A comparison of different surrogate safety measures for traffic conflicts involving VRUs

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Presented March 8th 2018 at the XI ICTCT extra workshop (Vancouver, Canada)



Objectives

Many SSMs have been proposed and applied in (scientific) research.

But how do they relate to each other?

- 1. Which aspects influence the calculation of the SSMs?
- 2. Are the measures identifying the same (severe) events?
- 3. Are there (significant) correlations?

Focus on events involving VRUs

Other evasive manoeuver capabilities



Data

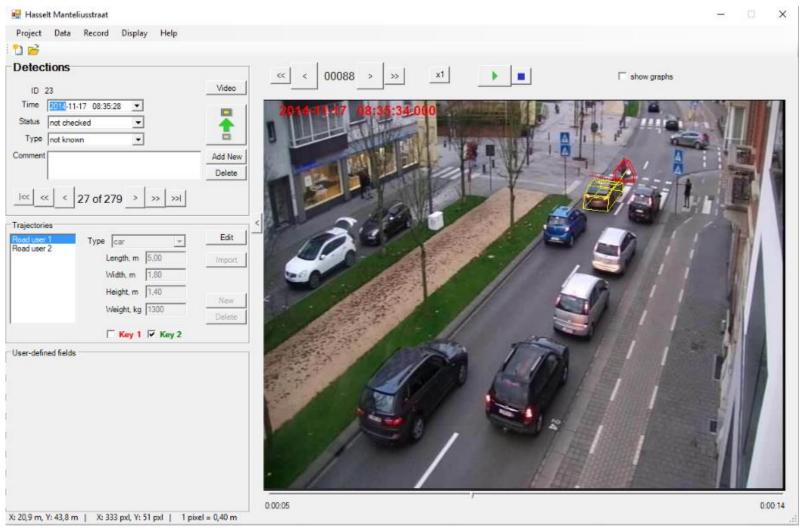
Available datasets at Transportation Research Institute (IMOB) of Hasselt University

- Channelized Right-Turn Lanes (CRTL)
 - 4 locations
- Signalized Intersections
 - 4 locations
- Non-Signalized intersections
 - 2 locations

In total 1141 conflict situations



Methods



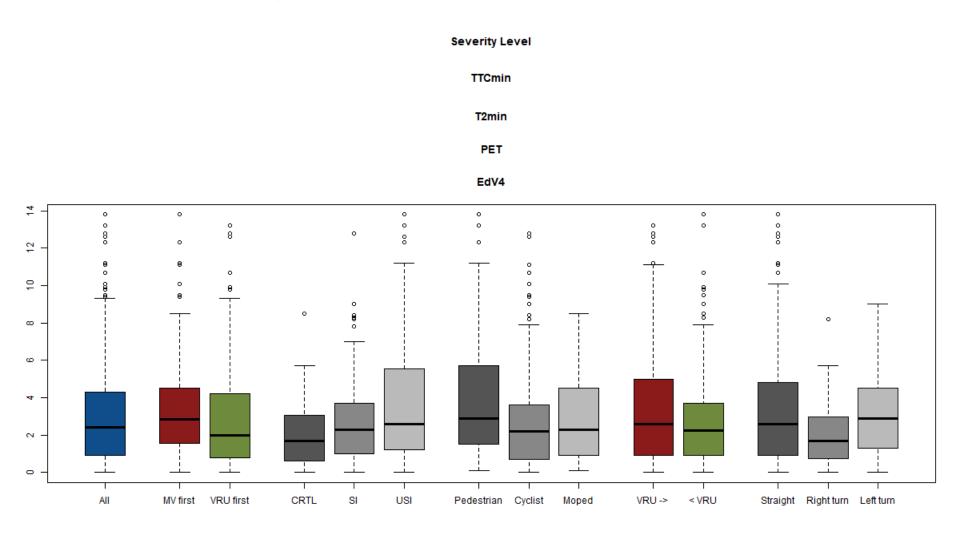


Surrogate safety Measures

Collision course	Transition	Crossing course
		T_2 T_2 T_2
<u>Time-to-Collision (TTC)</u> Severity Level TTCmin	T2-value T2min Extended Delta-V (EdV) EdV4 EdV8	Post-Encroachment-Time (PET)

