

Road Safety in Addis Ababa

About Addis

**Traffic crash
situation**

**The city's
roads**

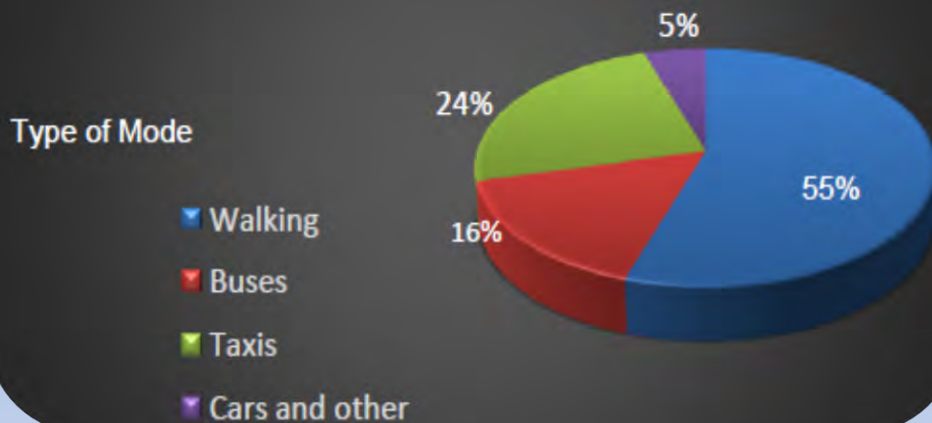
**Initiatives to
improve road
safety**

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Addis Ababa

