Eureka Open Access Journals
Open Access | Peer Reviewed | International Journals | Multidisciplinary Areas

Eureka Journal of Civil, Architecture and Urban Studies (EJCAUS)

ISSN 2760-4977 (Online) Volume 2, Issue 5, May 2026

https://eurekaoa.com/index.php/8

IN THE CITY OF SAMARKAND TRANSPORT SYSTEM DEVELOPMENT STRATEGY: ANALYSIS OF THE INTERSECTION AND ILLEGAL CAB ACTIVITY

Khaydarov Shokhbozjon[1],
Senior Teachers

Iskanova Kholida[2]
Master
[1,2] Samarkand State Architecture and Construction University Named After Mirzo Ulugbek (SamSACU), Street Lolazor. 70 Home, 140143 Samarkand, Uzbekistan
E-mail:haydarov.shoxbozjon@samdaqu.edu.uz

Abstract

The rapid growth of the city has been observed in uzbekistan, this will lead to tirbandlik. This research is the city Rudakiy-Dahbed and ibn sina-Bostonsaroy as the intersection of two main analysis, the important factors that determine manners take full account of the traditional model of congestion: illegal, temporary long-distance taxi operations. Using a map and comparative analysis of geese, we have infrastructure optimization, digital traffic management, and most importantly, to manage the flow of passengers around the city am, centralized, regulated propose a strategy that combines to create the center of public transport.

Keywords: Samarkand, city transport, tirbandlik, long-distance taxi, smart city, public transportation, pedestrian safety, infrastructure optimization.

Eureka Open Access Journals
Open Access | Peer Reviewed | International Journals | Multidisciplinary Areas
Eureka Journal of Civil, Architecture and Urban Studies (EJCAUS)
ISSN 2760-4977 (Online) Volume 2, Issue 5, May 2026

https://eurekaoa.com/index.php/8

I. Introduction

The growth of modern industry and historical importance of the city to be able to face the complex problem of samarkand: an ancient combination with the escalation motorizatsiyaning its structure. The current width of the transportation network in the traditional way and means of transport that is associated with the growth of private tirbandlik suffer from the extreme hour. The aim of this paper this issue is mixed with infrastructure factors, that claim to make: large-scale, long-distance taxi "unregulated operations."Mainly from the neighboring district (ur gut, Taylak, Akdarya, Kattakurgan) of this vehicle to come to the station identified the identified table or they do not follow them, but a special terminal use as a important city of intersection, this significantly reduces the chances of a safe corridor and local creates obstacles. We and our attention to a combination of the two main arterial systematic analysis of these effects is to offer solutions.

II. methods

We work with a mixed method approach for this practical we have:

1. Spatial analysis: we **Rudakiy-Dahbed** and **ibn sina-analyze the geometry and physical properties of intersection of the current Bostonsaroy** to identify potential areas for special transit infrastructure for measuring the width of the availability of satellite images and the way they were using.

2. The field monitor and traffic flow modelling: the main obstacles illegal taxi which produces "the point of failure to determine the" follow conducted. We came from the actual capacity due to reduced interaction of conduction theoretical barriers found compared with the taxi lane.

3. Comparative examples: we unregulated paratransitning key combination for modeling of transport around the city of samarkand to the effects of international examples (e.g., cairo and almaty) found that in comparison.

Eureka Open Access Journals
Open Access | Peer Reviewed | International Journals | Multidisciplinary Areas
Eureka Journal of Civil, Architecture and Urban Studies (EJCAUS)
ISSN 2760-4977 (Online) Volume 2, Issue 5, May 2026

https://eurekaoa.com/index.php/8

III. results and case studies

The entrance in the picture is the exact quotes give clear analysis of the intersection of the following findings:

Case 1: Rudakiyand across dahbed of

This intersection (near monument Gagarin) North and South from the district of managing major cities of the vehicle gate. The way the conductor (many well-known level bridge) the main flow to improve the circular path falajbo'ladi often at ground level.

