WORLD BANK GROUP

Dakar BRT Pilot Project

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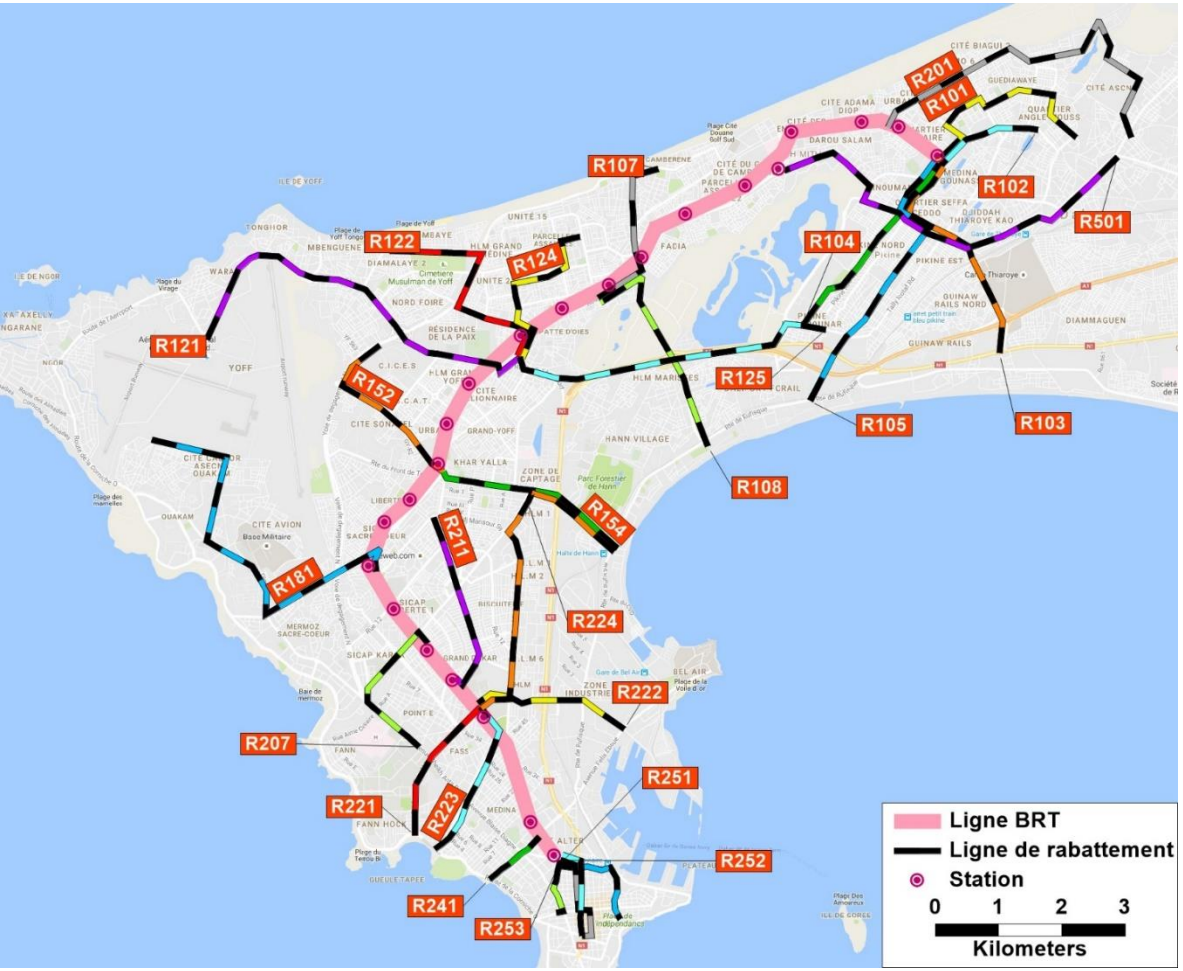
SSATP, 2019