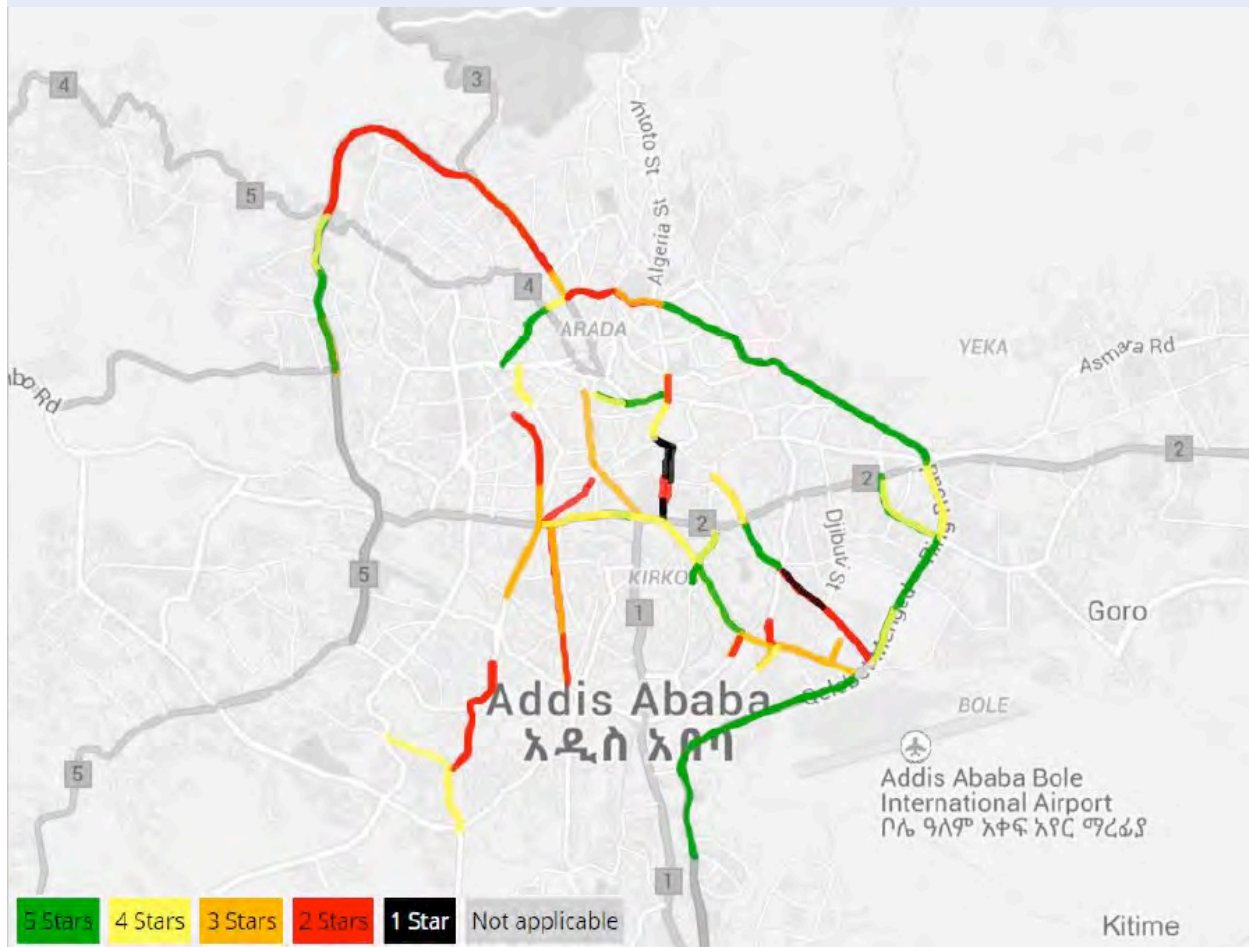


Modal Share 2015



- 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

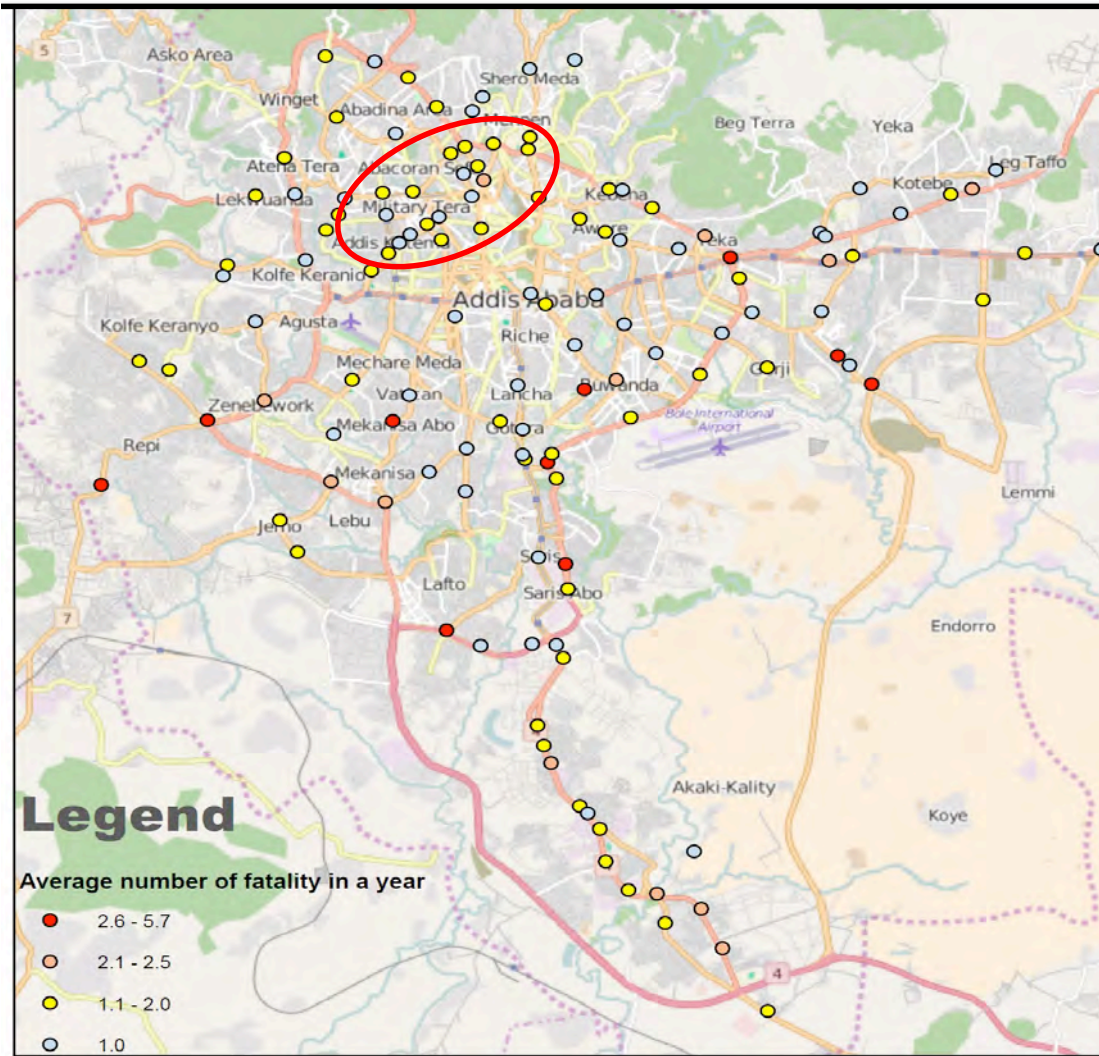
1 star is the most dangerous, while 5 star is the safest

