**OBJECTIVE**
Examine the use of surrogate safety measures (SSM) for evaluating safety critical events involving vulnerable road users (VRU) during the yielding process

**BACKGROUND**
Crash data drawbacks
  × Frequency
  × Reporting issues
  × Behavioral and situational data
  × Reactive approach

Importance of research on SSM and VRUs:
• Previous research focused on motorist
• VRUs have other characteristics
• VRU-crashes decrease slower in the EU compared to other modes of transport

**Examining yielding behavior**
Yielding types based on crossing style (offensive/defensive) and adherence to priority rule (yes/no)

**Conflict Indicators**
Time-to-Collision (TTC)
• Time remaining until crash if speed and direction remain constant
• Severity levels based on TTC at moment of evasive action and speed
• \( \text{TTC}_{\text{min}} \): minimum value of the TTC

Post-Encroachment Time (PET)
\[ \text{PET} = t_2 - t_1 \]

\( T2 \)
• Time remaining for 2nd road user to arrive at the conflict zone given current speed and direction
• \( \text{T2}_{\text{min}} \): minimum value to the \( T2 \)

Extended-DeltaV
• Speed change at the moment of impact

**Conclusions/Discussion**
Scoping review behavioral observation
• Crossing and yielding have been mostly the topic of research
• Identification of behavioral processes

Yielding behavior
• First step of identifying yielding types
• Further development and objectivation needed

Traffic Conflict indicators
• Correlation between indicator pairs?
• Identification of shortcomings