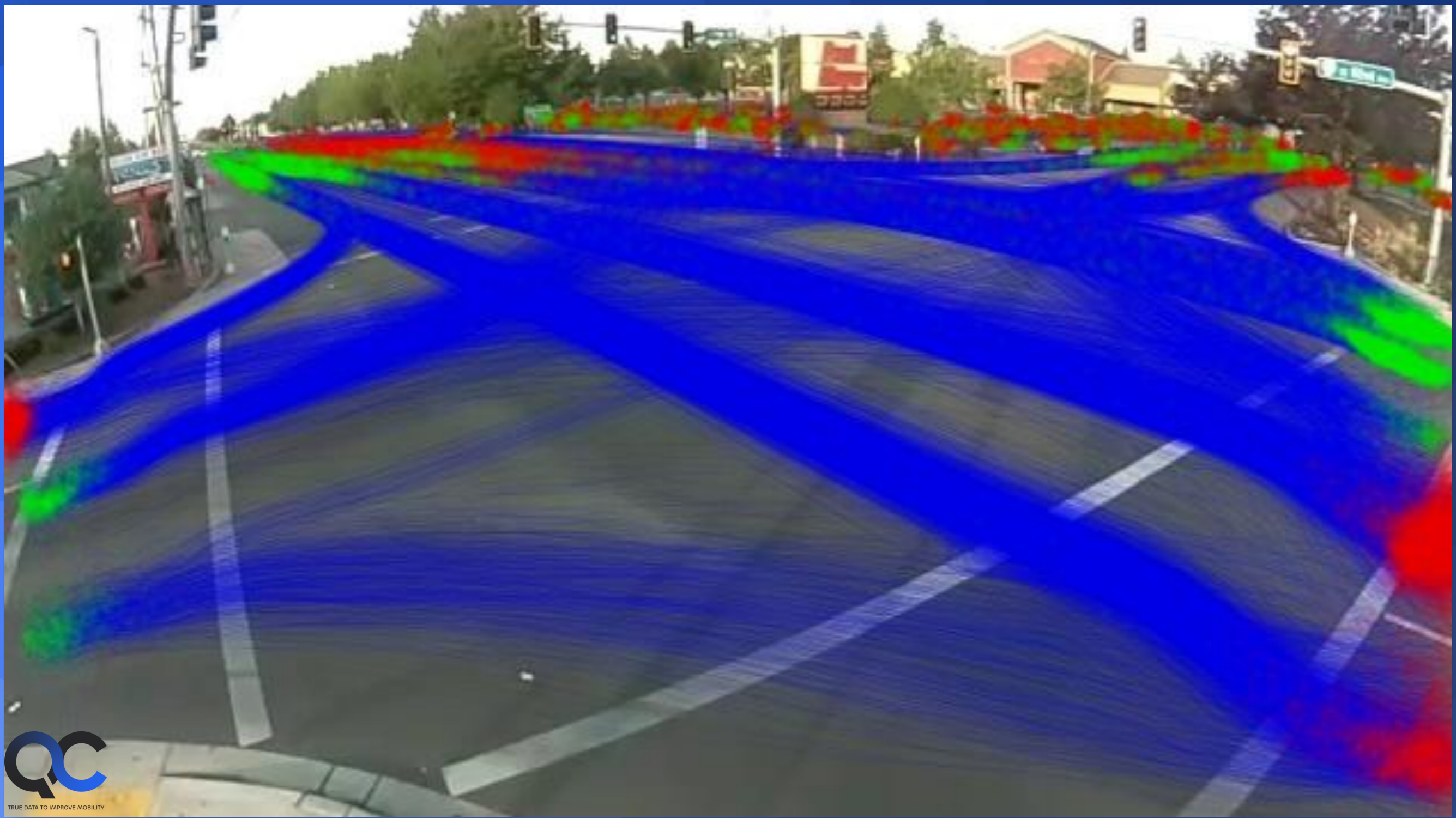




TRUE DATA TO IMPROVE MOBILITY

Fehr & Peers

Innovations in Near Miss Conflict Data
ITS Texas 11.20.2025



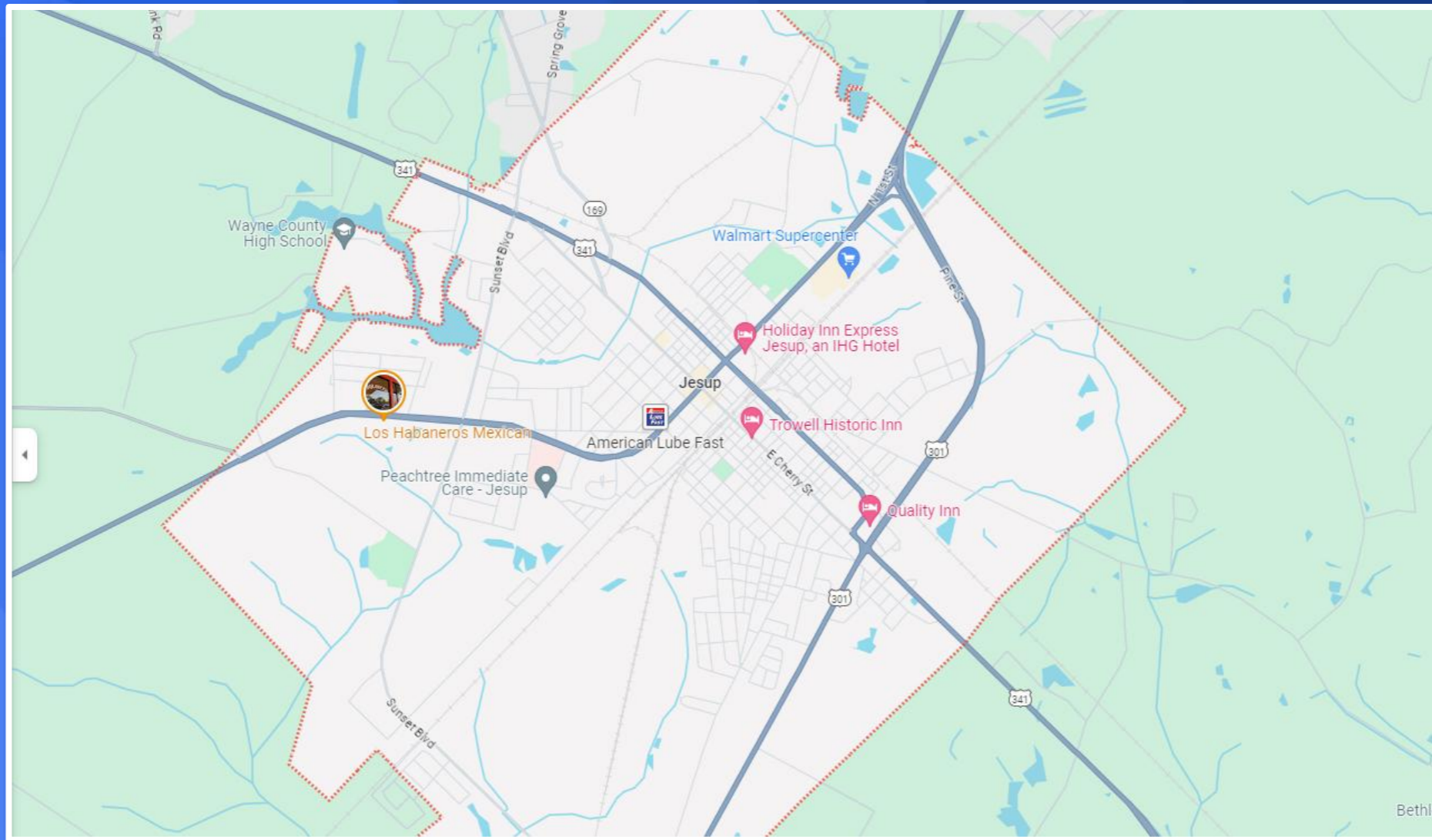
TRUE DATA TO IMPROVE MOBILITY

Near Miss Conflict Analysis



RSA in Wayne County, GA

SR 38 Corridor, Jesup, GA



TRUE DATA TO IMPROVE MOBILITY



Wayne County, GA

SR 38 Corridor, Jesup, GA

DATALENS Order 165411 Project export Download ops PDF Recreate near miss report Download near miss report

Location list Add location

Search items in table

26 locations

- SC: 01
Old Screven Rd. - SR 38 [w/...
- SC: 02
W. Bay St. - SR 38 [w/Near...
- SC: 03
W. Orange St. - SR 38 [w/N...
- SC: 04
W. Plum St. - SR 38 [w/Nea...
- SC: 05
SR 27/W. Cherry St. - SR 3...
- SC: 06
W. Walnut St. - SR 38 [w/N...
- SC: 07
US 341 - SR 38 [w/Near Mis...
- SC: 08
W. Pine St. - SR 38 [w/Nea...
- SC: 09
Project St. - SR 38 [w/Nea...
- SC: 10
Project St. - SR 38 [w/Nea...
- SC: 11
N. Macon St. - SR 38 [w/Ne...

The map displays the SR 38 corridor in Jesup, GA, with 11 locations marked by green icons. The locations are distributed along the corridor, with a concentration in the central and southern parts. The map includes street names, a search bar, and navigation controls.

Keyboard shortcuts | Map data ©2024 | 100 m | Terms

National and Regional Comparison

City/State: Jesup, GA

QCJobNo: 165411

Date: 4/16/2024

Duration: 24 hours

Sitecode	Intersection	Conflict Type	Control Type	# of Crossing Lanes	Left Turn Volumes	Thru Volumes	Permitted Left Turn Conflicts	National Comparison			Regional Comparison		
								Average Conflicts	Percentile	Sample Size (Locations)	Average Conflicts	Percentile	Sample Size (Locations)
