

**ESTIMATING TRAFFIC CRASH RISK TO USERS IN
URBAN AREAS AND ITS IMPACT ON MODE CHOICE:
CASE STUDY VADODARA CITY, INDIA**

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CHOICE: CASE STUDY VADODARA CITY, INDIA**

by

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CERTIFICATE

This is to certify that the thesis titled **Estimating Traffic Crash Risk to Users in Urban Areas and its Impact on Mode Choice: Case Study Vadodara City, India** being submitted by Mr. Prajapati Pankaj Shankarlal to Indian Institute of Technology Delhi for the award of the degree of Doctor of Philosophy is a record of the original bona fide research work carried out by him under my guidance and supervision and guidance. The thesis work, in my opinion, has reached the requisite standard fulfilling the requirements for the degree of Doctor of Philosophy. The results contained in this thesis have not been submitted in part or in full, to any other university or Institute for the award of any degree or diploma.

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Mr. Pankaj Prajapati

Abstract

Urban infrastructure improvement; intersection improvement, flyover construction and road widening projects are implemented to improve the transportation system. However, often these improvements focus on system of motorised vehicles and address problems like vehicular congestion and focus to improve the convenience of car (motorised vehicle) users, but ignore the safety and convenience of bicyclists and pedestrians. These strategies result in increased risk to bicyclists, pedestrians and motorised two-wheeler (M2W) riders and subsequently reduction in the use of these travel modes. It is necessary to measure traffic crash risk to different road users and to identify the factors imposing crash risk. If real traffic crash risk can be identified and addressed scientifically, potential pedestrians and bicycle users may be encouraged to walk and to use bicycle for their short trips. It is necessary to study safety consideration of road users in the travel mode choice along with travel time, convenience and other factors.

In this study traffic crash risk to different road users in Vadodara city has been estimated. Traffic police data shows that the proportion of vulnerable road users (pedestrian, bicyclists and motorised two-wheeler riders) observed as a victim in fatal crashes is 41%, 13% and 33% for M2W riders, bicyclists and pedestrians respectively. Safety Performance Functions (SPFs) have been developed to predict number of fatal crashes per year on different road locations, which identifies factors affecting these crashes. The important factors includes traffic volume, presence of heavy vehicle on urban roads, land use type, length of road segment, street intersection density, volume to capacity ratio, type of road and presence of median. Separate models have been developed to predict number of fatal crashes per year for pedestrian, bicyclists and motorised two-wheeler riders. These findings have important

bearing on the design of urban arterial roads. In the absence of facilities for pedestrians and bicyclists, arterial roads with wider carriageway and higher number of lanes increase the risk of fatal crash for pedestrians and bicyclists.

This study quantifies real and perceived traffic crash risk to urban road users of medium size city. An average fatality per million persons is 84 for an urban area of Vadodara city. Truck as impacting vehicle is involved in 35% of the fatal crashes which shows the high risk imposed by heavy vehicles to vulnerable road users. High number of crashes with M2W and pedestrian at roundabout shows the need to improve geometric design of roundabouts. Real fatal crash risks to common travel modes on different road facilities have been quantified using real fatal crash data and exposure level. Different road facilities on order of real crash risk level from highest to lowest are mid-block, signalised intersection, roundabout and un-signalised intersection. Pedestrians have highest real crash risk on mid-block followed by M2W riders and bicyclists. M2W riders have highest risk on signalised intersection followed by pedestrians and bicyclists. Roundabouts impose highest risk to M2W riders, followed by bicyclists and pedestrians.

Self-reported perceived crash risks to road users on different road locations have been compared to real crash risk. The ranking correlation by Spearman's rho has established that there is no correlation between real and perceived crash risk.

The influence of perceived traffic risk on different modes at mid-block, signalised intersection, un-signalised intersection and roundabout has been assessed by two multinomial logit mode choice models; one for people of ages up to 25 years and other for above 25 years. The impact of perceived crash risk for age below 25 years is insignificant for all modes. The probability of choosing auto-rickshaw, car, bus and bicycle mode is less for the road users who perceive high traffic crash risk at signalised intersection with respect to road users who

perceive no crash risk. On the other hand, probability of choosing these modes is high at an un-signalised intersection even if the perceived crash risk is high. The perceived crash risk at roundabout is not significant for any mode.

An attempt has been made for the first time to evaluate and quantify the perceived risk on different road locations like mid-block, signalised intersection, un-signalised intersection and roundabout of urban area for all modes available; walk, cycling, motorised two-wheeler, auto-rickshaw, car, and bus. The relations between real and perceived traffic crash risk to different modes on above road locations have been established.

As the travel behaviour is governed by perceived crash risk, the influence of perceived crash risk on different modes has been modeled in this study. The mode choice depends on perception about crash risk associated with particular mode and not based on real risk. While to address the road safety issue, the real risk should be addressed. Thus, both the real and perceived crash risks are very important in policy framework.

