Road Safety in Addis Ababa

About Addis
Traffic crash situation
The city’s roads
Initiatives to improve road safety

Jiregna Hirpa
Deputy General Director,
Addis Ababa Road Traffic Management Agency
Addis Ababa

- Has a population of about 4 mil and less than half a million vehicle population
- Facing road traffic challenges
- In a city with a vehicle population of less than half a millennium, more than 450 people are being killed
- Pedestrians are the most affected road users with more than 86% of fatalities
- More than 58% caused by commercial vehicles
- Concentrated on major roads
Safety of our roads

iRAP rates safety provisions of different road sections for different road users

1 star is the most dangerous, while 5 star is the safest

Assessment of 114km of roads was made

<table>
<thead>
<tr>
<th></th>
<th>1-star</th>
<th>&gt;=3 star</th>
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</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>50%</td>
<td>14%</td>
</tr>
<tr>
<td>Car occupants</td>
<td>17%</td>
<td>39%</td>
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Our roads are 3 times safer for vehicle occupants than pedestrians
Fatal crashes are concentrated on the major roads

Fatal crashes happen where major roads pass through high pedestrian activity areas such as terminals

High density of fatal crashes are found to be in downtown

There is an initiative for neighbor safety improvement as part of BIGRS support to improve safety
Inappropriate intersection design

Lack of appropriate crossings

Walkway occupied and ignored

Elderly and disabilities are not considered

Pedestrian
### Addis Ababa City Structure Plan (2017-2027)

#### Share of NMT

<table>
<thead>
<tr>
<th>Boulevard (PAS and SAS)</th>
<th>Share of NMT</th>
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<tbody>
<tr>
<td>• CBD</td>
<td>60%</td>
</tr>
<tr>
<td>• Within the inner ring road</td>
<td>50%</td>
</tr>
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<td>• High density corridors</td>
<td>50%</td>
</tr>
<tr>
<td>• Outside the inner ring road</td>
<td>30%</td>
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<tr>
<td>• Other centers</td>
<td>based on the LDP</td>
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</table>
City’s ambitious mass transport network
34.25 Km (North-South line 16.9km and East- West line 17.35 km)

15 Bus Rapid Transit (BRT) lines are proposed
Vision: Envisioning Addis Ababa city free from road trauma.
Target: Half number of deaths and injuries from road traffic crashes by 2023
Legahar intersection

- Located in a main city center
- Ancient rail station
- Public transport hub
- High pedestrian activity
After

1. Tighter corner radii that require drivers to take a sharper turn help to slow turning speeds.

2. Refuge islands and medians shorten crossing distances and provide safe spaces for pedestrians.

3. Direct crosswalks that are aligned with pedestrian desire lines help to shorten crossing distances.

4. Aligned lanes help to ensure cars move smoothly and predictably.

5. Reclaiming underutilized road space keeps drivers in line and provides more space for pedestrians.
Results

Turning Speed reduction

No fatal crash since transformation

50% reduction in injury crash

Pedestrian cross walk compliance increased by 13%
Safe Intersections program has been initiated as a part of RSSIP with a support of NACTO – with a plan of improving 10 intersection a year Applying safe intersection principles
Increased pedestrian spaces and facilities using temporary strategies and delineators
application of safe street design principles

• Pedestrian safety improvement inline with modifying intersections for capacity improvement
• Refuge islands for pedestrian protection
• Shortest possible crossing distance
• Compact intersection
• Well regulated and efficient traffic flow
• Aesthetically beautiful environment
Transformation of arterial roads

- Arterial road in a developed area with high crash rate
- Improvement recommendations are made by WRI
Pedestrian Safety Assessment of LRT route

• Recommendations are made to improve pedestrian safety at the crossings along the LRT route
NMT oriented transformation pilot project
Speed control initiative

Speed zones

Safe limits are set

Posted on all arterial streets

Campaign is already started