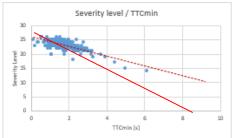


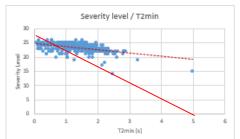
Results: Range

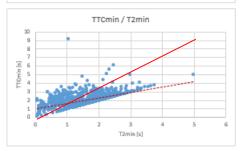


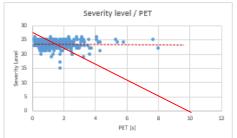


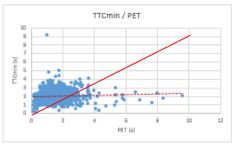
Result: Correlation

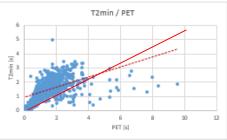


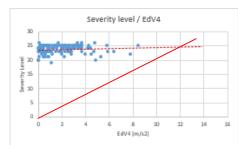


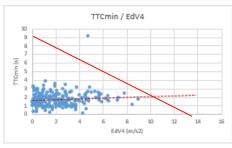


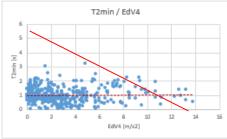


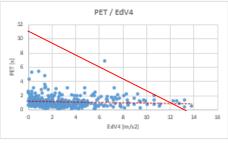






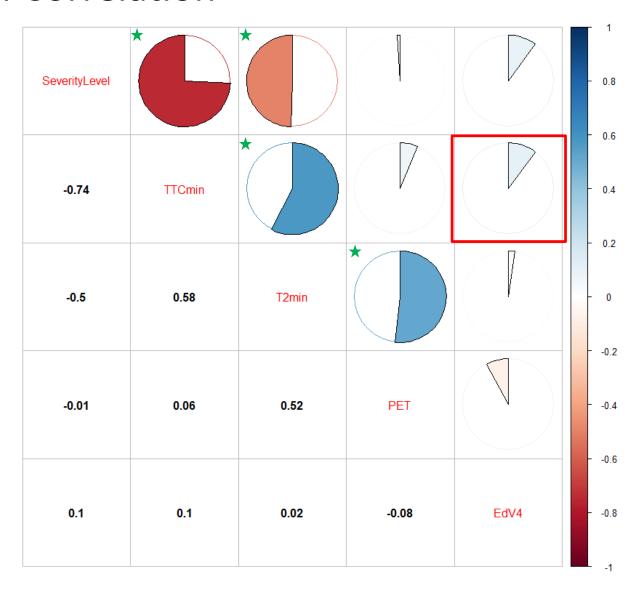






