

Transforming urban mobility in East Africa



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ITDP

Institute for Transportation
& Development Policy



Dar es Salaam

- > Population: 5 million, growing at 5% per year, one of the fastest rates in Africa
- > 70% of residents in unplanned settlements
- > 85% of residents walk, cycle, or use public transport

Before: Public transport service provided by 5,000 daladalas



After: Cleaner, newer buses; efficient and reliable service carrying 200,00 passengers a day; trip time from 2 hours to 45 minutes



Before: A typical bus stop



Today: A typical DART station, designed for comfort & efficiency



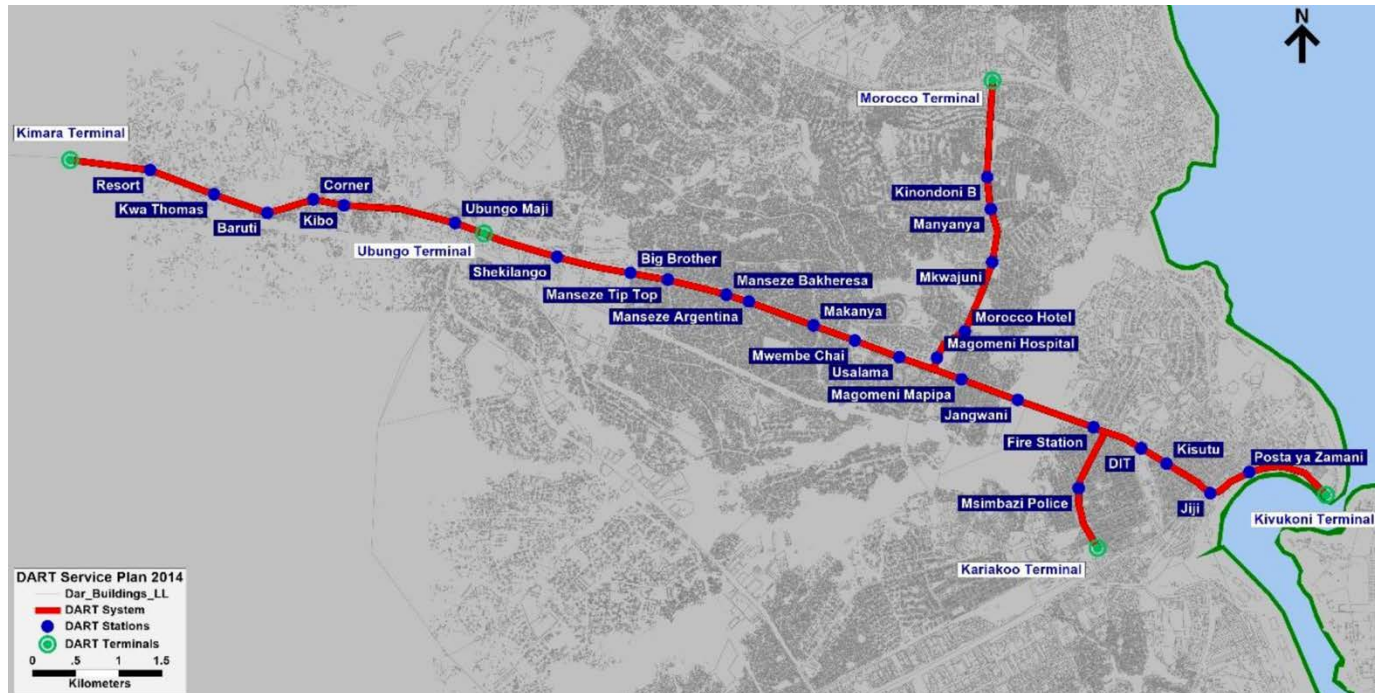
Before: Waterfront access & bus stop



Today: Waterfront recovered, good pedestrian access to stations



DART Phase 1 network



- Network length: 20.9 km
- 27 station, 5 terminals
- USD 230 million in financing from the World Bank

