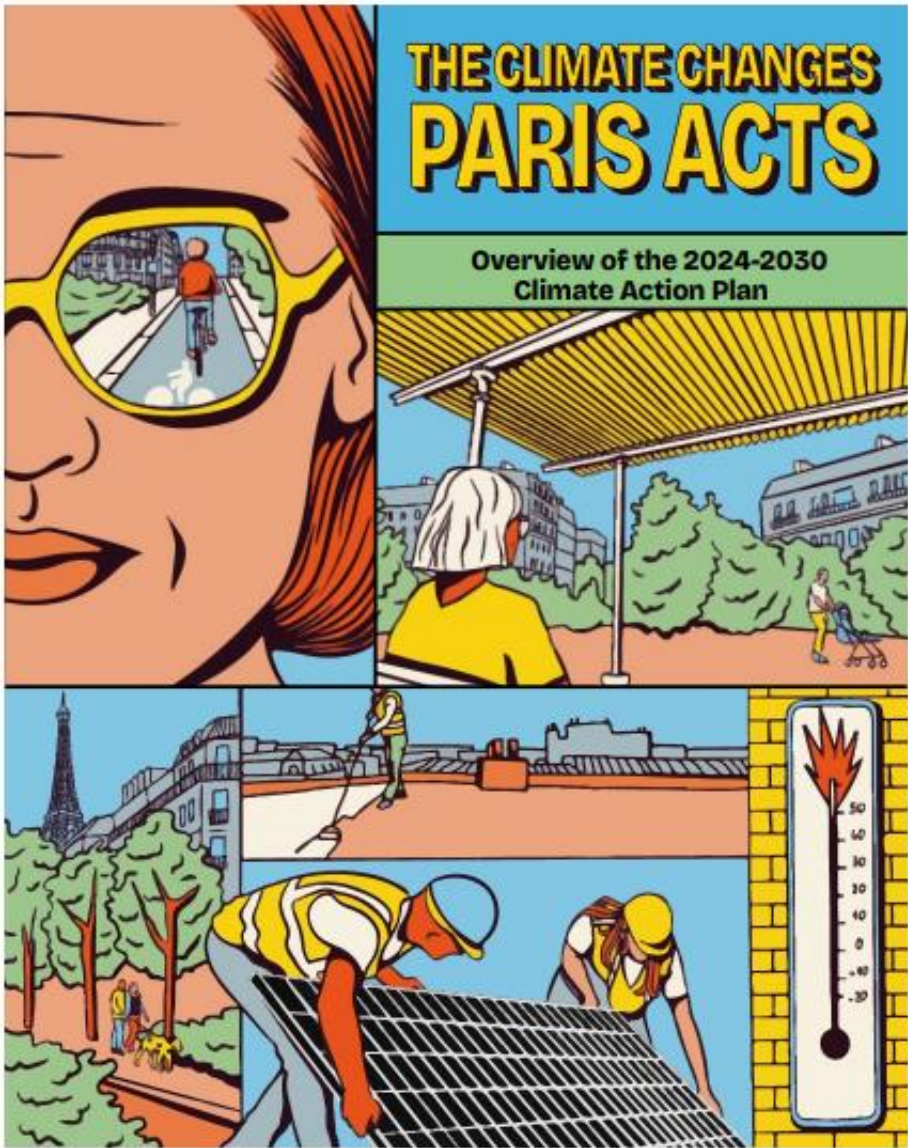


A strong political will to reverse traffic pyramid for the benefit of active modes