Dakar BRT project : a mass transit **system…**



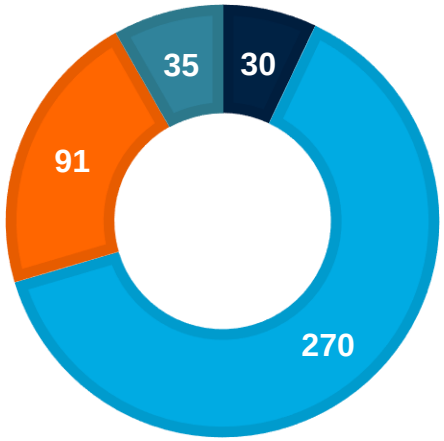
Project approved in May 2017 for a USD 300M WB loan. Complemented by a Eur80M EIB loan

18.3 km BRT corridor: trunk services and infrastructure

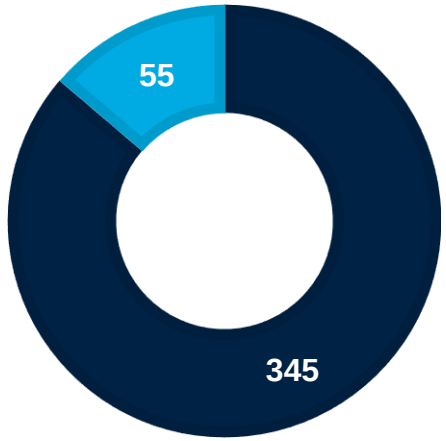
26 feeder lines: services and small infrastructures works

… and fares integration

Status: Infrastructure works have started. Right of way clearing is ongoing and private sector BRT operator recruitment procedure ongoing