Assessment of 114km of roads was made

	1-star	>=3 star
Pedestrians	50%	14%
Car occupants	17%	39%

Our roads are 3 times safer for vehicle occupants than pedestrians

Fatal crash locations in the city



- 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



Walkways occupied and ignored

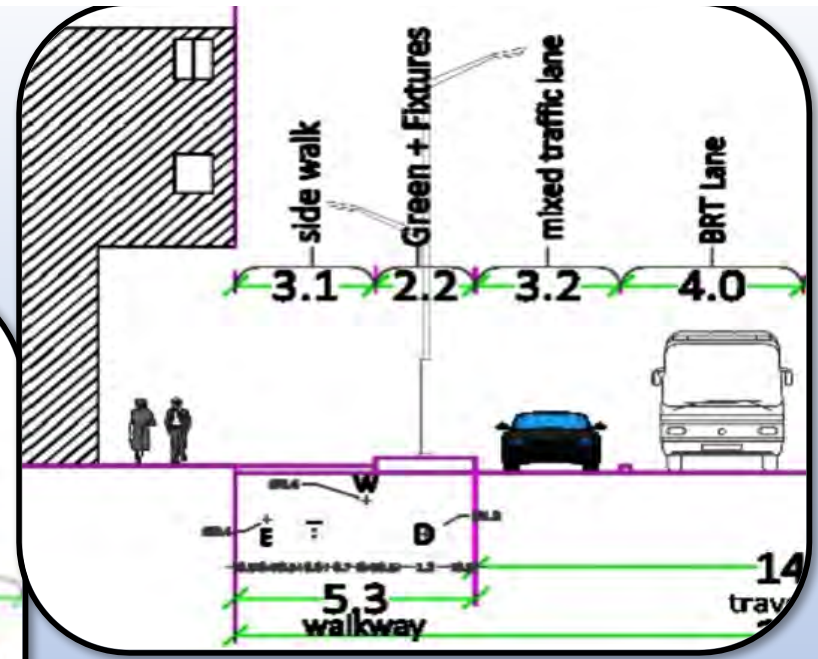
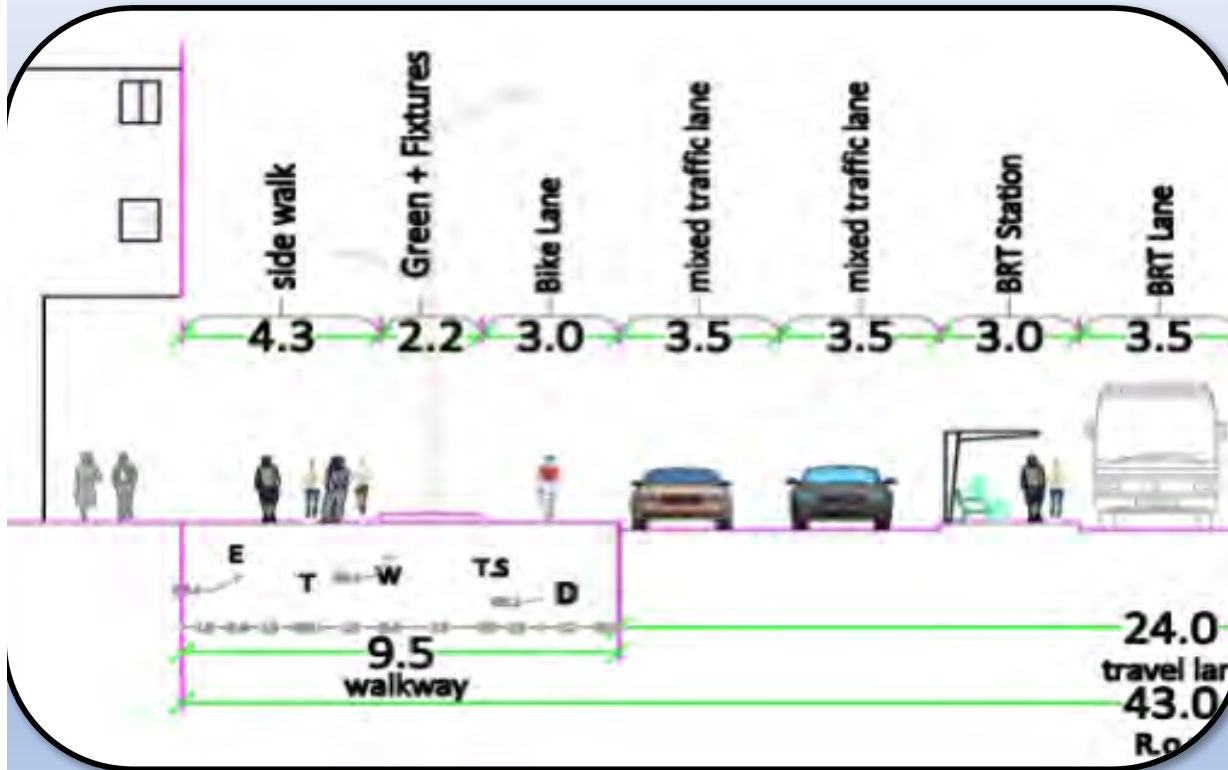


Elderly and disabilities are not considered



Pedestrian

Addis Ababa City Structure Plan (2017-2027)



	Share of NMT
Boulevard (PAS and SAS)	
• CBD	60%
• Within the inner ring road	50%
• High density corridors	50%
• Outside the inner ring road	30
• Other centers	based on the LDP