- 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



« Paris : Priorité Piéton ! »
Plan Piéton
2023-2030



Dossier de presse
Novembre 2023



PLAN DE MISE EN
ACCESSIBILITE DE
LA VOIRIE ET DES
ESPACES PUBLICS
ORIENTATIONS GÉNÉRALES

Edition 2025

Agence de la Mobilité
DIRECTION DE LA VOIRIE ET DES DÉPLACEMENTS



Paris
100%
cyclable



Plan Vélo 2021-2026



CODE DE LA RUE
POUR UN ESPACE PUBLIC RESPECTÉ, PARTAGÉ, APAISÉ

Juin 2023

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

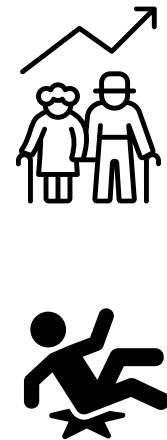


CONTINUING TO RECLAIM SPACE,
IMPROVE THE PEDESTRIAN NETWORK AND ASSERT PEDESTRIAN PRIORITY

1

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

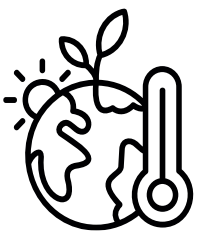
2



towards a 100% accessible city

Reduce pedestrian vulnerability and tend to zero pedestrian fatalities

Greening public spaces, create cool footpaths



IMPROVING THE HOSPITALITY OF PUBLIC SPACE AND ADAPTING THEM TO CLIMATE CHALLENGES

3

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

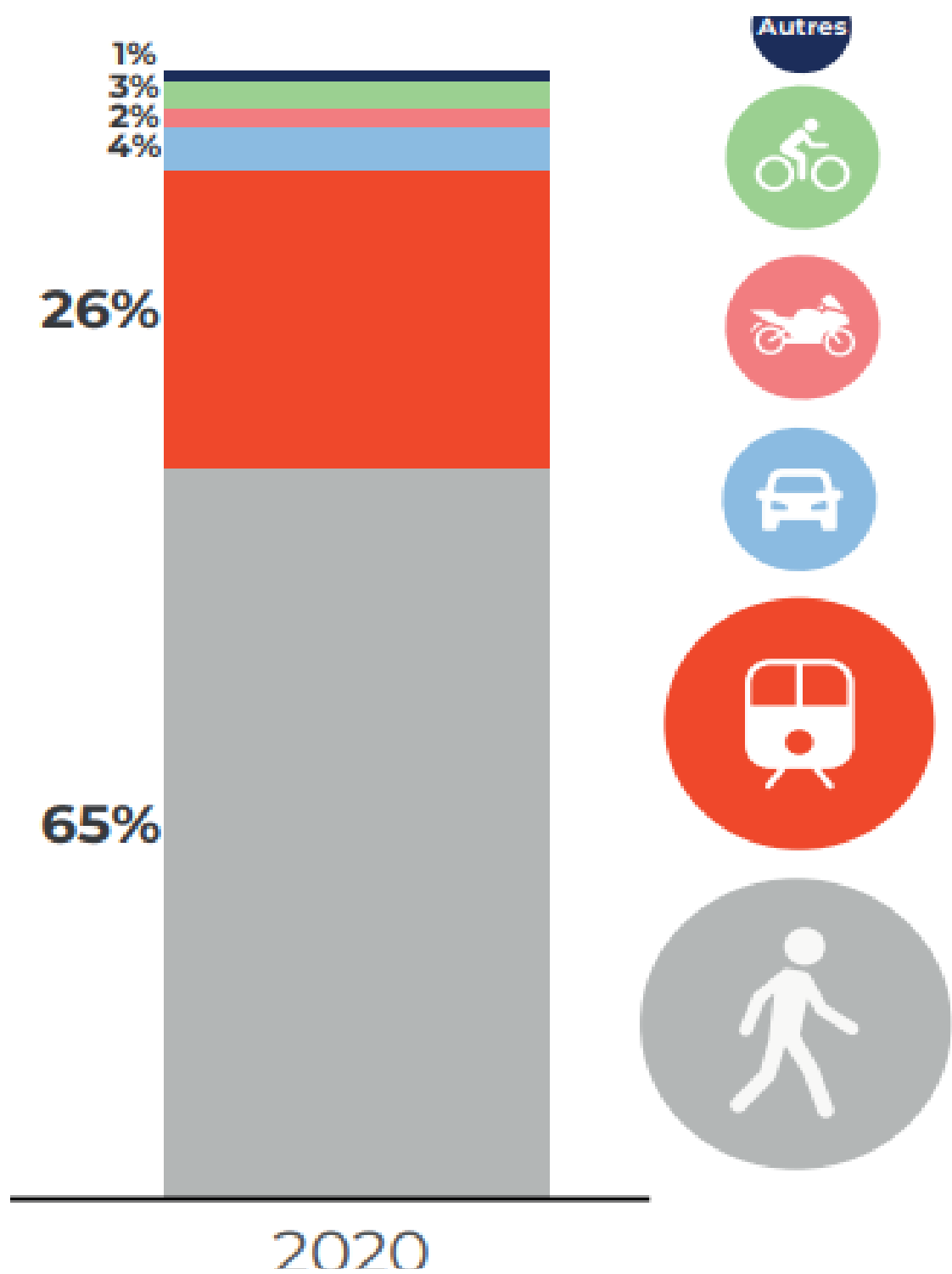


Inside our administration

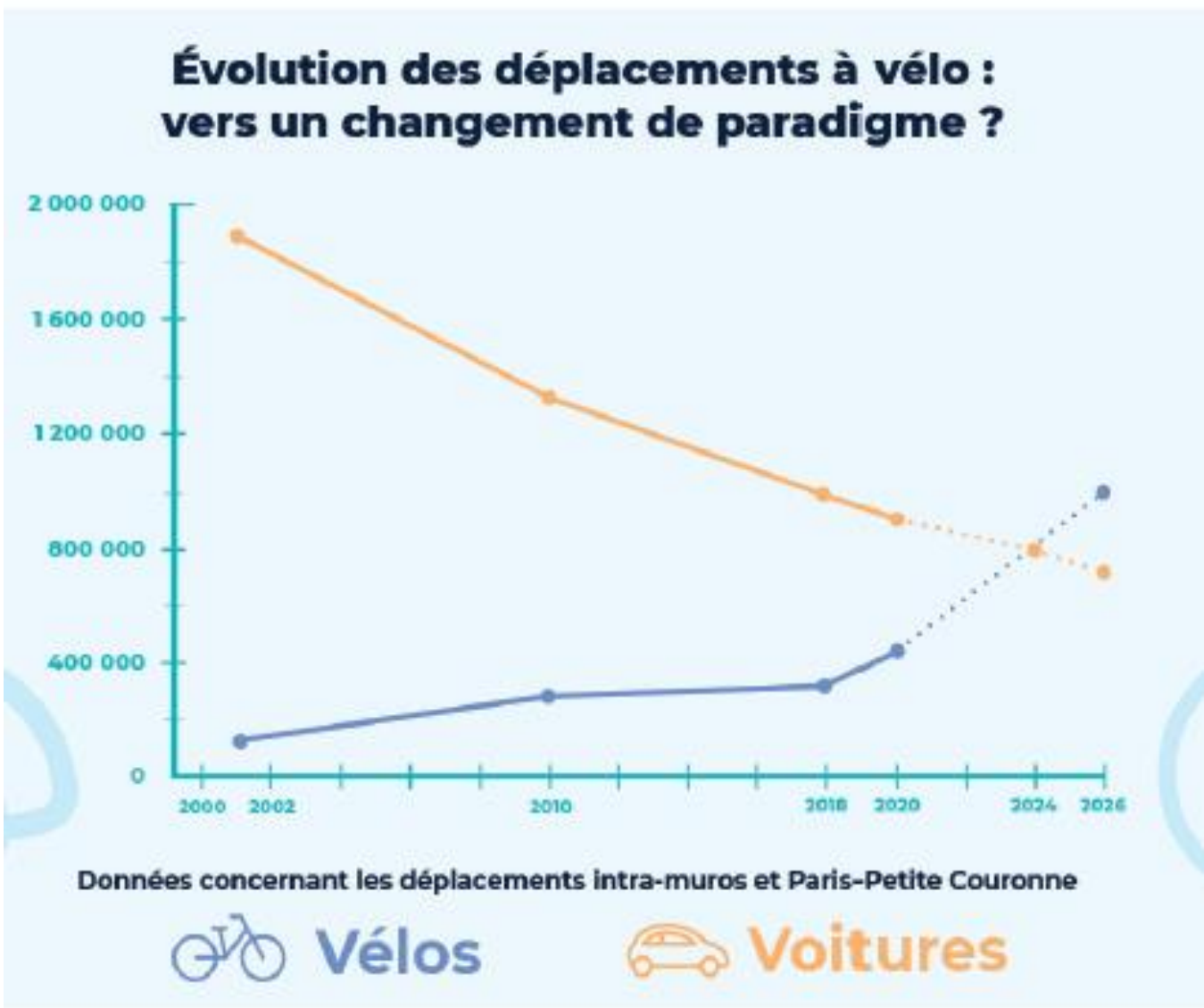
Between citizens and public space users

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

MODAL SHARE
(Paris to Paris trips)

