Interaction with the audience: expert, citizens, bike communities

- Regular meetings with communities, workshops, cycling development conferences, current projects of the Department of Transport discussion;

- The first international bicycle conference was held with the participation of speakers from 6 countries and 15 cities in 2015, since 2016 it is being

- Regular activities and actions (“To work by bicycle”, “To study by bicycle”) with partners for joining new users in cycling. Participate more than 60 cities across Russia

- Special offers and discounts on bicycle sharing are provided for special occasions and during contests

- Annual bicycle parades and mass arrivals gather up to 30 000 participants

- In 2018 Moscow holds annual Winter International Cycling congress
Design standards for infrastructure projects and road regulations for cyclists have been updated significantly through 4 last years

Cycling Infrastructure Design Guide was written and produced by Moscow Department of Transport for implementation in any urban development or reconstruction project.

- New infrastructure classification
- New signs to match Vienna Convention
- Bicycles allowed on bus lanes
- More clear rules of priority of road users
The number of accidents decreased by 20% with cycling infrastructure development

- More than 250 road accidents with bicyclists are registered every year.
- In two years since the launch of cycling infrastructure development in 2014, the number of accidents is declining, despite the number of cyclists increasing.

Road accident statistics:
- 57% - on a straight section,
- 16% - in yards and outings from them,
- 10% - at controlled crossroads,
- 10% - at uncontrolled pedestrian crossings.
Next goals and First Priority Projects

Infrastructure projects
1. Bicycle lanes in the City Center
2. Bicycle lanes in popular bicycle sharing areas
3. Last mile bicycle lanes around transport hubs
4. Bicycle network in the outlying areas
5. Cycling infrastructure service and support

Other programs
6. Bicycle infrastructure within city masterplan
7. Safer roads with safer infrastructure
8. Cycling lifestyle promotion
9. Monitoring and review cycling infrastructure development

Why we do this?

6. Bicycle infrastructure within city masterplan
- Simplifies further infrastructure introduction
- Mobilizes urban developers and other non-budget investments

7. Safer roads with safer infrastructure
- Reduces the number of accidents as a consequence
- Attracts new 8-80 ages audience to cycle due to increased comfort and safety

8. Cycling lifestyle promotion
- Forms a positive image of cycling
- Attracts new regular bicycle users

9. Monitoring and review cycling infrastructure development
- Allows us to assess the real impact after the infrastructure implementation and to target approach to necessary audience
Bicycle infrastructure becomes an essential part of city reconstruction programs

Bolshaya Nikitskaya street

• Through reducing the width of car lanes and reorganization of space the introduction of 2-way bike path has become possible

• Under the My Street program, the landscaping of every fifth street in the city center is planned to be reconstructed
Bicycle infrastructure becomes an essential part of city reconstruction programs

Neglinnaya street

- Through reducing the width of car lanes and reorganization of space the introduction of 2-way bike path has become possible

- Under the My Street program, the landscaping of every fifth street in the city center is planned to be reconstructed

- First protected bike lane in Moscow is situated in the very center and leads to Kremlin
Moscow Bicycle Infrastructure Examples
Bicycle lanes design
Moscow Bicycle Infrastructure Examples
Bicycle lanes design
Moscow Bicycle Infrastructure Examples
Specially marked crossings
Moscow Bicycle Infrastructure Examples
Sharrow crossings