Table of Contents

CERTIFICATE.....	i
ACKNOWLEDGEMENTS.....	ii
Abstract.....	iii
List of Figures	ix
List of Tables.....	xi
1. Introduction.....	1
1.1. Urban Road Traffic risk in India.....	1
1.2. Need of the study	3
1.3. Research Objectives, hypotheses and scope of the work.....	5
1.4. Research methodology	7
1.5. Study Area Characteristics	9
1.6. Outline of the Dissertation	10
2. Literature Review	12
2.1. Introduction.....	12
2.2. Traffic Crash Prediction.....	12
2.3. Perceived Crash Risk	19
2.4. Mode Choice and Perceived Crash Risk.....	22
2.5. Conclusion	23
3. Database Preparation	25
3.1. Fatal Crash Data to Describe the Traffic Safety Problem	25
3.1.1. Traffic Crash Registration.....	25
3.1.2. Victim Patterns and Fatal Crash Characteristics	26
3.2. Household Survey	30
3.2.1. Validation of Sample	31
3.2.2. Questionnaire Design.....	32
3.2.3. Socio-economic profile of surveyed households	35
3.2.4. Travel Characteristics of surveyed households.....	36
3.2.5. Perceived Risk	40
4 Development of Safety Performance Functions	43

4.1.	Introduction.....	43
4.2.	Methods for Developing Safety Performance Function	43
4.2.1.	Poisson Regression Model.....	44
4.2.2.	Negative Binomial Regression Model.....	45
4.2.3.	Logistic Regression	47
4.3.	Safety Performance Function Development	49
4.3.1	SPF to predict number of fatal crashes on arterial mid-block segments:.....	50
4.3.2.	SPF to predict number of fatal crashes on arterial intersections	56
4.3.3.	SPF to predict number of pedestrian fatal crashes on all roads excluding street 58	
4.3.4.	SPF to predict number of bicycle fatal crashes	62
4.3.5.	SPF to predict number of motorised two-wheeler riders fatal crashes	64
4.4.	Scope of the Models	68
4.5.	Summary.....	69
5.	Estimating Real and Perceived Traffic Crash Risk.....	71
5.1.	Introduction.....	71
5.2.	Fatal Crash Trend.....	72
5.2.1.	Trend of fatal crash on mid-block and intersections.....	73
5.2.2.	Fatal crash risk to different road users	77
5.3.	Real Crash Risk Estimation	88
5.4.	Perceived Risk	92
5.5.	Relation between Real and Perceived Crash Risk	93
5.6.	Summary.....	95
6.	Development of Multinomial Logit Model for Mode Choice	97
6.1.	Introduction.....	97
6.2.	Discrete Mode Choice Models	97
6.2.1.	Probit Model	98
6.2.2.	Multinomial Logit Models.....	98
6.2.3.	Nested Logit Models.....	99
6.2.4.	Mixed Multinomial Logit Models	100
6.2.5.	Ordered Logit Models	100
6.3.	Development of Multinomial Logit Model.....	102
6.3.1.	Factors Influencing the Choice of Travel Mode	104

6.3.2.	Factors Considered in MNL Mode Choice Model in the study:	104
6.3.3.	Perceived Traffic Crash Risk	106
6.4.	Results of MNL model	115
6.5.	Goodness-of-fit of MNL models:.....	119
6.6.	Discussion.....	123
6.6.	Scope and Limitations of the Models.....	126
6.7.	Summary.....	126
7.	Results and Conclusion.....	128
7.1.	Results and Discussion	128
7.1.1.	Safety Performance Functions	128
7.1.2.	Real and Perceived Traffic Crash Risk.....	134
7.1.3.	Influence of perceived risk on travel mode choice.....	136
7.2.	Conclusions.....	137
7.3.	Scientific Contribution	138
7.4.	Future Research Needs.....	140
	References	141
	Annexure.....	146

List of Figures

Figure 1-1 Methodological Framework of Research Work.....	9
Figure 3-1 Traffic fatal crash spots showing type of road users killed	29
Figure 3-2 Modal share of Vadodara (RITES 2007).....	37
Figure 3-3 Proportion of trips made by different modes for various purposes	39
Figure 4-1 Effect of bus traffic on pedestrian crashes on arterial and urban highways.....	60
Figure 4-2 Effect of car traffic on pedestrian crashes on arterial and urban highways	60
Figure 4-3 Effect of bus traffic on pedestrian crashes divided and undivided roads	61
Figure 4-4 Effect of car traffic on pedestrian crashes on divided and undivided roads.....	61
Figure 4-5 Effect of bus traffic on pedestrian crashes on roads with vacant land	61
Figure 4-6 Effect of car traffic on pedestrian crashes on roads with vacant land.....	61
Figure 4-7 Effect of V/C ratio on pedestrian crashes on arterial road and urban highways	62
Figure 4-8 Effect of V/C ratio on bicycle crashes on road with and without residential land.....	63
Figure 4-9 Effect of vacant land and bus traffic on M2W crashes on different roads	65
Figure 4-10 Effect of vacant land and bus traffic on M2W crashes on different roads	66
Figure 4-11 Effect of vacant land and M2W traffic on M2W crashes on different roads	66
Figure 4-12 Effect of median and M2W traffic on M2W crashes on different roads.....	67
Figure 4-13 Effect of V/C ratio on M2W crashes	68
Figure 5-1 Proportion of victim vs. impacting vehicle at signalised intersections	74
Figure 5-2 Proportion of victim vs. impacting vehicle for un-signalised intersection crashes	75
Figure 5-3 Proportion of victim vs. impacting vehicle for roundabout crashes	76
Figure 5-4 Proportion of victim versus impacting vehicle for mid-block crashes	76
Figure 5-5 Crash locations of pedestrian fatalities	78
Figure 5-6 Crash locations of bicyclist fatalities.....	79
Figure 5-7 Crash locations of motorised two-wheeler rider fatalities	80
Figure 5-8 Crash locations of auto-rickshaw rider fatalities.....	81
Figure 5-9 Crash locations of car user fatalities	82
Figure 5-10 Crash locations of bus user fatalities.....	83
Figure 5-11 Proportion of crashes on different locations on different roads	84
Figure 5-12 Proportion of victim vs. impacting vehicle for street crashes.....	84
Figure 5-13 Proportion of victim vs. impacting vehicle for arterial crashes (mid-block & intersection).....	85