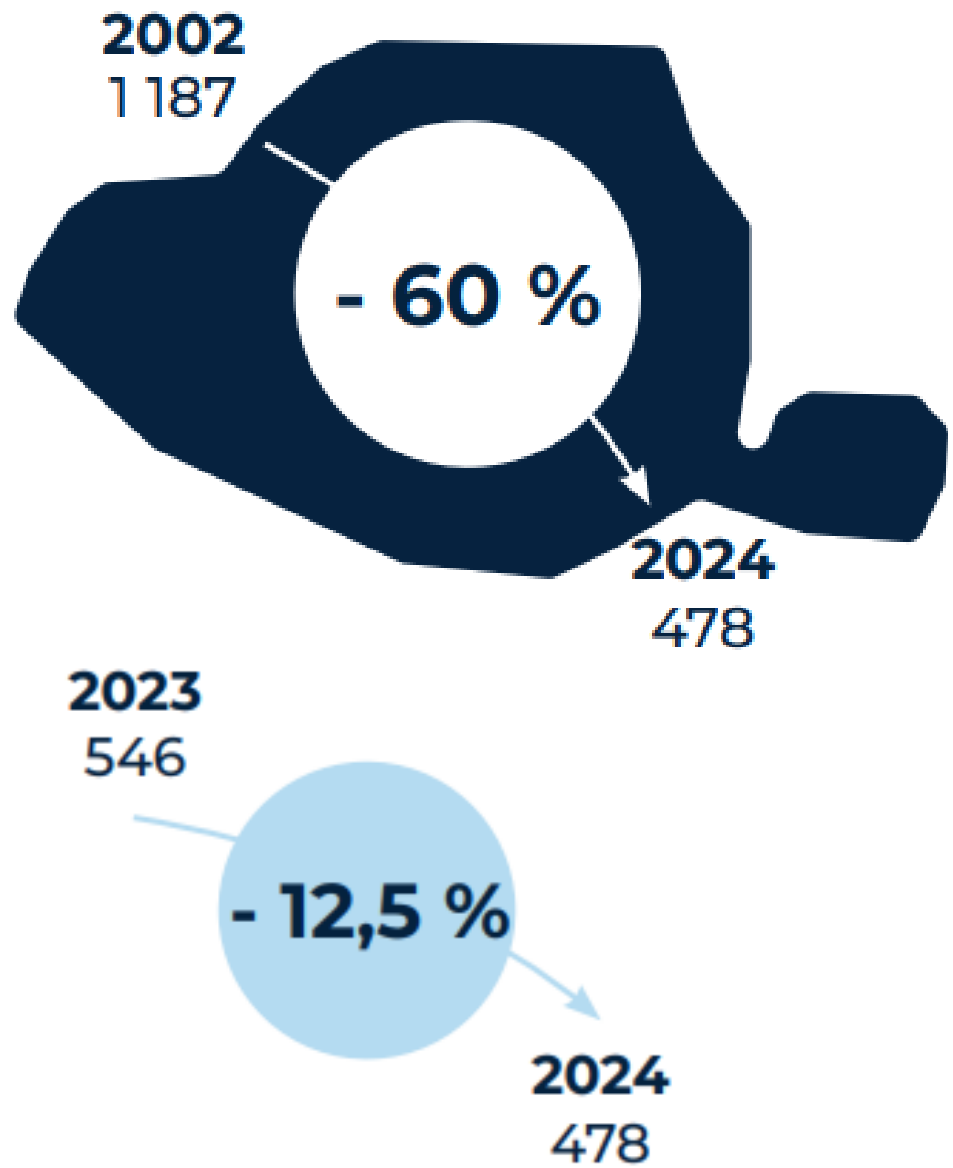


The challenge of the mandate:
more bikes than cars in Paris by 2026!