		NBL x EBT		2	Low	Medium	0	7.8	--	448	8.4	--	197
16541112	W Poplar St & SR 38	SBL x WBT	TWSC	2	Low	Medium	9	7.8	63%	448	8.4	56%	197
		EBL x WBT		2	Low	Medium	5	9.7	11%	518	10.8	10%	232
		WBL x EBT		2	Low	Medium	2	9.7	1%	518	10.8	1%	232
16541113	JC Cogdell St & SR 38	NBL x EBT	TWSC	2	Low	Medium	2	7.8	2%	448	8.4	1%	197
		SBL x WBT		2	Low	Medium	6	7.8	31%	448	8.4	26%	197
		EBL x WBT		2	Low	Medium	7	9.7	26%	518	10.8	23%	232
		WBL x EBT		2	Low	Medium	0	9.7	--	518	10.8	--	232
16541114	James E Johnson Conn & SR 38	NBL x SBT	Signal	1	Medium	Medium	3	34.0	0%	525	33.8	0%	271
		SBL x NBT		1	Low	Medium	1	12.1	0%	402	12.2	0%	194
		EBL x WBT		2	Low	Medium	10	12.4	31%	680	14.2	22%	316
		WBL x EBT		2	Low	Medium	17	12.4	80%	680	14.2	69%	316

Denton, TX

September 2025

Fehr & Peers

335+

Fehr & Peers Safety Projects:

Bicycle Safety Plans, Long Range Safety Plans, Pedestrian Safety Plans, Roadway Safety Plans, Safe Routes to School Plans, Vision Zero Plans, and more!

50+

Safety Action / Vision Zero Plans

Alabama: Birmingham

California: Berkeley, Burbank, Contra Costa County, Contra Costa Transportation Authority, Culver City, Daly City, Fremont, Los Angeles, Oakland, Pittsburg, Redwood City, Sacramento, San Francisco, Sunnyvale, Vallejo

Colorado: Boulder, Brighton, Denver Regional Council of Governments, Denver

Florida: Broward MPO, Center for Urban Transportation Research, Florida Department of Transportation District-Wide, Manatee County, Pinellas County, Charlotte County, MetroPlan Orlando

Texas: El Paso, Denton, Arlington, McKinney, Richardson, CAMPO, H-GAC

Utah: St. George

Washington: Bellevue

Washington D.C. Area: Federal Highway Administration, The Maryland-National Capital Park and Planning Commission