Figure 5-14 Proportion of victim vs. impacting vehicle at urban highway (mid-block & intersection)	86
Figure 5-15 Proportion of street crashes based on time of occurrence of crash.....	87
Figure 5-16 Proportion of arterial road crashes based on time of occurrence of crash	87
Figure 5-17 Proportion of urban highway crashes based on time of occurrence of crash	88
Figure 6-1 Example of nested structure	99
Figure 0-1 Screen shot of multinomial logit model data and command script in NLOGIT	156
Figure 0-2 Screen shot of multinomial logit model output and command script in NLOGIT	157

List of Tables

Table 3-1 Number of fatal crashes on different roads	26
Table 3-2 Collision matrix as per police reported fatalities in Vadodara (2005-2010).....	27
Table 3-3 Sources of Household Survey of Sample	30
Table 3-4 Vehicle ownership (%) in comparable populations	31
Table 3-5 Multiple vehicle ownership (%) in sample	31
Table 3-6 Age distribution of sample data and population	35
Table 3-7 Percent vehicle ownership of sample by income group.....	36
Table 3-8 Comparison of modal share.....	37
Table 3-9 Proportion of sample trips of different modes by trip length	38
Table 3-10 Number of trips made for different purposes	39
Table 4-1 Intersection density categories	51
Table 4-2 Results of Model1 with Traffic Level Only	52
Table 4-3 Results of Model2 with Traffic Level, Length, Intersection Density	53
Table 4-4 Results of Model3 with Traffic Level, Length, Intersection Density, and Median	54
Table 4-5 Results of Model4 with Traffic Level and Intersection Density	55
Table 4-6 Code for traffic used in modeling	57
Table 4-7 Result of NB Model for all fatal crashes on intersections	57
Table 4-8 Result of NB model for pedestrian fatal crashes	59
Table 4-9 Result of NB model for bicycle fatal crashes	63
Table 4-10 Result of NB model for motorised two-wheeler (M2W) rider fatal crashes	64
Table 5-1 Description of legends used for vehicle categories	73
Table 5-2 Mode-wise road users killed on different road locations in six years (2005-2010)	90
Table 5-3 Mode-wise road users killed per year on different road locations	90
Table 5-4 Risk matrix showing real relative risk for different victim types	92
Table 5-5 Perception of risk for different modes (rating) to be done by respondents	92
Table 5-6 Weighted mean values for perceived risk	93
Table 5-7 Ranking of real and perceived risk to various modes at mid-block.....	94
Table 5-8 Ranking of real and perceived risk to various modes at signalised intersection.....	94
Table 5-9 Ranking of real and perceived risk to various modes at un-signalised intersection	94
Table 5-10 Ranking of real and perceived risk to various modes at roundabout	95
Table 6-1 Perceived traffic crash risk levels.....	106

Table 6-2 Parameter estimation for Perceived Risk by ordinal regression	108
Table 6-3 MNL parameter estimation using log likelihood function in NLOGIT	116
Table 6-4 MNL parameter estimation using log likelihood function in NLOGIT	117
Table 6-5 Estimated vs. observed trips by model1 (Age≤25) with perceived risk.....	120
Table 6-6 Estimated vs. observed trips by model1 (Age≤25) without perceived risk	120
Table 6-7 Estimated vs. observed trips by model3 (Age>25) with perceived risk.....	120
Table 6-8 Estimated vs. observed trips by model3 (Age>25) without perceived risk	120
Table 6-9 Goodness-of-fit of MNL Models	122
Table 6-10 Modal share of sample	123
Table 7-1 Parameter estimation for total fatal crashes per year on arterial mid-block	129
Table 7-2 Parameter estimation for total fatal crashes per year on arterial intersections.....	131
Table 7-3 Parameter estimation for pedestrian, bicyclist and M2W riders' fatal crashes	133