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

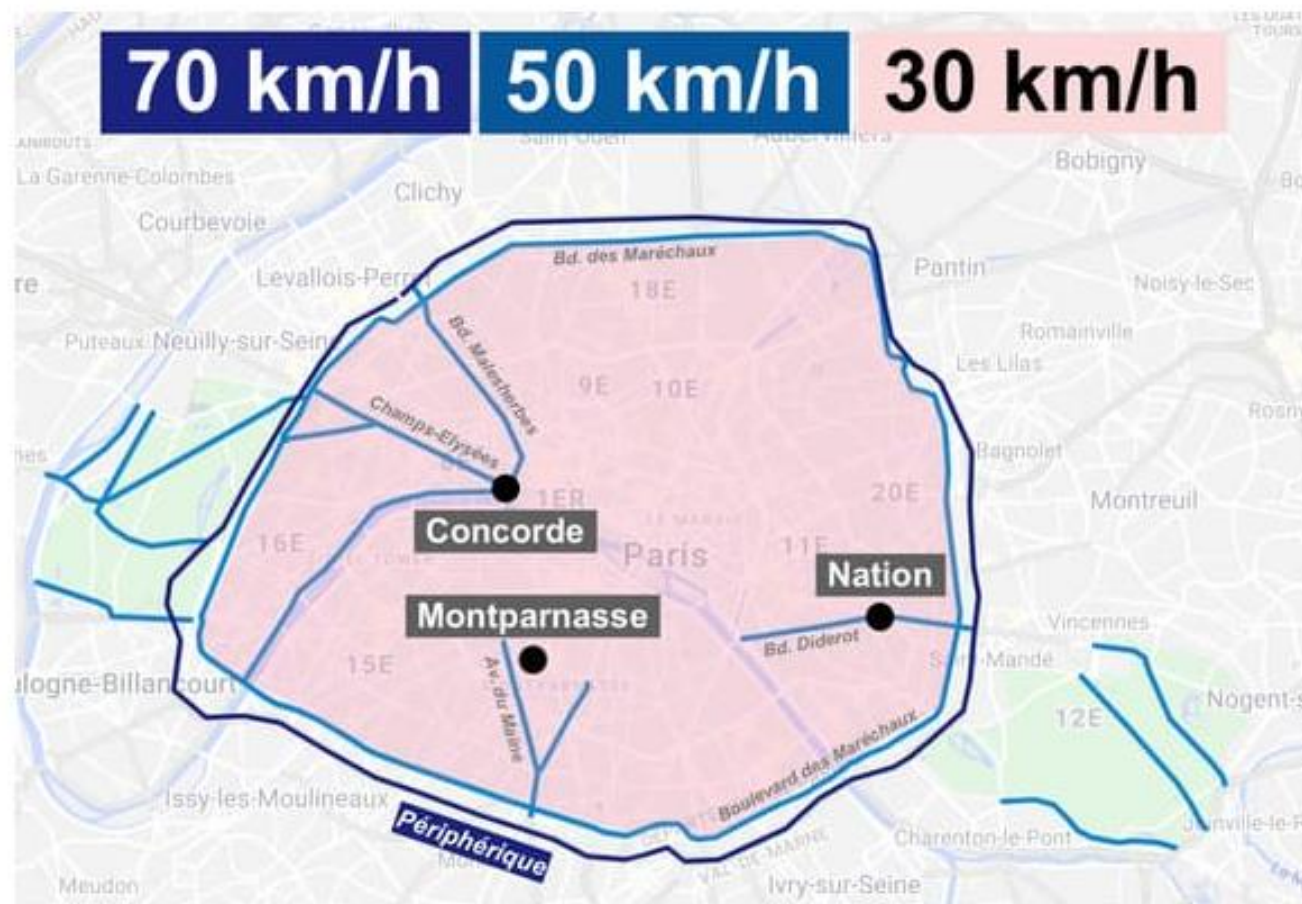
MOTORIZED TRAFFIC
EVOLUTION



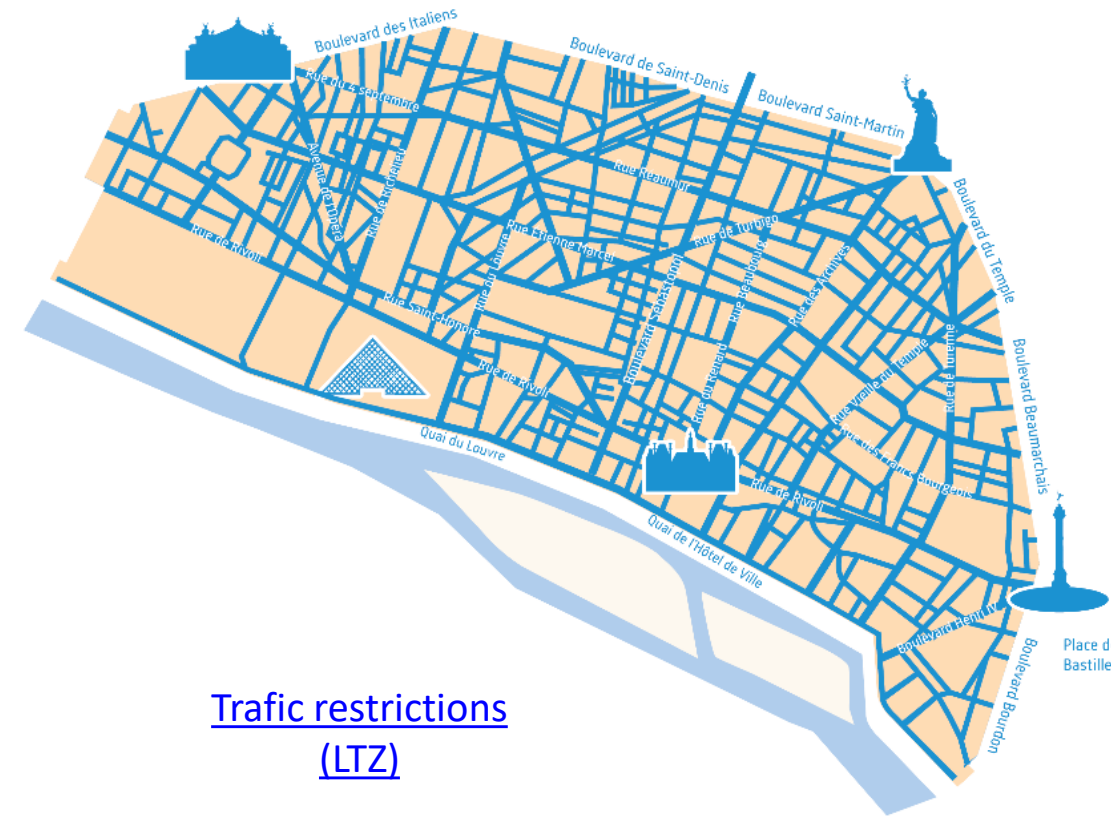
MOTORIZATION RATE IS STILL
DECREASING:
65% OF PEOPLE HAVE NO CAR IN
PARIS

Ending car dominance and his negative externalities : mobility solutions

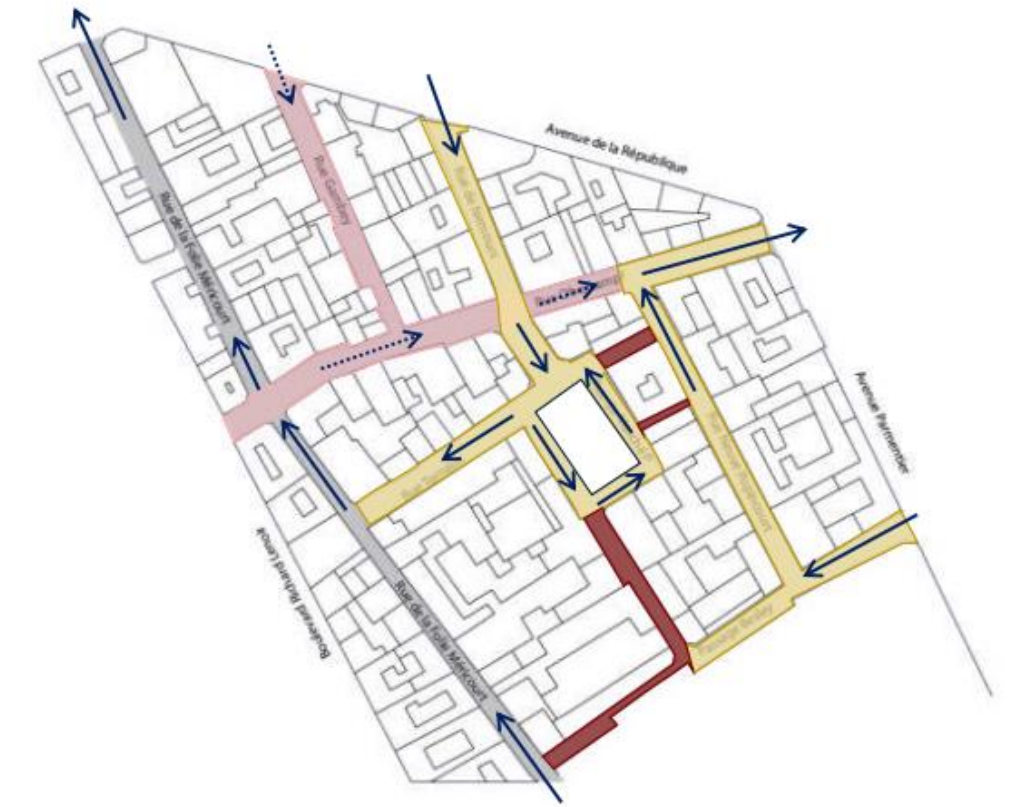
Speed limitation



New traffic plans and a new low traffic zone



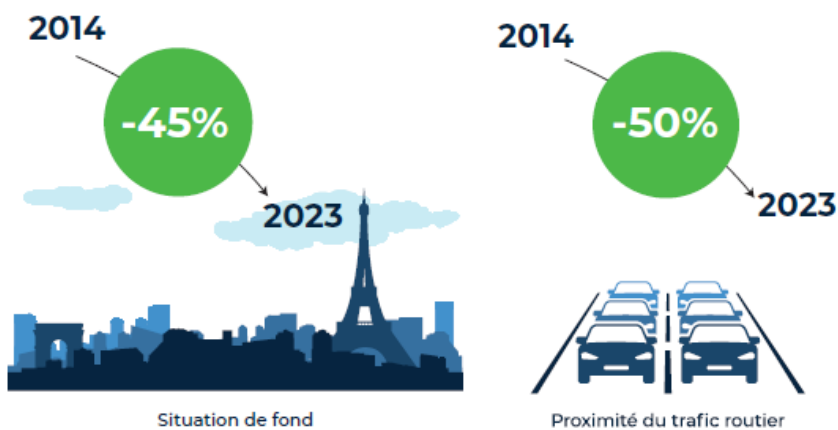
Traffic restrictions
(LTZ)



Qualité de l'air à Paris

Source : AirParif

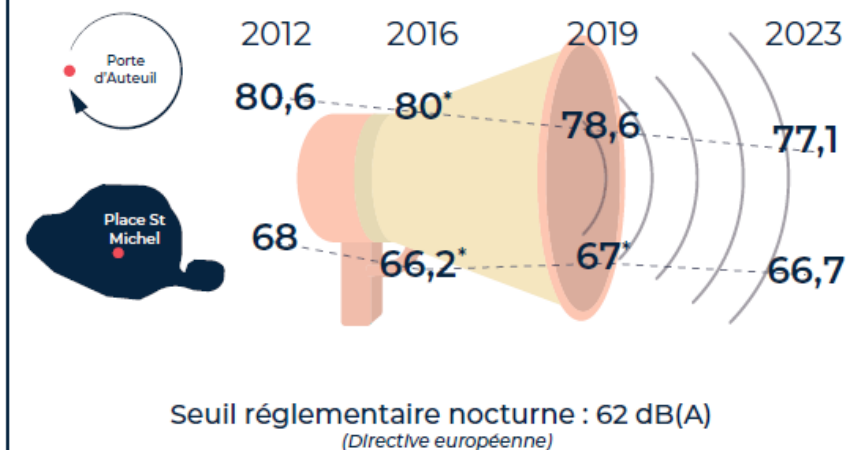
Concentration de NO_2 en $\mu\text{g}/\text{m}^3$