City's ambitious mass transport network



LRT, realized

34.25 Km (North-South line 16.9km and East- West line 17.35 km)



B4
h2&c
BRT PLANNED

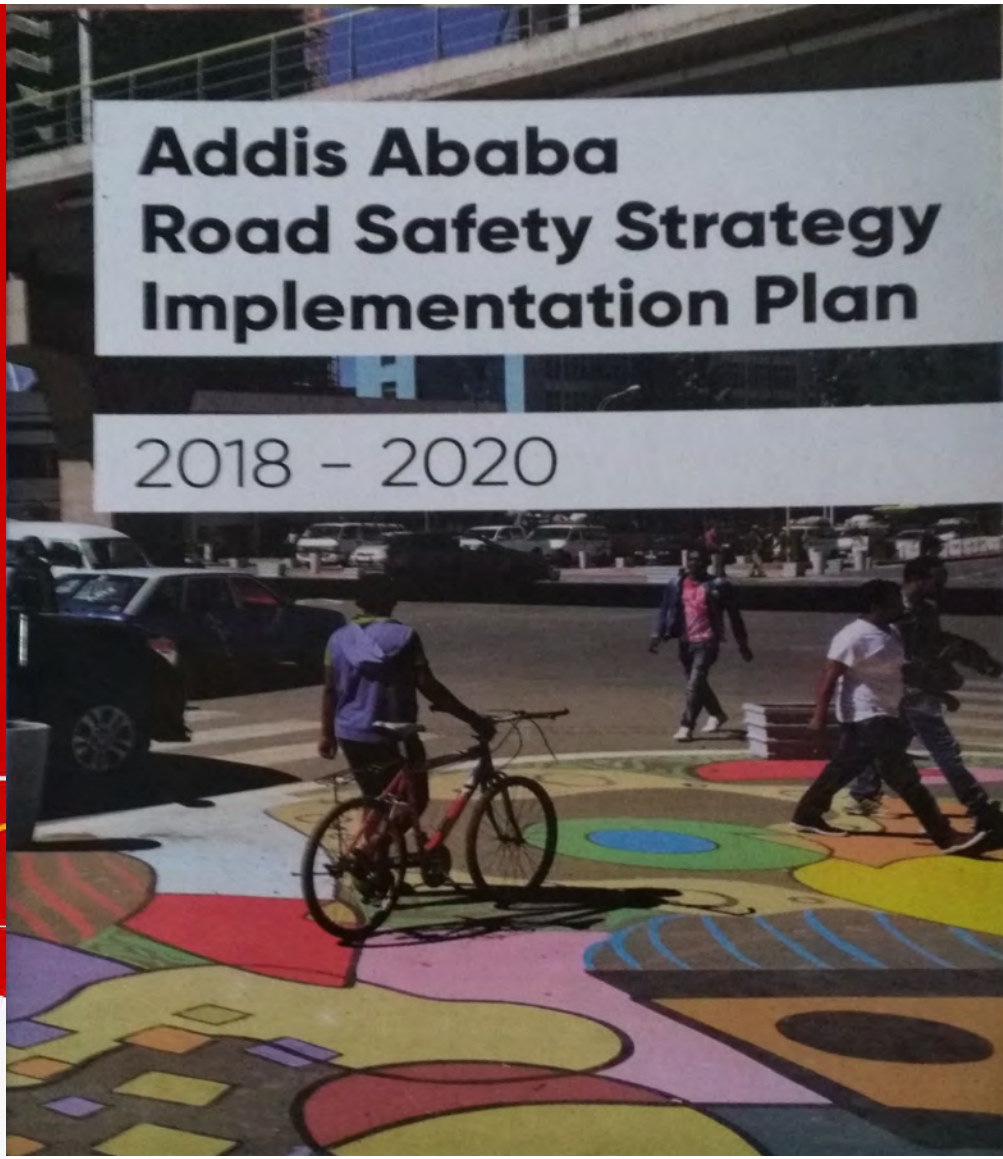
15 Bus Rapid Transit (BRT) lines are proposed



Vision: Envisioning Addis Ababa city free from road trauma.