- **Taxi temporary effects:** observations shows that the north side of intersection (towards the railway station) Taylak and taxi to urgut main "illegal terminal" is. This vehicle detour from the position of one or sometimes two four external line, all the other means of transport will force up one line. This single manners, detour factor is the conductivity of about **40% reduces**.
- **Infrastructure restriction:** used for safe transfer of passengers or pedestrians bad earth level management of large, open Central area (seen in the picture) are.

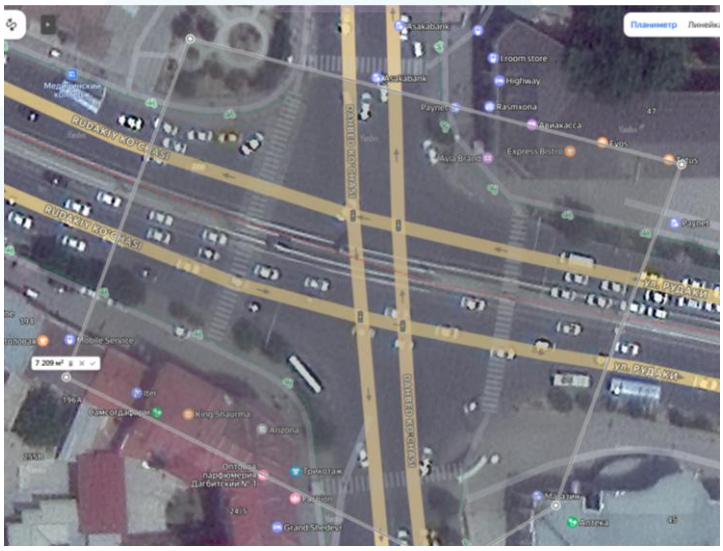

Image 1: Rudakiy-diagram of junction dahbed more, waiting for the taxi is blocked by the red arrows blockednoqonuniy a special piece with the label. In particular the capacity of the line ins for visual asset "before and after" scenario shows.

Eureka Open Access Journals
Open Access | Peer Reviewed | International Journals | Multidisciplinary Areas

Eureka Journal of Civil, Architecture and Urban Studies (EJCAUS)

ISSN 2760-4977 (Online) Volume 2, Issue 5, May 2026

https://eurekaoa.com/index.php/8

Case 2: ibn sina and of bo'stonsaroy across

This intersection is located in the center of the modern center, administrative offices (governor of the region, O'zmilliybankand others) wrapped.

The effects of temporary taxi: this combination of suburban residents who work in the city center, the main "start" and "the takeaway" is the point. Rudakiy really heavy although it is not illegal than wait, patterns and a permanent break. The cab quickly-quickly stops immediately after the traffic signal ("zebra crossing" in the area, or the beginning of the next block) to the start. This is to stop suddenly and creates a cascade of the merger of the piece, this is the main cause of accidents is small, and the green light slows down the speed of the cleaning cycle.

- **Atypical risk foot:** both parks often dangerous due to the width of a taxi around the city on foot from the place of the middle block (walking on foot) are separated because the closest place with a very long and public transport stops birlashtirilmagan, because of the wide streets (visible in picture) makes me feel dangerous.

2-picture: to'qnashuv the risk of a 'heat map' with covered Ibn Sino-Toe'stonsaroy intersection sun'iy either'ldosh ko'rinib have. Red areas in the cab from svetofor so'ng immediately either'for servicing of the official delegations of the loading/unloading for quick-quick to'xtaydigan place ko'rsat is.

Eureka Open Access Journals
Open Access | Peer Reviewed | International Journals | Multidisciplinary Areas
Eureka Journal of Civil, Architecture and Urban Studies (EJCAUS)
ISSN 2760-4977 (Online) Volume 2, Issue 5, May 2026

https://eurekaoa.com/index.php/8

IV. debate and tactical solutions

The results that has confirmed, infratuzilmaviy expansion o'zi in samarkand tirbandlik the solution to make does not. Transportation around the city which apply directly to the actions of a multimodal approach should be adopted.

1. Motors will and to give priority to public transit (the place for both): the profile of broad street (both in the picture seems to be too clear) special physical bus rapid transit (BR) and offers enough space for the implementation of the tram way. This pass the barriers of the cab to the means of public transport, transit and allows you to change faster than the private avtoulov the requirements of the passengers. Ibn sina-Bo'stonsaroyda new tram lines should be combined.