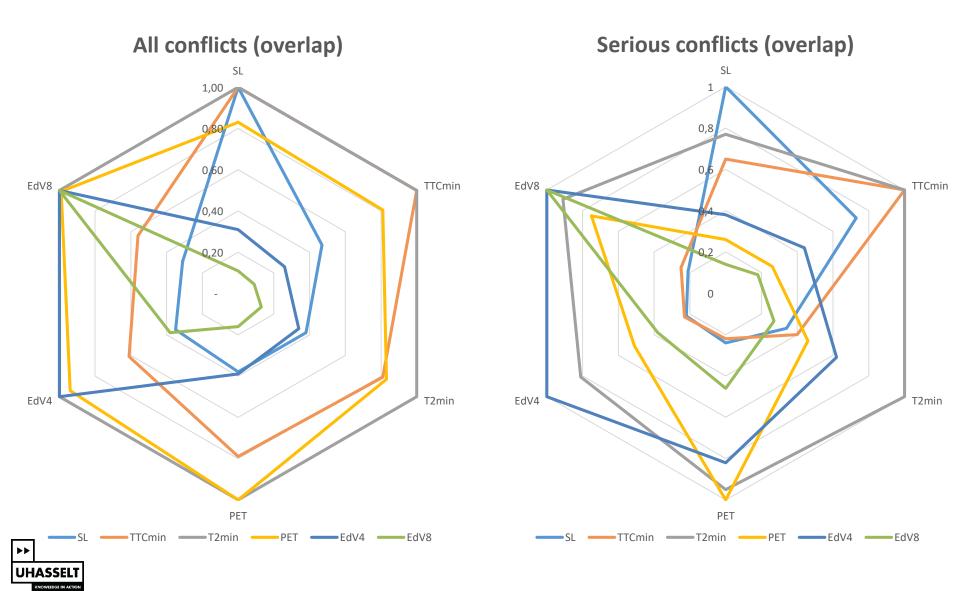


Result: Correlation

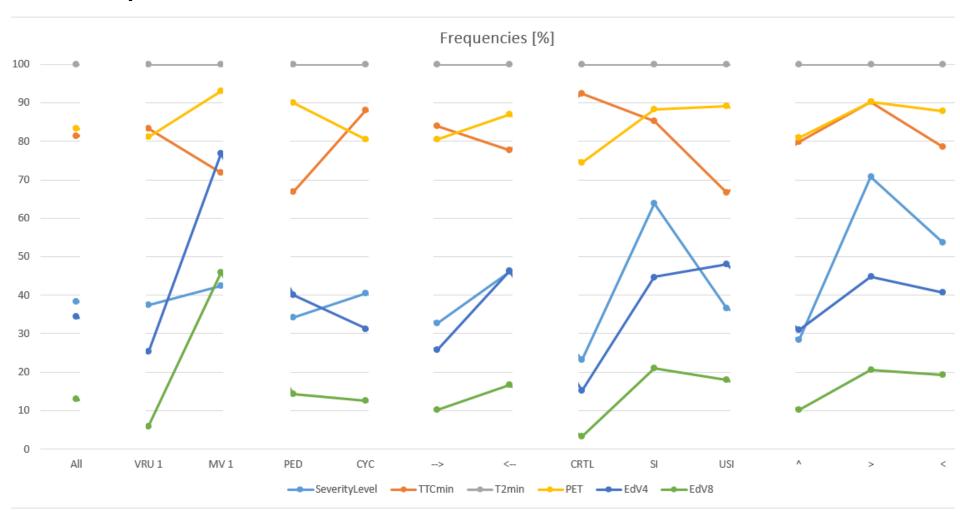




Severity assessment

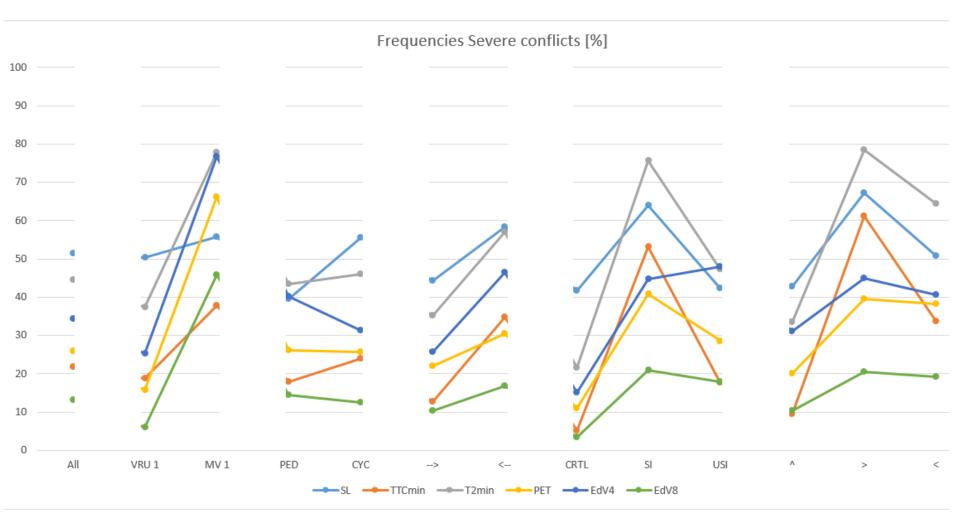


Frequencies





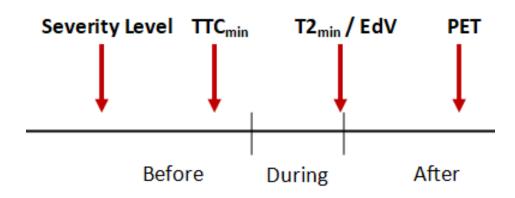
Frequencies (2)





First insights

Calculation of SSMs during the interaction process:



— Do we need to determine when a certain measure can be calculated?

Clear differences in selecting of events observable



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