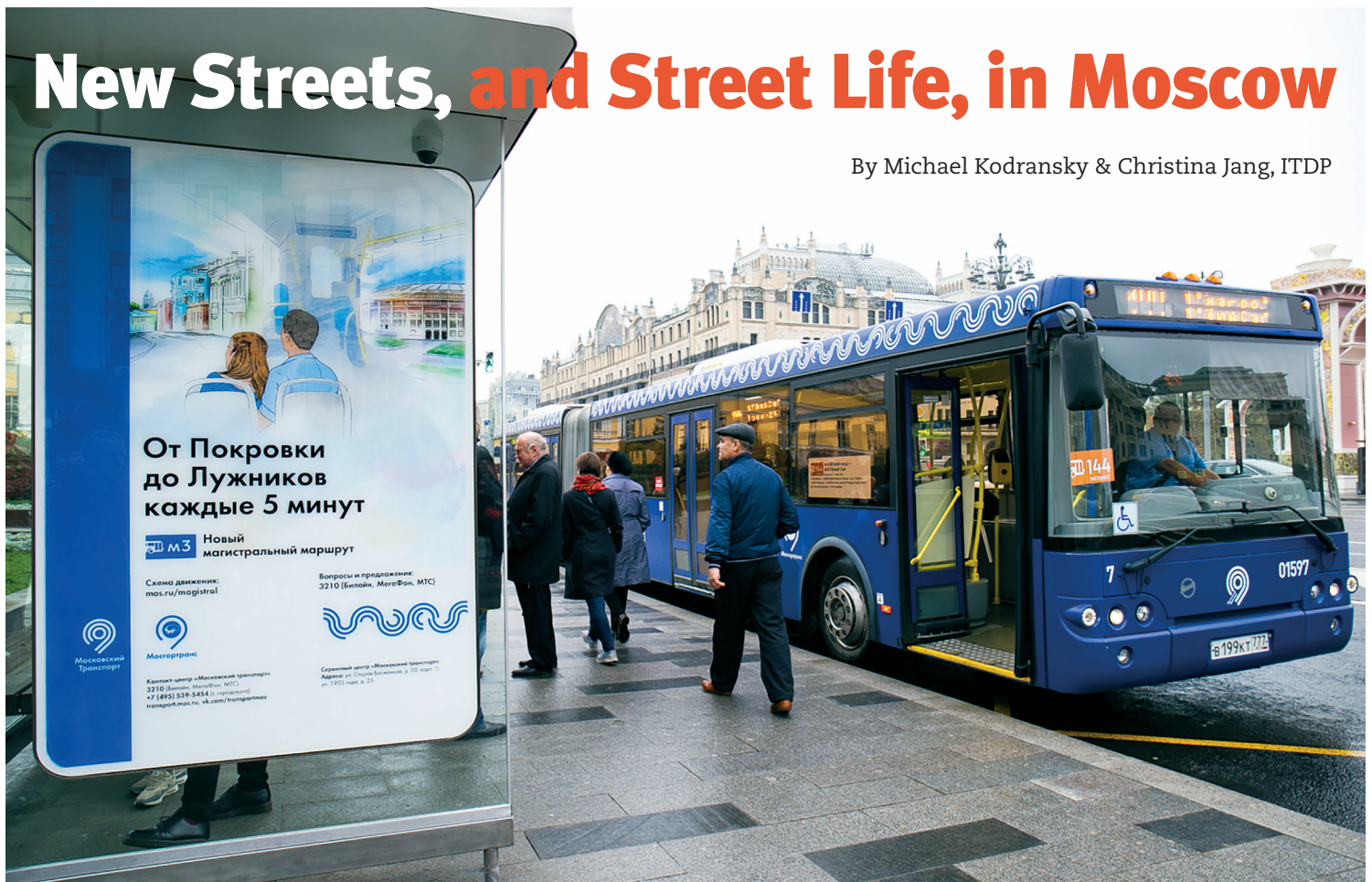


New Streets, and Street Life, in Moscow

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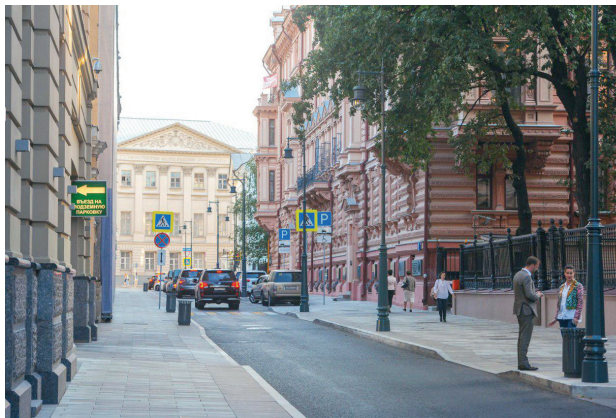
Moscow, the capital and most populous city of the largest country in the world, is also the largest city on the European continent with an metro area population of 17 million, and the northernmost and coldest megacity on earth.

Like most megacities today, Moscow is dominated by wide boulevards filled with private cars. This is a result of the mid-20th century large-scale effort to “modernize” Moscow with a network of car-oriented boulevards, some over 10 lanes wide. The city also changed when the Soviet goal of providing housing for every family, along with rapid population growth, led to the construction of large, Le Corbusier-style modernist housing blocks.

Moscow has been making steady and impressive progress in restoring its heritage and reshaping its streets to be people-centered. Over the past year, the city has implemented many international best practices to humanize the streets and improve the quality of life in Moscow, including finding solutions for its notorious traffic congestion and long commutes. Pedestrians are often forced to use tunnels at intersection crossings to give cars priority to the street,

and along sidewalks, pedestrians were in near constant competition for space from parked cars in the previously unregulated environment. Fortunately, the city has now realized the value and potential of their streetscape for improving life in the city.

After years of steady advancement, 2016 was a breakthrough year for Moscow and its citizens. Updates to its public transit system have now made traversing the city a more reliable and enjoyable experience. Moscow introduced an integrated new train line, the Moscow Central Circle (MCC), a 54 km-long rail ring with 31 new stations. The Magistral bus network reorganization included updating bus routes in the city center by introducing 17 high-frequency routes, 11 intra-district connections, and seven routes linking social service and government sites. The new direct service bus network plan allows riders to reach destinations