Bus fleet



18 m articulated



12 m complementary rigid



12 m feeder

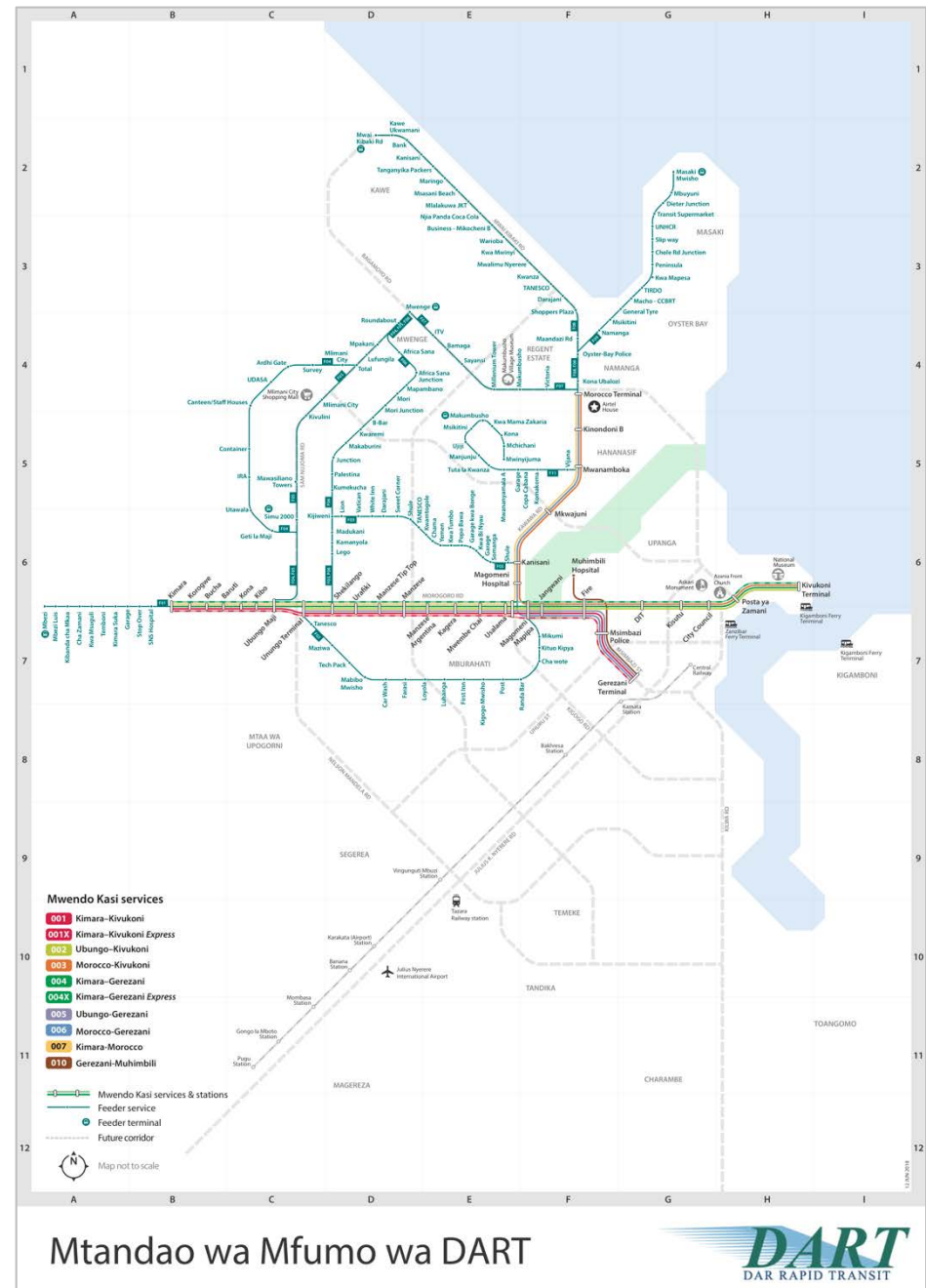
	Length	Interim service	Final service
Feeder	12 m	25	177
Complementary rigid	12 m	76	-
Articulated	18 m	39	128



