

**APPENDIX A**  
**PEDESTRIAN CRASH MODEL DETAILS**

## APPENDIX A. PEDESTRIAN CRASH MODEL DETAILS

### Contingency Table

Counts of crashes based on Severity and effect level are shown

Year	Severity	
	Fatal/Serious	Not Serious
2014	364	926
2015	418	950
2016	492	1047
2017	453	1047
2018	430	920

Month	Fatal/Serious	Not Serious
1	182	425
2	173	378
3	165	413
4	142	422
5	176	433
6	164	334
7	165	308
8	176	370
9	188	429
10	228	525
11	201	424
12	197	429

Day-of-week	Fatal/Serious	Not Serious
0	272	677
1	272	743
2	332	714
3	314	793
4	352	843
5	324	625
6	291	495

Holiday	Fatal/Serious	Not Serious
False	2093	4774
True	64	116

County	Fatal/Serious	Not Serious
Collin	103	329
Dallas	1169	2687
Denton	127	321
Ellis	40	48
Hood	6	16
Hunt	33	38
Johnson	31	43
Kaufman	23	21
Parker	15	22
Rockwall	11	17
Tarrant	589	1339
Wise	10	9

<b>School Zone</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
False	2145	4785
True	12	105

<b>Rural/Urban</b>		
rural	51	37
unknown	1223	3883
urban	883	970

<b>Roadway Classification</b>		
off-system	1167	3771
on-system	990	1119

<b>Speed</b>		
59+	420	221
51-58	60	59
43-50	293	393
33-42	806	1990
24-32	496	1769
1-23	31	249
unknown	51	209

<b>Traffic Control</b>		
CENTER STRIPE DIVIDER	197	218
CROSSWALK PRESENT	125	516
FLAGMAN	2	12
FLASHING RED LIGHT	0	5
FLASHING YELLOW LIGHT	1	12
INOPERATIVE	2	10
MARKED LANES	933	1190
NO PASSING ZONE	11	12
NONE	492	1278
OFFICER	7	20
OTHER EXPLAIN IN NARRATIVE	30	104
RR GATESIGNAL	2	1
SIGNAL LIGHT	275	1022
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	1	8
STOP SIGN	70	460
WARNING SIGN	6	6
YIELD SIGN	3	16

<b>Lane Numbers</b>		
2-4	344	373
4+	590	636
unknown	1223	3881

<b>Roadway Type</b>		
2-lane 2-way	83	106
4 or more lanes divided	724	713
4 or more lanes undivided	127	187
unknown	1223	3884

<b>Weather</b>		
adverse	162	388

<b>Weather</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
clear cloudy	1988	4490
unknown	7	12

<b>Surface Condition</b>		
dry	1922	4354
other	233	530
unknown	2	6

<b>Light Condition</b>		
dark lighted	817	1205
dark not lighted	472	521
dark unknown lighting	25	51
dawn	18	59
daylight	787	2953
dusk	30	98
unknown	8	3

<b>Curve</b>		
grade	1670	4338
level	357	308
unknown	130	244

<b>Grade</b>		
curve	1158	3720
straight	990	1119
unknown	9	51

<b>Hit and Run</b>		
False	1706	3732
True	451	1158

<b>Charges</b>		
False	1690	3878
True	467	1012

<b>Male</b>		
0	242	929
1	1915	3961

<b>Female</b>		
0	899	1694
1	1258	3196

<b>Driver Age</b>		
driver_16_25	407	829
driver_26_60	1148	2460
driver_<16	8	8
driver_>60	223	513
unknown	371	1080

<b>Pedestrian Age</b>		
pedestrian_16_25	352	980
pedestrian_26_60	1225	2265

<b>Pedestrian Age</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
pedestrian_<16	236	986
pedestrian_>60	299	527
unknown	45	132

<b>Alcohol Positive</b>		
0	1969	4860
1	188	30

<b>Drug Positive</b>		
0	1956	4884
1	201	6

<b>Driver Alcohol</b>		
negative	2124	4864
positive	33	26

<b>Pedestrian Alcohol</b>		
Negative	2003	4886
Positive	154	4

<b>Driver Drugs</b>		
negative	2135	4887
positive	22	3

<b>Pedestrian Drugs</b>		
negative	1978	4887
positive	179	3

<b>SUV Van Truck or Car</b>		
Both	160	220
car	910	2128
Others	278	623
SUV_Van_Truck	809	1919

<b>Passenger Car</b>		
0	1087	2542
1	1070	2348

<b>Car Truck SUV</b>		
0	1188	2751
1	969	2139

<b>Freight Truck</b>		
0	2063	4802
1	94	88

<b>Emergency Vehicle</b>		
0	2150	4858
1	7	32

<b>Crash Location</b>		
intersection	498	2062
intersection_related	255	616

<b>Crash Location</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
non_intersection	1363	2093
non_roadway	41	119

<b>Crash Group</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
backing_vehicle	19	98
bicyclist_failed_to_yield_midblock	0	1
bus_related	15	44
crossing_driveway_or_alley	12	86
crossing_expressway	101	43
crossing_roadway_vehicle_not_turning	729	1359
crossing_roadway_vehicle_turning	236	1382
dash_dart_out	190	484
insufficient_details	38	42
multiple_threat_trapped	35	102
off_roadway	10	30
pedestrian_in_roadway_circumstances_unknown	120	137
unique_midblock	21	75
unusual_circumstances	425	664
waiting_to_cross	3	19
walking_along_roadway	168	235
working_or_playing_in_roadway	35	89

<b>Motorist Direction</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
east	193	618
north	176	660
south	204	706
unknown_inapplicable	1407	2220
west	177	686

<b>Motorist Maneuver</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
left_turn	171	909
not_applicable	0	1
right_turn	64	524
straight	476	1113
unknown	1446	2343

<b>Pedestrian Position</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
blank	0	1
crosswalk_area	371	1763
driveway_alley	14	32
intersection_proper	28	76
non_roadway_parking_lot_other	25	84
other_unknown	43	51
paved_shoulder_bike_lane_parking_lane	146	193
sidewalk_shared_use_path_driveway_crossing	77	212
travel_lane	1435	2452
unpaved_right_of_way	18	26

<b>Pedestrian Direction</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
1	1507	2472
blank	0	1
east	137	515
north	126	461

<b>Pedestrian Direction</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
south	113	464
unknown	142	526
west	132	451

<b>PBCAT Intersection</b>		
far	418	1487
near	234	939
not_applicable	1447	2342
unknown	58	122

<b>Pedestrian Characteristics</b>		
in_line_roller_skates	0	3
other	5	33
skateboard_scooter	27	86
unknown	2092	4653
visual_impairment	1	3
walker_cane_crutches	5	4
wheel_chair	27	108

<b>Access Control</b>		
full_access_control	503	405
no_access_control	1643	4440
other	11	45

<b>Roadway Width</b>		
<20	5	10
20_29	708	2257
30_39	52	173
40_49	388	909
50_59	57	135
60_69	407	811
70_79	241	291
80+	291	261
not_applicable	8	43

<b>Lane Width</b>		
<=9	57	107
10_15	2005	4467
16+	89	276
not_applicable	6	40

<b>Median Type</b>		
barrier	407	341
none	1391	4056
unknown	6	40
unprotected_curbed	353	453

<b>Signalized</b>		
not_applicable	1790	3508
within_20m	367	1382

<b>Street Parking</b>		
diagonal_parking	2	5

<b>Street Parking</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
none	2137	4854
parallel_parking	17	29
unknown	1	2

<b>Bike Facilities</b>		
False	2037	4465
True	120	425

<b>Avg Daily Traffic</b>		
<9000	803	2631
9000_15000	248	619
15000+	1101	1598
not_applicable	5	42

<b>Avg Truck Traffic</b>		
<5	1347	3976
5_10	546	612
10+	256	256
N/A	8	46

<b>Population Density sqMi</b>		
>75_percentile	454	1365
25_50_percentile	579	1159
50_75_percentile	488	1249
below_25_percentile	636	1117

<b>Zero Vehicle Ownership Fraction</b>		
>75_percentile	640	1313
25_50_percentile	488	1165
50_75_percentile	562	1287
below_25_percentile	467	1125

<b>One Vehicle Ownership Fraction</b>		
>75_percentile	597	1341
25_50_percentile	540	1203
50_75_percentile	564	1263
below_25_percentile	456	1083

<b>Bike Walk Transit</b>		
>75_percentile	597	1354
50_75_percentile	544	1283
below_50_percentile	1016	2253

<b>Transit Stops</b>		
0	1429	2894
1_2	587	1492
3+	141	504

<b>Schools</b>		
False	2143	4809
True	14	81



<b>Parks</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
No	1998	4411
Yes	159	479

### **Social Vulnerability**

0	634	1498
1_5	1353	3030
6_10	162	344
unknown	8	18

### **Development Type**

airport	2	8
cemeteries	3	1
commercial	733	1515
communication	5	9
education	52	162
farmland	17	14
flood_control	3	0
group_quarters	6	13
hotel_motel	14	34
improved_acreage	9	10
industrial	54	62
institutional_semi_public	88	232
landfill	0	2
large_stadium	2	1
mobile_home	14	35
multi_family	138	421
office	17	35
parking	10	63
parks_recreation	95	184
railroad	28	30
ranch_land	67	60
residential_acreage	15	12
retail	66	139
runway	1	13
single_family	399	1273
small_water_bodies	2	3
timberland	3	3
transit	9	11
under_construction	1	9
utilities	15	42
vacant	282	492
water	7	2

### **Modeled Fatality Rate**

above_average	445	1055
average	370	881
below_average	210	610
higher	370	813
highest	623	1069
lowest	128	443
not_applicable	3	1
unknown	8	18

<b>Strava</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
<25	838	1158
>75	553	1229
25_50	460	1454
50_75	306	1049

<b>Roadway Part</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
Connector/Flyover	8	8
Entrance/On-Ramp	15	12
Exit/Off-Ramp	26	15
Others	12	53
Proper/Main Lane	1973	4581
Service/Frontage Road	123	221

### Nominal Logistic Fit for Severity Effect Summary

Source	LogWorth	PValue
Pedestrian Age	15.935	0.00000
Light Condition	11.234	0.00000
Speed	4.654	0.00002
Motorist Maneuver	3.052	0.00089
Crash Group	2.766	0.00171
PBCAT Intersection	2.721	0.00190
Traffic Control	2.167	0.00680
Freight Truck	2.133	0.00736
Driver Age	2.091	0.00811
Transit Stops	1.712	0.01943
Schools	1.554	0.02794
Pedestrian Position	1.542	0.02869
Emergency Vehicle	1.445	0.03587
Alcohol Positive	1.348	0.04487
Parks	1.089	0.08140
Driver Alcohol	1.001	0.09977
Male	0.913	0.12229
Female	0.900	0.12575
Pedestrian Direction	0.844	0.14328
Drug Positive	0.784	0.16438
Bike Walk Transit	0.740	0.18177
Population Density sqMi	0.734	0.18438
Weather	0.714	0.19318
Day-of-week	0.656	0.22058
Holiday	0.563	0.27354
Roadway Type	0.550	0.28215
Bike Facilities	0.549	0.28279
Zero Vehicle Ownership Fraction	0.517	0.30439
Access Control	0.508	0.31044
Hit and Run	0.499	0.31696

Source	LogWorth	PValue
Pedestrian Characteristics	0.487	0.32614
Median Type	0.373	0.42335
Roadway Width	0.346	0.45081
County	0.285	0.51829
Development Type	0.284	0.51963
Lane Numbers	0.240	0.57479
Curve	0.231	0.58703
Lane Width	0.211	0.61468
Motorist Direction	0.183	0.65586
Pedestrian Alcohol	0.181	0.65863
Year	0.172	0.67249
Modeled Fatality Rate	0.170	0.67617
One Vehicle Ownership Fraction	0.168	0.67929
Charges	0.161	0.68973
Strava	0.152	0.70527
Driver Drugs	0.123	0.75331
Pedestrian Drugs	0.110	0.77643
Rural/Urban	0.104	0.78630
Street Parking	0.086	0.81958
Month	0.060	0.87130
Avg Truck Traffic	0.054	0.88280
Social Vulnerability	0.053	0.88471
SUV Van Truck or Car	0.043	0.90576
Surface Condition	0.031	0.93204
School Zone	0.029	0.93435
Roadway Part	0.025	0.94384
Avg Daily Traffic	0.019	0.95815
Signalized	0.008	0.98258
Crash Location	0.007	0.98293
Roadway Classification	0.004	0.99112
Grade	0.004	0.99143
Car Truck SUV	.	.
Passenger Car	.	.

