

MOBILITÀ CICLABILE: UNA QUESTIONE DI RETE E DI VELOCITA'

*Parigi-Milano
e oltre*



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XVI EDIZIONE DICEMBRE
2020
ISCRIZIONI APERTE

UNO SGUARDO
SU PARIGI
OGGI











[VIDEO: https://www.ridef2.com/blog-del-direttore-ridef/piste-ciclabili-di-emergenza-parigi-si-prepara-all-a-grande-per-lavvio-del-deconfinamento-dell11-maggio](https://www.ridef2.com/blog-del-direttore-ridef/piste-ciclabili-di-emergenza-parigi-si-prepara-all-a-grande-per-lavvio-del-deconfinamento-dell11-maggio)



3:09 PM · 10 mag 2020 · Twitter for iPhone

HOME

CONFERENZE

PROGRAMMA

STAGE

JOBS

CONFERENZE RIDER

#CLIMATECRISIS

LP BLOG

NETWORKS

COLLABORIAMO CON

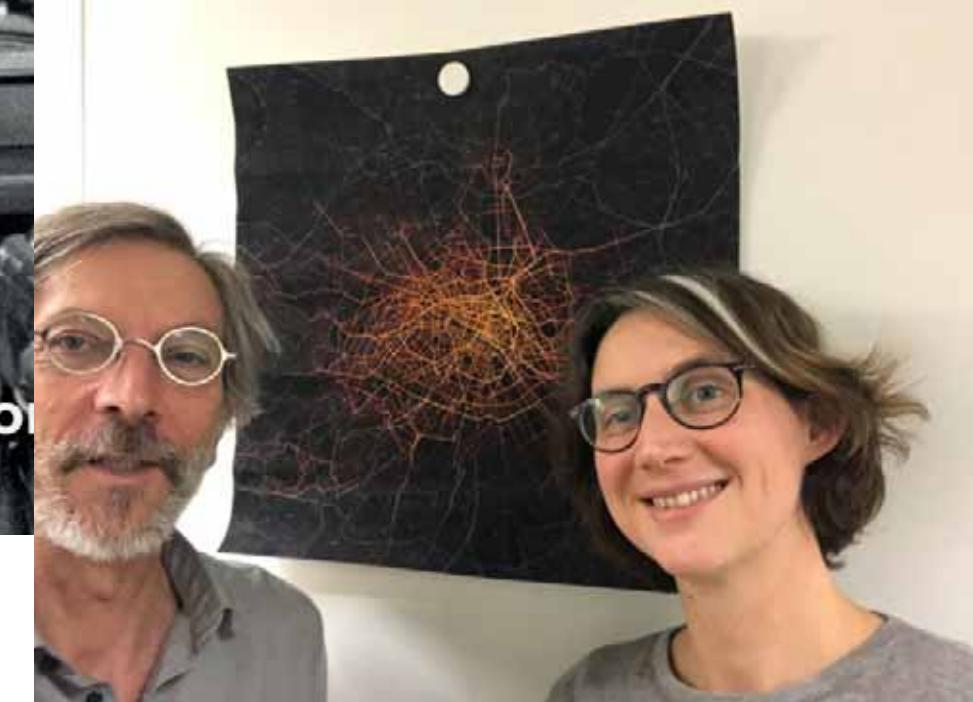
**Crisi Climatica:
cambiare i motori
o cambiare la Città?**