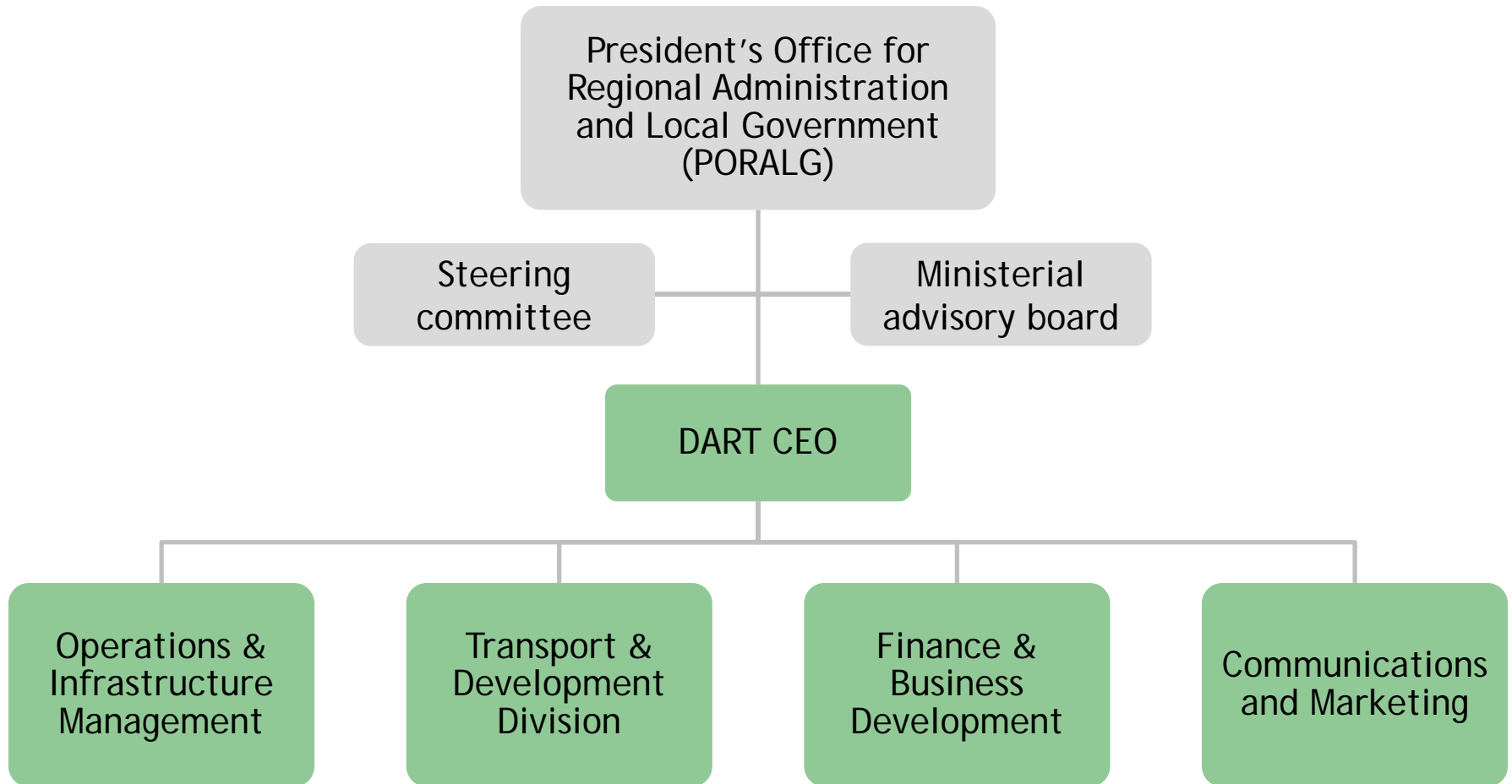
DART services

- BRT services
 - 7 trunk
 - 2 trunk express
 - 1 complementary
- Integrated feeder network
- DART fares (TZS):

	Regular	Student
Trunk	650	200
Feeder	400	200
Trunk + feeder (with smart card)	800	400