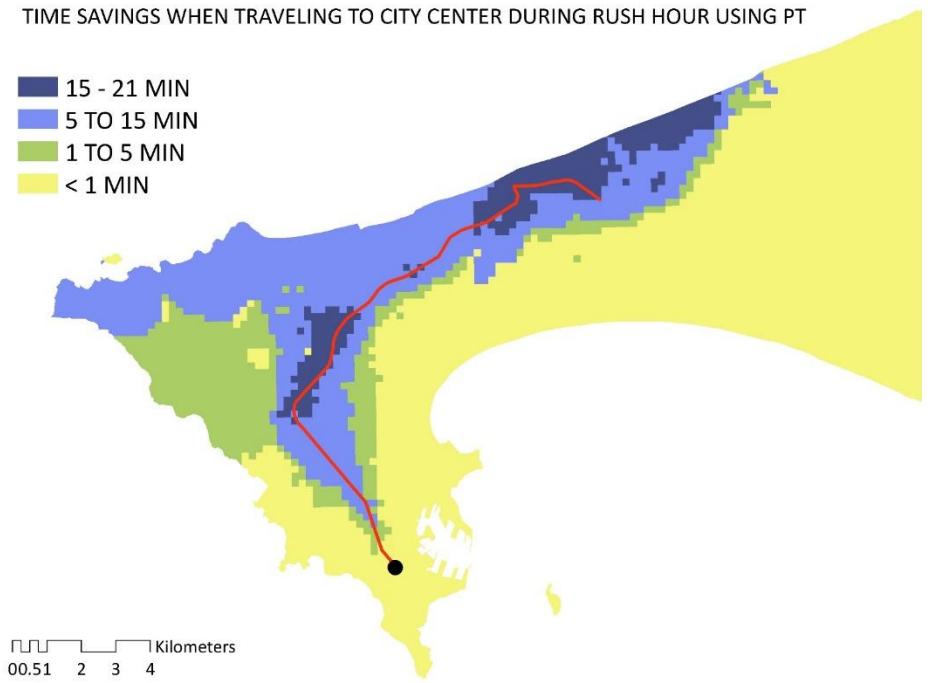


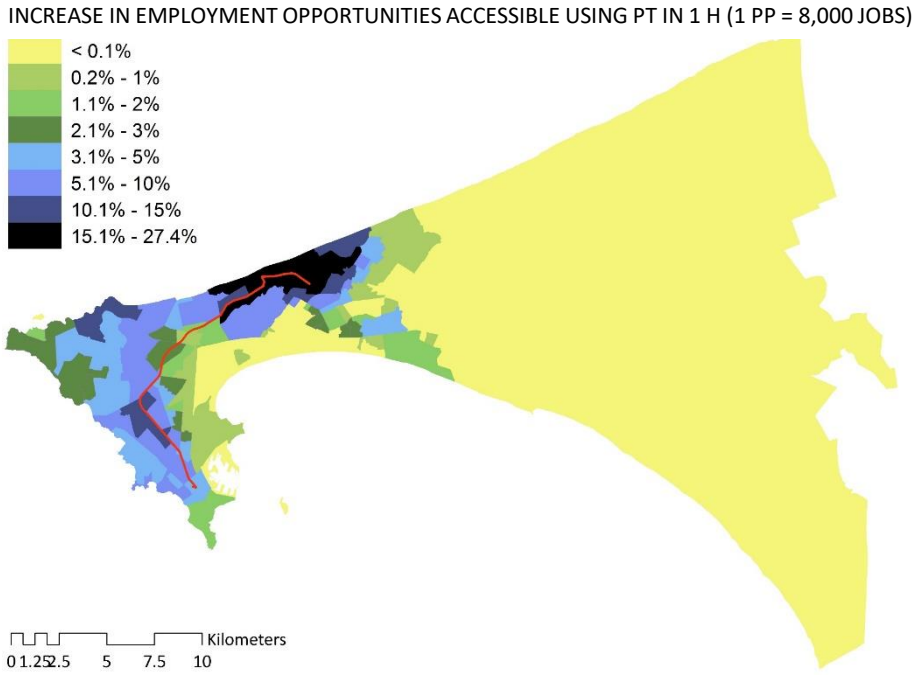
Infrastructure Investments in USD Million



Private Sector financing over a 10-year concession period

…for a transformational impact on the city





Share of population with access to CDB in 60min using PT at rush hour

	Baseline 2020	Project Scenario 2020
All residents	57%	69%
Poor residents	46%	55%

~50% OF CITY'S POOR RESIDENTS WILL BE ABLE TO ACCESS >8,000 *ADDITIONAL* JOBS

The BRT corridor as part of a comprehensive urban mobility strategy

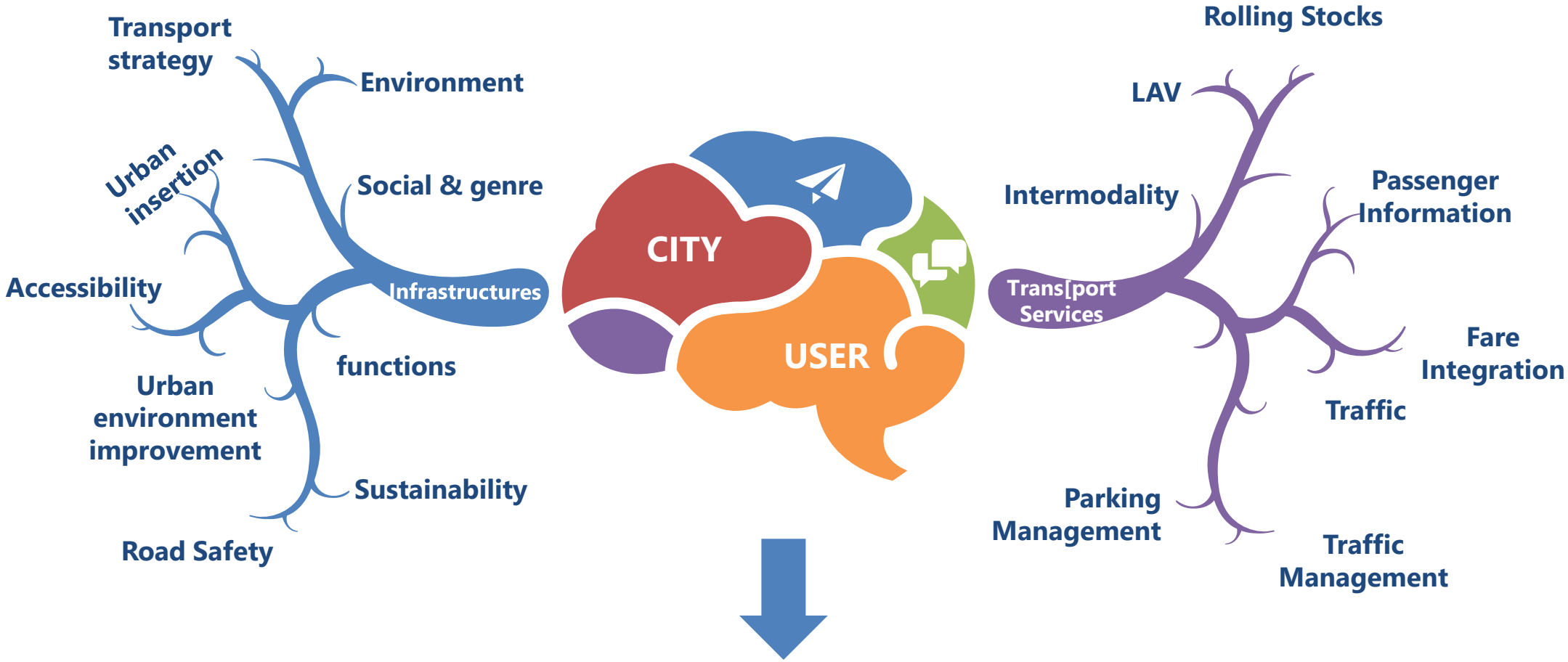
A project embedded in a national strategy for urban mobility