Opposite page: The Magistral bus network was updated and reorganized in the city center with new high frequency routes and 11 new intra-district connections.

Above left & right: Under the “My Street” program, Moscow reconstructed 61 streets to be safer for pedestrians and cyclists, with new crosswalks and a parking management system.

without needing to take the metro.

The old and unsafe *Marshrutki*, as the city’s microtransit is called, were replaced with 2,000 new vehicles that were integrated with other public transport routes using an advanced ticketing system that includes free rides for eligible socio-economic groups. The integration makes travel more seamless between transport modes, and the new, attractive vehicles have given riders a dignified sense of inclusion in the greater city.

Just half a decade ago, Moscow had chaotic sidewalks with no parking policy. Informal valets operated a proto paid-parking system that served car drivers but marginalized pedestrians. Eventually, national laws changed to enable Russian cities to fine drivers for illegal parking, and Moscow introduced new parking regulations as well as multispace meters, including a pay-by-phone option that is now the dominant form of payment.

Pedestrians and cyclists have reclaimed the streets. Under the “My Street” Complete Streets program, 61 streets were reconstructed so they are safer for pedestrians, cyclists, passengers, and drivers by adding crosswalks, sidewalks, trees, streetlights, illuminated buildings, and renovated facades. The result—a more attrac-



tive and comfortable streetscape that supports vibrant public life.

In addition to these advances in complete streets and public transit, since 2005 Moscow has worked toward reducing motor vehicle emissions through the “Cleaner Air for Moscow” project. These accomplishments have earned them an Honorable Mention for both the 2015 and 2018 Sustainable Transport Award. Moscow exhibits world-class examples of integrated transit networks, collaboration between government and civil society, and engagement with the informal and unregulated sector of transport that cities from around the globe can look to for inspiration.

Above: Moscow introduced an integrated new train line, the Moscow Central Circle (MCC), a 54 km-long rail ring with 31 new stations, in 2016.