

History of Moscow Transport

19th century

1847
The first mode of urban transport emerged – multi-seater horse-drawn carriages

1872
First temporary line for horsecars was constructed

1873
The first asphalt pavement in Moscow was completed, in Nikolskaya Street

1899
First electric trams were put in operation

1891
Horsecar routes were structured and a single transfer pass was launched for all destinations

20th century

1903
First projects to build the Moscow metro were developed

1907
The first taxi appeared in the city streets with a plate stating, "Cabman, rate by agreement"

1908
Bus services were launched to provide Muscovites easy access to the countryside

1924
The first scheduled bus route was launched

1929
The first suburban train was put into service

1930
The first traffic lights appeared at the corner of Petrovka Street and Kuznetsky Most Street

1933
The first Soviet trolleybus route was launched

1935
The first metro line was opened – from Sokolniki station to Park Kultury station with a branch to Smolenskaya station

1939
The first shuttle buses began transporting visitors of the All-Union Agricultural Exhibition

1954
The entire Circle line of the Moscow metro was opened

1956
The construction of the Moscow Ring Road (MRR) began

1972
The Moscow trolleybus network became the world's longest (1,253 km)

1975
100th metro station was opened

21st century

2002
The first metro station outside of the Moscow Ring Road – Bulvar Dmitriya Donskogo – was opened

The first express train was launched between the Paveletsky railway station and Domodedovo Airport

2003
The first section of the Butovskaya light rail line was opened

2009
The first low-floor buses, trolleybuses, and trams appeared on Moscow routes

The first Moscow Region metro station – Myakinino – was opened

2010

Sergei Sobyenin became the Mayor of Moscow

A project was launched to develop Moscow new transport system development strategy

Continue reading



HISTORY OF MOSCOW TRANSPORT: KEY INITIATIVES IN 2011–2017

Launch of the electronic **Troyka** card and new fare pricing options



2013

Launch of the public bicycle rental system and development of cycling infrastructure

Commencement of **MCC construction** and integration into the urban transport system



A unified style was developed for Moscow transport and the citywide wayfinding system

2014

Large-scale rolling stock and fleet replacement

+2 metro stations⁴

Development of the traffic regulations compliance and control system

2012



Unified parking system launched

Freight transport movement control

+3 metro stations²

Unified taxi standard adopted



Dedicated lanes launched

Introduction of the **Intelligent Transport System** for automated traffic control

+3 metro stations¹

- 1 Borisovo, Shipilovskaya, Zyablikovo.
- 2 Novokosino, Pyatnitskoye Shosse, Alma-Atinskaya.
- 3 Lermontovsky Prospekt, Zhulebino, Delovoy Tsentr, Park Pobedy, Lesoparkovaya, Bitsevsky Park.
- 4 Spartak, Troparevo.
- 5 Kotelniki, Tekhnopark.
- 6 Rumyantsevo, Salaryevo, Butyrskaya, Fonvizinskaya, Petrovsko-Razumovskaya.
- 7 Minskaya, Lomonosovsky Prospekt, Ramenki, Khovrino.

Passenger service was launched at **MCC** (31 stations)



Metro network expansion – new stations opened

100% of the metro covered by a **Wi-Fi network**; Wi-Fi launched on all public transport

2015



City centre reconstruction and improvements under the **My Street** programme

+2 metro stations⁵

Moscow car sharing system launched

Launch of the **Moscow Assistant** – a mobile app assisting residents in complying with traffic rules

A new commercial transport management model was launched: unified standards were adopted for all buses

+5 metro stations⁶

2016

The **Magistral network** was launched, connecting the entire city

New-generation rolling stock launched for the metro (the Moskva train) and surface transport services (the Vityaz-M tram)



+4 metro stations⁷

New surface metro stations for Moscow and the Moscow Region – Moscow Central Diameters

Construction of new metro stations, roads, and interchanges

PLANS FOR 2018 AND BEYOND

Environmental improvements:

- launch of electric buses,
- development of electric car infrastructure,
- replacement of public transport rolling stock and fleets with environmentally friendly alternatives.

2010 → 2017: WHAT HAS CHANGED?

Moscow is no longer a big city with the world's worst traffic jams. Since the peak level of road congestion in 2012, congestion has reduced by 25%.¹

Compared with 2010, the average driving speed in the city throughout the day has increased

by **16%** (to 52 km/h)

A city for motorists

For details, see page 116.

2010



The universal Troyka card, which can be used to pay for public transport fares, bicycle rent, parking, and visits to museums and ice-skating rinks, was introduced. Paying for trips has never been easier, as the card can be topped up remotely.

For details, see page 89

2017



Modern, advanced, and comfortable public transport vehicles were launched on routes.

For details, see page 66



Parking situation has improved. The throughput and availability of parking spaces have tripled.

For details, see page 118



The city centre has become accessible and comfortable for people.

For details, see page 100



3.8 MILLION Muscovites now live within a 10-minute walking distance of the metro

The share of residents living within access of metro stations via public transport has increased.



The 14th metro line – the Moscow Central Circle – connects districts in which about 500,000 Muscovites live.

For details, see page 50

2010



Waiting for transport has become comfortable, as new public transport stops have ticket machines, USB ports to charge mobile phones, and Wi-Fi hotspots. Online displays inform passengers of arrivals, and the citywide wayfinding system helps them find their way around the city easily.

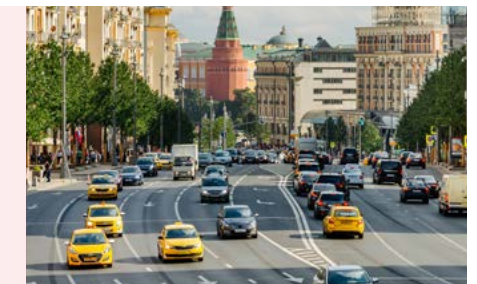
For details, see page 110

2017



Moscow has one of the world's shortest taxi pick-up times. The average pick-up time during peak hours is 5 to 7 minutes.

For details, see page 114



2,000 new private carrier shuttle buses now operate instead of old and unsafe vans. 40% of passengers can now enjoy free travel and reduced fares that were previously unavailable on private shuttle vans.

For details, see page 64



Alternative modes of transport have been launched.

For details, see page 104



¹ According to TomTom (Netherlands). www.tomtom.com