Converged in Gradient, 15 iterations

## Whole Model Test

Model	-LogLikelihood	DF	ChiSquare	Prob>ChiSq
Difference	890.0875	236	1780.175	<.0001*
Full	3450.4029			
Reduced	4340.4904			

RSquare (U)	0.2051
AICc	7410.68
BIC	9080.45
Observations (or Sum Wgts)	7047

## Lack Of Fit

Source	DF	-LogLikelihood	ChiSquare	Prob>ChiSq
Lack Of Fit	6809	3450.4029	6900.806	
Saturated	7045	0.0000		
Fitted	236	3450.4029	0.2151	

## Parameter Estimates

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Intercept	Biased	1.2705573	929.10362	0.00	0.9989
Year[2014]		-0.0366553	0.0642852	0.33	0.5685
Year[2015]		0.03306991	0.0625085	0.28	0.5968
Year[2016]		0.03837301	0.0588023	0.43	0.5140
Year[2017]		-0.0731386	0.0603729	1.47	0.2257
Month[1]		-0.040684	0.1013566	0.16	0.6881
Month[2]		-0.0469047	0.1029479	0.21	0.6487
Month[3]		-0.0967206	0.1030714	0.88	0.3480
Month[4]		-0.1721468	0.107691	2.56	0.1099
Month[5]		0.01568699	0.101835	0.02	0.8776
Month[6]		0.08717502	0.1064888	0.67	0.4130
Month[7]		0.05570319	0.1084291	0.26	0.6074

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Month[8]		0.09868255	0.1016046	0.94	0.3314
Month[9]		0.03180082	0.0976853	0.11	0.7448
Month[10]		-0.0087618	0.0904611	0.01	0.9228
Month[11]		0.0841184	0.0966776	0.76	0.3843
Day-of-week[0]		-0.0180321	0.0783688	0.05	0.8180
Day-of-week[1]		-0.1165771	0.0763471	2.33	0.1268
Day-of-week[2]		0.18242337	0.0722493	6.38	0.0116*
Day-of-week[3]		-0.0385072	0.0721402	0.28	0.5935
Day-of-week[4]		-0.0406508	0.0697477	0.34	0.5600
Day-of-week[5]		0.02161612	0.0747064	0.08	0.7723
Holiday[False]		-0.1056238	0.0964651	1.20	0.2735
County[Collin]		-0.2385588	0.1729221	1.90	0.1677
County[Dallas]		0.02702007	0.1326406	0.04	0.8386
County[Denton]		0.03752846	0.1577046	0.06	0.8119
County[Ellis]		0.42215113	0.2518799	2.81	0.0937
County[Hood]		-0.6673792	0.4974943	1.80	0.1798
County[Hunt]		-0.125338	0.2931079	0.18	0.6689
County[Johnson]		0.37262667	0.2604639	2.05	0.1525
County[Kaufman]		-0.0949517	0.3545157	0.07	0.7888
County[Parker]		-0.0004537	0.3828523	0.00	0.9991
County[Rockwall]		-0.0823368	0.4652855	0.03	0.8595
County[Tarrant]		0.02081543	0.1299876	0.03	0.8728
School Zone[False]		-0.0155081	0.1882662	0.01	0.9343
Rural/Urban[rural]	Biased	10.3452362	1814.1417	0.00	0.9955
Rural/Urban[unknown]	Biased	-20.469396	3628.2834	0.00	0.9955
Roadway Classification[off-system]	Biased	-4.7162802	423.9903	0.00	0.9911
Speed[59+]		0.77505171	0.1620512	22.87	<.0001*
Speed[51-58]		0.1705804	0.2062516	0.68	0.4082
Speed[43-50]		0.23870901	0.104422	5.23	0.0223*
Speed[33-42]		-0.0180314	0.0813991	0.05	0.8247
Speed[24-32]		-0.0984651	0.0921276	1.14	0.2852
Speed[1-23]		-0.8643076	0.2352112	13.50	0.0002*
Traffic Control[CENTER STRIPE DIVIDER]	Unstable	1.58508927	84.723939	0.00	0.9851
Traffic Control[CROSSWALK PRESENT]	Unstable	1.31415478	84.723949	0.00	0.9876
Traffic Control[FLAGMAN]	Unstable	0.46447654	84.727305	0.00	0.9956
Traffic Control[FLASHING RED LIGHT]	Unstable	-13.408569	1355.5771	0.00	0.9921
Traffic Control[FLASHING YELLOW LIGHT]	Unstable	-0.1307973	84.729911	0.00	0.9988
Traffic Control[INOPERATIVE]	Unstable	0.87471361	84.727259	0.00	0.9918

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Traffic Control[MARKED LANES]	Unstable	1.424172	84.723887	0.00	0.9866
Traffic Control[NO PASSING ZONE]	Unstable	1.08621363	84.725197	0.00	0.9898
Traffic Control[NONE]	Unstable	1.24240886	84.723895	0.00	0.9883
Traffic Control[OFFICER]	Unstable	1.08036763	84.72514	0.00	0.9898
Traffic Control[OTHER EXPLAIN IN NARRATIVE]	Unstable	0.95406882	84.724153	0.00	0.9910
Traffic Control[RR GATESIGNAL]	Unstable	2.51829814	84.732544	0.00	0.9763
Traffic Control[SIGNAL LIGHT]	Unstable	1.13205252	84.723918	0.00	0.9893
Traffic Control[SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA]	Unstable	-3.0412055	84.768945	0.00	0.9714
Traffic Control[STOP SIGN]	Unstable	0.7840617	84.723978	0.00	0.9926
Traffic Control[WARNING SIGN]	Unstable	1.67419018	84.726045	0.00	0.9842
Lane Numbers[2-4]	Unstable	-16.235062	1442.8017	0.00	0.9910
Lane Numbers[4+]	Unstable	-16.427759	1442.8017	0.00	0.9909
Roadway Type[2-lane 2-way]	Biased	4.23733732	824.80956	0.00	0.9959
Roadway Type[4 or more lanes divided]	Biased	4.62738844	824.80957	0.00	0.9955
Roadway Type[4 or more lanes undivided]	Biased	4.7627638	824.80956	0.00	0.9954
Weather[adverse]		-0.0199844	0.259913	0.01	0.9387
Weather[clear cloudy]		0.31192724	0.2621334	1.42	0.2341
Surface Condition[dry]		-0.0689243	0.3786386	0.03	0.8556
Surface Condition[other]		-0.0080699	0.3738398	0.00	0.9828
Light Condition[dark lighted]		0.0349707	0.1423626	0.06	0.8060
Light Condition[dark not lighted]		0.09875605	0.1499225	0.43	0.5101
Light Condition[dark unknown lighting]		-0.1510449	0.267674	0.32	0.5726
Light Condition[dawn]		-0.4879092	0.2982619	2.68	0.1019
Light Condition[daylight]		-0.4701669	0.141063	11.11	0.0009*
Light Condition[dusk]		-0.5034445	0.2389837	4.44	0.0352*
Curve[grade]		0.04532285	0.0801282	0.32	0.5716
Curve[level]		-0.1124962	0.1155766	0.95	0.3304
Grade[curve]	Biased	9.11065687	847.98058	0.00	0.9914
Grade[straight]	Zeroed	0	0	.	.
Hit and Run[False]		-0.0697956	0.0697445	1.00	0.3170
Charges[False]		-0.0154581	0.0387211	0.16	0.6897
Male[0]		-0.0751112	0.0486081	2.39	0.1223
Female[0]		0.05366239	0.0350488	2.34	0.1258
Driver Age[driver_16_25]		-0.176647	0.1284057	1.89	0.1689
Driver Age[driver_26_60]		-0.1915888	0.1205228	2.53	0.1119
Driver Age[driver_<16]		1.13777922	0.4380791	6.75	0.0094*
Driver Age[driver_>60]		-0.157577	0.1377109	1.31	0.2525
Pedestrian Age[pedestrian_16_25]		-0.2469636	0.0760113	10.56	0.0012*

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Pedestrian Age[pedestrian_26_60]		0.18707869	0.0608868	9.44	0.0021*
Pedestrian Age[pedestrian_<16]		-0.1389536	0.0859932	2.61	0.1061
Pedestrian Age[pedestrian_>60]		0.65832094	0.0834997	62.16	<.0001*
Alcohol Positive[0]		-1.4923062	0.7439838	4.02	0.0449*
Drug Positive[0]		-1.6670609	1.1989075	1.93	0.1644
Driver Alcohol[negative]		1.22598873	0.7448447	2.71	0.0998
Pedestrian Alcohol[Negative]		-0.3273487	0.7409311	0.20	0.6586
Driver Drugs[negative]		0.37660158	1.1982877	0.10	0.7533
Pedestrian Drugs[negative]		-0.3407694	1.2000067	0.08	0.7764
SUV Van Truck or Car[Both]	Biased	-0.0712975	0.1100126	0.42	0.5169
SUV Van Truck or Car[car]	Biased	0.01385753	0.0573362	0.06	0.8090
SUV Van Truck or Car[Others]	Biased	0.02124428	0.0941982	0.05	0.8216
Passenger Car[0]	Zeroed	0	0	.	.
Car Truck SUV[0]	Zeroed	0	0	.	.
Freight Truck[0]		-0.2577508	0.0961765	7.18	0.0074*
Emergency Vehicle[0]		0.51191712	0.2439524	4.40	0.0359*
Crash Location[intersection]		-0.0833814	0.3134629	0.07	0.7902
Crash Location[intersection_related]		-0.1103317	0.3109149	0.13	0.7227
Crash Location[non_intersection]		-0.0868228	0.3158192	0.08	0.7834
Crash Group[backing_vehicle]	Biased	-0.9977781	0.3210271	9.66	0.0019*
Crash Group[bicyclist_failed_to_yield_midblock]	Biased	2.28753548	2.2822025	1.00	0.3162
Crash Group[bus_related]	Biased	0.0290132	0.3601066	0.01	0.9358
Crash Group[crossing_driveway_or_alley]	Biased	-1.2818046	0.3842575	11.13	0.0009*
Crash Group[crossing_expressway]	Biased	0.40152499	0.2669768	2.26	0.1326
Crash Group[crossing_roadway_vehicle_not_turning]	Biased	0.06576423	0.1460212	0.20	0.6524
Crash Group[crossing_roadway_vehicle_turning]	Biased	-0.3222101	0.2104464	2.34	0.1257
Crash Group[dash_dart_out]	Biased	0.04408323	0.1684525	0.07	0.7936
Crash Group[insufficient_details]	Biased	0.39094017	0.2970902	1.73	0.1882
Crash Group[multiple_threat_trapped]	Biased	-0.0508438	0.2571093	0.04	0.8432
Crash Group[off_roadway]	Biased	0.15885874	0.5540265	0.08	0.7743
Crash Group[pedestrian_in_roadway_circumstances_unknown]	Biased	0.19232947	0.1973281	0.95	0.3297
Crash Group[unique_midblock]	Biased	-0.249419	0.2992925	0.69	0.4046
Crash Group[unusual_circumstances]	Biased	-0.026536	0.1526419	0.03	0.8620
Crash Group[waiting_to_cross]	Biased	-0.4962753	0.6720306	0.55	0.4602
Crash Group[walking_along_roadway]	Zeroed	0	0	.	.
Motorist Direction[east]		0.02912854	0.1106872	0.07	0.7924
Motorist Direction[north]		-0.1339877	0.1114904	1.44	0.2294
Motorist Direction[south]		-0.0503709	0.1076867	0.22	0.6400



Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Motorist Direction[unknown_inapplicable]		0.25799592	0.3010622	0.73	0.3915
Motorist Maneuver[left_turn]	Biased	-0.5750741	0.1881717	9.34	0.0022*
Motorist Maneuver[not_applicable]	Biased	2.06618121	0.8907556	5.38	0.0204*
Motorist Maneuver[right_turn]	Biased	-0.8086918	0.2056982	15.46	<.0001*
Motorist Maneuver[straight]	Zeroed	0	0	.	.
Pedestrian Position[blank]	Biased	-0.7156597	2.2985808	0.10	0.7555
Pedestrian Position[crosswalk_area]	Biased	-0.1340535	0.1435449	0.87	0.3504
Pedestrian Position[driveway_alley]	Biased	0.54343489	1.1308439	0.23	0.6308
Pedestrian Position[intersection_proper]	Biased	0.07279236	0.2734836	0.07	0.7901
Pedestrian Position[non_roadway_parking_lot_other]	Biased	-0.8056566	1.0647521	0.57	0.4493
Pedestrian Position[other_unknown]	Biased	0.46648943	0.2620221	3.17	0.0750
Pedestrian Position[paved_shoulder_bike_lane_parking_lane]	Biased	-0.1470696	0.1527276	0.93	0.3356
Pedestrian Position[sidewalk_shared_use_path_driveway_crossing]	Biased	0.31173037	0.1812065	2.96	0.0854
Pedestrian Position[travel_lane]	Zeroed	0	0	.	.
Pedestrian Direction[1]	Biased	-0.0655679	0.7914997	0.01	0.9340
Pedestrian Direction[blank]	Biased	-1.0062149	0.9709868	1.07	0.3001
Pedestrian Direction[east]	Biased	0.25754033	0.1552196	2.75	0.0971
Pedestrian Direction[north]	Biased	0.30755553	0.1591529	3.73	0.0533
Pedestrian Direction[south]	Biased	0.10596984	0.1624872	0.43	0.5143
Pedestrian Direction[unknown]	Zeroed	0	0	.	.
PBCAT Intersection[far]		0.00583302	0.3878776	0.00	0.9880
PBCAT Intersection[near]		-0.4324837	0.3906396	1.23	0.2682
PBCAT Intersection[not_applicable]		0.29338011	0.6173524	0.23	0.6346
Pedestrian Characteristics[in_line_roller_skates]	Unstable	-12.538621	1615.5793	0.00	0.9938
Pedestrian Characteristics[other]	Unstable	1.4311931	269.26363	0.00	0.9958
Pedestrian Characteristics[skateboard_scooter]	Unstable	2.36956493	269.26339	0.00	0.9930
Pedestrian Characteristics[unknown]	Unstable	2.13286425	269.26331	0.00	0.9937
Pedestrian Characteristics[visual_impairment]	Unstable	2.49154173	269.26521	0.00	0.9926
Pedestrian Characteristics[walker_cane_crutches]	Unstable	2.45972692	269.26427	0.00	0.9927
Access Control[full_access_control]		-0.238764	0.272908	0.77	0.3816
Access Control[no_access_control]		0.11958669	0.2650991	0.20	0.6519
Roadway Width[<20]		-0.0405979	0.6223713	0.00	0.9480
Roadway Width[20_29]		0.18109139	0.2376363	0.58	0.4460
Roadway Width[30_39]		0.04315143	0.2733313	0.02	0.8746
Roadway Width[40_49]		0.09310986	0.2334534	0.16	0.6900
Roadway Width[50_59]		-0.094363	0.2811403	0.11	0.7371
Roadway Width[60_69]		0.19951814	0.238187	0.70	0.4022
Roadway Width[70_79]		-0.0097962	0.2627023	0.00	0.9703

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Roadway Width[80+]		0.31146396	0.2699187	1.33	0.2485
Lane Width[<=9]	Biased	0.1330654	0.6265133	0.05	0.8318
Lane Width[10_15]	Biased	-0.1438992	0.6181712	0.05	0.8159
Lane Width[16+]	Biased	-0.1775295	0.6229812	0.08	0.7757
Median Type[barrier]	Biased	0.11647273	0.1381209	0.71	0.3991
Median Type[none]	Biased	-0.173018	0.1347148	1.65	0.1990
Median Type[unknown]	Zeroed	0	0	.	.
Signalized[not_applicable]		0.00115923	0.0530828	0.00	0.9826
Street Parking[diagonal_parking]	Unstable	-3.8633389	824.81009	0.00	0.9963
Street Parking[none]	Unstable	-4.28931	824.80985	0.00	0.9959
Street Parking[parallel_parking]	Unstable	-3.9731522	824.80989	0.00	0.9962
Bike Facilities[False]		0.06958871	0.0647897	1.15	0.2828
Avg Daily Traffic[<9000]		0.23586808	0.5256143	0.20	0.6536
Avg Daily Traffic[9000_15000]		0.23989716	0.5279057	0.21	0.6495
Avg Daily Traffic[15000+]		0.20376783	0.5288946	0.15	0.7000
Avg Truck Traffic[<5]		-0.2050052	0.3827436	0.29	0.5922
Avg Truck Traffic[5_10]		-0.1661287	0.3841484	0.19	0.6654
Avg Truck Traffic[10+]		-0.1010026	0.3907586	0.07	0.7960
Population Density sqMi[>75_percentile]		-0.1040903	0.0590381	3.11	0.0779
Population Density sqMi[25_50_percentile]		0.09627296	0.0530839	3.29	0.0697
Population Density sqMi[50_75_percentile]		0.01031786	0.0549046	0.04	0.8509
Zero Vehicle Ownership Fraction[>75_percentile]		0.03566567	0.0646472	0.30	0.5812
Zero Vehicle Ownership Fraction[25_50_percentile]		-0.0845676	0.0574332	2.17	0.1409
Zero Vehicle Ownership Fraction[50_75_percentile]		0.08446056	0.053503	2.49	0.1144
One Vehicle Ownership Fraction[>75_percentile]		-0.0292057	0.0672494	0.19	0.6641
One Vehicle Ownership Fraction[25_50_percentile]		0.04827389	0.05613	0.74	0.3898
One Vehicle Ownership Fraction[50_75_percentile]		0.02888909	0.0548043	0.28	0.5981
Bike Walk Transit[>75_percentile]		0.09671552	0.0540708	3.20	0.0737
Bike Walk Transit[50_75_percentile]		-0.0662824	0.0480833	1.90	0.1681
Transit Stops[0]		0.13385485	0.0604084	4.91	0.0267*
Transit Stops[1_2]		0.09493053	0.0543799	3.05	0.0809
Schools[False]		0.37422971	0.1702519	4.83	0.0279*
Parks[No]		0.10363365	0.0594709	3.04	0.0814
Social Vulnerability[0]	Biased	1.97390333	2.8000523	0.50	0.4808
Social Vulnerability[1_5]	Biased	1.94213292	2.7995864	0.48	0.4879
Social Vulnerability[6_10]	Biased	1.93892692	2.802132	0.48	0.4890
Development Type[airport]		-0.2982004	87.594504	0.00	0.9973
Development Type[cemeteries]		1.57723822	87.595634	0.00	0.9856

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Development Type[commercial]		-0.1715549	87.588033	0.00	0.9984
Development Type[communication]		0.32692722	87.589973	0.00	0.9970
Development Type[education]		0.20096149	87.588205	0.00	0.9982
Development Type[farmland]		0.77637199	87.588996	0.00	0.9929
Development Type[flood_control]	Unstable	15.7496061	1673.4063	0.00	0.9925
Development Type[group_quarters]		-0.1751055	87.589796	0.00	0.9984
Development Type[hotel_motel]		-0.7836552	87.588947	0.00	0.9929
Development Type[improved_acreage]		0.30661967	87.589348	0.00	0.9972
Development Type[industrial]		-0.0776297	87.58827	0.00	0.9993
Development Type[institutional_semi_public]		-0.1409358	87.588126	0.00	0.9987
Development Type[landfill]	Unstable	-15.011734	2140.0552	0.00	0.9944
Development Type[large_stadium]		2.21870953	87.597215	0.00	0.9798
Development Type[mobile_home]		-0.0933072	87.588821	0.00	0.9992
Development Type[multi_family]		-0.2180589	87.588091	0.00	0.9980
Development Type[office]		-0.0602018	87.588575	0.00	0.9995
Development Type[parking]		-0.7842659	87.588733	0.00	0.9929
Development Type[parks_recreation]		-0.0315232	87.588155	0.00	0.9997
Development Type[railroad]		0.08207283	87.58856	0.00	0.9993
Development Type[ranch_land]		-0.0952372	87.588292	0.00	0.9991
Development Type[residential_acreage]		-0.0888807	87.589312	0.00	0.9992
Development Type[retail]		-0.1631494	87.588191	0.00	0.9985
Development Type[runway]		-1.9834015	87.594263	0.00	0.9819
Development Type[single_family]		-0.2487898	87.588049	0.00	0.9977
Development Type[small_water_bodies]		0.09232557	87.595585	0.00	0.9992
Development Type[timberland]		0.20011544	87.594286	0.00	0.9982
Development Type[transit]		0.29784416	87.589498	0.00	0.9973
Development Type[under_construction]		-1.5396488	87.595036	0.00	0.9860
Development Type[utilities]		-0.3830516	87.588689	0.00	0.9965
Development Type[vacant]		-0.1106206	87.588056	0.00	0.9990
Modeled Fatality Rate[above_average]	Biased	-1.1851558	1.6020499	0.55	0.4594
Modeled Fatality Rate[average]	Biased	-1.0790065	1.602521	0.45	0.5007
Modeled Fatality Rate[below_average]	Biased	-1.2333603	1.6033048	0.59	0.4417
Modeled Fatality Rate[higher]	Biased	-1.1413336	1.6027661	0.51	0.4764
Modeled Fatality Rate[highest]	Biased	-1.0547638	1.6017254	0.43	0.5102
Modeled Fatality Rate[lowest]	Biased	-1.1463029	1.6052624	0.51	0.4752
Modeled Fatality Rate[not_applicable]	Zeroed	0	0	.	.
Strava[<25]		0.07419759	0.0649474	1.31	0.2533
Strava[>75]		-0.0067083	0.0574011	0.01	0.9070

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Strava[25_50]		-0.0136629	0.0554533	0.06	0.8054
Roadway Part[Connector/Flyover]	Unstable	-2.8488308	282.66057	0.00	0.9920
Roadway Part[Entrance/On-Ramp]	Unstable	-3.0197318	282.66049	0.00	0.9915
Roadway Part[Exit/Off-Ramp]	Unstable	-2.6765775	282.6604	0.00	0.9924
Roadway Part[Others]	Unstable	14.7128519	1413.301	0.00	0.9917
Roadway Part[Proper/Main Lane]	Unstable	-3.0670988	282.66023	0.00	0.9913

For log odds of Fatal/Serious/Not Serious

## Odds Ratios

For Severity odds of Fatal/Serious versus Not Serious

### Odds Ratios for Year

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
2015	2014	1.0722136	0.4906	0.8794084	1.3072901
2016	2014	1.0779147	0.4388	0.8914533	1.3033774
2016	2015	1.0053172	0.9559	0.8332103	1.2129742
2017	2014	0.9641742	0.7135	0.7935229	1.171525
2017	2015	0.8992371	0.2688	0.7449255	1.0855145
2017	2016	0.894481	0.2335	0.7445579	1.0745924
2018	2014	1.077891	0.4580	0.884185	1.3140338
2018	2015	1.0052951	0.9578	0.826757	1.2223885
2018	2016	0.999978	0.9998	0.8302365	1.2044231
2018	2017	1.1179422	0.2504	0.9243813	1.3520338
2014	2015	0.93265	0.4906	0.7649412	1.137128
2014	2016	0.9277172	0.4388	0.7672375	1.1217637
2015	2016	0.9947109	0.9559	0.8244198	1.2001772
2014	2017	1.0371569	0.7135	0.8535882	1.2602031
2015	2017	1.1120537	0.2688	0.9212222	1.3424162
2016	2017	1.1179667	0.2335	0.9305854	1.3430789
2014	2018	0.9277376	0.4580	0.7610154	1.130985
2015	2018	0.9947328	0.9578	0.8180705	1.2095452
2016	2018	1.000022	0.9998	0.830273	1.204476
2017	2018	0.8945007	0.2504	0.7396265	1.0818047