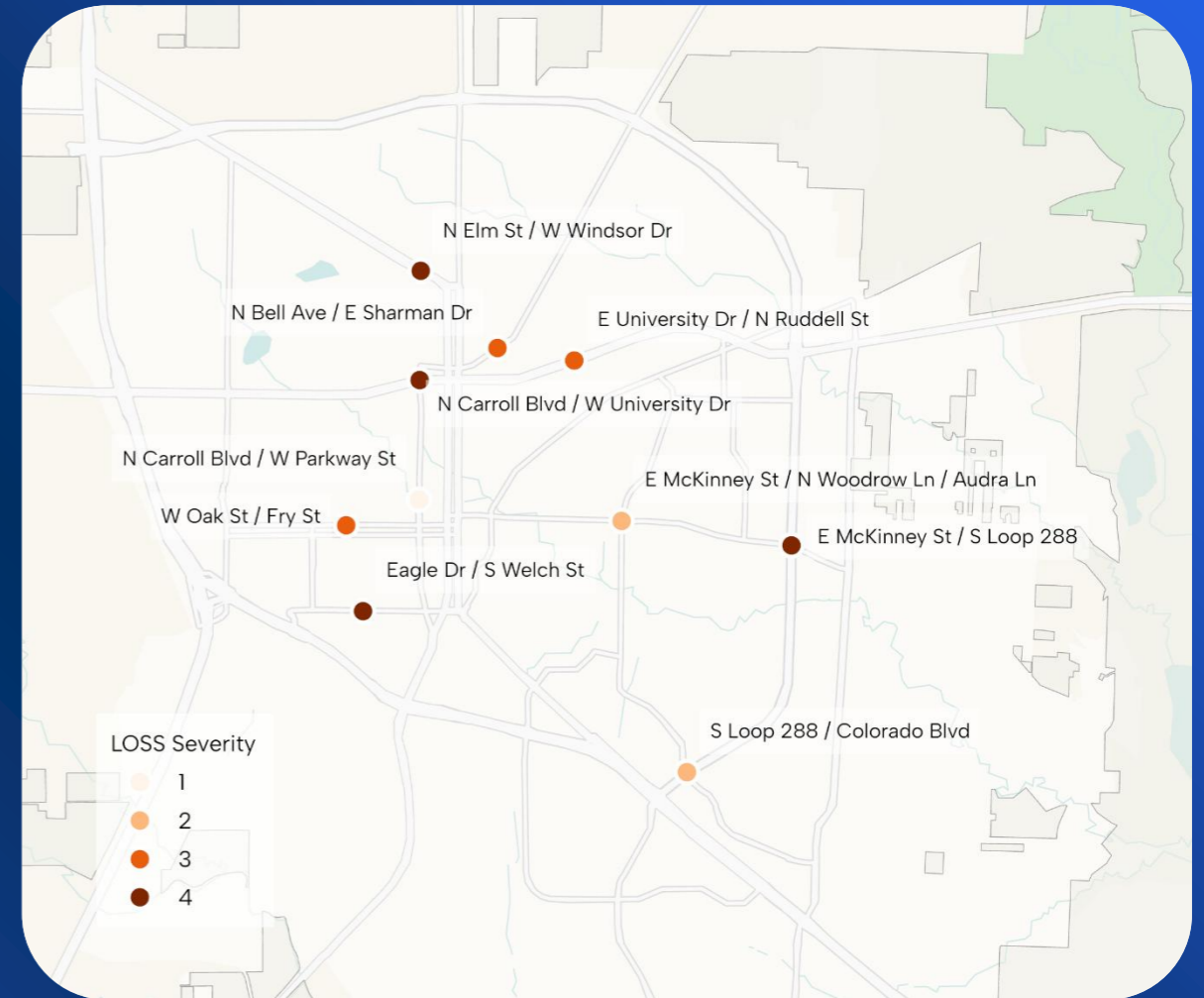
Our goal is to create safer, sustainable, and accessible systems that improve everyday life.



Fehr & Peers

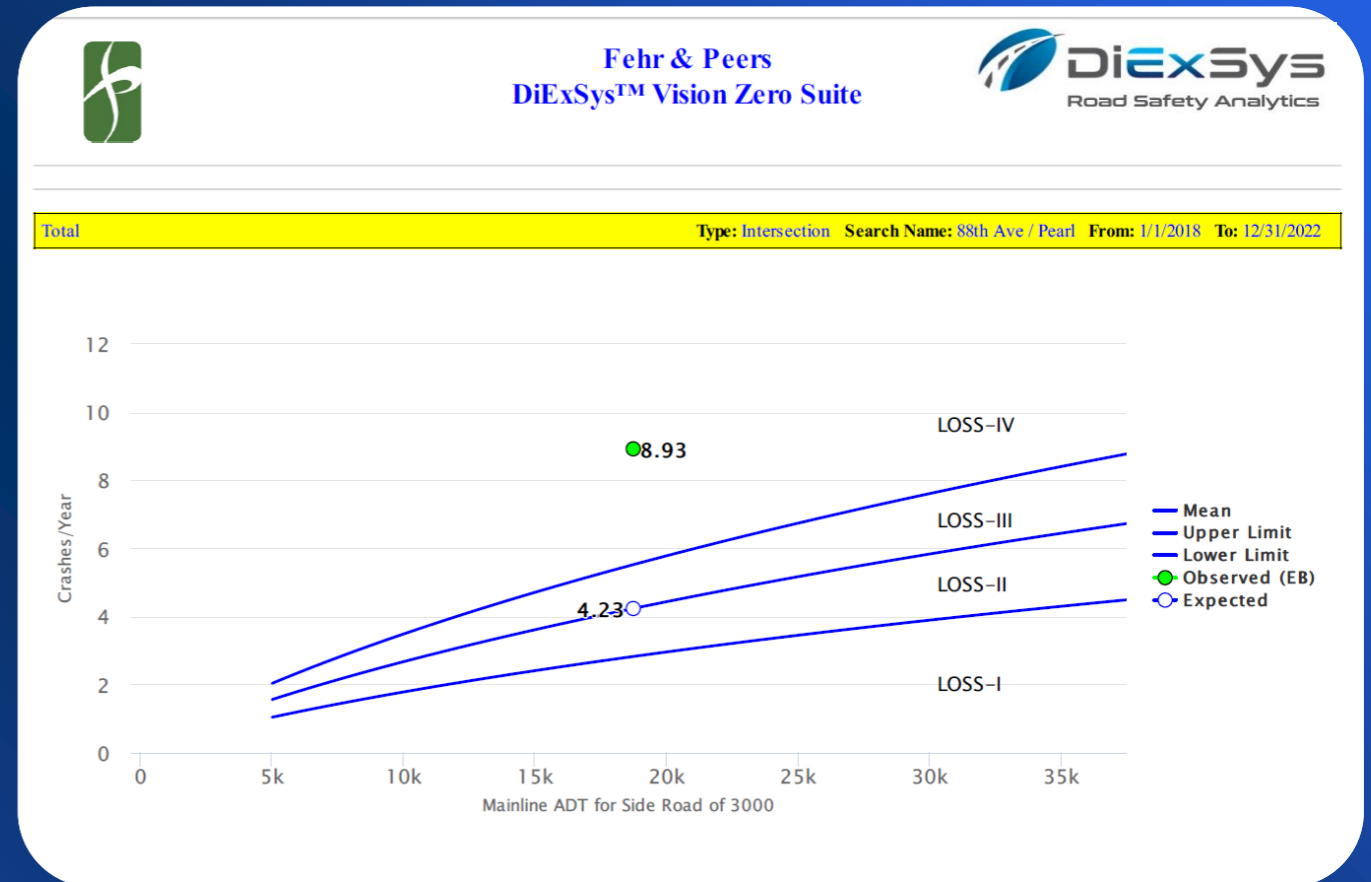
Denton Intersection Safety Performance

- Pilot HIN locations identified based on
 - Crash frequency
 - History of KSI crashes
 - History of bike/ped crashes
- Data from 2020 - 2024