- Identified as part of a comprehensive mobility strategy for Dakar which includes Non Motorized Transport, governance, urban development, etc
- Part of the « Plan Senegal Emergent »
- Identified as the only transport contributor to NDC (Paris COP 21)

A carefully chosen corridor:

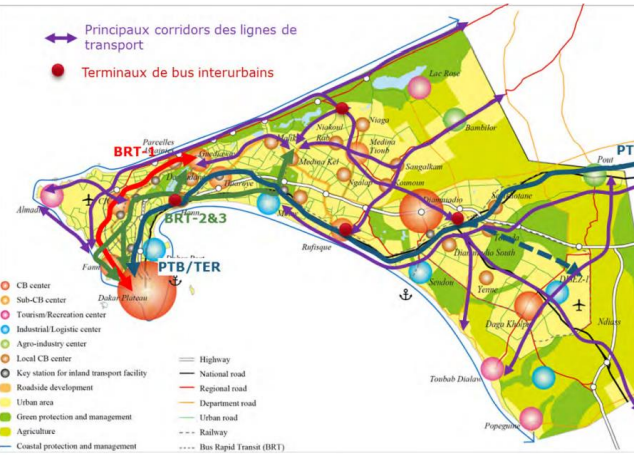
- Complementary with the urban train
- The most trafficked corridor in the city
- Public transport restructuring around these two backbones of the transport network

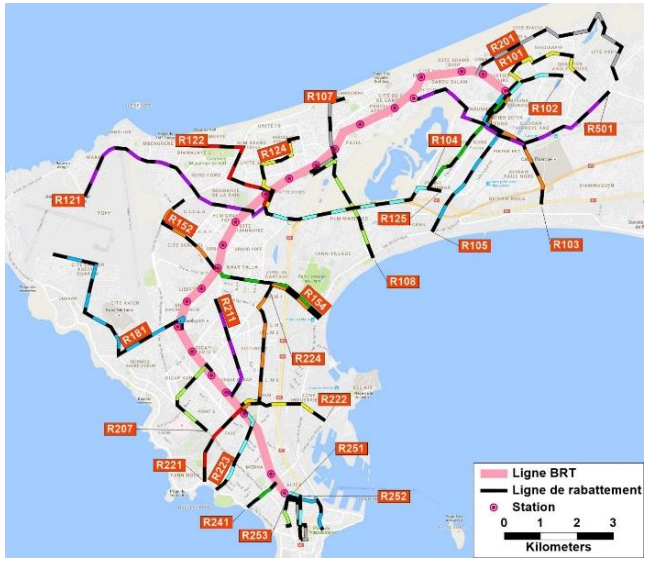
Dakar BRT Project : comprehensive corridor management approach for transport planning and urban integration #1



