



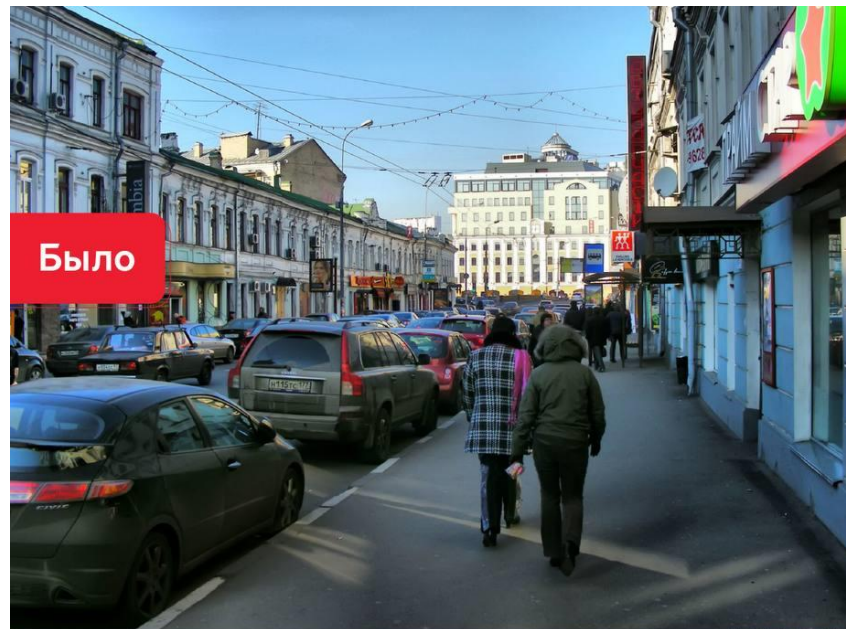
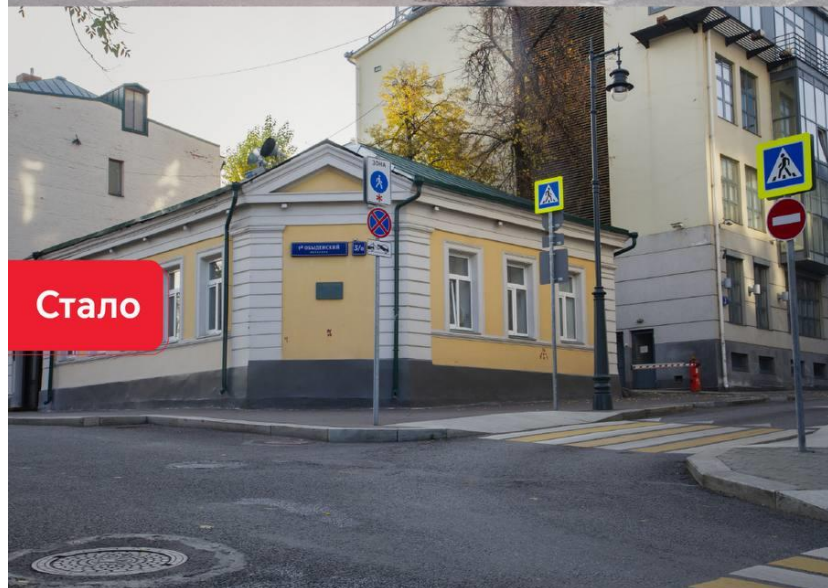
# Improving the conditions for pedestrians and public transport

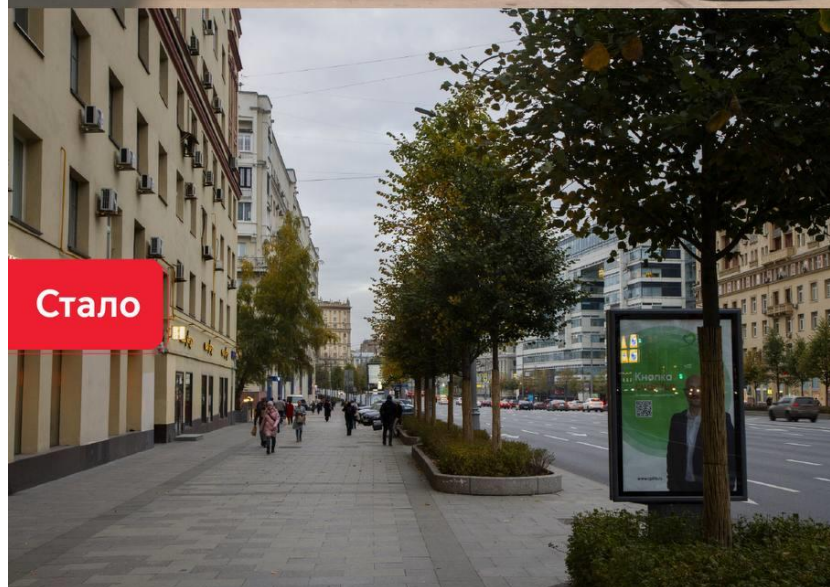
What happens in Moscow for last 10 years