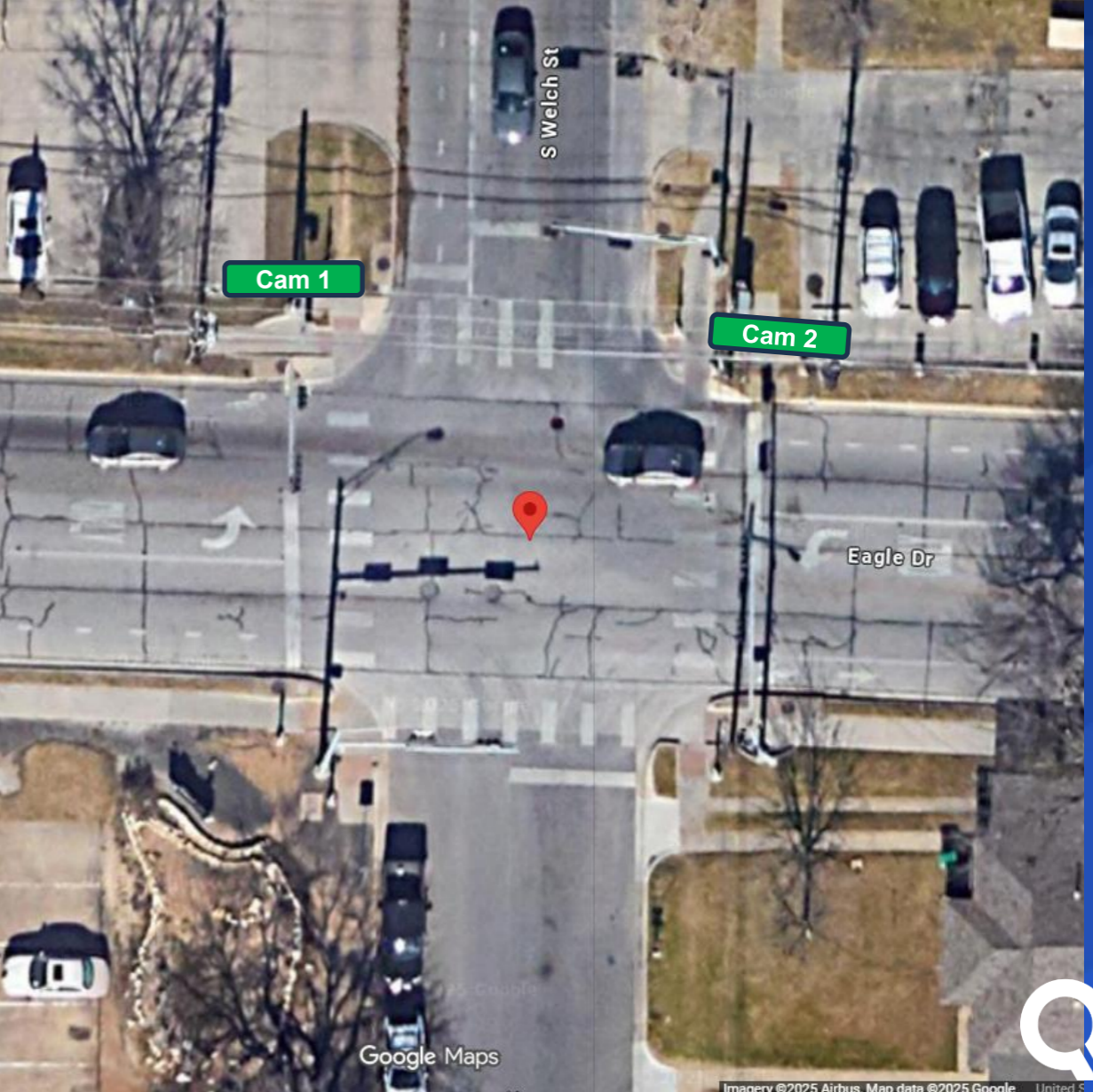
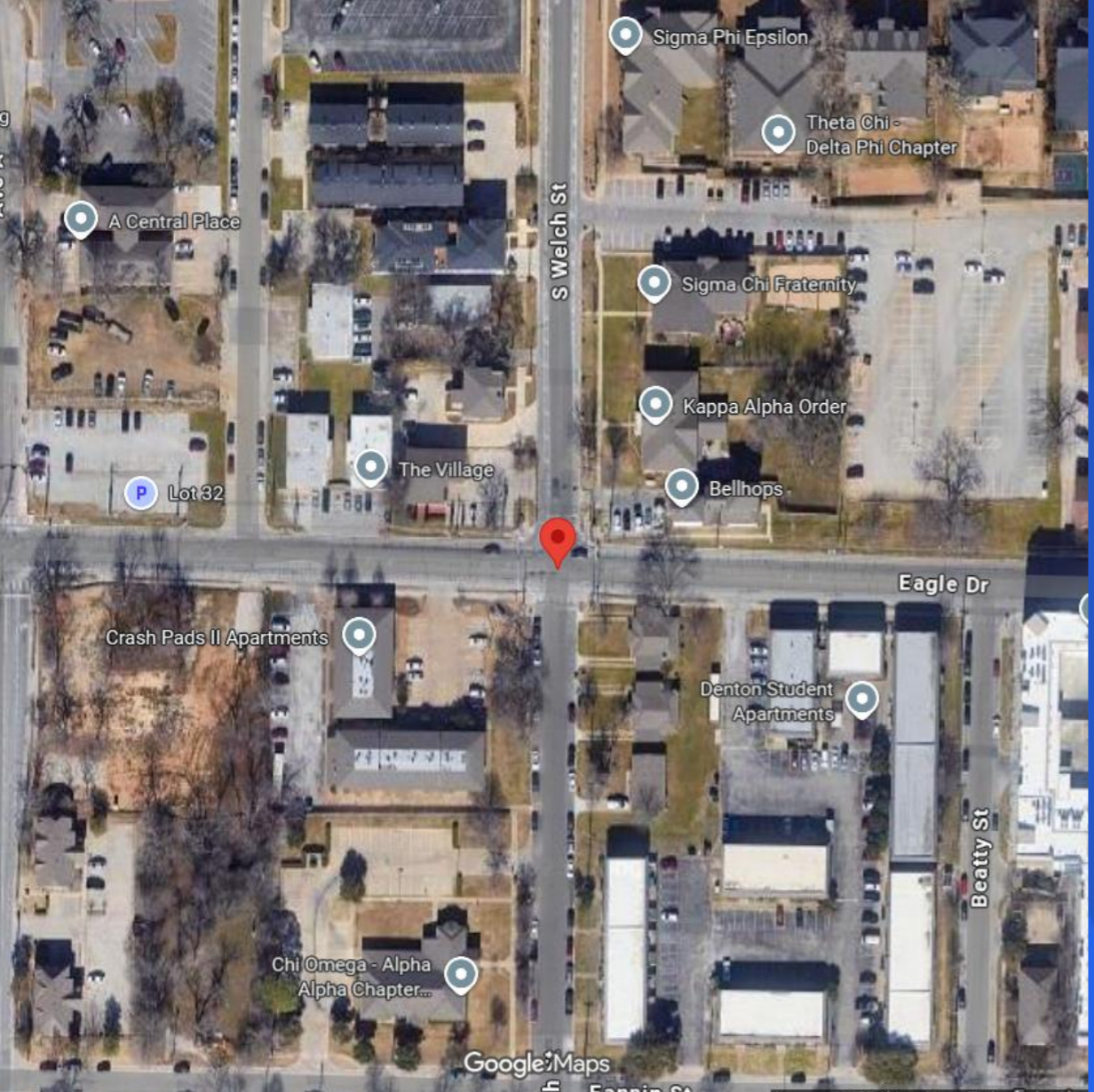
DiExSys VZ Suite: Level of Service of Safety (LOSS)