Integration of Transport services and infrastructures from the early stage of the BRT project design:
integration of urbanism and transport services in view of sustainable development

Dakar BRT Project : comprehensive integration of the corridor in the public transport network #2





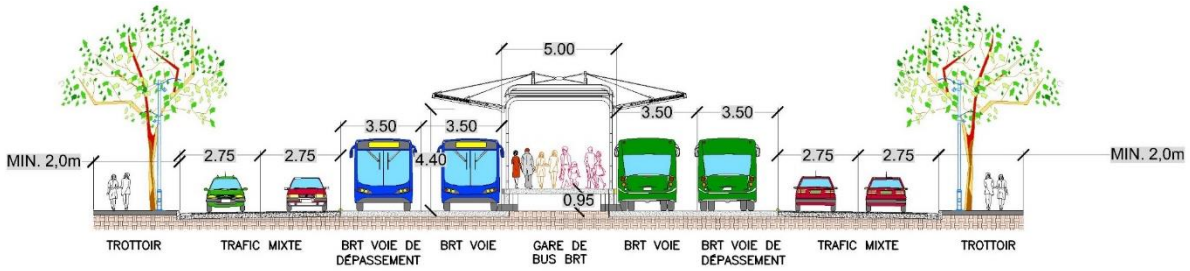
An innovative mass transit project …

- Dedicated at grade runways for 141 articulated buses, backbone of the future urban mobility strategy
- High frequency and high commercial speed
- Serving large traffic generating poles : hospital, universities, commercial centers, institutions, administrations…
- Several types of services
- ITS: Passenger information system, Automatic Vehicle Location, etc

.. integrated in a comprehensive Public Transport restructuring

- Feeders and interchange stations for a full integrated public transport system
- Fares integration
- Traffic management system for the whole system
- Fleet renewal scheme for the feeders

Dakar BRT Project : comprehensive integration in the urban environment #3



Multi-modal approach with strong focus on accessibility, NMT, safety, and integration in urban environment

- Urban requalification along the 19km corridor
- NMT: Sidewalks, provision of safe and convenient pedestrian crossings and paths, Bike lanes
- 3 terminals with P&R facilities
- Road safety is a constant concern
  - Audit of the design and during construction
  - Training for drivers, communication campaigns, equipment, studies, etc

- A design tailored to address vulnerable population needs
  - Safety
  - Accessibility
  - Affordability (17% of low-income passengers benefiting from 50% discount through a social program)

Dakar BRT Project : attention paid to architectural design for improved livability #4

Station designs

- Design tailored the Senegalese context
- Powered by sun-powered energy

Landscaping and urban furniture, ongoing research for improved environment

- Vegetation adapted to Africa and dry countries context
- Urban furniture design research

Dakar BRT Project : a TOD approach around one of the main hubs #5

TOD Petersen

Current situation

- anarchical occupation of lanes
- Informal unauthorized markets
- Congestion

Objectives

- Accessibility improvement to the hub
- Livability enhancement around Petersen stations and its surroundings
- traffic and intermodality improvement between Urban Train and BRT

Main takeaway: integrating BRTs solutions in a comprehensive Transport and Land Use strategy is key.

- Integrated Land use and transport strategy
  - TOD
  - Mixed-use zones development
- Network Development Strategy
- Mobility Corridor Strategy
- Public Transport Strategy
  - Bus augmentation
  - Higher order MRTs
  - Intermodal Integration
- Non- Motorized Transport Strategy
  - Cycles/cyclists
  - Pedestrians
- Freight Management Strategy
- Parking Strategy
- IPT Strategy
- Traffic Management
- Travel Demand Management Strategy

From "Urban Transport Planning", UNDP, Institute of Urban Transport (India), SUTP