### Odds Ratios for Month

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
2	1	0.9937986	0.9672	0.7389581	1.3365245
3	1	0.9455045	0.7112	0.7027873	1.2720474
3	2	0.9514046	0.7434	0.706071	1.2819824
4	1	0.8768119	0.3974	0.6466562	1.1888839
4	2	0.8822833	0.4228	0.6495329	1.1984363
4	3	0.9273482	0.6291	0.6828393	1.25941
5	1	1.0579901	0.7077	0.787957	1.4205636
5	2	1.0645921	0.6795	0.7911033	1.4326275
5	3	1.1189689	0.4578	0.8316677	1.5055187
5	4	1.206633	0.2250	0.8908623	1.6343301
6	1	1.1363928	0.4081	0.8393798	1.5385033
6	2	1.143484	0.3867	0.8440525	1.5491402
6	3	1.2018904	0.2363	0.8865095	1.6294699
6	4	1.2960508	0.1011	0.9506202	1.767002
6	5	1.0741053	0.6417	0.7948611	1.4514514
7	1	1.1011853	0.5346	0.8123328	1.4927492
7	2	1.1080569	0.5142	0.8140823	1.5081891
7	3	1.1646537	0.3319	0.8560301	1.5845451
7	4	1.2558969	0.1555	0.9170794	1.7198916
7	5	1.0408276	0.7972	0.7670202	1.4123776
7	6	0.9690183	0.8433	0.7093192	1.3237994
8	1	1.1495454	0.3538	0.8562496	1.5433053
8	2	1.1567187	0.3364	0.8596335	1.5564749
8	3	1.215801	0.1957	0.904297	1.6346092
8	4	1.3110513	0.0807	0.9674216	1.776739
8	5	1.086537	0.5803	0.809594	1.4582156
8	6	1.011574	0.9404	0.7480719	1.3678924
8	7	1.0439163	0.7821	0.7698019	1.4156386
9	1	1.0751765	0.6213	0.8064463	1.433455
9	2	1.0818857	0.5951	0.8093079	1.4462686
9	3	1.1371458	0.3857	0.8505445	1.5203209
9	4	1.2262339	0.1802	0.9100029	1.652357
9	5	1.0162444	0.9129	0.761302	1.3565609
9	6	0.946131	0.7141	0.7035596	1.2723357
9	7	0.976381	0.8756	0.7237758	1.3171481
9	8	0.9353058	0.6490	0.7012304	1.2475171
10	1	1.0324372	0.8206	0.783497	1.360473
10	2	1.0388797	0.7889	0.7857407	1.3735715

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
10	3	1.0919432	0.5368	0.826006	1.4435004
10	4	1.17749	0.2666	0.882588	1.5709286
10	5	0.9758477	0.8630	0.7391685	1.2883108
10	6	0.9085215	0.5113	0.6823587	1.2096441
10	7	0.937569	0.6625	0.7019411	1.2522925
10	8	0.8981265	0.4467	0.6809876	1.1845022
10	9	0.9602491	0.7680	0.7334105	1.2572472
11	1	1.1329245	0.3899	0.8523935	1.5057812
11	2	1.1399941	0.3735	0.8542273	1.5213592
11	3	1.1982223	0.2211	0.8968594	1.600849
11	4	1.2920954	0.0911	0.9598208	1.7393981
11	5	1.0708272	0.6410	0.8031881	1.4276491
11	6	0.996948	0.9839	0.7414098	1.3405614
11	7	1.0288228	0.8515	0.7641105	1.3852398
11	8	0.9855414	0.9208	0.7394755	1.3134875
11	9	1.0537103	0.7143	0.7962604	1.3943999
11	10	1.0973302	0.4969	0.8394093	1.4345012
12	1	1.0332766	0.8211	0.7779865	1.372338
12	2	1.0397243	0.7900	0.7805722	1.3849156
12	3	1.0928309	0.5460	0.8192063	1.4578493
12	4	1.1784473	0.2775	0.8762057	1.5849451
12	5	0.9766411	0.8718	0.732875	1.3014877
12	6	0.9092601	0.5269	0.6772044	1.2208336
12	7	0.9383312	0.6754	0.6966028	1.2639419
12	8	0.8988567	0.4647	0.6753664	1.1963038
12	9	0.9610297	0.7802	0.7269296	1.2705193
12	10	1.000813	0.9952	0.7661413	1.3073655
12	11	0.9120436	0.5123	0.6924786	1.2012262
1	2	1.0062401	0.9672	0.7482093	1.3532566
1	3	1.0576364	0.7112	0.7861342	1.4229056
2	3	1.0510776	0.7434	0.7800419	1.4162881
1	4	1.1404955	0.3974	0.8411251	1.5464169
2	4	1.1334228	0.4228	0.8344207	1.5395679
3	4	1.0783436	0.6291	0.7940226	1.4644734
1	5	0.9451884	0.7077	0.703946	1.2691047
2	5	0.9393269	0.6795	0.6980182	1.2640575
3	5	0.8936799	0.4578	0.6642229	1.2024033
4	5	0.8287524	0.2250	0.6118715	1.122508

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	6	0.8799774	0.4081	0.6499824	1.1913558
2	6	0.8745203	0.3867	0.6455194	1.1847604
3	6	0.8320226	0.2363	0.6136965	1.1280196
4	6	0.7715747	0.1011	0.5659303	1.0519448
5	6	0.9310074	0.6417	0.6889656	1.2580815
1	7	0.9081123	0.5346	0.6699049	1.2310226
2	7	0.9024808	0.5142	0.6630468	1.2283771
3	7	0.8586243	0.3319	0.6310959	1.1681833
4	7	0.7962437	0.1555	0.581432	1.0904182
5	7	0.9607739	0.7972	0.708026	1.3037466
6	7	1.0319723	0.8433	0.7554014	1.4098025
1	8	0.8699091	0.3538	0.6479599	1.1678838
2	8	0.8645145	0.3364	0.6424774	1.1632864
3	8	0.822503	0.1957	0.611767	1.1058314
4	8	0.7627466	0.0807	0.5628289	1.0336755
5	8	0.9203552	0.5803	0.6857696	1.235187
6	8	0.9885584	0.9404	0.7310516	1.3367698
7	8	0.9579312	0.7821	0.706395	1.2990354
1	9	0.9300799	0.6213	0.6976152	1.2400082
2	9	0.9243121	0.5951	0.6914345	1.2356236
3	9	0.8793947	0.3857	0.6577559	1.1757175
4	9	0.8155051	0.1802	0.6051961	1.0988976
5	9	0.9840153	0.9129	0.7371582	1.3135391
6	9	1.0569361	0.7141	0.7859561	1.4213438
7	9	1.0241903	0.8756	0.759216	1.3816434
8	9	1.069169	0.6490	0.8015922	1.4260647
1	10	0.9685819	0.8206	0.7350385	1.276329
2	10	0.9625753	0.7889	0.7280291	1.2726844
3	10	0.9157986	0.5368	0.6927605	1.210645
4	10	0.8492641	0.2666	0.6365662	1.1330315
5	10	1.0247501	0.8630	0.7762102	1.3528715
6	10	1.1006895	0.5113	0.8266894	1.4655048
7	10	1.0665882	0.6625	0.7985355	1.4246209
8	10	1.1134288	0.4467	0.8442365	1.4684555
9	10	1.0413965	0.7680	0.7953885	1.3634929
1	11	0.8826713	0.3899	0.6641071	1.1731671
2	11	0.8771975	0.3735	0.657307	1.1706485
3	11	0.8345697	0.2211	0.6246685	1.1150019

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
4	11	0.7739367	0.0911	0.5749115	1.0418612
5	11	0.9338575	0.6410	0.7004522	1.2450383
6	11	1.0030613	0.9839	0.7459561	1.3487817
7	11	0.9719847	0.8515	0.7218967	1.3087112
8	11	1.0146707	0.9208	0.7613319	1.3523098
9	11	0.9490274	0.7143	0.7171544	1.2558706
10	11	0.9113027	0.4969	0.6971064	1.191314
1	12	0.9677951	0.8211	0.7286834	1.2853693
2	12	0.9617934	0.7900	0.7220657	1.2811114
3	12	0.9150546	0.5460	0.6859419	1.2206937
4	12	0.8485742	0.2775	0.6309367	1.1412845
5	12	1.0239176	0.8718	0.7683515	1.3644893
6	12	1.0997954	0.5269	0.8191125	1.476659
7	12	1.0657218	0.6754	0.7911756	1.4355383
8	12	1.1125244	0.4647	0.8359081	1.4806778
9	12	1.0405505	0.7802	0.7870797	1.3756489
10	12	0.9991877	0.9952	0.7648971	1.3052423
11	12	1.0964388	0.5123	0.8324827	1.4440879

### Odds Ratios for Day-of-week

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	0.9061549	0.4058	0.7182831	1.143166
2	0	1.2219592	0.0805	0.9759827	1.529929
2	1	1.3485102	0.0082*	1.0802411	1.6834017
3	0	0.9797331	0.8589	0.7818019	1.2277752
3	1	1.0811982	0.4909	0.8658449	1.3501143
3	2	0.8017724	0.0430*	0.6473509	0.9930301
4	0	0.9776351	0.8412	0.7836216	1.2196837
4	1	1.078883	0.4938	0.8680313	1.3409522
4	2	0.8000555	0.0375*	0.6483676	0.9872313
4	3	0.9978586	0.9840	0.8088277	1.2310679
5	0	1.0404447	0.7370	0.8254965	1.3113626
5	1	1.1481973	0.2325	0.9151652	1.4405673
5	2	0.8514562	0.1519	0.6833456	1.0609239
5	3	1.0619675	0.5901	0.8533128	1.321643
5	4	1.0642464	0.5700	0.8584727	1.3193436



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
6	0	1.0281486	0.8222	0.8070328	1.3098472
6	1	1.1346278	0.2993	0.893871	1.4402306
6	2	0.8413936	0.1442	0.667337	1.0608481
6	3	1.049417	0.6823	0.8329794	1.3220929
6	4	1.0516691	0.6636	0.8380924	1.319673
6	5	0.9881819	0.9202	0.7831505	1.2468913
0	1	1.103564	0.4058	0.8747636	1.3922087
0	2	0.8183579	0.0805	0.6536251	1.0246083
1	2	0.7415591	0.0082*	0.5940353	0.9257192
0	3	1.0206861	0.8589	0.8144814	1.2790964
1	3	0.9248998	0.4909	0.740678	1.1549412
2	3	1.2472368	0.0430*	1.0070188	1.5447572
0	4	1.0228765	0.8412	0.8198847	1.2761262
1	4	0.9268846	0.4938	0.7457387	1.1520322
2	4	1.2499133	0.0375*	1.0129339	1.5423349
3	4	1.002146	0.9840	0.8123029	1.2363573
0	5	0.9611275	0.7370	0.7625656	1.2113922
1	5	0.8709304	0.2325	0.694171	1.0926988
2	5	1.1744586	0.1519	0.9425747	1.4633884
3	5	0.9416484	0.5901	0.756634	1.1719032
4	5	0.939632	0.5700	0.7579527	1.1648594
0	6	0.972622	0.8222	0.7634478	1.239107
1	6	0.8813463	0.2993	0.6943333	1.1187297
2	6	1.1885044	0.1442	0.942642	1.4984932
3	6	0.95291	0.6823	0.7563765	1.2005099
4	6	0.9508695	0.6636	0.7577635	1.1931859
5	6	1.0119594	0.9202	0.8019946	1.2768938

### Odds Ratios for Holiday

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	1.2352182	0.2735	0.8462937	1.8028775
False	True	0.8095736	0.2735	0.5546689	1.1816228

### Odds Ratios for County

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Dallas	Collin	1.3041857	0.0837	0.9652667	1.762104
Denton	Collin	1.3179629	0.1406	0.9128798	1.9027984
Denton	Dallas	1.0105638	0.9401	0.7682119	1.3293718
Ellis	Collin	1.9361664	0.0256*	1.084116	3.4578774
Ellis	Dallas	1.4845787	0.1435	0.8743125	2.5208081
Ellis	Denton	1.4690599	0.1770	0.8405256	2.5676042
Hood	Collin	0.6512769	0.4427	0.217895	1.9466327
Hood	Dallas	0.4993744	0.2031	0.1714263	1.4547057
Hood	Denton	0.4941542	0.2013	0.1676068	1.4569122
Hood	Ellis	0.3363744	0.0650	0.1057335	1.0701226
Hunt	Collin	1.1198791	0.7434	0.5685279	2.2059239
Hunt	Dallas	0.8586807	0.6378	0.4553257	1.6193519
Hunt	Denton	0.8497046	0.6284	0.4393248	1.6434265
Hunt	Ellis	0.5784003	0.1642	0.2674588	1.250835
Hunt	Hood	1.7195131	0.3728	0.5220899	5.6632488
Johnson	Collin	1.8426145	0.0435*	1.0180887	3.334904
Johnson	Dallas	1.4128467	0.2167	0.816536	2.4446391
Johnson	Denton	1.3980777	0.2556	0.7846001	2.4912325
Johnson	Ellis	0.9516819	0.8917	0.4665448	1.9412893
Johnson	Hood	2.8292336	0.0781	0.8896241	8.9976907
Johnson	Hunt	1.6453691	0.2164	0.7470369	3.6239698
Kaufman	Collin	1.1544305	0.7256	0.5176897	2.5743412
Kaufman	Dallas	0.8851734	0.7546	0.4120118	1.901722
Kaufman	Denton	0.8759203	0.7406	0.3997807	1.9191435
Kaufman	Ellis	0.5962455	0.2490	0.2475076	1.4363549
Kaufman	Hood	1.7725648	0.3802	0.4935968	6.3654915
Kaufman	Hunt	1.0308528	0.9491	0.4054884	2.6206853
Kaufman	Johnson	0.6265177	0.3082	0.2549104	1.5398525
Parker	Collin	1.2688425	0.5858	0.5388576	2.9877308
Parker	Dallas	0.9729002	0.9481	0.425144	2.226386
Parker	Denton	0.9627301	0.9296	0.4145701	2.2356876
Parker	Ellis	0.6553375	0.3786	0.2558024	1.6789027
Parker	Hood	1.9482382	0.3189	0.5248977	7.2311836
Parker	Hunt	1.1330174	0.8016	0.427699	3.0014758
Parker	Johnson	0.6886099	0.4402	0.267009	1.7759088
Parker	Kaufman	1.0991069	0.8613	0.3807956	3.1723997
Rockwall	Collin	1.1690858	0.7636	0.4224023	3.2356865
Rockwall	Dallas	0.8964105	0.8281	0.334026	2.4056564