- LOSS Total = Crash Rate
- LOSS Severity = Crash Severity
- Safety improvement potential:
 - LOSS 4 (>80th percentile) - High potential for crash reduction
 - LOSS 3 (50th–80th percentile) - Moderate to high potential for crash reduction
 - LOSS 2 (20th–50th percentile) - Lower to moderate potential for crash reduction
 - LOSS I (<20th percentile) - Lower potential for crash reduction



Intersection	Total Crashes	Fatal Crashes	Level A Crashes	Level B Crashes	Level C Crashes	PDO Crashes	LOSS Total	LOSS Severity	Diagnostic Patterns
E McKinney St / S Loop 288	133	0	4	25	21	83	4	4	Approach Turn, Dark – Lighted
N Carroll Blvd / W University Dr	121	0	1	21	15	84	4	4	Approach Turn, Overtaking Turn, Dark – Lighted
S Loop 288 / Colorado Blvd	92	0	3	14	7	68	2	2	Approach Turn, Dawn or Dusk
E University Dr / N Ruddell St	47	1	0	8	11	27	3	3	Approach Turn
E McKinney St / N Woodrow Ln / Audra Ln	42	0	1	6	7	28	2	2	
N Bell Ave / E Sharman Dr	24	0	2	4	2	16	4	3	Wet Road, Rain
Eagle Dr / S Welch St	23	0	3	3	2	15	4	4	
N Elm St / W Windsor Dr	23	0	1	6	7	9	4	4	Approach Turn
N Carroll Blvd / W Parkway St	15	0	1	4	1	9	1	1	
W Oak St / Fry St	13	0	1	0	4	8	3	3	

S Welch St – Eagle Dr

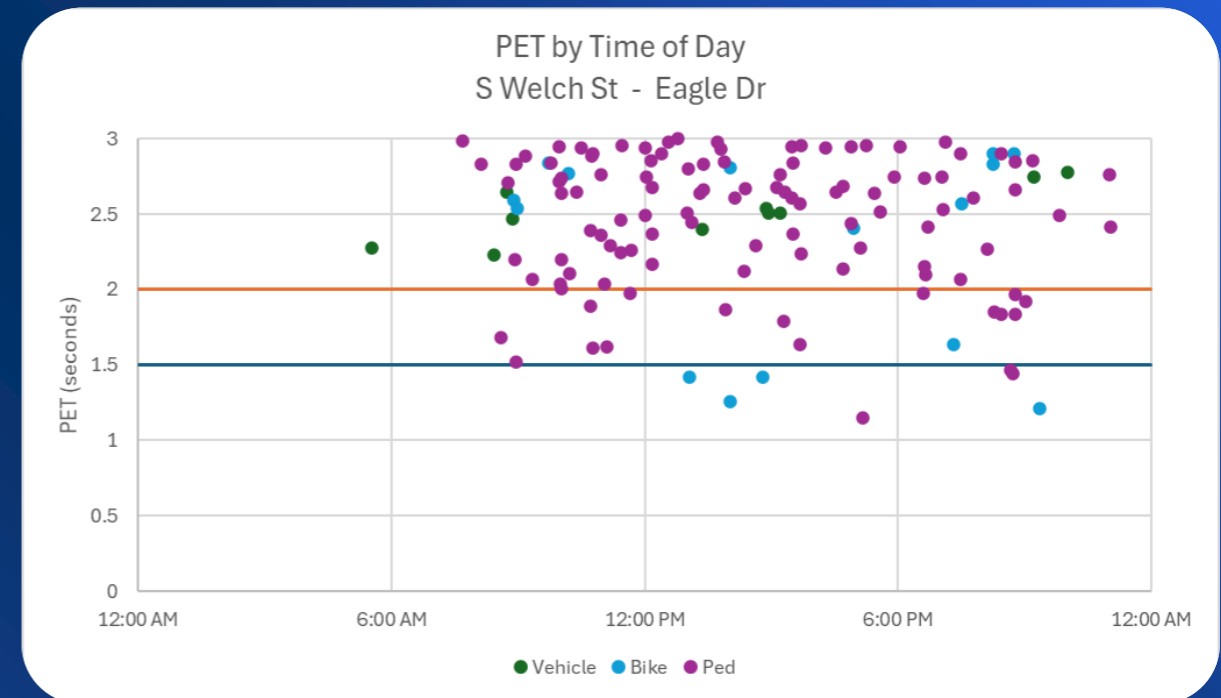


Eagle Dr / S Welch St

Near Miss Takeaways

- Identifies frequent ped and vehicle-bike conflicts
- High conflict legs:
 - North leg – with WBR and EBL
 - East leg – with SBL and east-west through vehicles (pedestrians crossing against signal)

	Ped Conflicts by Leg			
	NL	SL	EL	WL
Total	45	2	38	25
Right Turn Conflicts	24	0	2	9
Left Turn Conflicts	13	0	22	8
Thru Conflicts	8	2	14	8
U-Turn Conflicts	0	0	0	0



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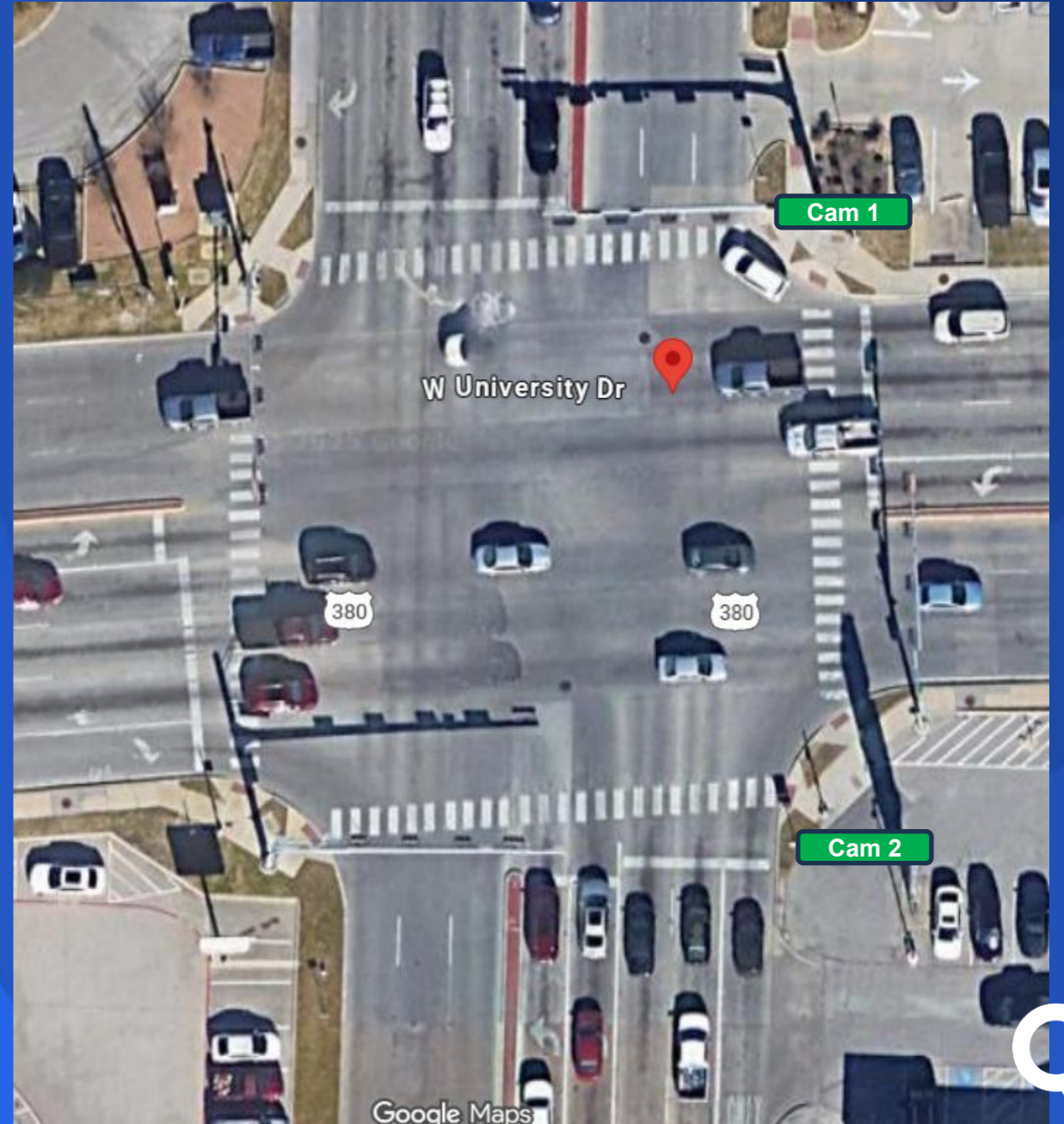
P 1433