Target: Half number of deaths and injuries from road traffic crashes by 2023

ADDIS ABABA ROAD SAFETY STRATEGY



Addis Ababa Road Safety Strategy Implementation Plan

2018 - 2020

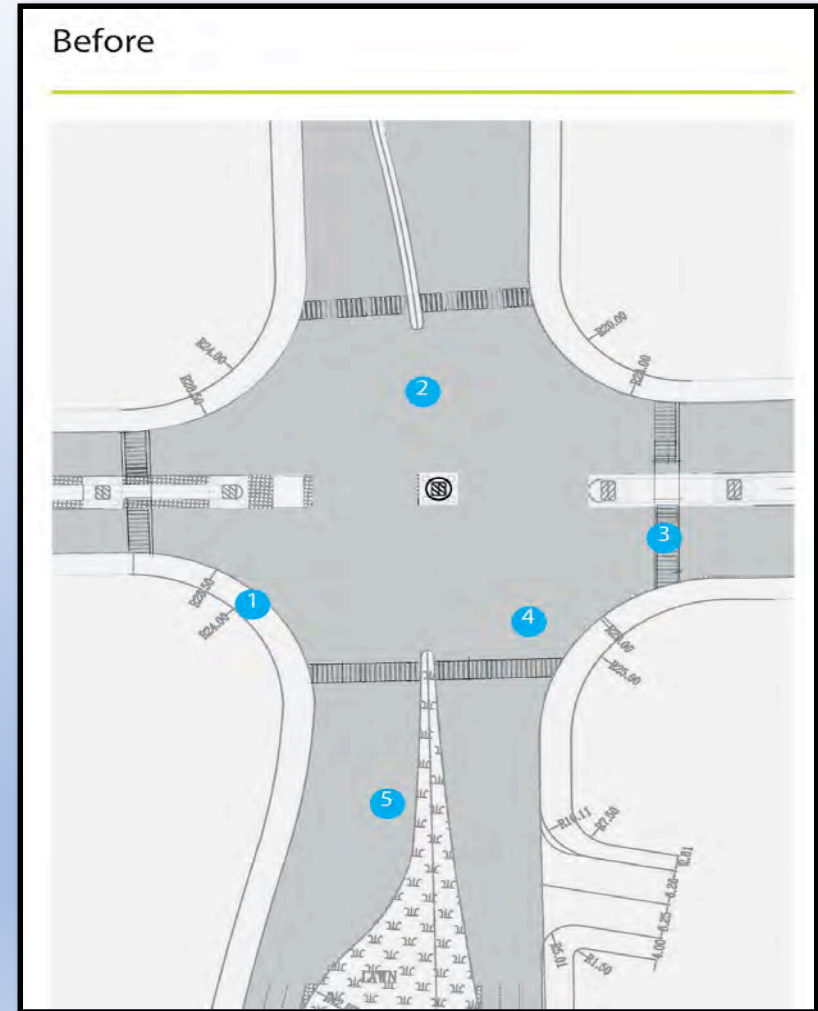
Legahar Intersection transformation



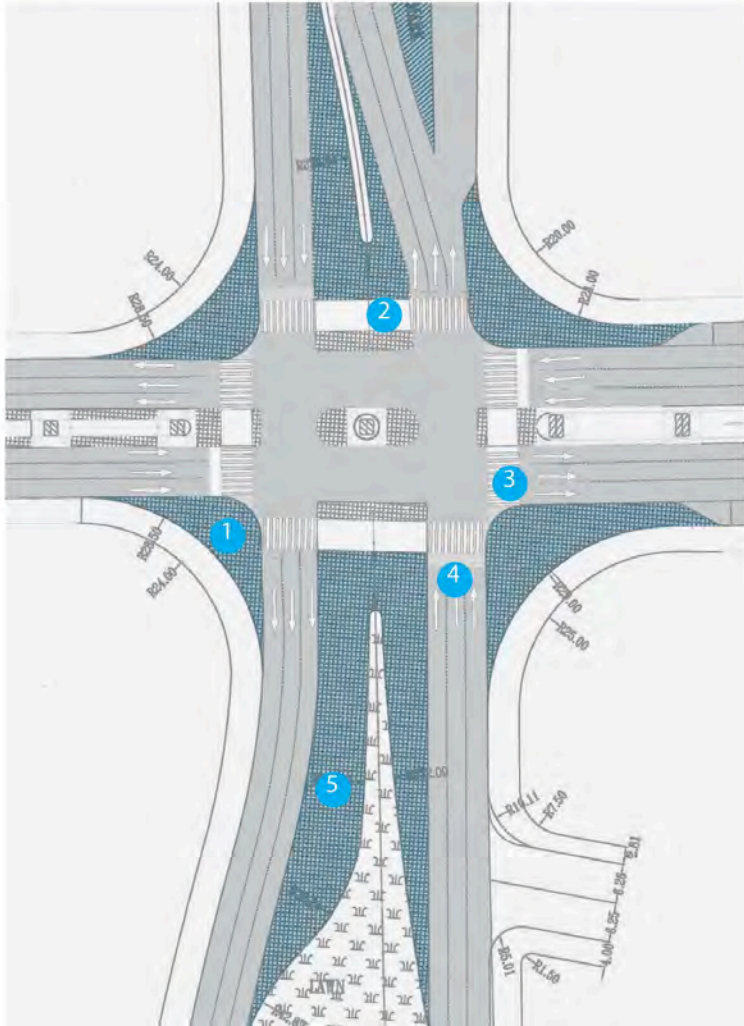