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Rockwall	Denton	0.88704	0.8150	0.3249586	2.4213547
Rockwall	Ellis	0.6038147	0.3631	0.2035839	1.7908695
Rockwall	Hood	1.7950671	0.4233	0.4286992	7.5163793
Rockwall	Hunt	1.0439392	0.9412	0.3327555	3.2751045
Rockwall	Johnson	0.6344712	0.4182	0.2108656	1.9090535
Rockwall	Kaufman	1.0126948	0.9838	0.3005167	3.4126251
Rockwall	Parker	0.9213797	0.8992	0.2596941	3.2690016
Tarrant	Collin	1.2961188	0.0985	0.9527991	1.763146
Tarrant	Dallas	0.9938146	0.9404	0.8446494	1.1693223
Tarrant	Denton	0.9834259	0.9073	0.7423186	1.3028454
Tarrant	Ellis	0.6694253	0.1333	0.396431	1.1304116
Tarrant	Hood	1.9901194	0.2061	0.6848073	5.7834883
Tarrant	Hunt	1.1573738	0.6499	0.6157649	2.1753663
Tarrant	Johnson	0.7034129	0.2036	0.4089403	1.2099313
Tarrant	Kaufman	1.1227343	0.7653	0.5249988	2.4010198
Tarrant	Parker	1.021497	0.9596	0.4484786	2.3266575
Tarrant	Rockwall	1.1086601	0.8378	0.4129736	2.9762854
Wise	Collin	1.7637377	0.3629	0.519492	5.988101
Wise	Dallas	1.352367	0.6224	0.4067995	4.4958184
Wise	Denton	1.3382302	0.6376	0.398133	4.4981447
Wise	Ellis	0.9109432	0.8863	0.2536352	3.2716972
Wise	Hood	2.7081226	0.2124	0.5657994	12.962065
Wise	Hunt	1.5749358	0.4940	0.4284918	5.788729
Wise	Johnson	0.957193	0.9468	0.2646798	3.4616105
Wise	Kaufman	1.5277989	0.5448	0.3875173	6.0233953
Wise	Parker	1.3900367	0.6454	0.3419017	5.6513391
Wise	Rockwall	1.508647	0.5989	0.3259516	6.9826795
Wise	Tarrant	1.360784	0.6147	0.4100964	4.5153612
Collin	Dallas	0.766762	0.0837	0.5675034	1.0359831
Collin	Denton	0.7587467	0.1406	0.5255417	1.0954345
Dallas	Denton	0.9895466	0.9401	0.752235	1.3017242
Collin	Ellis	0.5164845	0.0256*	0.2891948	0.9224105
Dallas	Ellis	0.6735918	0.1435	0.3966982	1.1437558
Denton	Ellis	0.6807074	0.1770	0.3894681	1.1897318
Collin	Hood	1.5354452	0.4427	0.5137076	4.5893657
Dallas	Hood	2.0025057	0.2031	0.6874243	5.8334123
Denton	Hood	2.0236598	0.2013	0.6863832	5.9663454
Ellis	Hood	2.9728775	0.0650	0.9344724	9.4577441

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Collin	Hunt	0.8929535	0.7434	0.4533248	1.7589287
Dallas	Hunt	1.1645772	0.6378	0.617531	2.1962299
Denton	Hunt	1.1768796	0.6284	0.6084848	2.2762205
Ellis	Hunt	1.7289066	0.1642	0.799466	3.7388933
Hood	Hunt	0.58156	0.3728	0.1765771	1.9153788
Collin	Johnson	0.5427071	0.0435*	0.2998587	0.9822327
Dallas	Johnson	0.7077909	0.2167	0.4090583	1.2246858
Denton	Johnson	0.7152678	0.2556	0.4014077	1.2745347
Ellis	Johnson	1.0507713	0.8917	0.5151216	2.1434169
Hood	Johnson	0.3534526	0.0781	0.1111396	1.1240702
Hunt	Johnson	0.6077664	0.2164	0.2759405	1.3386219
Collin	Kaufman	0.866228	0.7256	0.3884489	1.9316592
Dallas	Kaufman	1.1297222	0.7546	0.5258392	2.4271148
Denton	Kaufman	1.1416563	0.7406	0.5210658	2.5013716
Ellis	Kaufman	1.6771615	0.2490	0.6962068	4.0402807
Hood	Kaufman	0.5641543	0.3802	0.1570971	2.0259452
Hunt	Kaufman	0.9700706	0.9491	0.3815796	2.4661619
Johnson	Kaufman	1.5961242	0.3082	0.6494129	3.9229474
Collin	Parker	0.7881199	0.5858	0.3347022	1.855778
Dallas	Parker	1.0278547	0.9481	0.4491584	2.352144
Denton	Parker	1.0387127	0.9296	0.4472897	2.4121374
Ellis	Parker	1.5259312	0.3786	0.5956271	3.909268
Hood	Parker	0.5132843	0.3189	0.1382899	1.905133
Hunt	Parker	0.882599	0.8016	0.3331694	2.3380927
Johnson	Parker	1.4522011	0.4402	0.563092	3.7451927
Kaufman	Parker	0.9098296	0.8613	0.3152188	2.6260806
Collin	Rockwall	0.8553692	0.7636	0.3090534	2.3674112
Dallas	Rockwall	1.1155604	0.8281	0.415687	2.993779
Denton	Rockwall	1.1273449	0.8150	0.412992	3.0773155
Ellis	Rockwall	1.6561372	0.3631	0.558388	4.9119798
Hood	Rockwall	0.5570822	0.4233	0.1330428	2.3326377
Hunt	Rockwall	0.9579102	0.9412	0.3053338	3.0052094
Johnson	Rockwall	1.5761158	0.4182	0.5238198	4.7423578
Kaufman	Rockwall	0.9874643	0.9838	0.2930295	3.3276025
Parker	Rockwall	1.0853289	0.8992	0.3059038	3.8506836
Collin	Tarrant	0.7715342	0.0985	0.567168	1.0495392
Dallas	Tarrant	1.0062239	0.9404	0.8551962	1.1839231
Denton	Tarrant	1.0168535	0.9073	0.7675508	1.3471304

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Ellis	Tarrant	1.4938187	0.1333	0.8846335	2.522507
Hood	Tarrant	0.5024824	0.2061	0.172906	1.4602648
Hunt	Tarrant	0.8640251	0.6499	0.4596927	1.6239965
Johnson	Tarrant	1.4216401	0.2036	0.8264932	2.4453446
Kaufman	Tarrant	0.8906827	0.7653	0.4164897	1.9047664
Parker	Tarrant	0.9789554	0.9596	0.4298011	2.2297609
Rockwall	Tarrant	0.9019897	0.8378	0.3359893	2.4214623
Collin	Wise	0.5669777	0.3629	0.1669979	1.9249574
Dallas	Wise	0.7394443	0.6224	0.2224289	2.4582137
Denton	Wise	0.7472556	0.6376	0.2223139	2.5117232
Ellis	Wise	1.0977632	0.8863	0.3056518	3.9426703
Hood	Wise	0.3692595	0.2124	0.0771482	1.767411
Hunt	Wise	0.6349465	0.4940	0.1727495	2.3337672
Johnson	Wise	1.0447214	0.9468	0.2888829	3.7781497
Kaufman	Wise	0.6545364	0.5448	0.1660193	2.5805302
Parker	Wise	0.7194054	0.6454	0.1769492	2.9248177
Rockwall	Wise	0.6628456	0.5989	0.1432115	3.0679399
Tarrant	Wise	0.7348705	0.6147	0.2214662	2.4384513

### Odds Ratios for School Zone

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	1.0315022	0.9343	0.4931343	2.1576208
False	True	0.9694599	0.9343	0.4634735	2.0278452

### Odds Ratios for Rural/Urban

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
unknown	rural	4.144e-14	0.9955	0	.
urban	rural	0.8016557	0.4881	0.4291404	1.4975329
urban	unknown	1.935e+13	0.9955	0	.
rural	unknown	2.413e+13	0.9955	0	.
rural	urban	1.2474183	0.4881	0.667765	2.3302397
unknown	urban	5.169e-14	0.9955	0	.

### Odds Ratios for Roadway Classification

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
on-system	off-system	12488.461	0.9911	0	.
off-system	on-system	8.0074e-5	0.9911	0	.

### Odds Ratios for Speed

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
51-58	59+	0.5463632	0.0188*	0.3299802	0.9046385
43-50	59+	0.5848834	0.0064*	0.3978917	0.859753
43-50	51-58	1.070503	0.7827	0.659709	1.737094
33-42	59+	0.4524477	<.0001*	0.3096417	0.6611155
33-42	51-58	0.8281079	0.4423	0.5118508	1.3397707
33-42	43-50	0.773569	0.0200*	0.6231182	0.9603458
24-32	59+	0.4174808	<.0001*	0.2791148	0.6244392
24-32	51-58	0.7641085	0.2914	0.4635425	1.2595649
24-32	43-50	0.7137846	0.0088*	0.5546708	0.918542
24-32	33-42	0.9227161	0.3490	0.7797575	1.0918843
1-23	59+	0.1941044	<.0001*	0.1018074	0.3700763
1-23	51-58	0.3552662	0.0043*	0.1747313	0.7223321
1-23	43-50	0.3318684	0.0001*	0.1889496	0.582889
1-23	33-42	0.4290095	0.0018*	0.2524359	0.7290925
1-23	24-32	0.464942	0.0044*	0.2746086	0.7871972
unknown	59+	0.3758411	0.0002*	0.2257672	0.6256735
unknown	51-58	0.6878961	0.2146	0.3809974	1.2420061
unknown	43-50	0.6425915	0.0310*	0.429957	0.9603841
unknown	33-42	0.8306842	0.3041	0.5831717	1.183247
unknown	24-32	0.9002597	0.5614	0.6314903	1.2834204
unknown	1-23	1.9362839	0.0334*	1.0534091	3.5591066
59+	51-58	1.8302843	0.0188*	1.105414	3.0304851
59+	43-50	1.7097424	0.0064*	1.1631247	2.5132464
51-58	43-50	0.9341403	0.7827	0.5756741	1.5158198
59+	33-42	2.2102003	<.0001*	1.512595	3.2295393
51-58	33-42	1.2075721	0.4423	0.7463964	1.9536943
43-50	33-42	1.2927095	0.0200*	1.0412915	1.6048319
59+	24-32	2.3953198	<.0001*	1.6014369	3.5827557
51-58	24-32	1.3087146	0.2914	0.7939249	2.1572996
43-50	24-32	1.4009829	0.0088*	1.0886818	1.8028712
33-42	24-32	1.0837569	0.3490	0.9158479	1.2824499

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
59+	1-23	5.1518679	<.0001*	2.7021453	9.8224707
51-58	1-23	2.8147911	0.0043*	1.3844047	5.7230726
43-50	1-23	3.0132422	0.0001*	1.7155924	5.292416
33-42	1-23	2.3309507	0.0018*	1.3715681	3.9614011
24-32	1-23	2.1508058	0.0044*	1.2703298	3.641547
59+	unknown	2.6606987	0.0002*	1.5982776	4.4293416
51-58	unknown	1.4537079	0.2146	0.805149	2.62469
43-50	unknown	1.5561986	0.0310*	1.0412501	2.3258141
33-42	unknown	1.203827	0.3041	0.8451321	1.7147608
24-32	unknown	1.1107906	0.5614	0.7791679	1.5835555
1-23	unknown	0.5164532	0.0334*	0.2809694	0.9492988