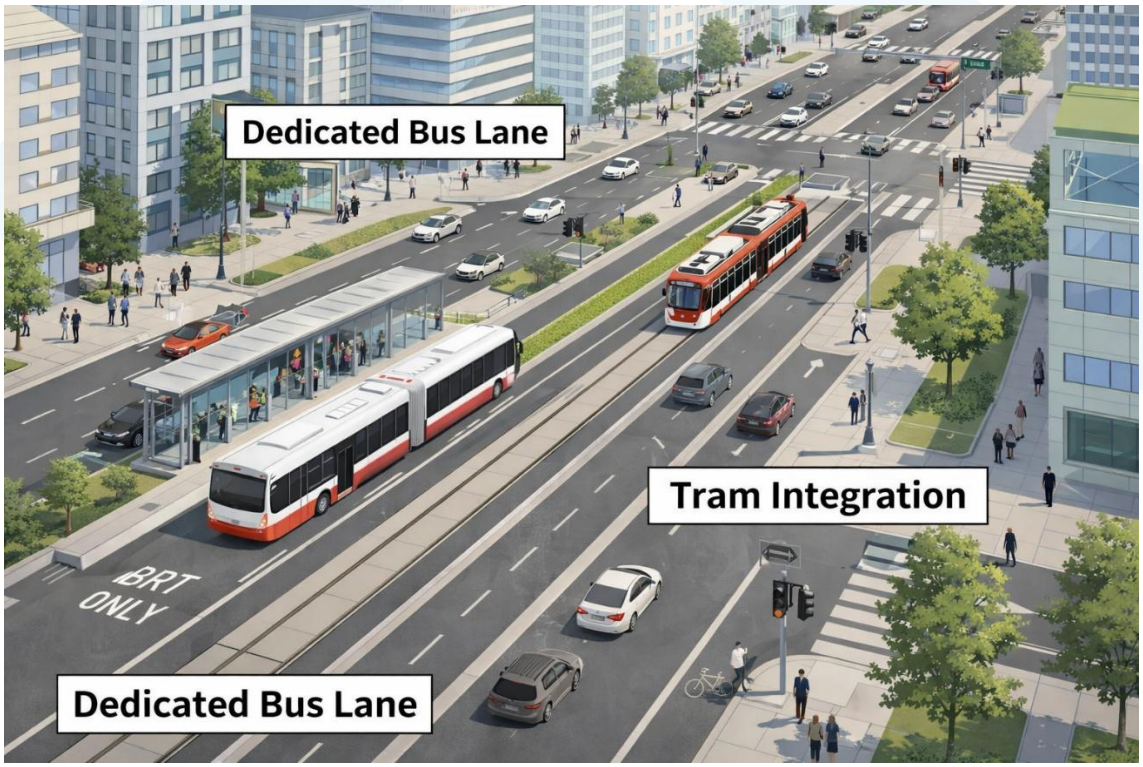

Image 3: br modern and integration of the tram line design, straps would be protected. Tab" bus of the city tram line and the integration of mobility layers.

Eureka Open Access Journals
Open Access | Peer Reviewed | International Journals | Multidisciplinary Areas
Eureka Journal of Civil, Architecture and Urban Studies (EJCAUS)
ISSN 2760-4977 (Online) Volume 2, Issue 5, May 2026

https://eurekaoa.com/index.php/8

2. Long-distance taxi that plucked resolve: the core strategy of "peripheral markazsizlashtirish" should be. "This is an unregulated vehicle to the city center (or ibn sina, the important point to Rudakiy like) rather than allow it to go into the city and am centralized, regulated should be the creation of the transportation center.

- **I am the center of the centralized strategy:** for example, the us outsideoutside the city limits (for example, in taylakand side Friday) we offer a large transport center. Taxi passengers around the city just to the center they will deliver here, a high capacity of passengers, often take the tram or bus service to the city.
- **Tactical police:** illegal important terminals (like near the railway station in rudakiy) camera-based to monitor violations and smaller secondary to them in the street, set, break to move to places with fine which do not strictly for should be done.