PC 1442

Quality Counts



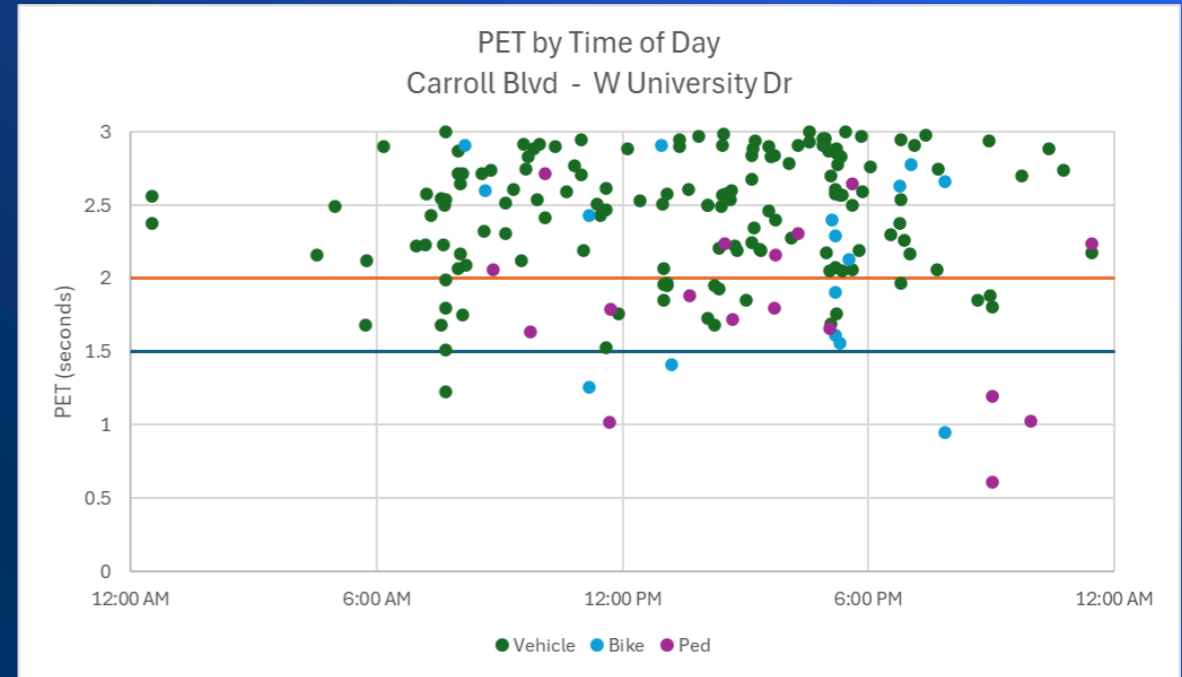
Carroll Blvd – W University Dr



N Carroll Blvd / W University Dr

Near Miss Takeaways

- Reinforces diagnostics findings
- Adds new insight into vehicle-pedestrian conflicts
 - Highest on east leg w/ NBR (LPI?)
 - Low lighting at night



Sitecode	Intersection	Conflict Type	Control Type	# of Crossing Lanes	Left Turn Volumes	Thru Volumes	Permitted Left Turn Conflicts	National Comparison			Regional Comparison		
								Average Conflicts	Percentile	Sample Size (Locations)	Average Conflicts	Percentile	Sample Size (Locations)
02	Carroll Blvd - W University Dr	SBL x NBT	Signal (protected/permmissive)	2	Medium	Low	4	14.8	2%	205	25.5	1%	8
		NBL x SBT		3	Medium+High	Low+Medium	78	37.6	100%	84	31.0	100%	10
		EBL x WBT		3	High	High	33	61.6	5%	115	40.4	49%	8
		WBL x EBT		3	High	High	32	61.6	5%	115	40.4	47%	8