**La nuova RETE
ciclabile di Parigi**

16 / 12 16:00 Milano

In collegamento con Roma Napoli e Torino

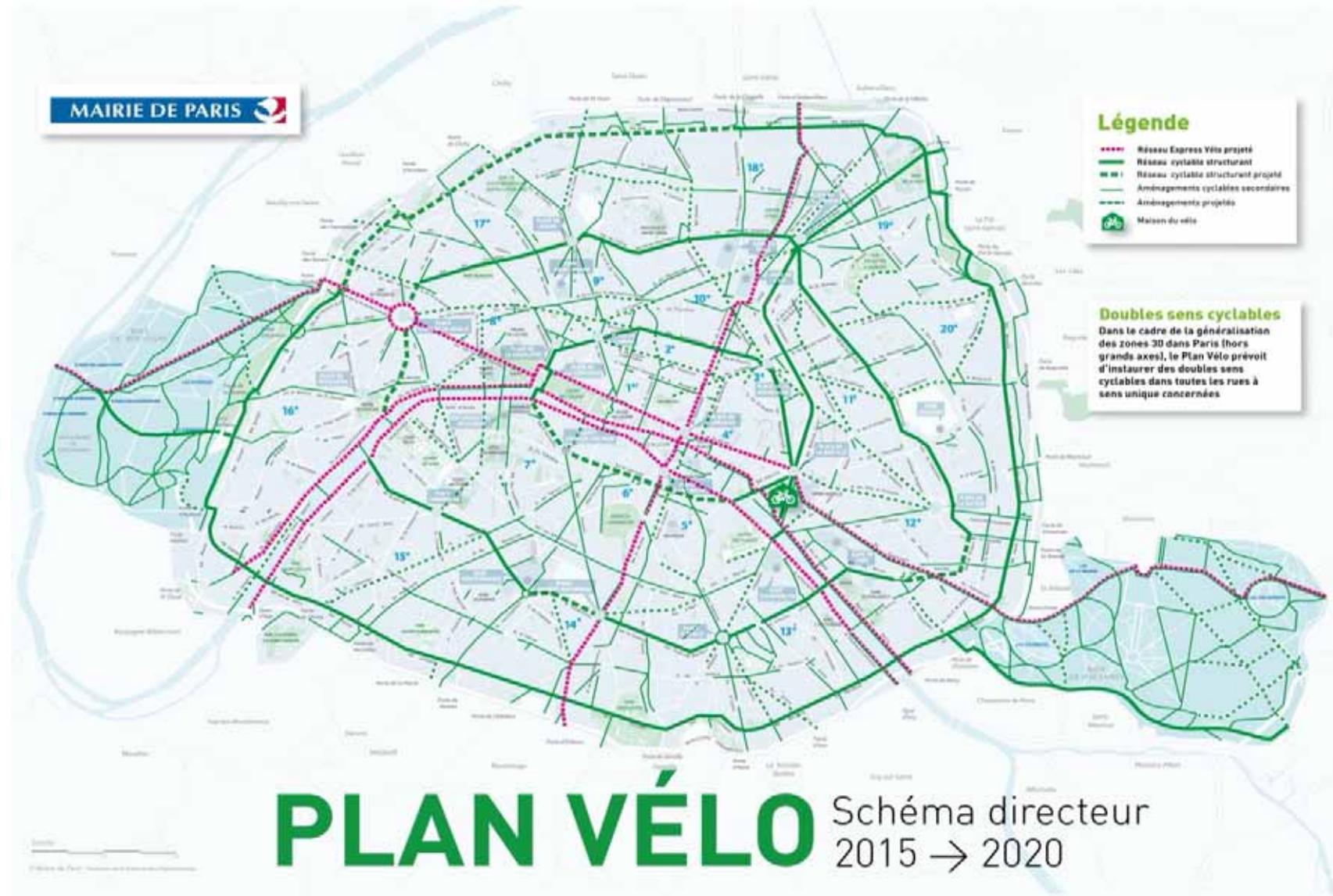
www.ridef2.com. conferenze



SLIDES DI CHARLOTTE GUTH

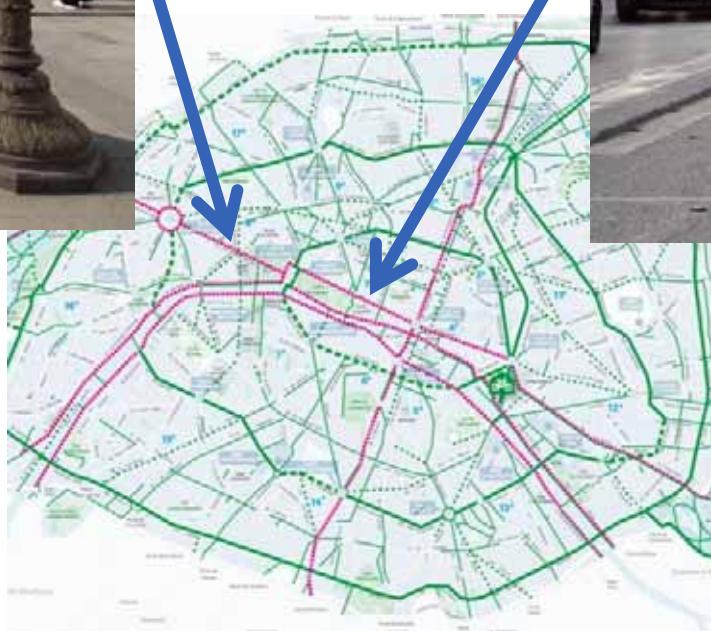
What we intended to do ?

- Infrastructures :
- Major and regular protected cycle lanes
- Low speed areas with contraflow for cyclists