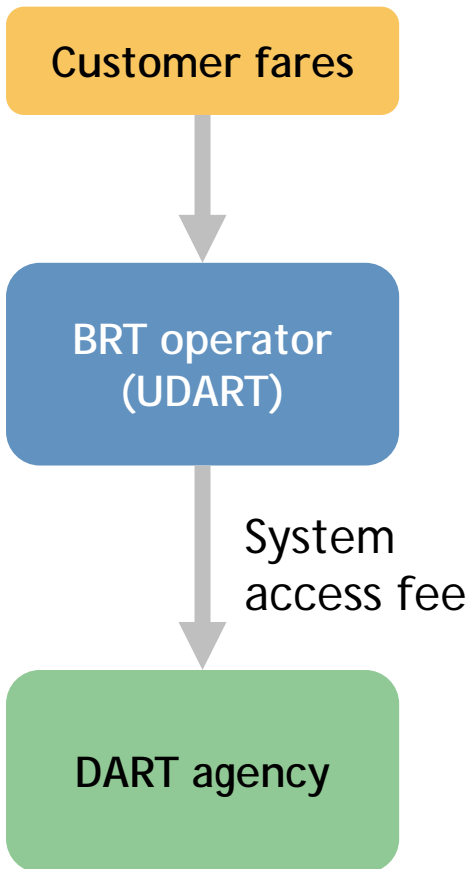


DART institutional structure

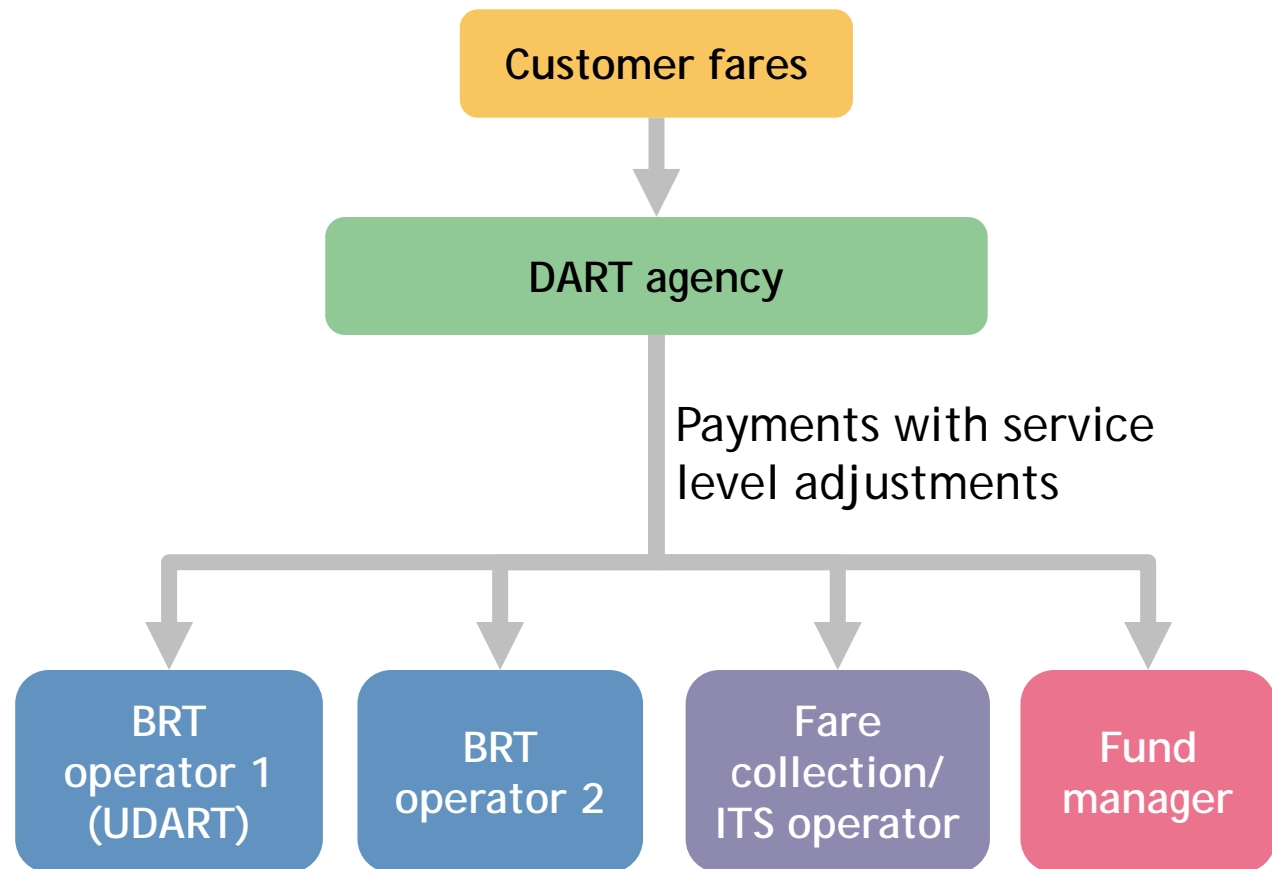


Fund management

Interim service



Final service



System elements

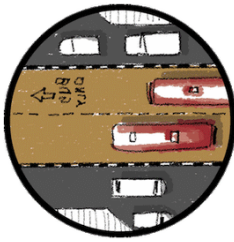


Building high quality BRT



Dedicated Right-of-Way

Bus-only lanes fully segregated from mixed traffic



Busway Alignment

Bus-only lanes aligned to the middle, not the curb, of a road



Off-Board Fare Collection

Turnstile-controlled or proof-of-payment fare collection system



Intersection Treatments

Mixed-traffic is prohibited from making turns across the busway



Platform-Level Boarding

Station platforms level with bus floors when boarding and alighting



