

Create “Transit Oriented Mega City” for the Future of Dar es Salaam

Dar es Salaam is the economic and social centre of Tanzania with a population of 5.8 million in 2017. Recently, rapid increase of population and vehicles has caused severe traffic jam in peak hours. In 2040, the population of Dar es Salaam is predicted to exceed more than 12 million and, as a result, traffic demand would be more than double from 2017.

This is the time to shift for “Transit Oriented Mega City” supported by Mass Rapid Transit (MRT) System including Railway and Bus Rapid Transit (BRT) alongside the transport corridors. This Master Plan proposed the necessary strategies and plans relating to Urban Structure, Road, Public Transport and Traffic Management, in addition to institutional arrangement required for its sustainable management and implementation.



Public Transport

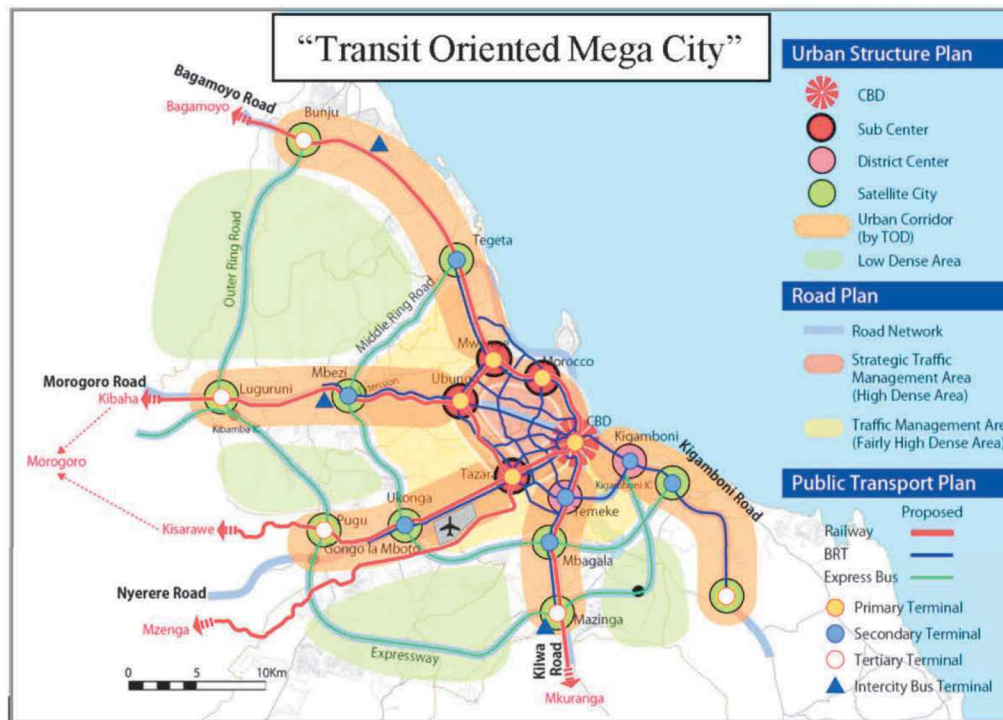
● Collaboration and Integration of BRT and Railway

Enhancement of public transport system is crucial for the future of Dar es Salaam. **Collaboration and integration of BRT and Railway** is proposed to deal with the future huge traffic demand and provide better services for public transport users. BRT covers mainly for short-medium distance trip up to 20km, while railway covers for longer trips. Future railway network is proposed to add new lines; **Bagamoyo line, Morogoro line, Loop line and Kilwa line**. This future public transport network will enable citizens to commute from anywhere to the CBD in Dar es Salaam within one hour.

Urban structure

● Palm and Fingers with Sub-Centres and Satellite Cities

Future Urban Structure is proposed to be called “Palm and Fingers structure”. The palm consists of the CBD (Central Business District) and **four Sub-centers (Morocco, Mwenje, Ubungu, Tazara)** located along the Loop corridor with a radius of approximately 5km. The five fingers are Bagamoyo, Morogoro, Morogoro, Nyerere, Kilwa and Kigamboni corridors which connect between CBD or Sub-centers and **Satellite Cities** in suburb within 30km from the CBD.



● Feeder Bus and Express Bus Service

Feeder bus services connecting to BRT, railway and public transport terminals are proposed in suburb. In addition, **Express-Bus services** for longer bus trips are proposed to be provided by utilization of the Middle Ring and Outer Ring roads.

● Terminal establishment for the connectivity

Primary, Secondary, and Tertiary **Transport Terminals** are proposed to ensure smooth transit among different types of transport mode. **Seventeen terminals** at CBD, Sub-Centers, and Satellite Cities are proposed to enhance connectivity between Railway lines, Railway and BRT, BRT and feeder buses and so on.

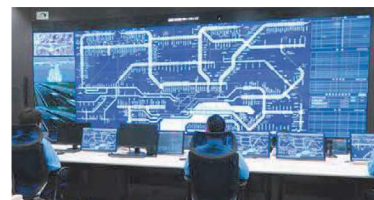
Road Network

● Radial and Ring Road Network with Advanced Technology

Roads are the most fundamental infrastructure in cities which have a close relationship with urban structure, public transport, traffic management and other lifelines. Future Road Network will be structured by **Middle Ring Road, Outer Ring Road and Bay Link Road** adding to the existing radial arterial roads to utilize transport infrastructure more efficiently. Middle Ring Road is proposed as a **smart way with advanced technology** such as **Dynamic-Lane-Management** and **Automated Driving Lanes**. It will also enable smooth access to the International Airport connecting to urban corridors. In addition, **11 Flyover projects** are proposed at the major intersections which suffer from traffic congestion, traffic accident and flood.

● Improvement of Regional/Collector/Feeder Road Network Density

Three kinds of areas divided by Nelson Mandela and Middle Ring Road are set up to improve road density with respect to the target density. Especially in current suburbs outside the Nelson Mandela Road, a proposal to **increase the density to 2.0km/km² with two-lane, paved carriageway and maximum grade of less than 10%** will contribute to improve accessibility to feeder bus services in the suburbs.



Traffic Management

● Dynamic Signal Optimization System and Travel Information System

“Smart and Safe Mobility” is the key term for the traffic management in the future. **Dynamic Signal Optimization System, Real-Time Traffic Information System** and **Public Transport Priority System** are proposed to manage traffic movement and provide information; travel time to destination, arrival time of public transport, congested route, traffic accident, flooded places. The installation of the new systems will be implemented together with the establishment of **Traffic Control/Emergency Centre** and the designation of Strategic Traffic Management Area.

● Parking Management and Non-Motorized Transport (NMT)

The Transport network of BRT and Railway is expected to promote the modal shift from private vehicle to public transport. The Master Plan proposes encouragement of **Park & Ride (P&R) system** to ensure parking spaces for P&R users near transport terminals. The parking inside CBD will be controlled by parking fee or regulation on roadside parking. For the NMT, ensuring space or network around transport terminals is proposed for **pedestrians and bicycles**, in particular.