- To create a [network](#)



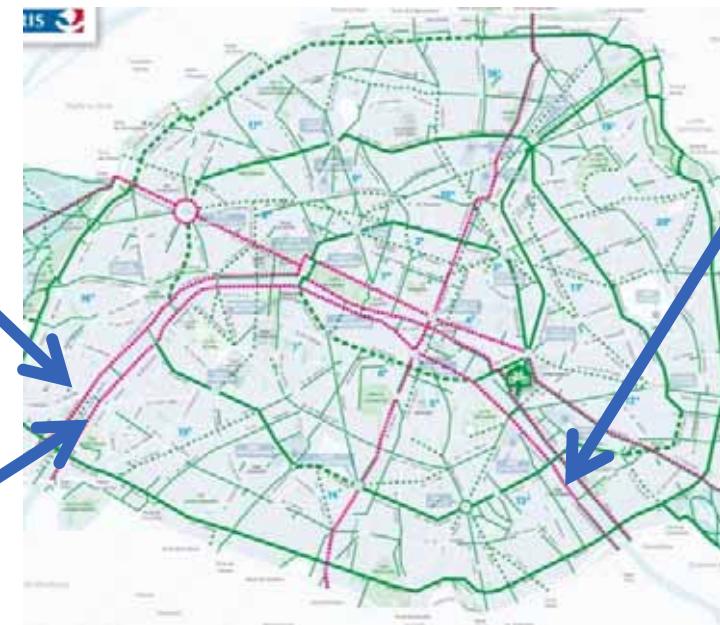
What we did ?

Major cycle lanes « Réseau Express Vélo » or « REVe » (dream in French)



What we did ?

Major cycle lanes « Réseau Express Vélo » or « REVe » (dream in French)



What we did ?

Major cycle lanes « Réseau Express Vélo » or « REVe » (dream in French)



What we did ?

Regular cycle lanes



What we did ?