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4T 5835

PC 5731

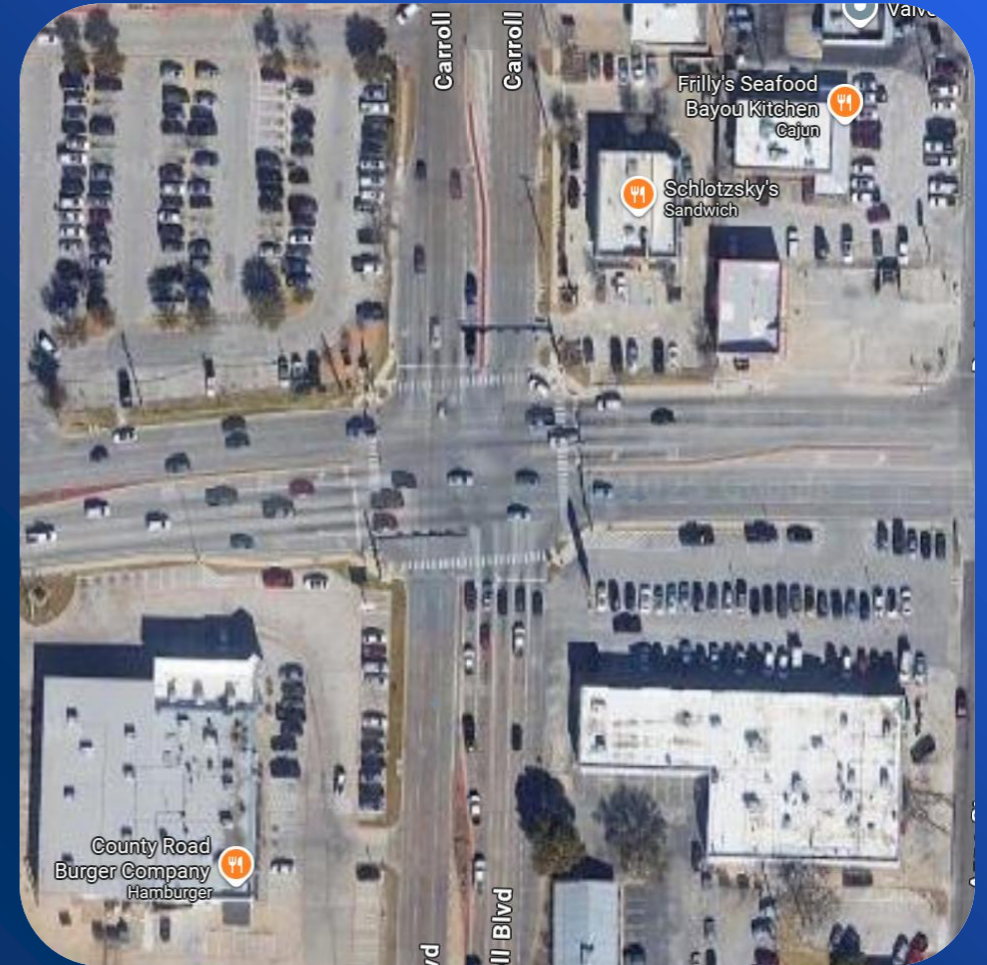
QualityCounts.net



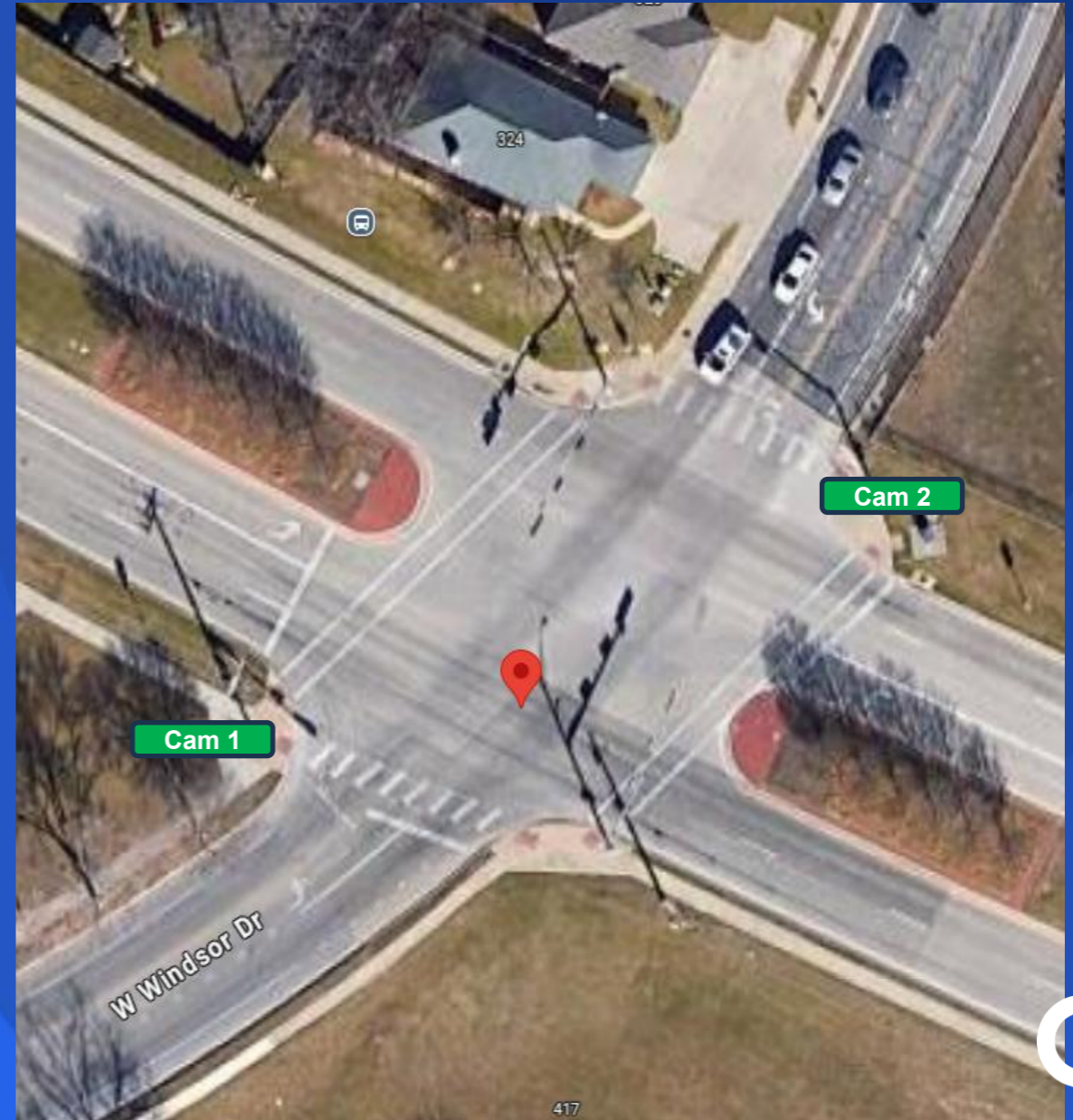
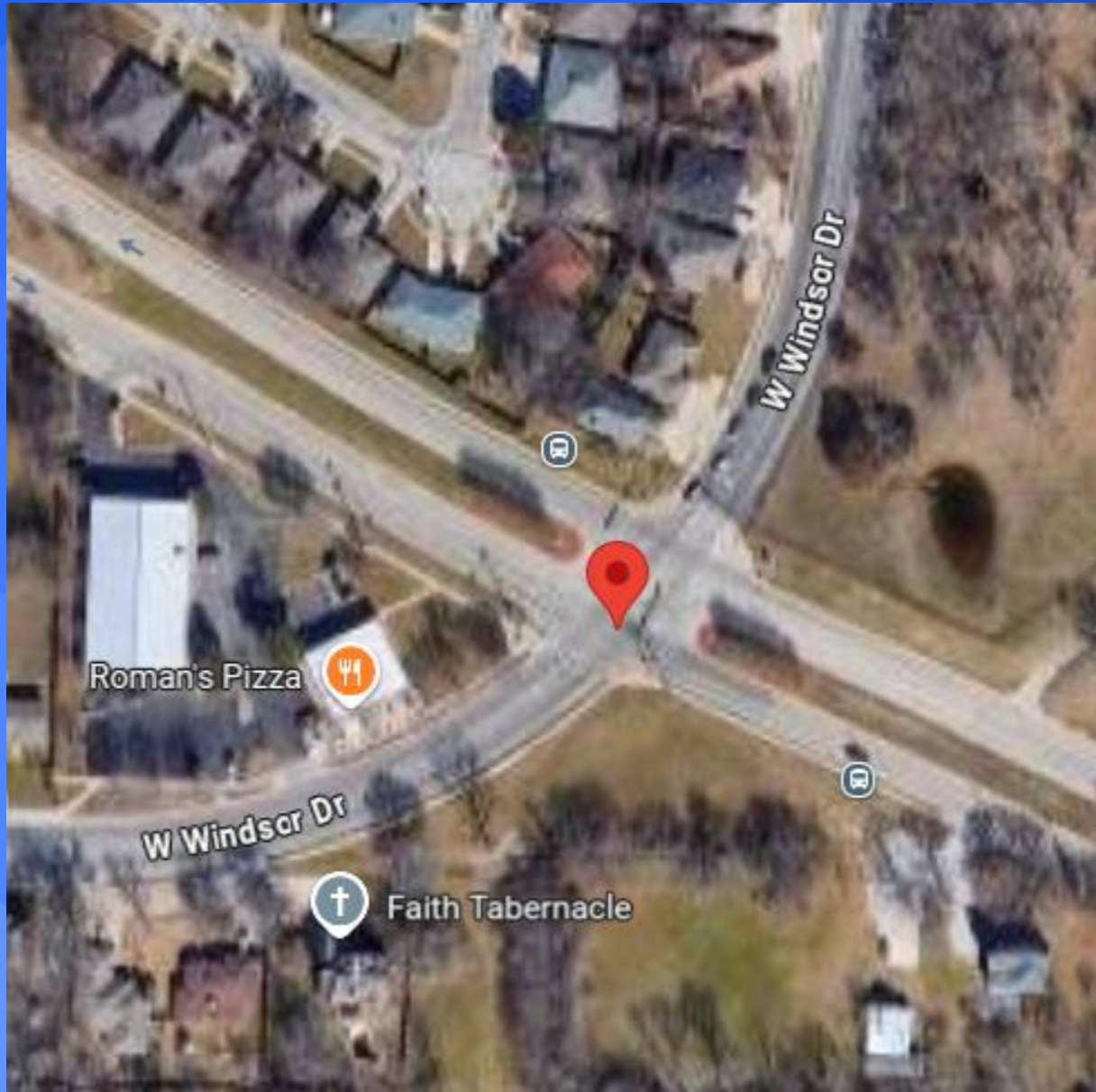
N Carroll Blvd / W University Dr