# 10 years of changes

- 2012 “Creative class” protests
- 2014: the biggest traffic jams – first place in Tomtom rating
- 2015-2018: the first project «My street» (1500M euro)
- 2018-2024: several projects like «My neighborhood», «1000 meters from metro» and others
- 50 streets per year (100 in 2017) – 500M euro/year
- New parks, embankment, public places and others with high standards







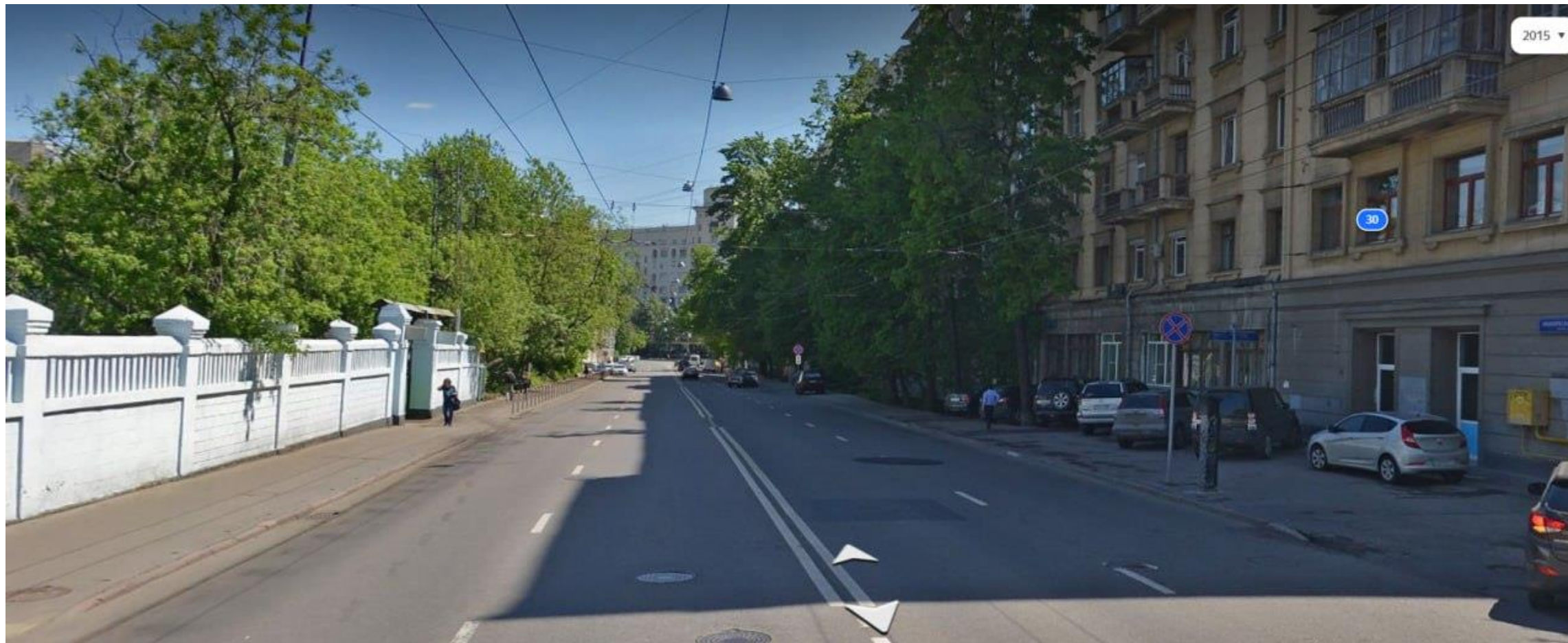
# What “Moscow blagoustroisto”?

- Wilder sidewalks and narrow car lines (but still 3-3,5 meters each)
- Less lines (but still 2+2 for small streets and 8-10 lines for main str)
- More crossings (but new underpass as well)
- New covers (tiles or paving stones)
- New trees (but nothing for water control)
- More safety for pedestrians (but still 60+ km per hour for cars)
- Extended curbs and street islands
- Cameras and digital control