No traffic area



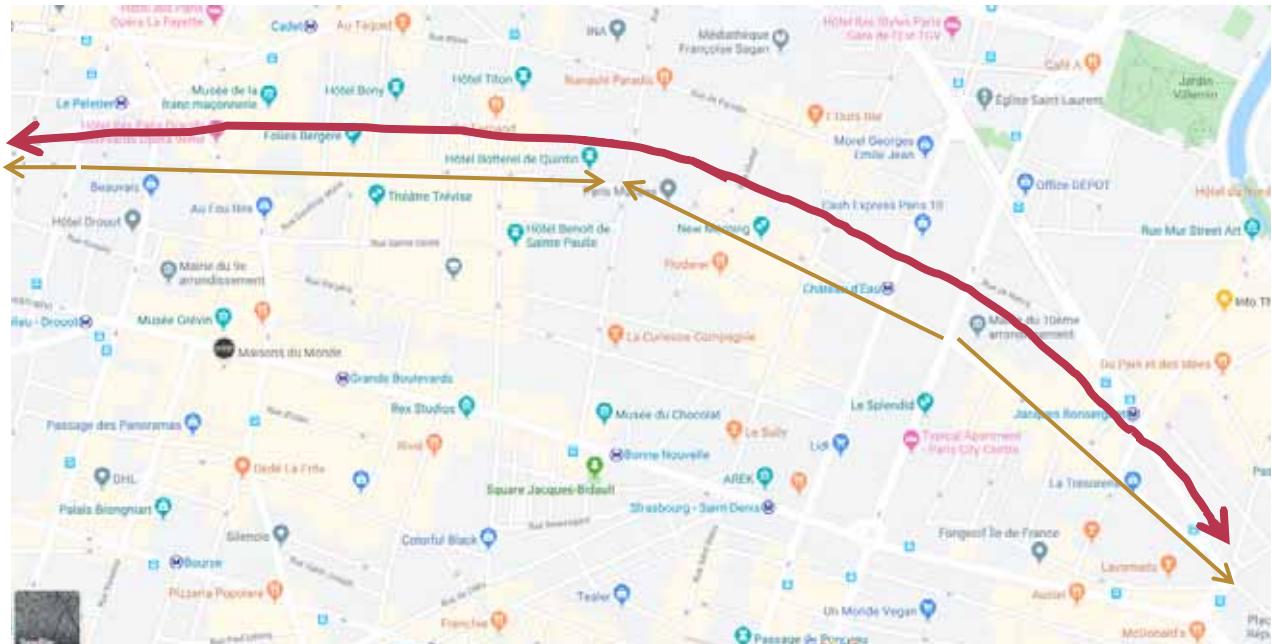
What we did ?

No traffic area



What we did ?

Slow speed area



→ One way for cars

↔ Both ways for cyclists

What we did ?

Slow speed area



DESIGN

Provide for all cyclists and a lot of them

Do we design roads only for this car ?



Cyclists are also like this



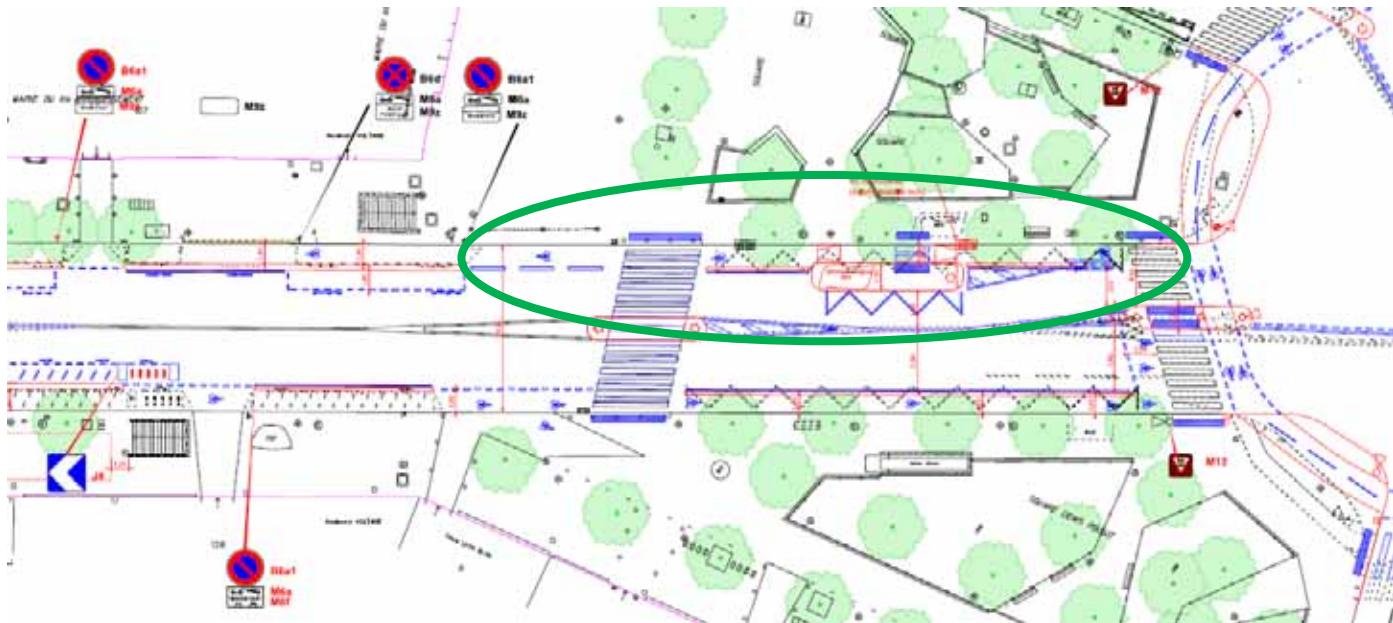
Cyclists have different speeds, they should be able to undertake
Cycle lanes need to be **wide**