Bruit routier nocturne parisien

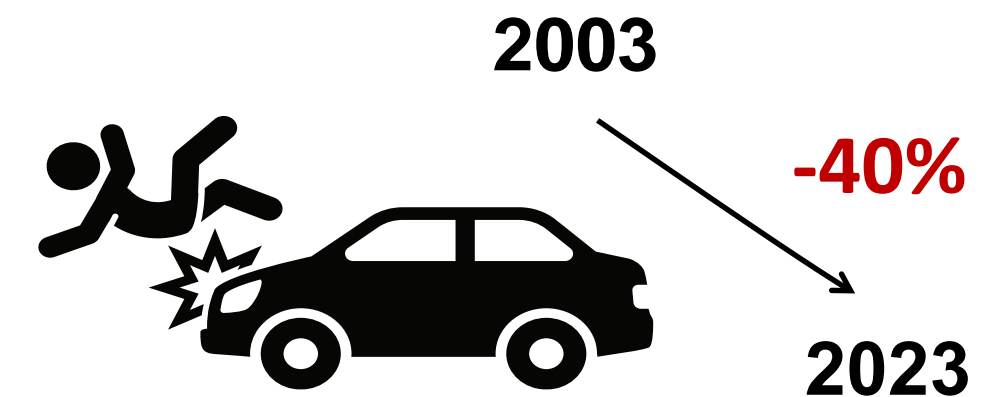
Source : BruitParif

*données corrigées



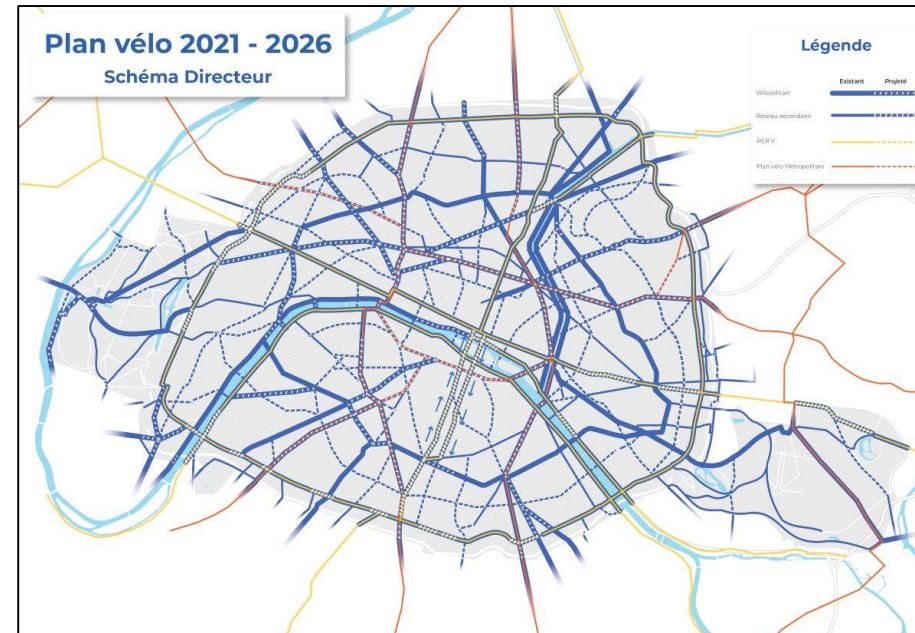
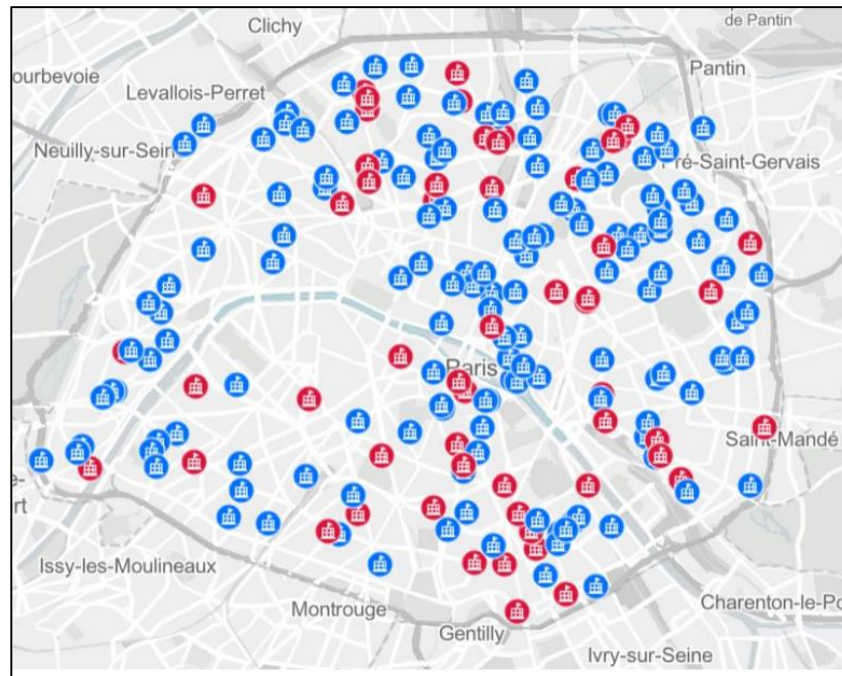
-60%
local greenhouse gas
emissions related to
transport between
2004 and 2022

a steady decrease in road accidents



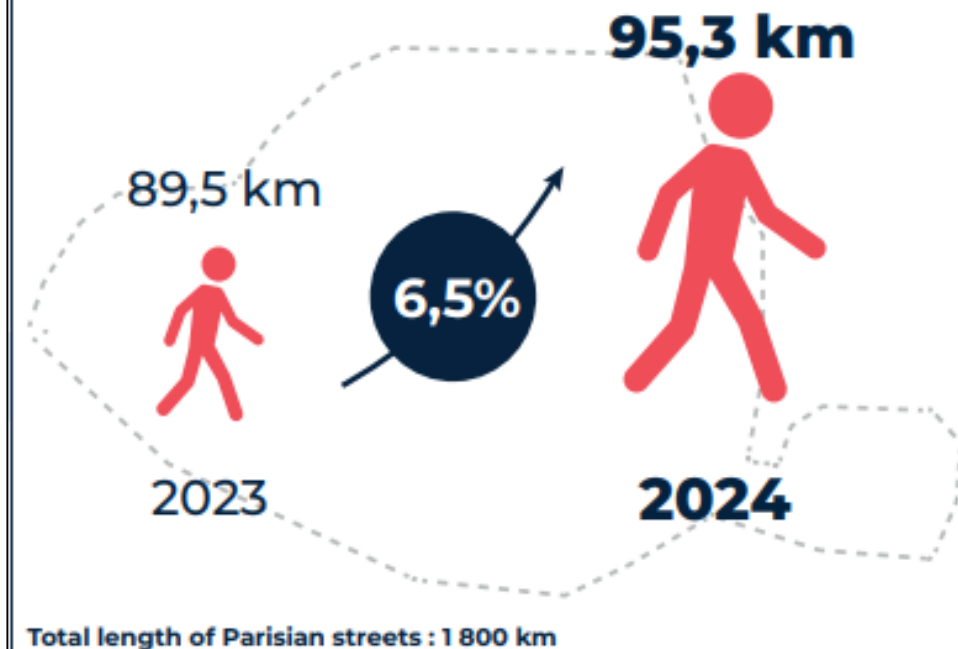
Ending car dominance by reallocating space to active mobilities