### Odds Ratios for Traffic Control

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
CROSSWALK PRESENT	CENTER STRIPE DIVIDER	0.7626665	0.1453	0.5296363	1.0982255
FLAGMAN	CENTER STRIPE DIVIDER	0.3260799	0.1747	0.064654	1.6445721
FLAGMAN	CROSSWALK PRESENT	0.4275525	0.3059	0.0840498	2.1749141
FLASHING RED LIGHT	CENTER STRIPE DIVIDER	3.0785e-7	0.9917	0	.
FLASHING RED LIGHT	CROSSWALK PRESENT	4.0365e-7	0.9918	0	.
FLASHING RED LIGHT	FLAGMAN	9.4409e-7	0.9923	0	.
FLASHING YELLOW LIGHT	CENTER STRIPE DIVIDER	0.1798042	0.1140	0.0214068	1.5102445
FLASHING YELLOW LIGHT	CROSSWALK PRESENT	0.2357574	0.1816	0.0282959	1.9642971
FLASHING YELLOW LIGHT	FLAGMAN	0.5514116	0.6603	0.0387743	7.841648
FLASHING YELLOW LIGHT	FLASHING RED LIGHT	584067.54	0.9926	0	.
INOPERATIVE	CENTER STRIPE DIVIDER	0.4914595	0.3837	0.0993859	2.430248
INOPERATIVE	CROSSWALK PRESENT	0.6443964	0.5910	0.1297555	3.2002254
INOPERATIVE	FLAGMAN	1.507175	0.7215	0.1580109	14.376074
INOPERATIVE	FLASHING RED LIGHT	1596433.7	0.9921	0	.
INOPERATIVE	FLASHING YELLOW LIGHT	2.7333033	0.4555	0.1949228	38.327716
MARKED LANES	CENTER STRIPE DIVIDER	0.8513625	0.2078	0.6627879	1.0935898
MARKED LANES	CROSSWALK PRESENT	1.1162973	0.4730	0.826582	1.5075572
MARKED LANES	FLAGMAN	2.6109012	0.2424	0.5223426	13.050449
MARKED LANES	FLASHING RED LIGHT	2765525.4	0.9918	0	.
MARKED LANES	FLASHING YELLOW LIGHT	4.7349411	0.1502	0.5693268	39.37926
MARKED LANES	INOPERATIVE	1.7323145	0.4971	0.3547666	8.4588403
NO PASSING ZONE	CENTER STRIPE DIVIDER	0.607213	0.3350	0.2202199	1.6742705

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
NO PASSING ZONE	CROSSWALK PRESENT	0.7961711	0.6667	0.2821856	2.2463527
NO PASSING ZONE	FLAGMAN	1.86216	0.5153	0.2862066	12.115863
NO PASSING ZONE	FLASHING RED LIGHT	1972441.8	0.9920	0	.
NO PASSING ZONE	FLASHING YELLOW LIGHT	3.3770783	0.3070	0.3269508	34.881882
NO PASSING ZONE	INOPERATIVE	1.23553	0.8248	0.19003	8.0331215
NO PASSING ZONE	MARKED LANES	0.713225	0.5094	0.261366	1.9462738
NONE	CENTER STRIPE DIVIDER	0.709865	0.0119*	0.5435351	0.9270944
NONE	CROSSWALK PRESENT	0.9307674	0.6548	0.6795626	1.2748315
NONE	FLAGMAN	2.1769663	0.3438	0.4349525	10.895862
NONE	FLASHING RED LIGHT	2305891.8	0.9919	0	.
NONE	FLASHING YELLOW LIGHT	3.9479883	0.2044	0.4735729	32.912805
NONE	INOPERATIVE	1.4444018	0.6494	0.2960035	7.0482149
NONE	MARKED LANES	0.8337988	0.0425*	0.6995345	0.9938329
NONE	NO PASSING ZONE	1.1690544	0.7615	0.4264379	3.2048935
OFFICER	CENTER STRIPE DIVIDER	0.6036736	0.3262	0.2203889	1.6535395
OFFICER	CROSSWALK PRESENT	0.7915303	0.6544	0.284445	2.2026053
OFFICER	FLAGMAN	1.8513055	0.5090	0.2976332	11.51529
OFFICER	FLASHING RED LIGHT	1960944.5	0.9920	0	.
OFFICER	FLASHING YELLOW LIGHT	3.3573934	0.3095	0.3248268	34.701848
OFFICER	INOPERATIVE	1.2283282	0.8286	0.190907	7.9032726
OFFICER	MARKED LANES	0.7090676	0.4968	0.263037	1.9114306
OFFICER	NO PASSING ZONE	0.994171	0.9933	0.2528369	3.9091451
OFFICER	NONE	0.8504061	0.7494	0.3146792	2.298184
OTHER EXPLAIN IN NARRATIVE	CENTER STRIPE DIVIDER	0.5320486	0.0180*	0.3154546	0.8973579
OTHER EXPLAIN IN NARRATIVE	CROSSWALK PRESENT	0.6976164	0.1883	0.4079852	1.1928585
OTHER EXPLAIN IN NARRATIVE	FLAGMAN	1.6316508	0.5644	0.3086821	8.6246797
OTHER EXPLAIN IN NARRATIVE	FLASHING RED LIGHT	1728281.3	0.9920	0	.
OTHER EXPLAIN IN NARRATIVE	FLASHING YELLOW LIGHT	2.9590436	0.3257	0.3401206	25.74363
OTHER EXPLAIN IN NARRATIVE	INOPERATIVE	1.0825888	0.9248	0.2083937	5.6239642
OTHER EXPLAIN IN NARRATIVE	MARKED LANES	0.6249378	0.0557	0.3860748	1.0115845
OTHER EXPLAIN IN NARRATIVE	NO PASSING ZONE	0.8762141	0.8142	0.2910248	2.6380956
OTHER EXPLAIN IN NARRATIVE	NONE	0.7495067	0.2435	0.4616687	1.216804
OTHER EXPLAIN IN NARRATIVE	OFFICER	0.8813515	0.8192	0.2984875	2.6023886
RR GATESIGNAL	CENTER STRIPE DIVIDER	2.5426552	0.4716	0.2003758	32.264849
RR GATESIGNAL	CROSSWALK PRESENT	3.3339019	0.3536	0.2618255	42.451567
RR GATESIGNAL	FLAGMAN	7.7976438	0.1789	0.39028	155.79391
RR GATESIGNAL	FLASHING RED LIGHT	8259439.8	0.9912	0	.
RR GATESIGNAL	FLASHING YELLOW LIGHT	14.141241	0.1158	0.5206961	384.05259



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
RR GATESIGNAL	INOPERATIVE	5.1736816	0.2810	0.2606501	102.69316
RR GATESIGNAL	MARKED LANES	2.9865717	0.3972	0.2371595	37.610171
RR GATESIGNAL	NO PASSING ZONE	4.1874188	0.3019	0.2761647	63.492832
RR GATESIGNAL	NONE	3.5818853	0.3236	0.284393	45.113291
RR GATESIGNAL	OFFICER	4.2119702	0.2997	0.2782053	63.76834
RR GATESIGNAL	OTHER EXPLAIN IN NARRATIVE	4.7789905	0.2331	0.365451	62.494706
SIGNAL LIGHT	CENTER STRIPE DIVIDER	0.6356948	0.0072*	0.4568802	0.8844941
SIGNAL LIGHT	CROSSWALK PRESENT	0.8335161	0.1886	0.6353511	1.0934885
SIGNAL LIGHT	FLAGMAN	1.9495059	0.4189	0.3863822	9.8363059
SIGNAL LIGHT	FLASHING RED LIGHT	2064960.6	0.9919	0	.
SIGNAL LIGHT	FLASHING YELLOW LIGHT	3.5354826	0.2426	0.4251631	29.399629
SIGNAL LIGHT	INOPERATIVE	1.2934834	0.7519	0.262322	6.3780358
SIGNAL LIGHT	MARKED LANES	0.7466793	0.0234*	0.579967	0.9613133
SIGNAL LIGHT	NO PASSING ZONE	1.0469057	0.9302	0.3753858	2.919694
SIGNAL LIGHT	NONE	0.895515	0.4349	0.6788331	1.1813611
SIGNAL LIGHT	OFFICER	1.0530439	0.9202	0.3833095	2.892966
SIGNAL LIGHT	OTHER EXPLAIN IN NARRATIVE	1.1948059	0.4976	0.7143806	1.9983199
SIGNAL LIGHT	RR GATESIGNAL	0.2500122	0.2846	0.01973	3.1680796
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	CENTER STRIPE DIVIDER	0.009791	0.1163	3.0419e-5	3.1513874
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	CROSSWALK PRESENT	0.0128378	0.1394	3.9831e-5	4.1377105
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	FLAGMAN	0.0300263	0.2502	7.6245e-5	11.824693
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	FLASHING RED LIGHT	31804.521	0.9943	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	FLASHING YELLOW LIGHT	0.0544535	0.3531	0.000117	25.348616
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	INOPERATIVE	0.0199222	0.1996	5.021e-5	7.904635
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	MARKED LANES	0.0115004	0.1294	3.584e-5	3.690199
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	NO PASSING ZONE	0.0161244	0.1670	4.6241e-5	5.6226032
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	NONE	0.0137927	0.1458	4.2944e-5	4.4299536
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	OFFICER	0.016219	0.1670	0.0000469	5.607968
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	OTHER EXPLAIN IN NARRATIVE	0.0184024	0.1760	5.6433e-5	6.0008498
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	RR GATESIGNAL	0.0038507	0.0835	7.1047e-6	2.087026
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	SIGNAL LIGHT	0.015402	0.1565	4.792e-5	4.9503376
STOP SIGN	CENTER STRIPE DIVIDER	0.4488675	<.0001*	0.3064687	0.657431
STOP SIGN	CROSSWALK PRESENT	0.5885502	0.0050*	0.4064571	0.8522211
STOP SIGN	FLAGMAN	1.3765566	0.7003	0.2703946	7.007935
STOP SIGN	FLASHING RED LIGHT	1458079.7	0.9921	0	.
STOP SIGN	FLASHING YELLOW LIGHT	2.4964232	0.4001	0.2963663	21.028464
STOP SIGN	INOPERATIVE	0.9133356	0.9118	0.1835412	4.5449288
STOP SIGN	MARKED LANES	0.5272343	0.0001*	0.3811955	0.7292216

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
STOP SIGN	NO PASSING ZONE	0.7392257	0.5707	0.260166	2.1004074
STOP SIGN	NONE	0.6323279	0.0054*	0.4579559	0.8730941
STOP SIGN	OFFICER	0.7435599	0.5722	0.2659129	2.0791823
STOP SIGN	OTHER EXPLAIN IN NARRATIVE	0.8436588	0.5443	0.486952	1.4616638
STOP SIGN	RR GATESIGNAL	0.1765349	0.1824	0.013799	2.258463
STOP SIGN	SIGNAL LIGHT	0.7061054	0.0497*	0.4988502	0.9994679
STOP SIGN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	45.845047	0.1945	0.1418405	14817.825
WARNING SIGN	CENTER STRIPE DIVIDER	1.093191	0.8927	0.2995415	3.989653
WARNING SIGN	CROSSWALK PRESENT	1.4333802	0.5888	0.3885566	5.2877202
WARNING SIGN	FLAGMAN	3.3525245	0.2415	0.4428893	25.377496
WARNING SIGN	FLASHING RED LIGHT	3551069.4	0.9916	0	.
WARNING SIGN	FLASHING YELLOW LIGHT	6.0798953	0.1520	0.5144019	71.860403
WARNING SIGN	INOPERATIVE	2.2243763	0.4408	0.2913517	16.982397
WARNING SIGN	MARKED LANES	1.2840488	0.7019	0.3568439	4.6204546
WARNING SIGN	NO PASSING ZONE	1.8003418	0.4733	0.3609573	8.9795411
WARNING SIGN	NONE	1.5399983	0.5090	0.4276117	5.5461412
WARNING SIGN	OFFICER	1.8108975	0.4638	0.3697743	8.8685163
WARNING SIGN	OTHER EXPLAIN IN NARRATIVE	2.0546826	0.2973	0.5304219	7.959175
WARNING SIGN	RR GATESIGNAL	0.4299407	0.5589	0.0253488	7.2922337
WARNING SIGN	SIGNAL LIGHT	1.719679	0.4127	0.4700187	6.2918681
WARNING SIGN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	111.65298	0.1174	0.305241	40841.134
WARNING SIGN	STOP SIGN	2.4354425	0.1826	0.6577392	9.01783
YIELD SIGN	CENTER STRIPE DIVIDER	0.3202078	0.0911	0.0854634	1.1997308
YIELD SIGN	CROSSWALK PRESENT	0.419853	0.1982	0.1119439	1.5746866
YIELD SIGN	FLAGMAN	0.9819918	0.9862	0.1249489	7.7176207
YIELD SIGN	FLASHING RED LIGHT	1040147.9	0.9923	0	.
YIELD SIGN	FLASHING YELLOW LIGHT	1.7808692	0.6481	0.149348	21.235604
YIELD SIGN	INOPERATIVE	0.6515446	0.6818	0.0840454	5.0509657
YIELD SIGN	MARKED LANES	0.3761122	0.1419	0.1020142	1.3866736
YIELD SIGN	NO PASSING ZONE	0.5273402	0.4432	0.1027545	2.7063323
YIELD SIGN	NONE	0.4510827	0.2323	0.1221485	1.665805
YIELD SIGN	OFFICER	0.5304321	0.4451	0.1041793	2.700712
YIELD SIGN	OTHER EXPLAIN IN NARRATIVE	0.6018394	0.4705	0.1515648	2.3898069
YIELD SIGN	RR GATESIGNAL	0.1259344	0.1536	0.0073123	2.1688762
YIELD SIGN	SIGNAL LIGHT	0.5037132	0.3058	0.1355972	1.8711816
YIELD SIGN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	32.704403	0.2479	0.0882141	12124.798
YIELD SIGN	STOP SIGN	0.7133683	0.6186	0.1887109	2.6966875
YIELD SIGN	WARNING SIGN	0.2929112	0.1868	0.0473129	1.8133946