DESIGN

Continuity



The protected bike lane ends for the bus stop



Floating bus stop, the protected lane continues

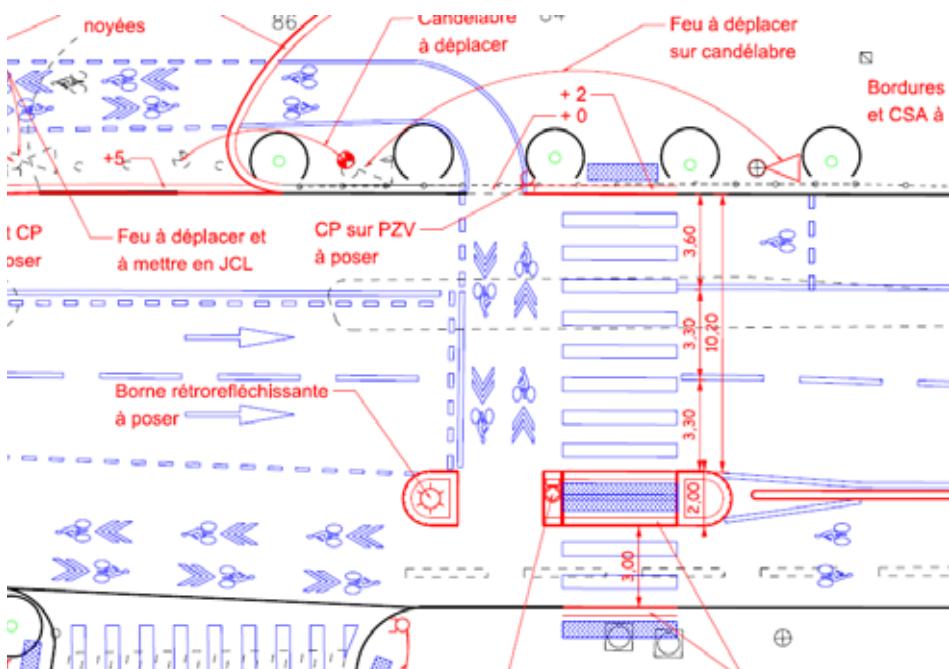


DESIGN

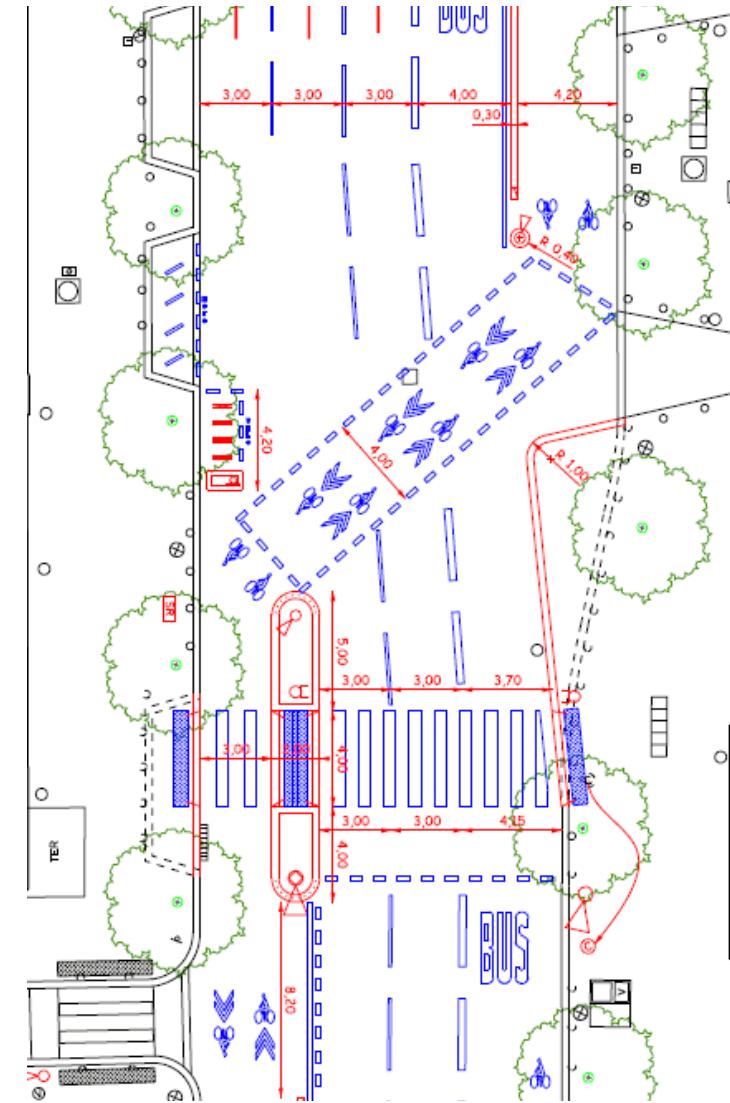
Comfort

Do we make right angles for cars ?

Cyclists don't turn at right angle



Design from 2016



Design from 2019

We need data !



Make the numbers visible

So far this « totem » has 2 twitter accounts (not of our doing)



Totem Rivoli

@TotemRivoli

Le compteur de vélos de la rue de Rivoli.
#CompteurRivoli #ParisAVélo

Inscrit en septembre 2019



Rivoli Bot

@RivoliBot

Tweet quotidien du nombre de passages
devant le #CompteurRivoli

Rue de Rivoli, Paris, France

Inscrit en novembre 2019

What we intended to do ?

M I L A N O | D E C E M B E R 2 0 1 9 |

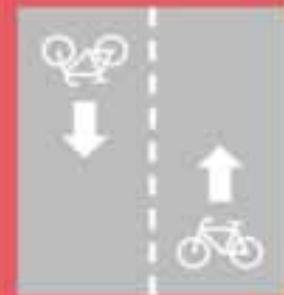
PARIS
BICYCLE

PARIS TRIPLE LE BUDGET VÉLO

POUR 3X PLUS DE VÉLO À PARIS



63 millions €
pour l'aménagement
de pistes cyclables



40 millions €
pour des aménagements
cyclables dans le cadre
des grands projets
(places, transports
en commun)