An ambitious pedestrian and cycling program



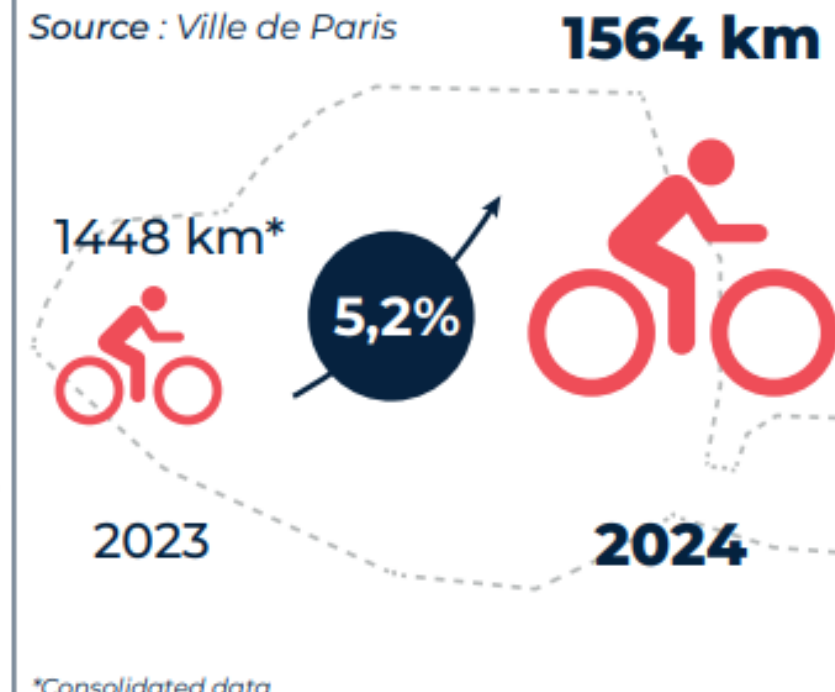
Pedestrian zones

Unit : linear km
Source : Ville de Paris



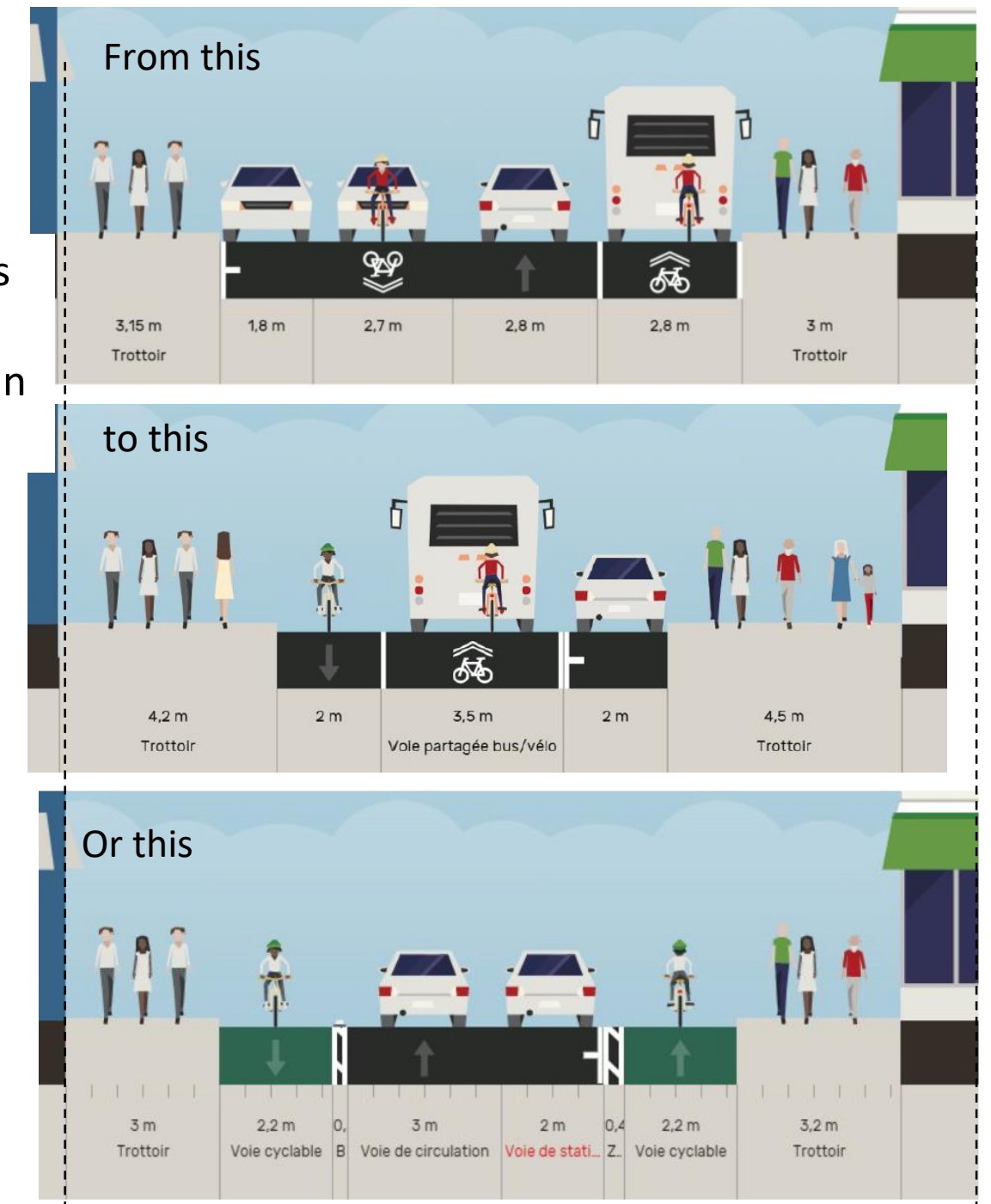
Cycling infrastructure

Unit : linear km
Source : Ville de Paris



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

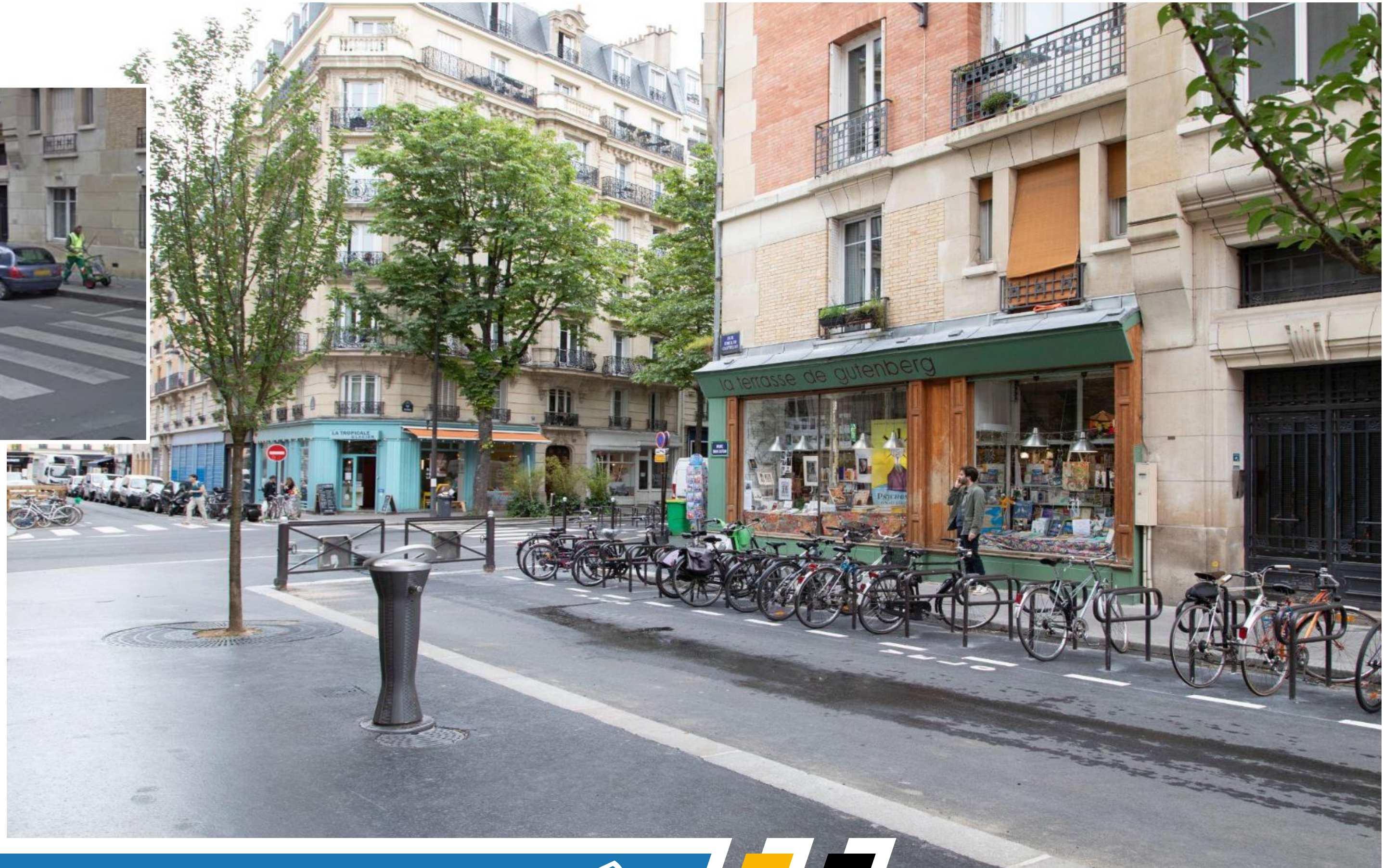
Before and after examples : rue Charles Baudelaire



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



Bike infrastructure
as an opportunity
to improve
pedestrian safety
and confort at
crossings