Physically separated, median-aligned BRT lanes



Median stations with passing lanes



Platform-level boarding at stations



Off-board electronic fare collection



Two-phase signal cycles to avoid conflicts with BRT movements



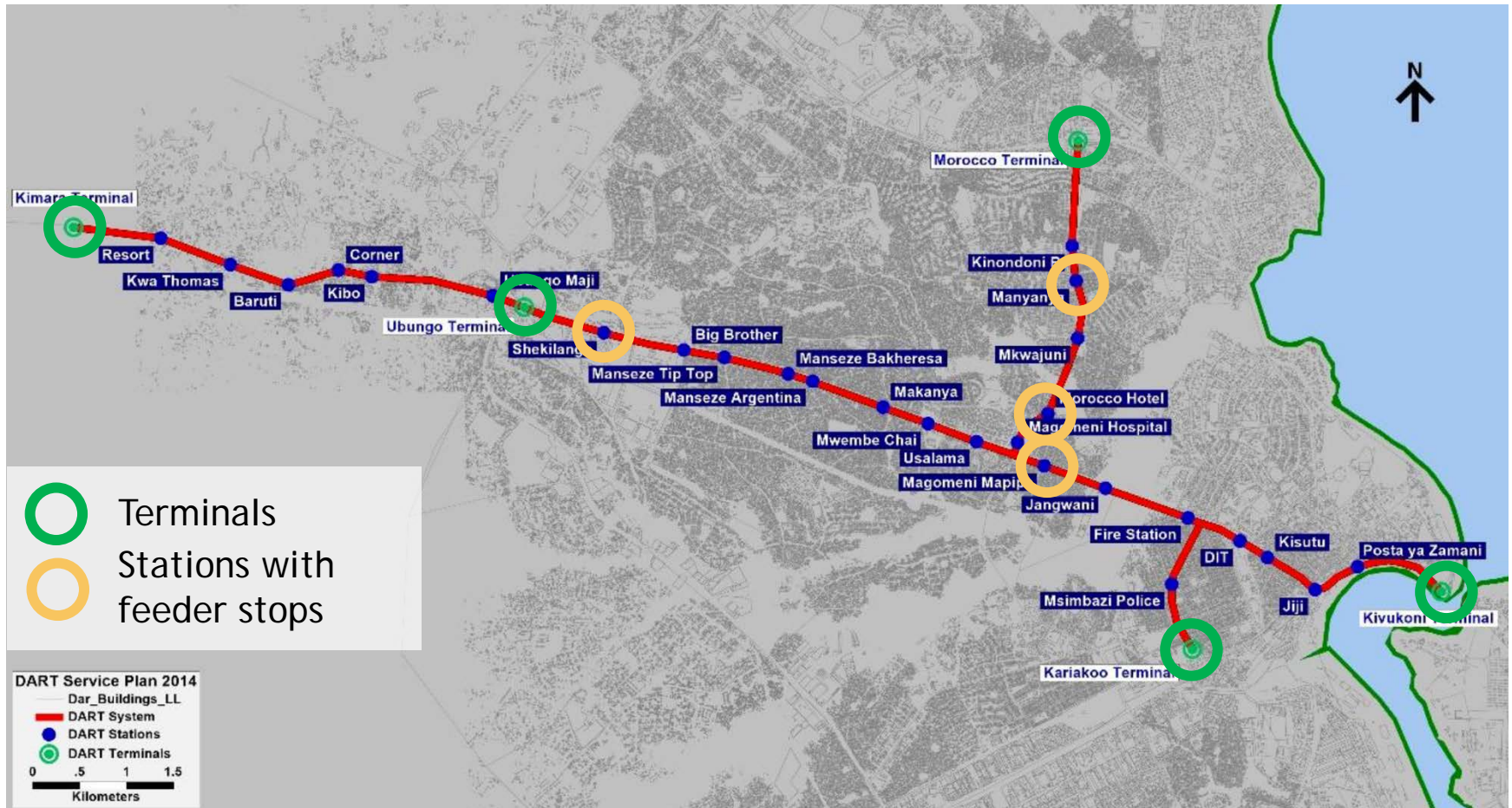
Real-time system monitoring



Passenger access



Feeder access



Morocco Terminal



Feeder
terminal

BRT terminal

Dar es Salaam

Morocco Terminal



Dar es Salaam

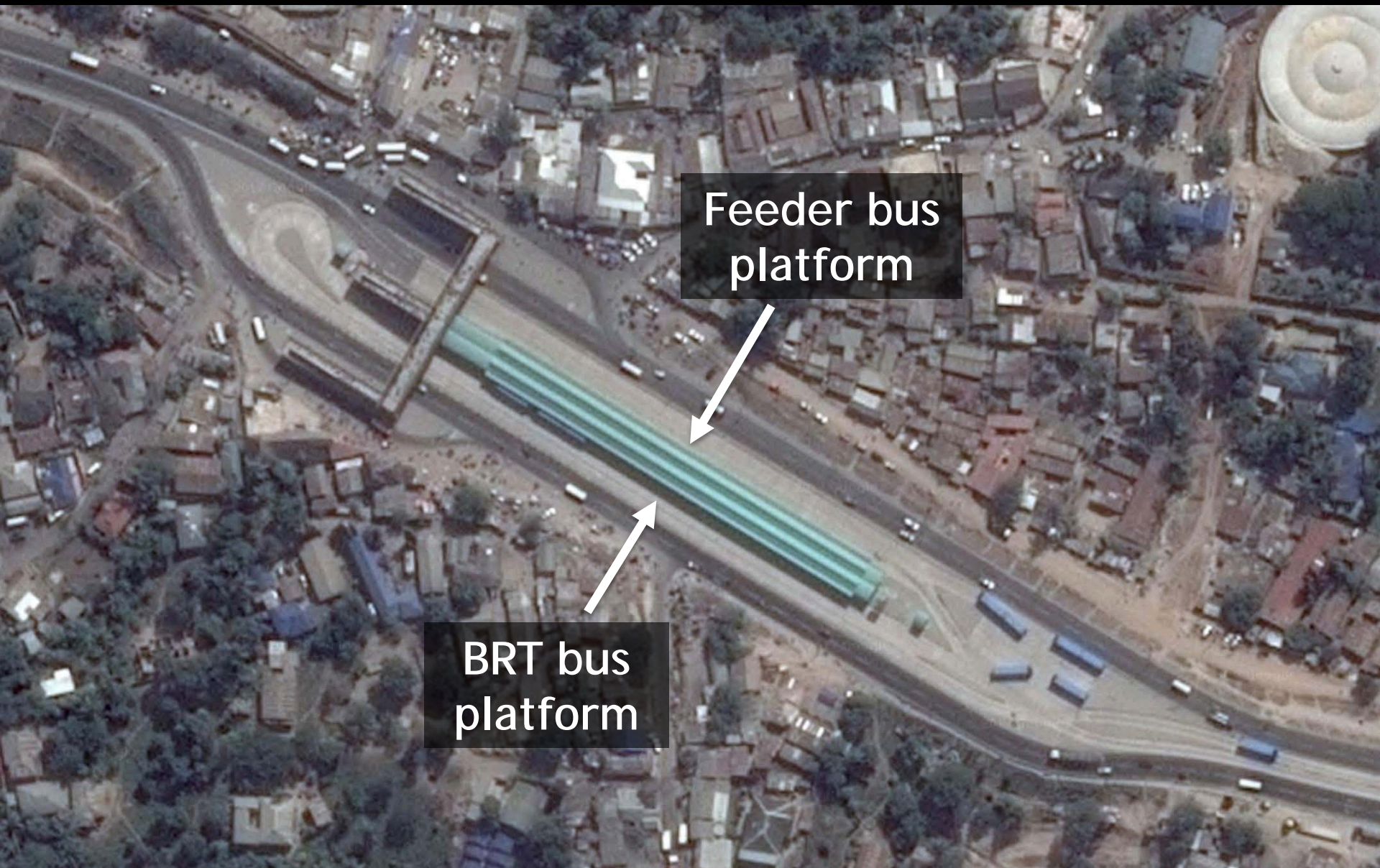


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Kimara Terminal

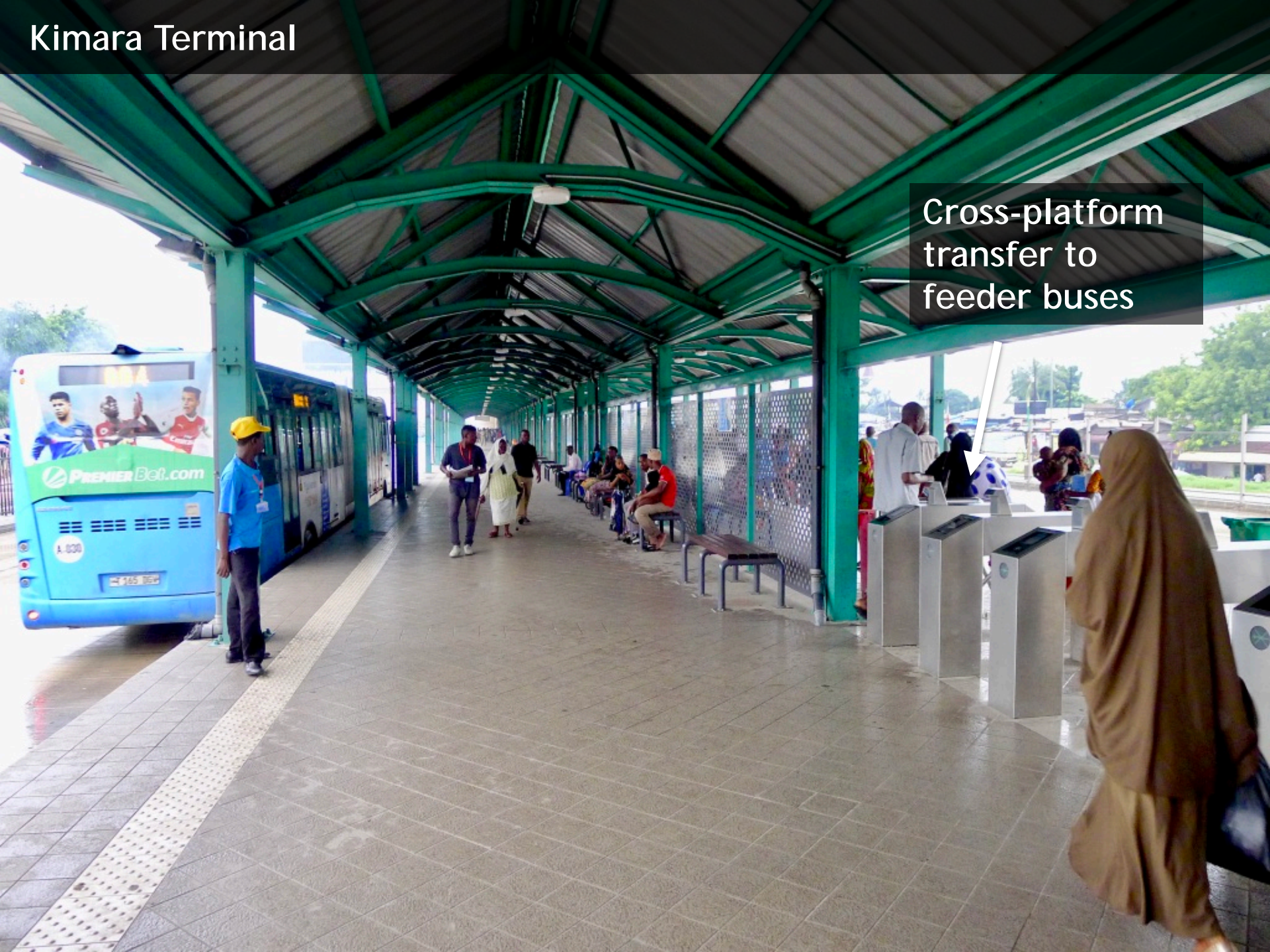


Feeder bus
platform

BRT bus
platform

Kimara Terminal

Cross-platform
transfer to
feeder buses





Dar es Salaam

Continuous footpaths and cycle tracks





Physically
separated
from
mixed
traffic

Minimum
clear width
of 2 m

Smooth
surface
material

Dar es Salaam

Wide footpaths protected by bollards



Universal access



At-grade station access

Access ramps
1:12 gradient



Tabletop crossings to reduce vehicle speeds





Dar es Salaam

Morogoro Rd, Dar es Salaam - Before



Dar es Salaam

Morogoro Rd, Dar es Salaam - After



Dar es Salaam



Challenges & opportunities



Overcrowding during interim service phase



Turning a blind eye on DART discomforts

DISASTER IN THE OFFING - There should be a limit to the number of passengers on a single bus