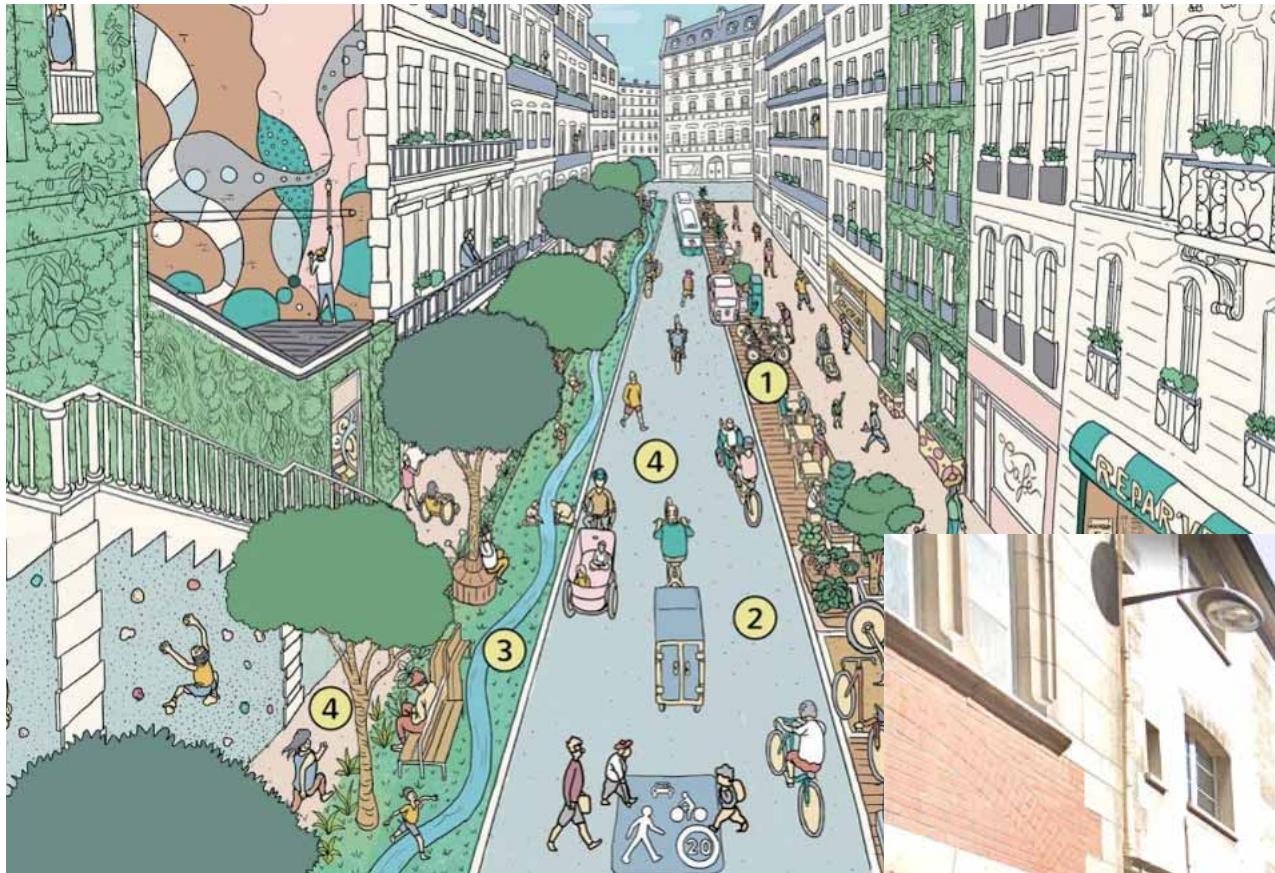
30 millions €
Double sens cyclable
de l'ensemble des rues
dans le cadre de la mise
à 30 km/h de Paris
(hors grands axes)



7 millions €
pour le stationnement
des vélos
(voirie et sécurisés)



10 millions €
pour l'aide à l'achat
de triporteurs
et vélos cargos,
électriques ou non