3. On foot and micro-mobility (ibn sina-Bostonsaroy special): broad street cross-sections more straps for the car, but not the multi-layer infrastructure. We create a place for continuous cycling of 50 km and to the network layer as shown in the diagram to the narrowing of the road, wide bulvarlar between "safe island" or "the shelter of the foot" to add to your invite. This is combined with the flow of the station ratsionalizatsiya the foot and public transport.

Eureka Open Access Journals
Open Access | Peer Reviewed | International Journals | Multidisciplinary Areas

Eureka Journal of Civil, Architecture and Urban Studies (EJCAUS)

ISSN 2760-4977 (Online) Volume 2, Issue 5, May 2026

https://eurekaoa.com/index.php/8

4-picture: diagram of the horizontal layer of the street, the city, which indicates fine layer five: 1. From The Street To The Track, 2. Comfort Zone 3. Sidewalks 4. The way, 5. Shelter For Pedestrians. Oqlar indicates the direction of flow.]

Conclusion

The road transport system modernization not only the construction of samarkand, but also a matter of manners and space management. The main factor in the conduct of the cab around the city we are only unregulated behavior in the most important point of intersection (Rudakiyand ibn sina) have shown that break the flow of transport. Stable or buses and the tram on the way to the physical distribution, digital and decentralized peripheral system should unite to push the center of the vehicle, the actions of this violation and removed from the center of the city with this city safer and more effective environment.

Eureka Open Access Journals
Open Access | Peer Reviewed | International Journals | Multidisciplinary Areas

Eureka Journal of Civil, Architecture and Urban Studies (EJCAUS)

ISSN 2760-4977 (Online) Volume 2, Issue 5, May 2026

https://eurekaoa.com/index.php/8

References

1. The asian development bank (ADB). (2021). Sustainable Urban Transport Index: The City of Samarkand Report. (Tirbandlik gives information about the number of cars in samarkand and indicators).
2. Gehl, J. (2010). Cities for people. Island Press. (Historical design principles applied in urban conditions).
3. Kuznetsov, V. (2022). Paratransit in central asia: analysis and registration strategies. The World Bank. (Informal city like almaty and bishkek in case studies on transport management system).
4. Uzbekistan the ministry of transport. (2023). Samarkand until the year 2030 the development of the transport system concept. (Official policies and planned projects).
5. Multidisciplinary Scientific Journal November, From 2025 35
6. Khaydarov, Sh. & Achildiev, R. (2023). Neither ts ili ix organizasiya odnostoronnego dvijeniya dorogax uchastkax. I tendentsii razvitiya gorodov of perspektiv, 1(1), 91-94. horse izvlecheno https://inlibrary.uz/index.php/prospects-urban-development/article/view/27246
7. Akram, I. And Zukhro, K.(2022). Problems and prospects of development of transport in samarkand. Global Scientific Review, 3, 19-22.
8. Madiev, M. F., & Sh, N. (2019). Improve transport in samarkand. Vi international scientific and practical conference " GLOBAL science and innovation (pages 71-73). the
9. Khaydarov Shohbozjon. ForKatta Offers On The Solution Of Transport Problems In Cities. EUROPEAN GEOGRAPHY, REGIONAL PLANNING AND DEVELOPMENT JOURNAL, 1(1), 107-111.
10. Ahmad, S., & Li, Z. (2020). "The city of the effectiveness of smart parking system and transport."Journal of urban technology, 27(4), 3-20.

Eureka Open Access Journals
Open Access | Peer Reviewed | International Journals | Multidisciplinary Areas

Eureka Journal of Civil, Architecture and Urban Studies (EJCAUS)

ISSN 2760-4977 (Online) Volume 2, Issue 5, May 2026

https://eurekaoa.com/index.php/8

11. Khaydarov, S., Ibodullaev, D., & Iskanova, K. (2025). PRINCIPLES OF ORGANIZING PARKING IN THE CITY OF SAMARKAND. RESEARCH AND EDUCATION, 4(10), 4-10.
12. Хайдаров, Ш., & Ачилдиев, Р. (2023). Организация одностороннего движения тс на дорогах или их участках. Тенденции и перспективы развития городов, 1(1), 91-94.