Full story on page 2

1000
miss
ans -

James

students have
for their higher
work of students
am yesterday.
Network
11,000 qualified
ers were yet to
likely to affect

state of affairs,
five-day



Survival of the fittest. PHOTO: File

Four charged for heckling Grace Mugabe at rally in Zimbabwe

HARARE

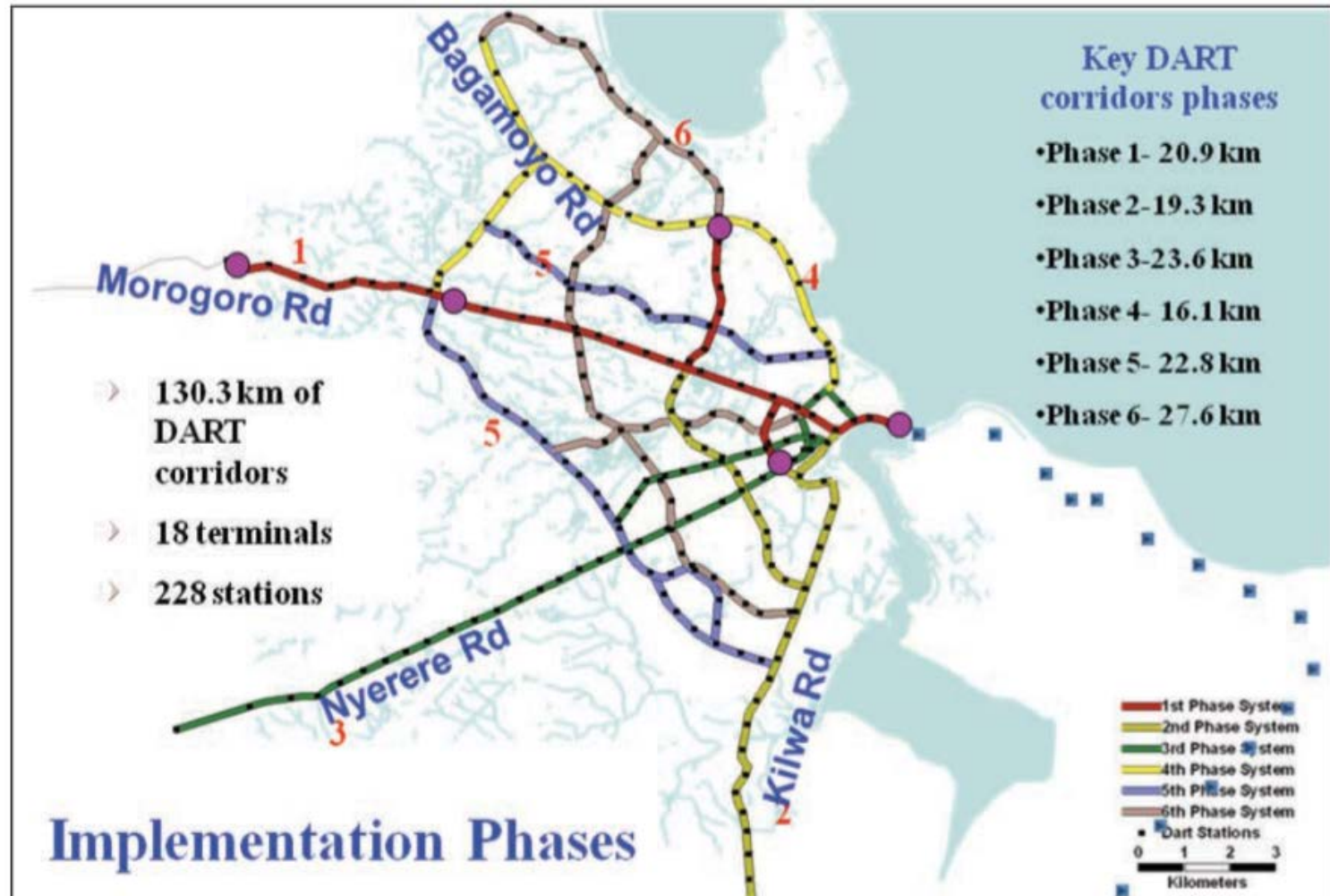
Four people have appeared in court in Zimbabwe on charges of undermining the authority of President Robert Mugabe after his wife was heckled while addressing a rally, a state-owned newspaper reported.

The Herald said the four were arrested after attending a ruling Zanu-PF party rally in the south-western city of Bulawayo where Grace Mugabe (pictured) was jeered during a speech on Saturday.