Legahar Station

Legahar intersection

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

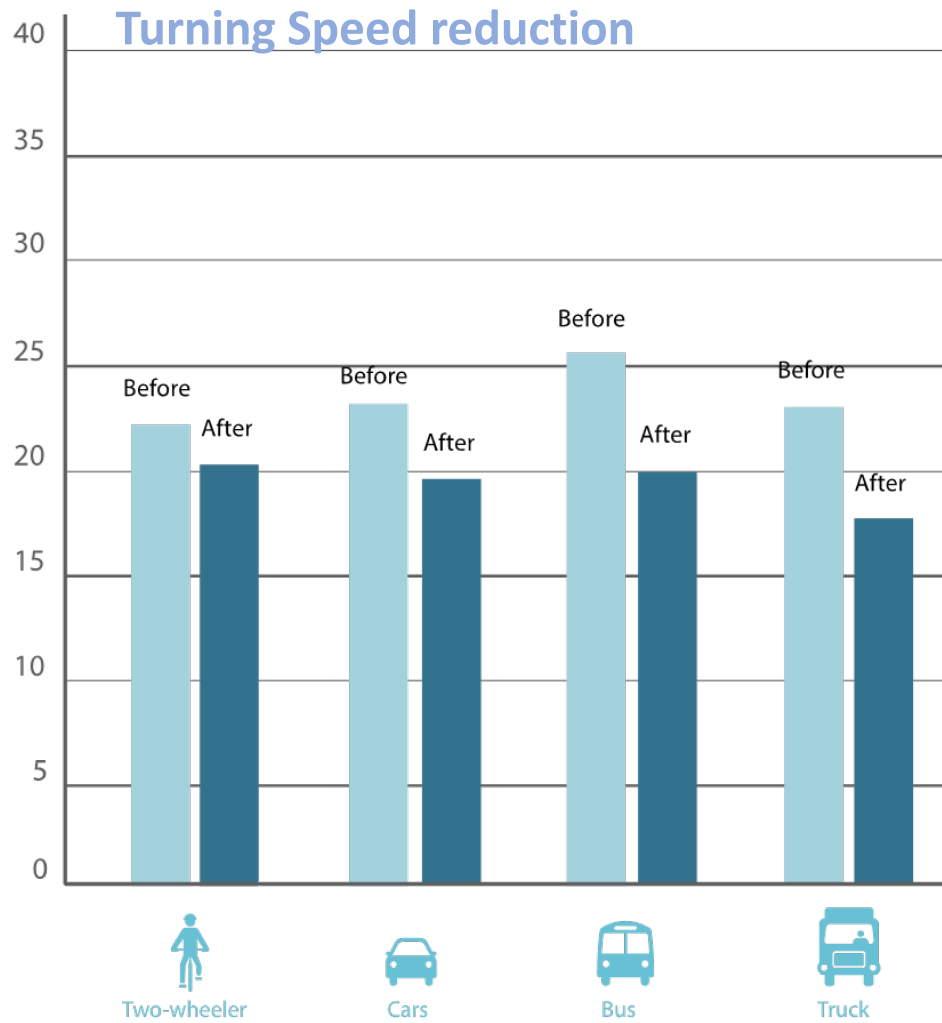


After



- 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

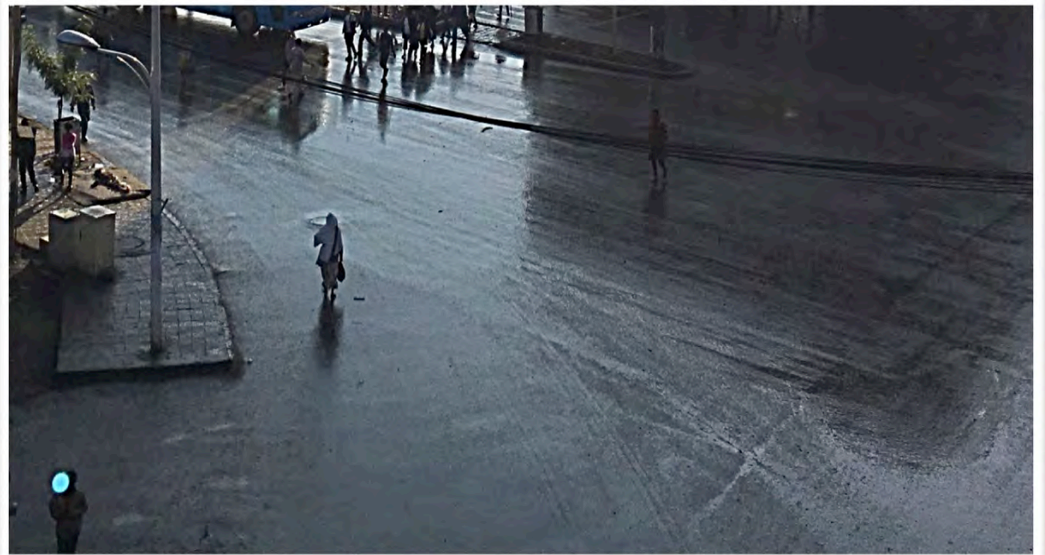
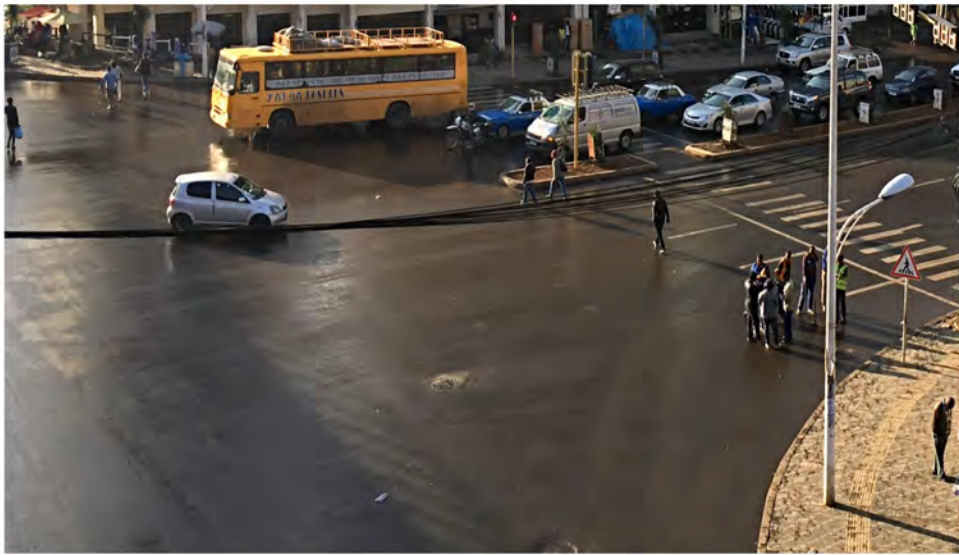