UNO SGUARDO SU PARIGI DEL PROSSIMO FUTURO

CITTA' 15 MINUTI



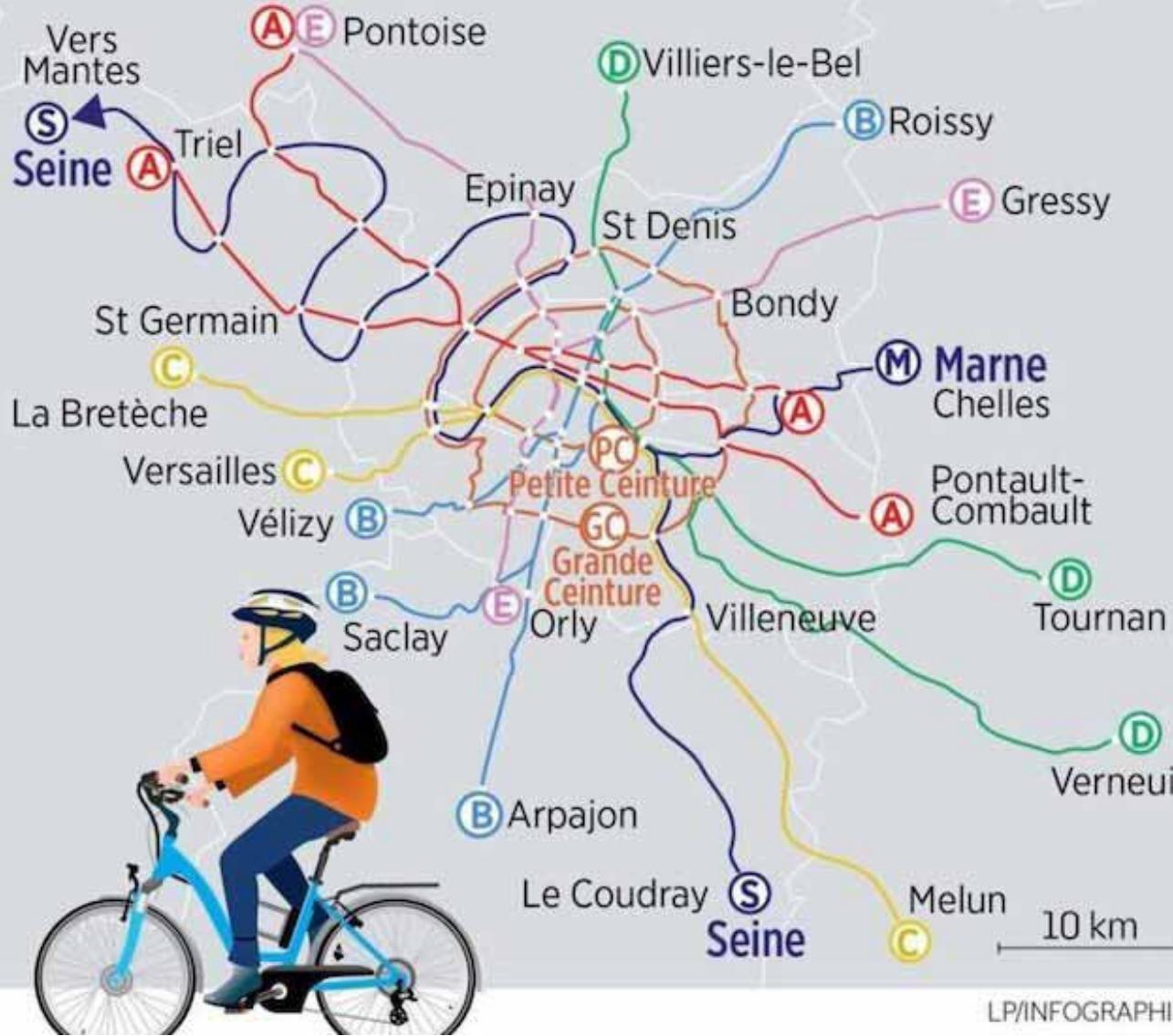
Per esempio La città di Parigi acquisterà spazi ai pianoterra per destinarli ad associazioni, cooperative, negozi di prossimità, riciclerie

PARIGI 100% CICLABILE



9 parcours et 650 km de pistes cyclables en projet

Le Parisien



BICIPOLITANA REGIONALE



NI / MANZONI 31





ENERGY AND EQUITY, DI IVAN ILLICH, 1973, PRIMA PAGINA DI LEMONDE

- «Oltre una certa velocità i veicoli a motore creano distanze che soltanto loro possono ridurre. Creano distanze per tutti, poi le riducono solo per pochi.»
- «Oltre una certa velocità i passeggeri diventano consumatori del tempo altrui, e si effettua un trasferimento netto di vita.»



1.967 visualizzazioni

0:40 / 0:56



Treno a Konya, Turkia.

Destinato interamente al trasporto di bici e ciclisti pendolari tra periferia e centro