

COMMENTS AND RECOMMENDATIONS

To: DART Agency, TANROADS
From: Umma wa Wapanda Baisikeli (UWABA)
Date: 20 June 2010
Subject: Comments on the Design Sections of Morogoro Road and Kawawa Road (DART), Dar es Salaam, Tanzania

UWABA would like to thank the DART Agency and TANROADS for providing us the planned design for the reconstruction of Morogoro and Kawawa Road in Dar es Salaam and for allowing us to submit comments about the designs. Overall, UWABA is pleased dedicated cycle lanes have been incorporated into the design. Separating pedestrian lanes from cycle lanes are also positive additions. We note that a few more changes should be made in order to create a safer environment for cyclists. You will find those recommendations below:

CONTINUITY

In some stretches of the road there are two-way cycle lanes on one side of the road (Section 1 Kivukoni Terminal to City Council on Sea Front), in some sections there are no cycle lanes (Section 2 City Council to Bibi Titi Road, Section 10 Msimbazi Street), in some sections there are two-way cycle lanes on both sides of the road (Sections 4 – 6 UN Road to Kibo), in some sections there are one way cycle lanes on each side of the road (Section 3 Bibi Titi Road to UN Road, Section 7 Kibo to Kimara terminal and sections 8 – 9 Kawawa Road). It is very important that continuity be maintained for cyclists moving from one section to another by clear guidance showing how the cyclist is supposed to move through junctions.

- At City Council – need clear guidance for cyclists on how to move onto and off the two way sea front cycle lane and into the main traffic.
- At Bibi Titi Road junction with Morogoro Road – need clear road crossing facilities for cyclists moving from two-way to one-way system.
- At Magomeni junction – need clear guidance for cyclists on how to move through this junction on Morogoro Road or how to move from the cycle lanes on Morogoro Road to Kawawa Road and visa versa – keeping in mind that the format of the cycle lanes (two-way on Morogoro Road, one-way on Kawawa Road) is different.
- At Kibo – clear road crossing facilities for cyclists moving from two-way cycle lane to one-way cycle lane.

CYCLE TRAFFIC DIRECTION AND ROAD SIGNS

While the direction of cyclists travel is marked on the drawings, it is not clear if this will also be indicated on the roads by a physical sign (i.e. painted arrows or road signs) to show cyclists which direction the traffic in the cycle lane will be moving in (in the case of one-way cycle lanes) or which part of the cycle lane to use (in the case of two-way cycle lanes).

In addition, clear road markings and signs should guide pedestrians and cyclists on the difference between cycle lanes and pedestrian areas.

SEPARATION OF CYCLEWAYS FROM MOTORIZED VEHICLE LANES

In UWABA's experience, motorized traffic very often uses footpaths and service roads to park illegally, and to pass out traffic queues. In Dar es Salaam it is not possible to rely on good driver behavior or on law enforcement as drivers do not follow road markings or respect cyclists, and traffic police cannot be everywhere at once. It is extremely likely that when cycle lanes are built as part of this project, motorized vehicles will regard them as service roads for driving on, will park on them and will drive on them to pass the traffic jams. This can only be prevented by physical barriers which prevent this in the infrastructure.

On some sections there appear to be trees and/or street lamps (planting strips) between the cycle lane and the motorized traffic lanes (sections 4 and 5 and parts of sections 6 and 8) whereas on other sections there appears to be no physical barrier between cycle lanes and motorized traffic (Sections 1, 3, 7 and 9 and parts of sections 6 and 8).

We would like to know why planting strips are being used as separators at off station locations along the road but not at stations locations (see sections 6 and 8)?

Where planting strips are used as separators, we would like assurance that the lanes and/or planting strips will be raised on a very high kerb which drivers cannot cross to make the delineation between cycleway and roadway clear.

Where there is no separator, we strongly recommend that physical separators be put in place, either in the form of planting strips and high kerbs where there is space, or in the form of concrete separator intermittent kerbs.

If these measures are not put in place, the provision of cycle lanes will likely be entirely ineffective.

PROTECTION OF CYCLE LANE ENTRANCES

Even where there are physical barriers length-wise (for example the service roads now on Morogoro Road are separated from the main traffic by drains), motorized vehicles still access them by the "bridges" which give them access to plots along the road and/or at junctions. UWABA believes there should be bollards constructed at the entrances of cycle lanes and entrances to plots/side roads in order to ensure that cars cannot use the cycle lanes for parking or driving. These bollards should be placed 1 meter apart from each other so that disabled tricyclists can still access the cycle lanes. This recommendation applies to all road sections that will have cycle lanes.

DRAINAGE

Currently on Morogoro Road there are large drains to the sides of the roads which also act as barriers between service roads and the main road. UWABA would like information about how drainage is dealt with in the new designs as the new designs do not appear to have open drains. If they are to be replaced by underground drains, road designers should keep in mind that in Dar es Salaam thieves often steal metal drain covers for scrap metal, and also that the drainage system is very bad in Dar es Salaam. Some roads with underground drains in Dar es Salaam are very hazardous for cyclists as uncovered manholes and large puddles which we cannot see through have caused many cyclists to crash.

SPEED BUMPS AND OTHER TRAFFIC CALMING MECHANISMS

The sections described in section 2 (city council to Bibi Titi Road) and section 10 (Msimbazi Street) do not have cycle lanes. UWABA understands the reason for this is limited space. UWABA recommends speed bumps or some other traffic calming mechanism is constructed to ensure that cars, buses and other motorized vehicles will not speed around cyclists in these sections of the roads.

BICYCLE FUNDIS

Bicycle repair services (puncture repair and other minor repairs) are currently available along Morogoro Road from informal-sector bike-fundis. However, in some cases they are on the service road itself instead of off to the side of the road thereby blocking the way, and in many cases (even when they are not blocking the way) “magambos” hired by the municipal councils harass them and them to leave. UWABA believes minor bicycle repairs are an important service to have accessible to cyclists at small distances apart. We request that special booths for cycle fundis be incorporated along the sides of the road to provide space for these important services and to allow bicycle fundis to make a living without harassment.

CONCLUSION

Once again, UWABA is grateful for the opportunity to submit recommendations on the proposed plans for Morogoro and Kawawa Roads. We would also be willing to take part in any additional meetings or consultations about this particular design or any present or future road designs. Finally, we would like to know the date construction on these roads will commence and the names of the road construction companies that will be involved.

Section		Cycle lanes - One way / two way	Protection
1	Kivukoni Terminal to City Council on Sea Front Road	Two way, one side of road	Not clear
2	City Council to Biti Titi Road	n/a	n/a
3	Biti Titi Road to UN Road	One way, two sides of road	Not clear
4	UN Road to Magomeni	Two way, two sides of road	Trees, lamps
5	Magomeni to Ubungo terminal	Two way, two sides of road	Trees, lamps
6	Ubungo terminal to Kibo	Two way, two sides of road	Stations not clear, rest trees, lamps
7	Kibo to Kimara terminal	One way, two sides of road	Not clear
8	Kawawa Road (except at valley)	One way, two sides of road	Stations not clear, rest trees
9	Kawawa Raod at valley	One way, two sides of road	Not clear
10	Msimbazi Street	n/a	n/a