No fatal crash since transformation

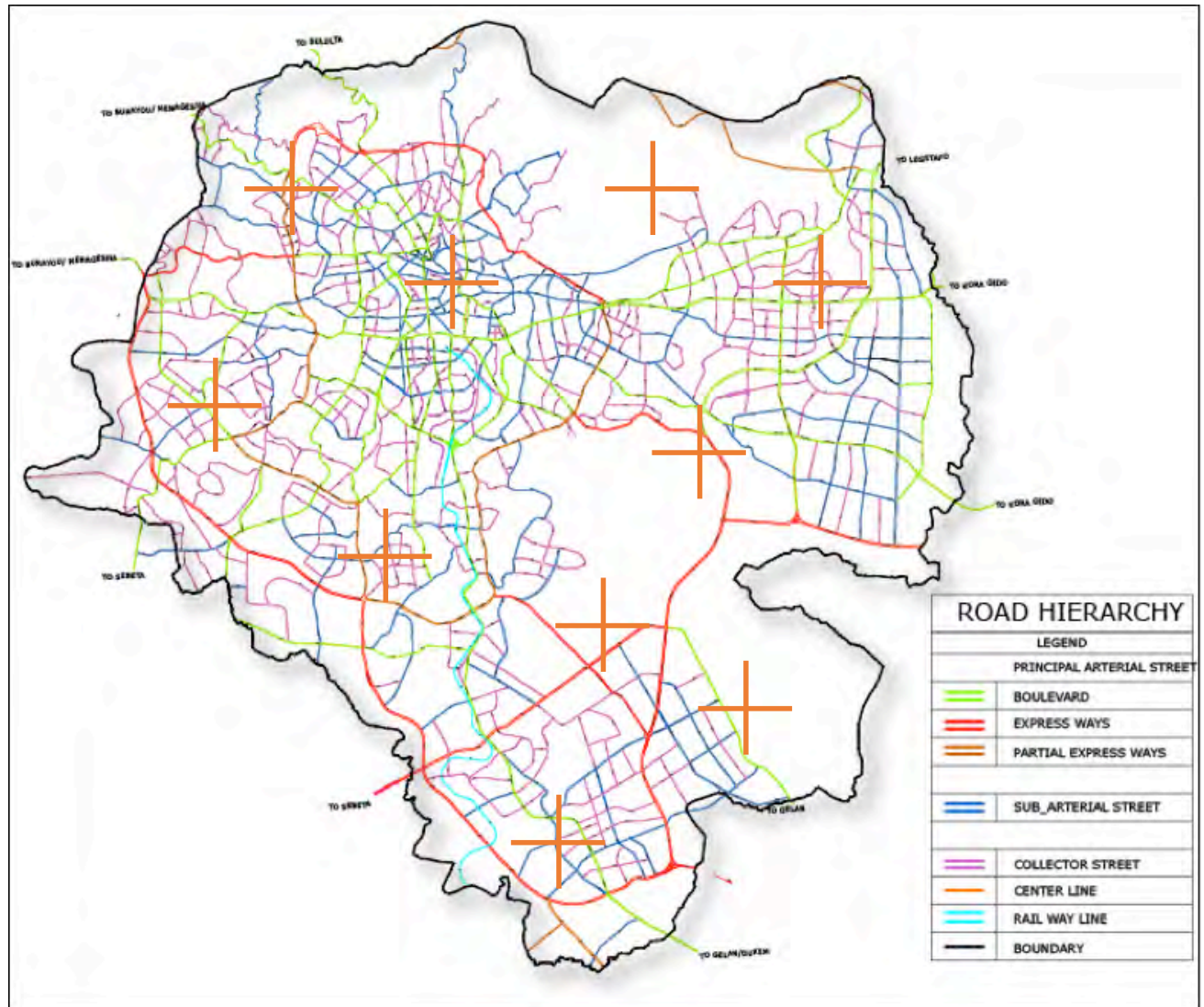
50% reduction in injury crash

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

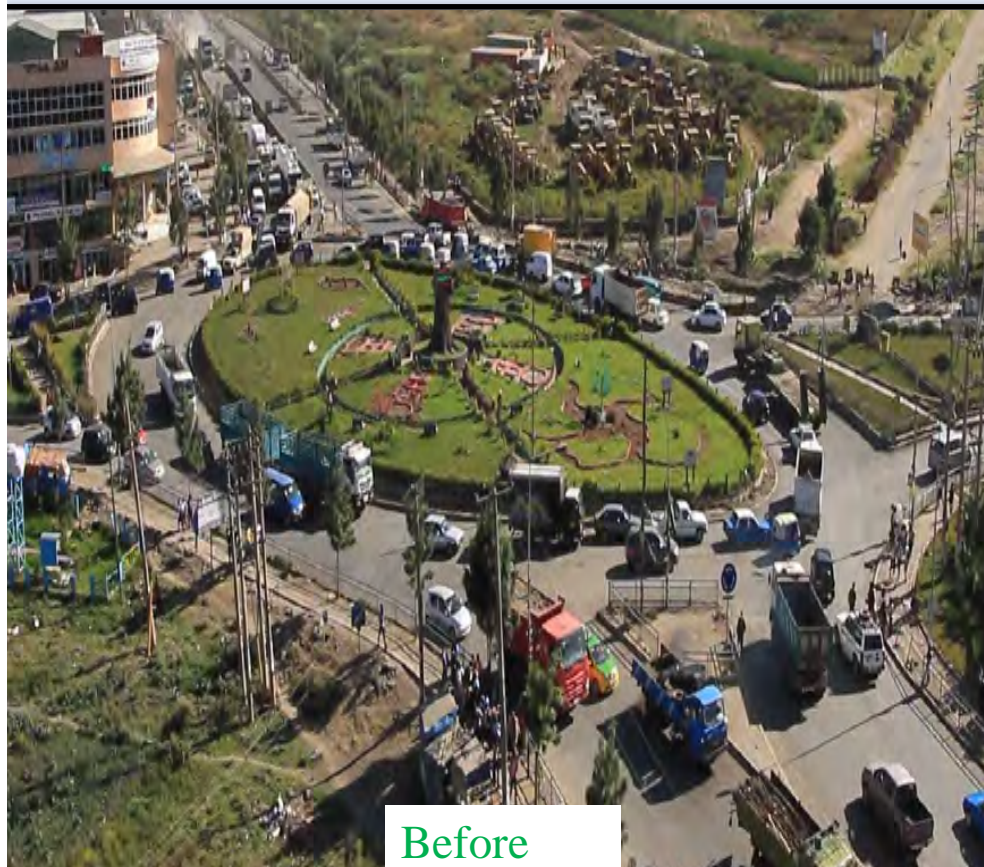




Increased pedestrian spaces and facilities using temporary strategies and delineators

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



Before



After

Transformation of arterial roads

