TUMI projects in Addis Ababa & Dar es Salaam

December 2018
Before: Public transport service provided by 5,000 daladalas
After: Cleaner, newer buses; efficient and reliable DART service carrying 200,000 passengers a day; trip time from 2 hours to 45 minutes
DART services

• BRT services
  – 7 trunk
  – 2 trunk express
  – 1 complementary

• Integrated feeder network

• DART fares (TZS):

<table>
<thead>
<tr>
<th></th>
<th>Regular</th>
<th>Student</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trunk</td>
<td>650</td>
<td>200</td>
</tr>
<tr>
<td>Feeder</td>
<td>400</td>
<td>200</td>
</tr>
<tr>
<td>Trunk + feeder</td>
<td>800</td>
<td>400</td>
</tr>
<tr>
<td>(with smart card)</td>
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Dar City Navigator

• Integrated public transport customer information platform: smartphone, web, SMS
• Consultative design process
• Open source system data for use by third-party developers (GTFS format)
City Navigator functionality

• DART system information
  – Trip planning
  – Route & schedule information
  – System maps

• User feedback

• User surveys

• Incident reporting (e.g., sexual harassment)

• Tourist guide
Addis Ababa bikeshare
Addis Ababa NMT Strategy

• Ambitious roadmap to improve the walking & cycling environment

• Goals:
  – Reduced fatalities from crashes
  – Increased mode share for NMT
  – Improved gender inclusion
  – Reduced emissions

• 10-year targets:
  – 600 km of high-quality walkways
  – 200 km of cycle tracks
  – 10,000 shared bicycles
  – Revised street design guidelines
  – Outreach & communication (e.g., monthly car-free days)
  – Capacity building for agency staff
National & local policies supporting NMT

• In 2011, the government of Ethiopia finalised the Climate Resilient Transport Sector Strategy, the first of its kind in Africa

• This Strategy builds on the Growth and Transformation Plan (GTP) (2016-2020)

• The Transport Policy of Addis Ababa calls for giving "special attention to non motorised transport"

• The Addis Ababa Master Plan calls for higher quality walking and cycling facilities
Objectives of bicycle sharing

- Serve short trips in central Addis Ababa
- Improve last-mile connectivity to LRT, BRT, bus terminals, and public taxi stops
- Increase the mode share of cycling
- Transform the image of cycling
- Promote the use of active transport, helping to improve public health
- Reduce congestion and improve air quality
Addis Ababa bikeshare system

- 500 cycles
- 69 stations
- 7.8 sq km phase 1 coverage area
  - Churchill
  - Mexico
  - Meskel Square
  - Bole
  - Urael/Atlas
Bikeshare business model

• AARTB issues two contracts:
  – Bicycle sharing procurement & operations (6 years)
  – Advertising or sponsorship

Payment flows:

- Donor funds
- Sponsorship or advertising
- User fees

AARTB

Payment with service level adjustments

Bicycle sharing operator
TUMI’s role

- Capacity building for municipal staff
- Public participation during bikeshare system planning
- Cycle trainings with emphasis on encouraging women to ride
- Network plan and detailed design for dedicated cycle facilities within the bikeshare coverage area
Thank you

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