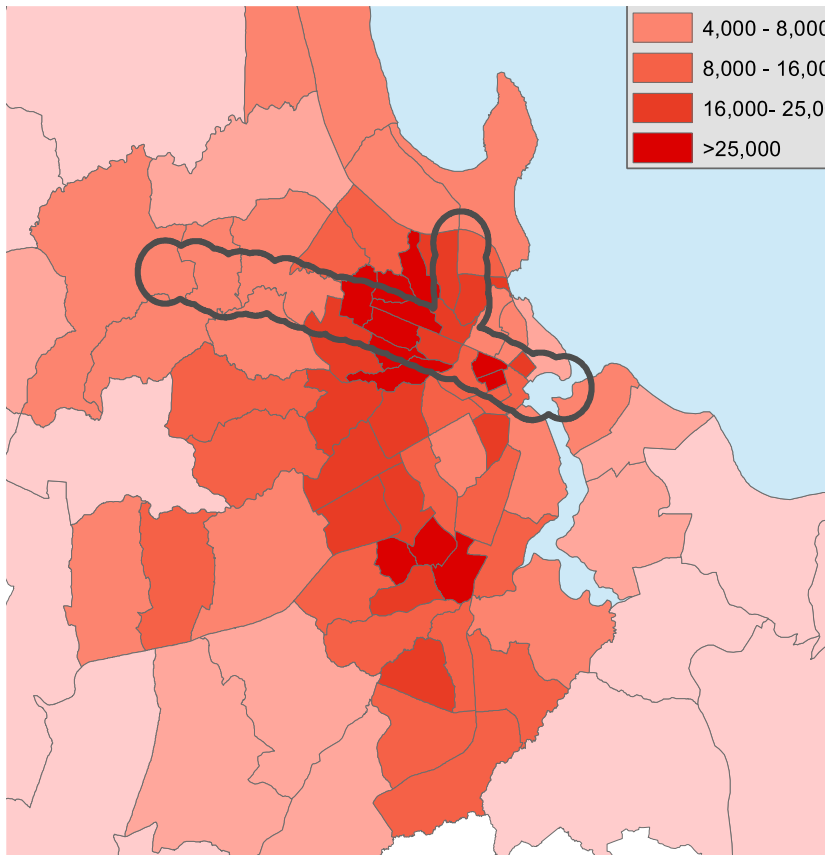
DART infrastructure & climate resilience



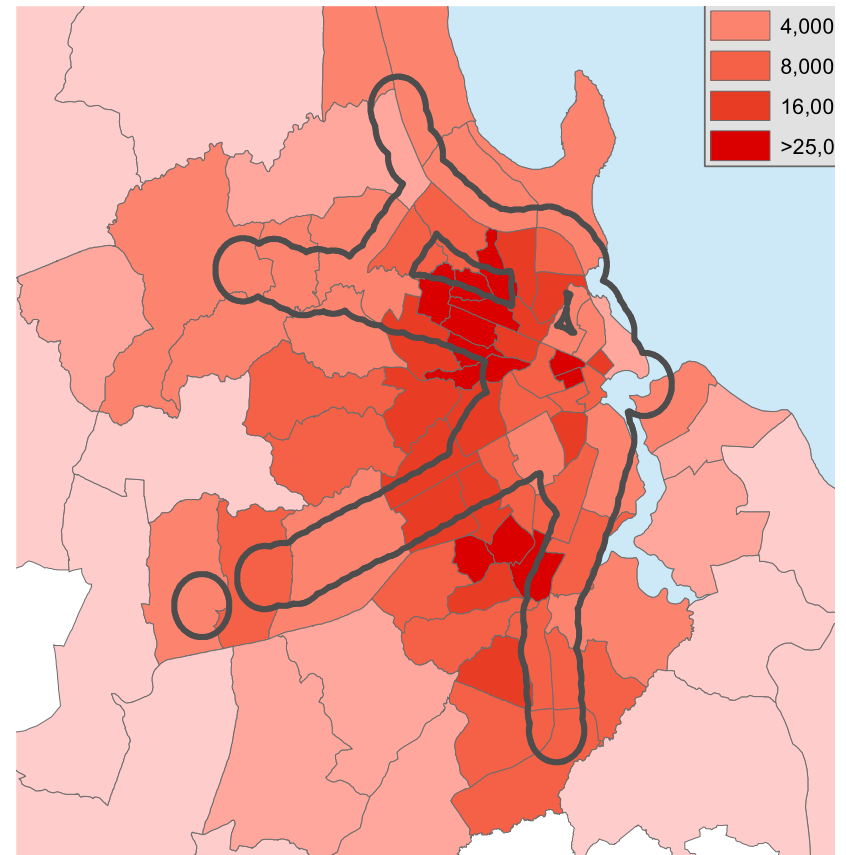
Phases 2 and 3 under implementation



Rapid transit coverage in Dar es Salaam



After BRT phase 1
8% of residents near
rapid transit



After BRT phases 1-4
33% of residents near
rapid transit

Regional impact: Study visits from Kenya, Uganda, Rwanda, Ethiopia, Zambia, Zimbabwe, and beyond



BRT around the continent

- Operational BRT systems
- BRT under planning or implementation



Thank you

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