

Table A2. Descriptive and univariate statistics of features at case and control sites, unweighted and weighted.

		Unweighted N=137 Matched Pairs			Weighted N=1603 Matched Pairs				
		Cases	Controls			Cases	Controls		
	%	%	OR (95% CI)	P-value		%	%	OR (95% CI)	P-value
A. SIDEWALK CHARACTERISTICS									
Shoulder				0.424					0.922
Neither side	80	77	Reference			84	85	Reference	
One-side	8	9	0.74 (0.27-2.02)			7	7	1.14 (0.56-2.32)	
Both Sides	12	15	0.45 (0.13-1.58)			9	8	1.41 (0.08-24.8)	
Edge lines Both Sides				0.315					0.527
No	87	84	Reference			89	88	Reference	
Yes	13	16	0.60 (0.22-1.65)			11	12	0.69 (0.19-2.47)	
Bike Lanes				1.000					0.841
No	92	92	Reference			94	94	Reference	
Yes	8	8	1.00 (0.20-4.95)			6	6	1.10 (0.38-3.17)	
B. CROSSING CHARACTERISTICS									
Traffic Direction				0.526					0.369
Two-way	78	80	Reference			72	75	Reference	
One-way	22	20	1.50 (0.42-5.32)			28	25	2.34 (0.31-17.6)	
Speed Bumps				0.796					0.760
No	92	93	Reference			92	93	Reference	
Yes	8	7	1.14 (0.41-3.15)			8	7	1.37 (0.15-12.7)	
No. of Segments				0.385					0.454
1	36	32	Reference			38	33	Reference	
2	52	55	0.40 (0.10-1.53)			54	57	0.31 (0.05-2.08)	
3	7	6	0.47 (0.02-11.5)			6	5	0.23 (0.001-42.7)	
4	6	7	0.18 (0.01-3.42)			2	4	0.05 (0.001-2.04)	
Any pedestrian refuge				0.125					0.983
No	37	34	Reference			44	44	Reference	
Yes	63	66	0.38 (0.10-1.41)			56	56	0.98 (0.09-10.7)	
Width of Refuges (Meters), Mean (SD)		6.0 (4.3)	6.5 (4.9)	1.00 (0.92-1.09)	0.999	5.0 (4.2)	5.8 (5.2)	0.99 (0.90-1.08)	0.807

Table A2. (cont.)								
	Unweighted N=137 Matched Pairs				Weighted N=1603 Matched Pairs			
	Cases	Controls	OR (95% CI)	P-value	Cases	Controls	OR (95% CI)	P-value
	%	%			%	%		
Stop Line				0.591				0.539
No	61	63	Reference		57	59	Reference	
Yes	39	37	1.21 (0.60-2.46)		43	41	1.31 (0.50-3.42)	
Stop Line Visibility				0.590				0.293
Unmarked	61	63	Reference		57	59	Reference	
Good visibility	19	26	0.69 (0.29-1.68)		19	27	0.73 (0.23-2.34)	
Poor visibility	20	11	1.75 (0.79-3.89)		24	13	1.90 (0.54-6.60)	
Surface Condition				0.477				0.836
Good	55	60	Reference		55	58	Reference	
Fair	34	27	1.40 (0.79-2.48)		33	31	1.20 (0.61-2.32)	
Poor	12	13	1.01 (0.43-2.40)		11	11	1.13 (0.35-3.64)	
Marked Crosswalk				0.207				0.166
No	52	57	Reference		49	54	Reference	
Yes	48	43	1.58 (0.77-3.26)		51	46	1.77 (0.75-4.17)	
Crosswalk Marking Visibility				0.436				0.447
Unmarked	52	57	Reference		49	54	Reference	
Visible	18	15	1.69 (0.71-4.03)		16	16	1.49 (0.69-3.23)	
Faded	30	28	1.52 (0.70-3.3)		36	30	2.04 (0.63-6.63)	
Lane Markings				0.003				0.407
Unmarked	13	13	Reference		8	10	Reference	
Excellent 90-100%	3	15	0.10 (0.01-0.81)	0.031	4	17	0.15 (0.005-4.86)	0.255
Good 50-90%	46	46	0.64 (0.13-3.27)	0.605	49	44	1.74 (0.19-16.0)	0.589
Fair 10-49%	24	15	1.27 (0.25-6.56)	0.773	22	15	3.49 (0.28-44.4)	0.298
Poor <10%	14	12	1.13 (0.26-4.84)	0.873	17	14	2.77 (0.29-26.7)	0.340
C. POTENTIAL CONFOUNDERS								
Mean Speed (KPH), Mean (SD)	33.4 (6.2)	34.4 (6.8)	0.96 (0.92-1.01)	0.108	32.1 (6.0)	34.0 (6.5)	0.92 (0.83-1.02)	0.114
Crossing Width (Meters), Mean (SD)	19.8 (13.1)	19.8 (13.3)	1.001 (0.96-1.04)	0.972	16.8 (9.9)	18.2 (11.3)	0.96 (0.89-1.04)	0.262

Table A2. (cont.)								
Unweighted N=137 Matched Pairs					Weighted N=1603 Matched Pairs			
	Cases	Controls			Cases	Controls		
	%	%	OR (95% CI)	P-value	%	%	OR (95% CI)	P-value
Traffic Control				0.519				0.850
None	65	68	Reference		62	67	Reference	
Phased	23	19	1.69 (0.61-4.71)	0.312	22	20	1.45 (0.35-6.01)	0.569
Countdown	9	11	0.70 (0.25-2.02)	0.513	13	12	1.40 (0.21-9.16)	0.696
Police	1	2	0.39 (0.03-4.87)	0.468	1	2	0.62 (0.18-2.09)	0.404
Any Pedestrian Signalization				0.413				0.234
No	74	77	Reference		73	80	Reference	
Yes	26	23	1.40 (0.62-3.15)		27	20	2.61 (0.50-12.7)	