Near Miss Possible Countermeasures

- LPI
- Protected left-turns (all approaches)
- Protect right-turns (where exclusive right-turn lanes are present, overlap with corresponding left-turns)
- Evaluate red clearance interval
- Other: wider crosswalks, high-vis marking pattern, streetlighting



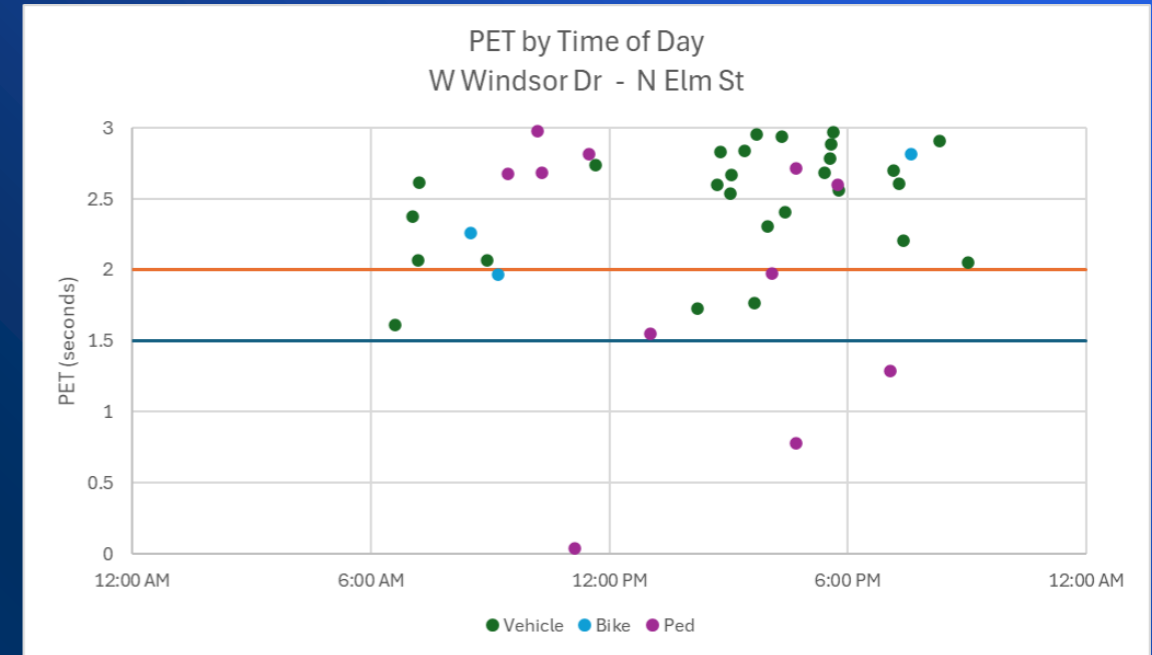
W Windsor Dr – N Elm St



N Elm St / W Windsor Dr

Near Miss Takeaways

- Reinforces diagnostics findings
- Adds new insight into vehicle-pedestrian conflicts
 - Highest on south leg with EBR and WBL
 - Peds use median as refuge when crossing against signal



Intersection	Conflict Type	Control Type	# of Crossing Lanes	Left Turn Volumes	Thru Volumes	Permitted Left Turn Conflicts	National Comparison			Regional Comparison		
							Average Conflicts	Percentile	Sample Size (Locations)	Average Conflicts	Percentile	Sample Size (Locations)
W Windsor Dr - N Elm St	NBL x SBT	Signal (protected/p ermissive)	1	Low	Low	5	5.3	59%	292	4.7	65%	5
	SBL x NBT		1	Low	Low	5	5.3	59%	292	4.7	65%	5
	EBL x WBT		2	Low	Low	15	6.3	96%	101	8.3	100%	3
	WBL x EBT		2	Medium	Low	2	14.8	0%	205	25.5	0%	8

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PC 821

P 833

QualityCounts.net



N Elm St / W Windsor Dr

Near Miss Possible Countermeasures

- LPI
- Protected left-turns (east/west) – retains median for pedestrians crossing Elm St against the signal
- Other: wider crosswalks, high-vis marking pattern, streetlighting





TRUE DATA TO IMPROVE MOBILITY

Report Review



TRUE DATA TO IMPROVE MOBILITY

THANK YOU!



TRUE DATA TO IMPROVE MOBILITY

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