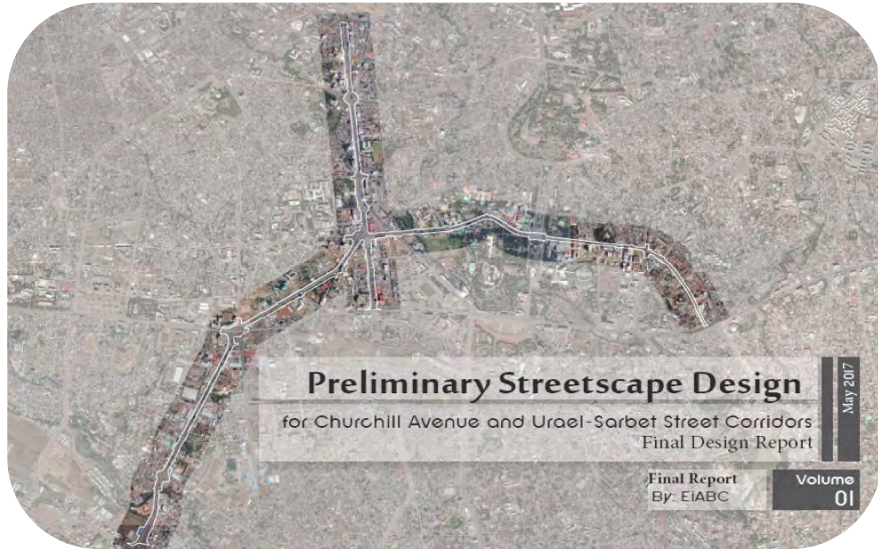


Pedestrian Safety Assessment of LRT route



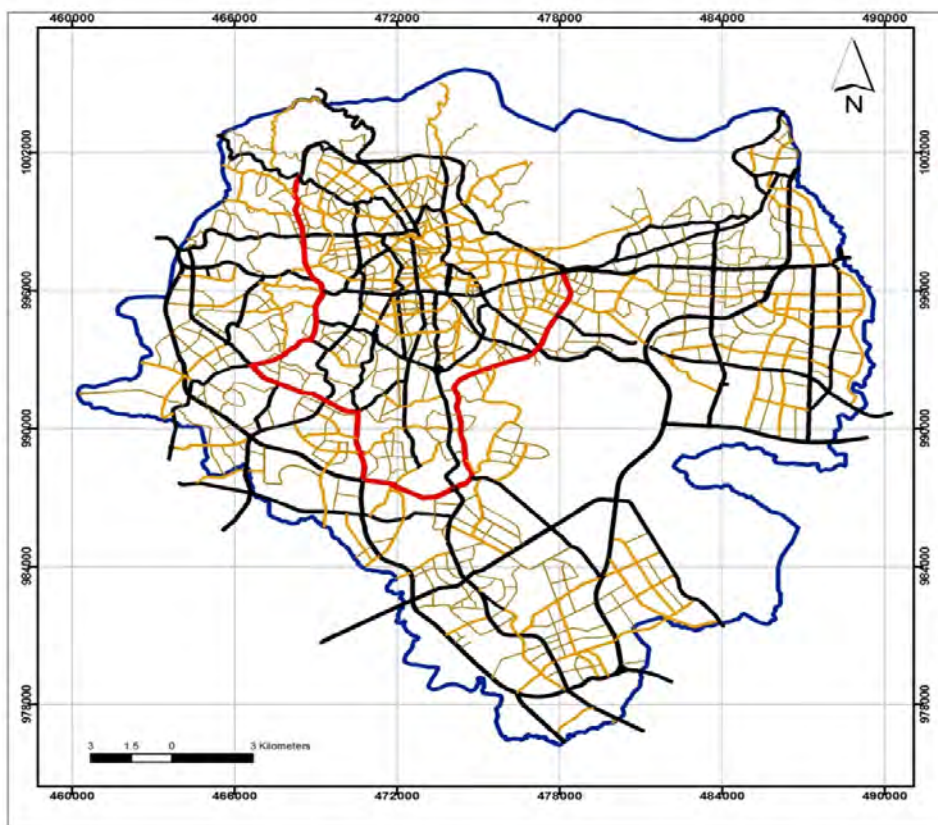
- Recommendations are made to improve pedestrian safety at the crossings along the LRT route

NMT oriented transformation pilot project



Speed control initiative

Speed zones



Safe limits are set

Posted on all arterial streets

Campaign is already started