Multi Modal Transport System in Dar es Salaam

Alternative public transport systems

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We need transportation? ? ?

Mobility:
Efficient movement of people and goods

Accessibility:
Ability to reach opportunities

Traffic:
Vehicle movement and speed

So, transportation is all about accessibility and mobility?
Transportation investments are powerful and far-reaching

But many times, transportation has detracted from quality of life.....
Impact of endless road widening
Modes of Transport in Dar

- Average Annual Vehicular Growth is around 19% per annum (2002-2015)
- Modes of Transport
  - Daladala
  - Bajaji
  - Bodaboda
  - Private Car
Implementation of DAR BRT (DART System)

- Cover length of 20.9 km dedicated concrete road
- 1 Depot, 27 BRTS Stations (4 Categories), 5 Terminals, 7 Feeder Stations and connects 11 Feeder Routes to Main Corridors
- Station spacing 500-600m with dedicated pathways for pedestrians & NMV users
- 177 Articulated (18M) and 128 Feeder (12M) Buses
- Estimated Peak Hour Load 18,000 Passengers
- Estimated Daily Ridership 450,000-500,000
DAR BRT (DART System) Ridership

• 21 km long DART system presently carrying more than 200,000 passengers
• 2 feeder routes (7.0km & 2.4 Km) carries 22,000-25,000 passengers daily
• 5 feeder stations located along the trunk corridors
• Smaller modes transfer to trunk system along with DART system feeder
Physical infrastructure requires ‘soft’ investments to make public transport user-friendly

- Technology to use assets more efficiently
- Fiscal measures to manage demand for private vehicles
Rationalize and Optimize Resources

With the distribution of traffic, the deployment of resources will be rationalized at the operator level, compared to resource deployment as per peak hour demand.
Demand Management Strategies

High Bus Use and Walkable City > Less Congestion

Transport Share - Developing Cities

Source: Bus Rapid Transit Planning Guide, gTZ
Let’s Think Again ……..