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
CENTER STRIPE DIVIDER	CROSSWALK PRESENT	1.3111892	0.1453	0.9105598	1.8880881
CENTER STRIPE DIVIDER	FLAGMAN	3.0667327	0.1747	0.6080609	15.466953
CROSSWALK PRESENT	FLAGMAN	2.3388942	0.3059	0.4597883	11.897707
CENTER STRIPE DIVIDER	FLASHING RED LIGHT	3248352.3	0.9917	0	.
CROSSWALK PRESENT	FLASHING RED LIGHT	2477409.4	0.9918	0	.
FLAGMAN	FLASHING RED LIGHT	1059222.5	0.9923	0	.
CENTER STRIPE DIVIDER	FLASHING YELLOW LIGHT	5.561604	0.1140	0.6621444	46.714035
CROSSWALK PRESENT	FLASHING YELLOW LIGHT	4.2416488	0.1816	0.509088	35.340817
FLAGMAN	FLASHING YELLOW LIGHT	1.8135275	0.6603	0.1275242	25.790254
FLASHING RED LIGHT	FLASHING YELLOW LIGHT	1.7121e-6	0.9926	0	.
CENTER STRIPE DIVIDER	INOPERATIVE	2.0347555	0.3837	0.4114806	10.061785
CROSSWALK PRESENT	INOPERATIVE	1.5518398	0.5910	0.312478	7.706804
FLAGMAN	INOPERATIVE	0.6634929	0.7215	0.06956	6.3286768
FLASHING RED LIGHT	INOPERATIVE	6.264e-7	0.9921	0	.
FLASHING YELLOW LIGHT	INOPERATIVE	0.3658577	0.4555	0.0260908	5.1302352
CENTER STRIPE DIVIDER	MARKED LANES	1.1745878	0.2078	0.9144196	1.5087783
CROSSWALK PRESENT	MARKED LANES	0.8958187	0.4730	0.6633248	1.2098013
FLAGMAN	MARKED LANES	0.3830095	0.2424	0.0766257	1.9144523
FLASHING RED LIGHT	MARKED LANES	3.6159e-7	0.9918	0	.
FLASHING YELLOW LIGHT	MARKED LANES	0.2111959	0.1502	0.0253941	1.7564605
INOPERATIVE	MARKED LANES	0.5772624	0.4971	0.1182195	2.818755
CENTER STRIPE DIVIDER	NO PASSING ZONE	1.6468686	0.3350	0.5972751	4.5409163
CROSSWALK PRESENT	NO PASSING ZONE	1.2560114	0.6667	0.4451661	3.5437665
FLAGMAN	NO PASSING ZONE	0.5370108	0.5153	0.0825364	3.4939798
FLASHING RED LIGHT	NO PASSING ZONE	5.0699e-7	0.9920	0	.
FLASHING YELLOW LIGHT	NO PASSING ZONE	0.296114	0.3070	0.0286682	3.0585646
INOPERATIVE	NO PASSING ZONE	0.8093693	0.8248	0.1244846	5.262326
MARKED LANES	NO PASSING ZONE	1.4020821	0.5094	0.5138023	3.8260518
CENTER STRIPE DIVIDER	NONE	1.4087185	0.0119*	1.0786388	1.8398075
CROSSWALK PRESENT	NONE	1.0743823	0.6548	0.7844174	1.4715347
FLAGMAN	NONE	0.4593548	0.3438	0.091778	2.2991016
FLASHING RED LIGHT	NONE	4.3367e-7	0.9919	0	.
FLASHING YELLOW LIGHT	NONE	0.2532936	0.2044	0.0303833	2.1116075
INOPERATIVE	NONE	0.6923281	0.6494	0.1418799	3.378338
MARKED LANES	NONE	1.1993301	0.0425*	1.0062053	1.429522
NO PASSING ZONE	NONE	0.8553922	0.7615	0.3120228	2.3450071
CENTER STRIPE DIVIDER	OFFICER	1.6565244	0.3262	0.6047633	4.5374329
CROSSWALK PRESENT	OFFICER	1.2633756	0.6544	0.4540078	3.5156176

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
FLAGMAN	OFFICER	0.5401594	0.5090	0.0868411	3.3598406
FLASHING RED LIGHT	OFFICER	5.0996e-7	0.9920	0	.
FLASHING YELLOW LIGHT	OFFICER	0.2978501	0.3095	0.0288169	3.0785636
INOPERATIVE	OFFICER	0.8141147	0.8286	0.1265299	5.2381526
MARKED LANES	OFFICER	1.4103027	0.4968	0.5231684	3.8017471
NO PASSING ZONE	OFFICER	1.0058631	0.9933	0.2558104	3.9551191
NONE	OFFICER	1.1759087	0.7494	0.4351262	3.17784
CENTER STRIPE DIVIDER	OTHER EXPLAIN IN NARRATIVE	1.8795276	0.0180*	1.1143825	3.1700281
CROSSWALK PRESENT	OTHER EXPLAIN IN NARRATIVE	1.4334526	0.1883	0.8383224	2.4510695
FLAGMAN	OTHER EXPLAIN IN NARRATIVE	0.6128762	0.5644	0.1159463	3.2395786
FLASHING RED LIGHT	OTHER EXPLAIN IN NARRATIVE	5.7861e-7	0.9920	0	.
FLASHING YELLOW LIGHT	OTHER EXPLAIN IN NARRATIVE	0.337947	0.3257	0.0388446	2.9401336
INOPERATIVE	OTHER EXPLAIN IN NARRATIVE	0.9237118	0.9248	0.1778105	4.7986104
MARKED LANES	OTHER EXPLAIN IN NARRATIVE	1.6001593	0.0557	0.9885482	2.5901719
NO PASSING ZONE	OTHER EXPLAIN IN NARRATIVE	1.1412736	0.8142	0.3790613	3.4361337
NONE	OTHER EXPLAIN IN NARRATIVE	1.3342109	0.2435	0.8218251	2.1660556
OFFICER	OTHER EXPLAIN IN NARRATIVE	1.1346212	0.8192	0.3842624	3.3502244
CENTER STRIPE DIVIDER	RR GATESIGNAL	0.3932897	0.4716	0.0309935	4.9906223
CROSSWALK PRESENT	RR GATESIGNAL	0.2999488	0.3536	0.0235563	3.8193379
FLAGMAN	RR GATESIGNAL	0.1282439	0.1789	0.0064187	2.562263
FLASHING RED LIGHT	RR GATESIGNAL	1.2107e-7	0.9912	0	.
FLASHING YELLOW LIGHT	RR GATESIGNAL	0.0707152	0.1158	0.0026038	1.9205059
INOPERATIVE	RR GATESIGNAL	0.193286	0.2810	0.0097377	3.8365613
MARKED LANES	RR GATESIGNAL	0.3348321	0.3972	0.0265886	4.216571
NO PASSING ZONE	RR GATESIGNAL	0.2388106	0.3019	0.0157498	3.6210281
NONE	RR GATESIGNAL	0.2791826	0.3236	0.0221664	3.5162614
OFFICER	RR GATESIGNAL	0.2374186	0.2997	0.0156818	3.5944673
OTHER EXPLAIN IN NARRATIVE	RR GATESIGNAL	0.2092492	0.2331	0.0160014	2.7363453
CENTER STRIPE DIVIDER	SIGNAL LIGHT	1.573082	0.0072*	1.1305898	2.1887576
CROSSWALK PRESENT	SIGNAL LIGHT	1.1997369	0.1886	0.9145044	1.573933
FLAGMAN	SIGNAL LIGHT	0.5129505	0.4189	0.1016642	2.588111
FLASHING RED LIGHT	SIGNAL LIGHT	4.8427e-7	0.9919	0	.
FLASHING YELLOW LIGHT	SIGNAL LIGHT	0.2828468	0.2426	0.034014	2.3520386
INOPERATIVE	SIGNAL LIGHT	0.7731062	0.7519	0.1567881	3.8121081
MARKED LANES	SIGNAL LIGHT	1.339263	0.0234*	1.0402436	1.724236
NO PASSING ZONE	SIGNAL LIGHT	0.9551958	0.9302	0.3425016	2.6639262
NONE	SIGNAL LIGHT	1.1166759	0.4349	0.8464812	1.4731161
OFFICER	SIGNAL LIGHT	0.9496281	0.9202	0.345666	2.6088577

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
OTHER EXPLAIN IN NARRATIVE	SIGNAL LIGHT	0.8369561	0.4976	0.5004204	1.399814
RR GATESIGNAL	SIGNAL LIGHT	3.9998051	0.2846	0.3156486	50.684333
CENTER STRIPE DIVIDER	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	102.13493	0.1163	0.3173206	32873.832
CROSSWALK PRESENT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	77.894881	0.1394	0.2416795	25106.024
FLAGMAN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	33.30415	0.2502	0.0845688	13115.552
FLASHING RED LIGHT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	3.1442e-5	0.9943	0	.
FLASHING YELLOW LIGHT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	18.364293	0.3531	0.0394499	8548.7512
INOPERATIVE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	50.195183	0.1996	0.1265081	19916.174
MARKED LANES	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	86.953845	0.1294	0.2709881	27901.488
NO PASSING ZONE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	62.017655	0.1670	0.1778536	21625.597
NONE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	72.502013	0.1458	0.225736	23286.237
OFFICER	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	61.656157	0.1670	0.1783177	21318.587
OTHER EXPLAIN IN NARRATIVE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	54.340743	0.1760	0.1666431	17720.007
RR GATESIGNAL	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	259.69389	0.0835	0.4791507	140750.95
SIGNAL LIGHT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	64.926638	0.1565	0.2020064	20867.991
CENTER STRIPE DIVIDER	STOP SIGN	2.227829	<.0001*	1.5210721	3.2629763
CROSSWALK PRESENT	STOP SIGN	1.6990904	0.0050*	1.1734044	2.4602843
FLAGMAN	STOP SIGN	0.7264503	0.7003	0.1426954	3.6982981
FLASHING RED LIGHT	STOP SIGN	6.8583e-7	0.9921	0	.
FLASHING YELLOW LIGHT	STOP SIGN	0.4005731	0.4001	0.0475546	3.3742025
INOPERATIVE	STOP SIGN	1.0948878	0.9118	0.2200254	5.4483667
MARKED LANES	STOP SIGN	1.8966901	0.0001*	1.3713253	2.6233259
NO PASSING ZONE	STOP SIGN	1.3527667	0.5707	0.4760981	3.8436991
NONE	STOP SIGN	1.5814579	0.0054*	1.1453519	2.1836163
OFFICER	STOP SIGN	1.3448815	0.5722	0.4809583	3.7606301
OTHER EXPLAIN IN NARRATIVE	STOP SIGN	1.1853133	0.5443	0.6841518	2.0535903
RR GATESIGNAL	STOP SIGN	5.6646009	0.1824	0.442779	72.468891
SIGNAL LIGHT	STOP SIGN	1.4162192	0.0497*	1.0005324	2.0046097
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	STOP SIGN	0.0218126	0.1945	6.7486e-5	7.0501704
CENTER STRIPE DIVIDER	WARNING SIGN	0.9147533	0.8927	0.2506484	3.338436
CROSSWALK PRESENT	WARNING SIGN	0.6976516	0.5888	0.1891174	2.5736275
FLAGMAN	WARNING SIGN	0.2982827	0.2415	0.039405	2.2579007
FLASHING RED LIGHT	WARNING SIGN	2.8161e-7	0.9916	0	.
FLASHING YELLOW LIGHT	WARNING SIGN	0.1644765	0.1520	0.0139159	1.9440053
INOPERATIVE	WARNING SIGN	0.4495642	0.4408	0.0588845	3.432278
MARKED LANES	WARNING SIGN	0.7787866	0.7019	0.2164289	2.8023455
NO PASSING ZONE	WARNING SIGN	0.5554501	0.4733	0.1113643	2.770411
NONE	WARNING SIGN	0.6493514	0.5090	0.1803055	2.3385703