Before and after examples : rue Oberkampf



Pedestrianization

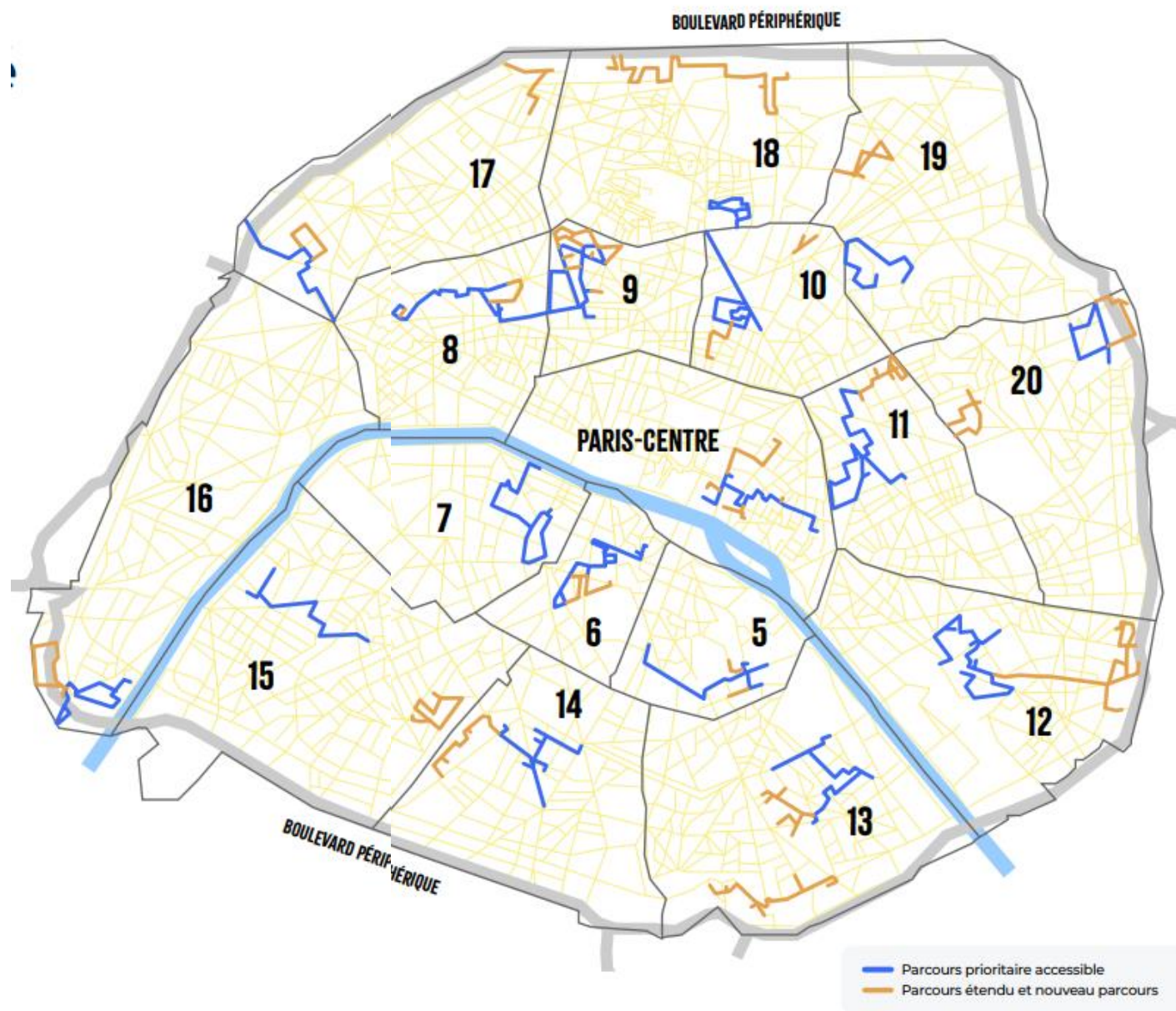
Hosting the Paris Paralympic Games in 2024 : a step towards a 100% accessible city

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



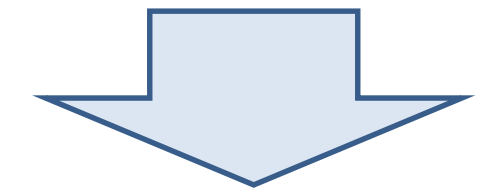
Priority route leading to various public facilities,
all of which are fully accessible



→ 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

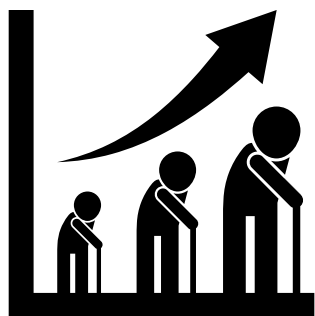
Currently underway : a complete revision of our accessibility framework document

Why ?