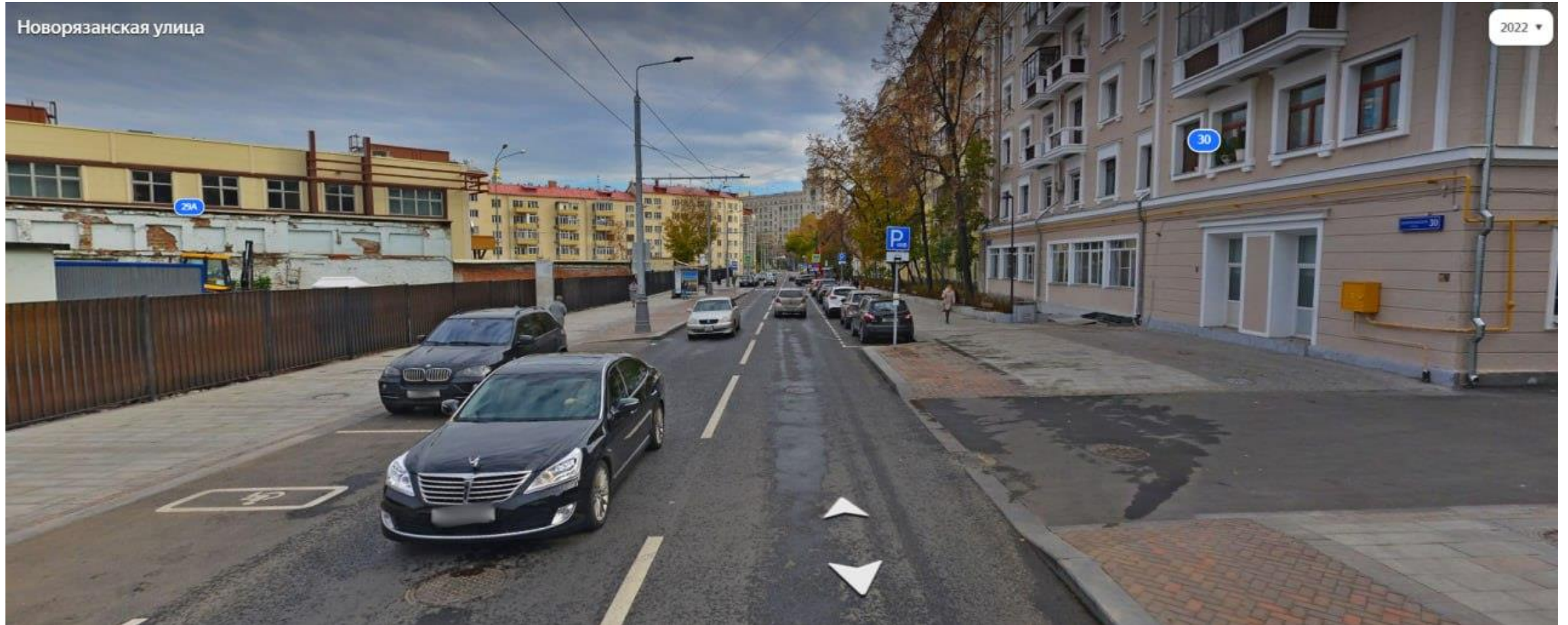
Sample #1 (1/3)



Sample #1 (2/3)



Sample #1 (3/3)



Sample #2 (1/3)

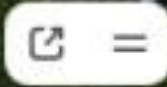


Sample #2 (2/3)



Sample #2 (3/3)

2021 ▾



Янд

Sample #3 (1/2)



Sample #3 (2/2)



## For public transport

- 400 km new separated bus lines
- Brand new trams and buses
- +20% speed on main lines
- Trams platforms, transport hubs and bus shelters
- Remove trolleybuses with electro buses
- Bike and kick sharing system for whole city
- New taxi and carsharing rules

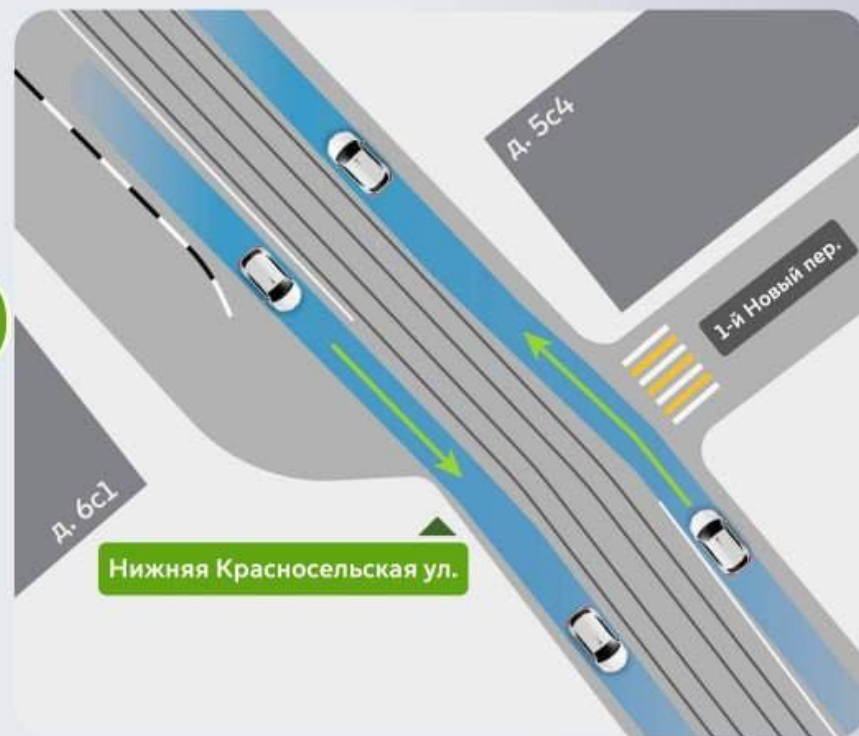


# Запрет разворота на Нижней Красносельской ул.

Было



Стало



Полоса движения





# What's wrong with this "beautification"?

- Top-down decisions without cooperation
- Focus on visible part – "good looking" streets
- Nothing for bikes
- No strategy – want "to be good" for everyone (for cars)
- No efficiency
- Non sustainable city

