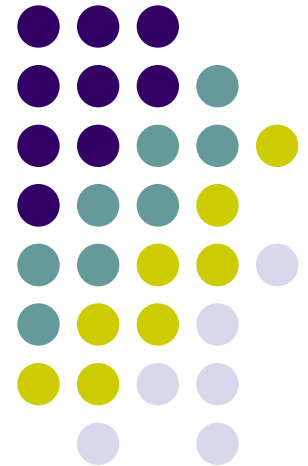
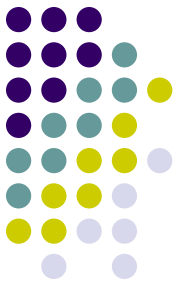


# Métropolitan: Train in Paris

Meg Christie  
Green Design and the City  
September 24, 2009



# To begin...

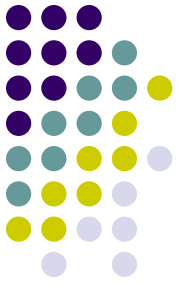


- "The Metro furnishes the best opportunity for the foreigner to imagine that he has understood, quickly and correctly, the essence of Paris." -Franz Kafka (2)



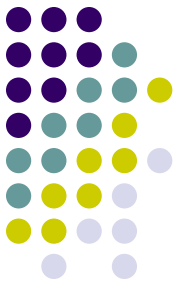
(1)

# History of the Métro



(7)

- Chief Engineer for Bridges and Roadways Fulgence Bienvenüe accepted the project in July of 1897 Project began in 1898
  - First line finished and opened to the public in 1900
- By 1913 there were 10 lines and 467 million passengers Originally run by CMP and Nord-Sud Co.
- Companies merged between WWI and WWII and three new lines opened
- RER began in 1961 and included 5 lines radiating from the city's center (6)
- No new lines until Oct. 15, 1998
- RATP (Régie Autonome des Transports Parisiens) now runs the Métro, as well as part of the RER in Paris

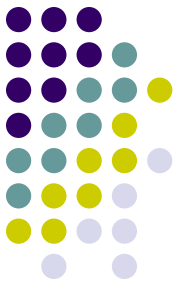


# The Span of Trains in Paris

- The Paris Métro system is the world's largest public transit system (2)
- The métro itself includes 50 miles of corridors, 131 miles of track, and 380 stations within the city, not counting RER lines
  - The RER takes passengers to suburbs using additional 5 lines
- There are 16 lines for the métro, though the numbers only go to 14
- It is said that every building in Paris is within 500 meters of a station
- There are 6 million people using the system per day
- The Paris métro employs 15000 people



(8)



# Pros of the Métro/RER

- Does not interfere with cars
- In many ways, it is very safe
  - There are guards patrolling the corridors and cameras in the corridors and trains
- Largest system in the world
- Goes within the city with connections to the suburbs
- Well-maintained
- Ticket price is subsidized
- Low emissions as it is run on nuclear power
- Stations are customizable
- Parisians are very proud of their system



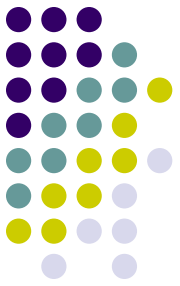
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(5) For all information on this page except where noted

(10)

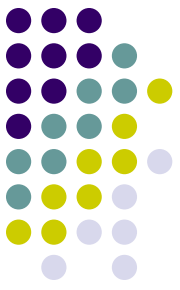
# Cons of the Métro



- Difficult to build
- Cost
  - It is expensive to build and maintain the métro, purchase cars, and pay employees
- No police men inside trains
- Corridors are safe to major crimes, but minor ones are fairly common
  - Pickpockets and vandalism
- The RER trains often smell bad
- The trains are hot in summer due to not using AC
- Strikes (it's France, after all)



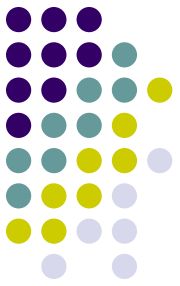
(11)



# A New Development

- ORBITALE, Organisation Regionale dans le Bassin Interieur des Transports Annulaires Libres d'Encombres
- This is an idea having to do with the RER
- It was found that people are doing a lot of driving laterally between suburbs
- ORBITALE would connect the suburbs to one another so that people don't have to go radially on the RER and connect or drive to their destination

# Conclusions



(12)

- Paris's métro is dense enough and inexpensive enough to make it very convenient for the population
  - People are more likely to use something convenient
- It allows for a changing environment, i.e. it does not interfere with cars now, but it is already there as an infrastructure should cars no longer be needed in the future.
- It could use a little more police presence to prevent small crimes, but is overall safe
- When there are needs for new lines, it is often difficult to build them.
  - It is possible, but it takes a long time



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- (8) Picture of Métro and RER Map from: <http://javamilk.com/img/paris-metro.jpg>
- (9) Picture of Mosaic work of Liege Station: [www.peter-olson.blogspot.com](http://www.peter-olson.blogspot.com)
- (10) Picture of Station at Louvre/Rivoli station: [http://farm1.static.flickr.com/139/345591458\\_de6e39b5cf.jpg](http://farm1.static.flickr.com/139/345591458_de6e39b5cf.jpg)
- (11) Picture of Strike in Métro station from: [http://commons.wikimedia.org/wiki/File:Paris\\_Metro\\_2007\\_strike\\_-\\_La\\_Defense.png](http://commons.wikimedia.org/wiki/File:Paris_Metro_2007_strike_-_La_Defense.png)
- (12) Picture of Meteor Line from: <http://images.france-for-visitors.com/images/large/metro.jpg>
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