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

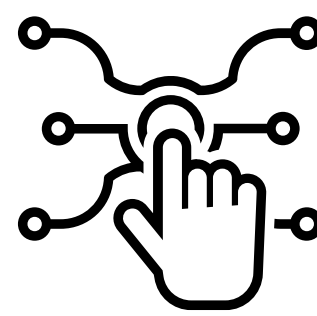
→ To take into account the major transformations of our time and the near future :



Population aging,



Climate change



Technological
and technical
developments

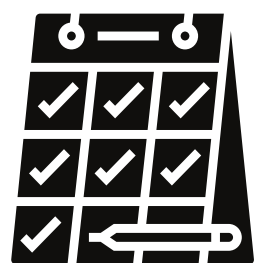
How ?

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

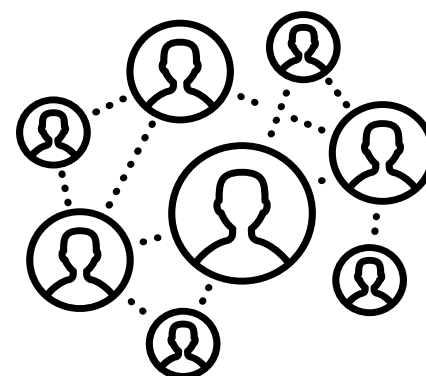
→ by questioning the impact of recent and future transformations of Parisian public space on the practices of people with disabilities

- 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.



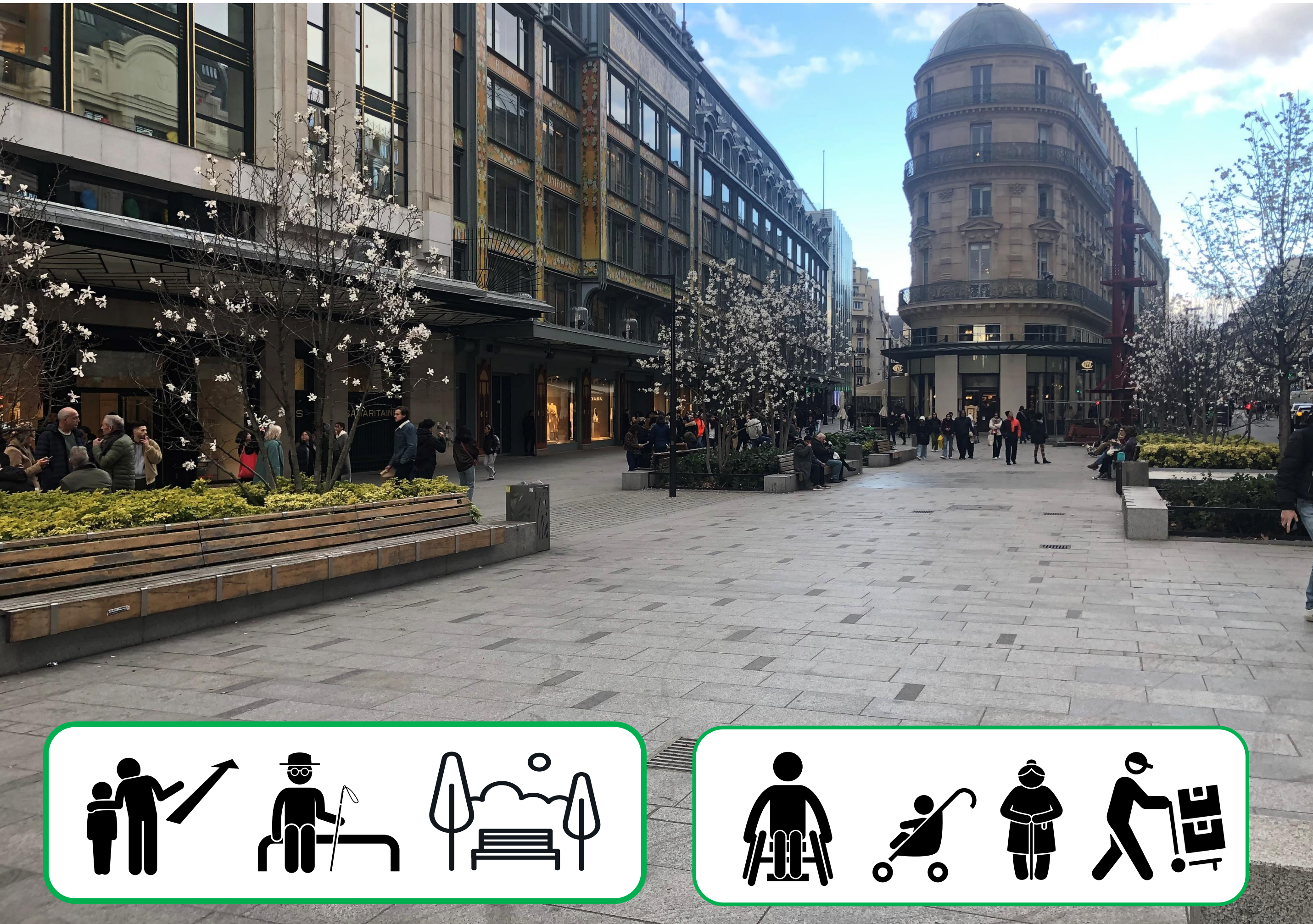
A new approach to project practice, featuring :

- 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

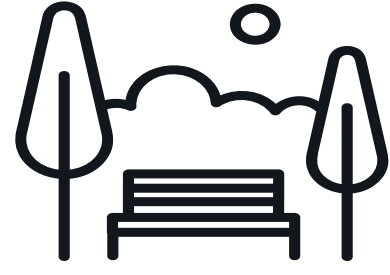
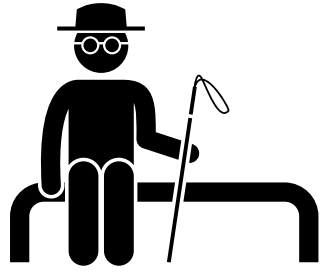
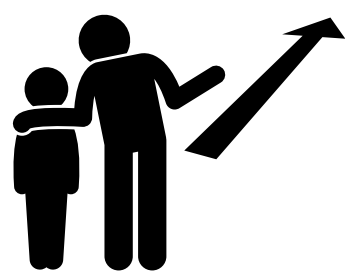


✓ Safe

✓ Usable

✓ Legible

✓ Comfortable and livable



Testing our public space on accessibility issues

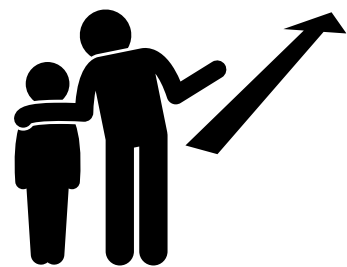


☒ Safe

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Thank you for your attention!

POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

For more information:

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