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
OFFICER	WARNING SIGN	0.5522124	0.4638	0.1127584	2.7043522
OTHER EXPLAIN IN NARRATIVE	WARNING SIGN	0.4866932	0.2973	0.1256412	1.8852918
RR GATESIGNAL	WARNING SIGN	2.3259021	0.5589	0.1371322	39.449676
SIGNAL LIGHT	WARNING SIGN	0.5815039	0.4127	0.1589353	2.1275747
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	WARNING SIGN	0.0089563	0.1174	2.4485e-5	3.2761002
STOP SIGN	WARNING SIGN	0.410603	0.1826	0.1108914	1.5203594
CENTER STRIPE DIVIDER	YIELD SIGN	3.1229717	0.0911	0.8335203	11.700917
CROSSWALK PRESENT	YIELD SIGN	2.3817858	0.1982	0.635047	8.9330448
FLAGMAN	YIELD SIGN	1.0183384	0.9862	0.1295736	8.003274
FLASHING RED LIGHT	YIELD SIGN	9.614e-7	0.9923	0	.
FLASHING YELLOW LIGHT	YIELD SIGN	0.5615236	0.6481	0.0470907	6.6957709
INOPERATIVE	YIELD SIGN	1.5348142	0.6818	0.1979819	11.898331
MARKED LANES	YIELD SIGN	2.658781	0.1419	0.7211502	9.8025574
NO PASSING ZONE	YIELD SIGN	1.896309	0.4432	0.3695038	9.7319385
NONE	YIELD SIGN	2.2168885	0.2323	0.6003104	8.1867558
OFFICER	YIELD SIGN	1.8852555	0.4451	0.3702727	9.5988393
OTHER EXPLAIN IN NARRATIVE	YIELD SIGN	1.6615727	0.4705	0.4184438	6.5978359
RR GATESIGNAL	YIELD SIGN	7.9406402	0.1536	0.4610683	136.75581
SIGNAL LIGHT	YIELD SIGN	1.9852568	0.3058	0.5344217	7.3747842
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	YIELD SIGN	0.0305769	0.2479	8.2476e-5	11.336058
STOP SIGN	YIELD SIGN	1.4018005	0.6186	0.3708253	5.2991109
WARNING SIGN	YIELD SIGN	3.4140045	0.1868	0.551452	21.135887

### Odds Ratios for Lane Numbers

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
4+	2-4	0.8247315	0.2927	0.5760271	1.1808162
unknown	2-4	1.722e+21	0.9910	0	.
unknown	4+	2.088e+21	0.9910	0	.
2-4	4+	1.2125158	0.2927	0.8468719	1.7360296
2-4	unknown	5.807e-22	0.9910	0	.
4+	unknown	4.789e-22	0.9910	0	.

### Odds Ratios for Roadway Type

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
4 or more lanes divided	2-lane 2-way	1.4770563	0.2090	0.8037166	2.7145081

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
4 or more lanes undivided	2-lane 2-way	1.6911799	0.0508	0.9981036	2.8655238
4 or more lanes undivided	4 or more lanes divided	1.1449665	0.5912	0.6986245	1.8764705
unknown	2-lane 2-way	1.7434e-8	0.9957	0	.
unknown	4 or more lanes divided	1.1803e-8	0.9956	0	.
unknown	4 or more lanes undivided	1.0309e-8	0.9956	0	.
2-lane 2-way	4 or more lanes divided	0.6770223	0.2090	0.3683909	1.2442196
2-lane 2-way	4 or more lanes undivided	0.5913031	0.0508	0.3489763	1.0019
4 or more lanes divided	4 or more lanes undivided	0.873388	0.5912	0.5329154	1.4313842
2-lane 2-way	unknown	57358229	0.9957	0	.
4 or more lanes divided	unknown	84721334	0.9956	0	.
4 or more lanes undivided	unknown	97003086	0.9956	0	.

### Odds Ratios for Weather

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
clear cloudy	adverse	1.3936297	0.0858	0.9542926	2.0352288
unknown	adverse	0.761886	0.7105	0.1812342	3.2028743
unknown	clear cloudy	0.5466918	0.4113	0.1294422	2.3089219
adverse	clear cloudy	0.7175507	0.0858	0.4913452	1.0478966
adverse	unknown	1.3125324	0.7105	0.3122196	5.5177238
clear cloudy	unknown	1.8291842	0.4113	0.4331026	7.7254558

### Odds Ratios for Surface Condition

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
other	dry	1.0627442	0.7165	0.7652181	1.4759521
unknown	dry	1.157102	0.8950	0.1324084	10.111781
unknown	other	1.088787	0.9384	0.1257954	9.4236932
dry	other	0.9409602	0.7165	0.6775288	1.306817
dry	unknown	0.864228	0.8950	0.0988945	7.5523889
other	unknown	0.9184533	0.9384	0.1061155	7.9494178

### Odds Ratios for Light Condition

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
dark not lighted	dark lighted	1.0658636	0.5120	0.8808398	1.2897523
dark unknown lighting	dark lighted	0.8302606	0.5142	0.4747825	1.4518917

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
dark unknown lighting	dark not lighted	0.7789558	0.3896	0.4409181	1.3761562
dawn	dark lighted	0.5928109	0.1030	0.3161917	1.1114291
dawn	dark not lighted	0.5561789	0.0709	0.2942803	1.0511577
dawn	dark unknown lighting	0.7140057	0.4252	0.3119707	1.6341412
daylight	dark lighted	0.6034225	<.0001*	0.5203201	0.6997977
daylight	dark not lighted	0.5661349	<.0001*	0.4688789	0.6835639
daylight	dark unknown lighting	0.7267869	0.2639	0.4151983	1.2722093
daylight	dawn	1.0179006	0.9556	0.545264	1.9002203
dusk	dark lighted	0.5836725	0.0254*	0.3640633	0.9357538
dusk	dark not lighted	0.5476053	0.0151*	0.3369184	0.890042
dusk	dark unknown lighting	0.7029992	0.3350	0.3434126	1.439108
dusk	dawn	0.9845847	0.9684	0.4567493	2.1224053
dusk	daylight	0.96727	0.8888	0.6067282	1.54206
unknown	dark lighted	4.2370532	0.0676	0.9008659	19.928183
unknown	dark not lighted	3.9752303	0.0813	0.8421922	18.763479
unknown	dark unknown lighting	5.1032809	0.0484*	1.0116764	25.74289
unknown	dawn	7.1473947	0.0205*	1.3541896	37.723854
unknown	daylight	7.021702	0.0136*	1.4927034	33.030204
unknown	dusk	7.2592987	0.0159*	1.4488505	36.371881
dark lighted	dark not lighted	0.9382064	0.5120	0.7753426	1.1352802
dark lighted	dark unknown lighting	1.2044411	0.5142	0.6887566	2.1062277
dark not lighted	dark unknown lighting	1.2837699	0.3896	0.7266617	2.2679949
dark lighted	dawn	1.6868787	0.1030	0.8997425	3.162638
dark not lighted	dawn	1.7979826	0.0709	0.951332	3.3981209
dark unknown lighting	dawn	1.400549	0.4252	0.6119422	3.2054291
dark lighted	daylight	1.6572135	<.0001*	1.4289845	1.921894
dark not lighted	daylight	1.7663636	<.0001*	1.462921	2.1327469
dark unknown lighting	daylight	1.3759192	0.2639	0.7860342	2.4084876
dawn	daylight	0.9824142	0.9556	0.5262548	1.8339741
dark lighted	dusk	1.7132895	0.0254*	1.0686571	2.7467751
dark not lighted	dusk	1.8261329	0.0151*	1.1235425	2.9680774
dark unknown lighting	dusk	1.4224768	0.3350	0.6948749	2.9119491
dawn	dusk	1.0156566	0.9684	0.4711636	2.1893848
daylight	dusk	1.0338375	0.8888	0.6484832	1.6481845
dark lighted	unknown	0.2360131	0.0676	0.0501802	1.1100432
dark not lighted	unknown	0.2515578	0.0813	0.053295	1.1873774
dark unknown lighting	unknown	0.1959524	0.0484*	0.0388457	0.9884583
dawn	unknown	0.1399111	0.0205*	0.0265084	0.738449



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
daylight	unknown	0.1424156	0.0136*	0.0302753	0.6699255
dusk	unknown	0.1377544	0.0159*	0.0274938	0.6902023

### Odds Ratios for Curve

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
level	grade	0.8540043	0.3103	0.6295912	1.1584079
unknown	grade	1.022091	0.9000	0.7270227	1.4369152
unknown	level	1.1968218	0.4264	0.7687123	1.8633531
grade	level	1.1709543	0.3103	0.8632538	1.5883323
grade	unknown	0.9783865	0.9000	0.6959353	1.3754729
level	unknown	0.8355463	0.4264	0.5366669	1.3008768

### Odds Ratios for Grade

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
straight	curve	0.0001105	0.9914	0	.
unknown	curve	1.2206e-8	0.9914	0	.
unknown	straight	0.0001105	0.9914	0	.
curve	straight	9051.2384	0.9914	0	.
curve	unknown	81924917	0.9914	0	.
straight	unknown	9051.2384	0.9914	0	.

### Odds Ratios for Hit and Run

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	1.1498036	0.3170	0.874763	1.5113216
False	True	0.8697138	0.3170	0.6616725	1.1431668

### Odds Ratios for Charges

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	1.0313991	0.6897	0.8861512	1.2004545
False	True	0.9695568	0.6897	0.8330178	1.1284757

### Odds Ratios for Male

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	1.1620927	0.1223	0.9604843	1.4060193
0	1	0.8605165	0.1223	0.7112278	1.0411414

### Odds Ratios for Female

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	0.8982339	0.1258	0.7829287	1.0305206
0	1	1.1132958	0.1258	0.9703834	1.2772555

### Odds Ratios for Driver Age

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
driver_26_60	driver_16_25	0.9851693	0.8582	0.8361957	1.1606835
driver_<16	driver_16_25	3.7226145	0.0168*	1.2672898	10.935035
driver_<16	driver_26_60	3.7786547	0.0151*	1.2928433	11.044054
driver_>60	driver_16_25	1.019253	0.8723	0.8077972	1.2860612
driver_>60	driver_26_60	1.0345968	0.7399	0.8463609	1.2646975
driver_>60	driver_<16	0.2738003	0.0194*	0.0924166	0.811181
unknown	driver_16_25	0.647058	0.0096*	0.4655104	0.8994087
unknown	driver_26_60	0.6567988	0.0076*	0.4823663	0.8943095
unknown	driver_<16	0.1738182	0.0020*	0.0573654	0.5266718
unknown	driver_>60	0.6348356	0.0115*	0.4463676	0.9028795
driver_16_25	driver_26_60	1.015054	0.8582	0.8615613	1.1958923
driver_16_25	driver_<16	0.2686284	0.0168*	0.0914492	0.7890855
driver_26_60	driver_<16	0.2646445	0.0151*	0.0905465	0.773489
driver_16_25	driver_>60	0.9811107	0.8723	0.777568	1.2379345
driver_26_60	driver_>60	0.9665601	0.7399	0.7907029	1.1815291
driver_<16	driver_>60	3.6522969	0.0194*	1.2327705	10.820565
driver_16_25	unknown	1.5454564	0.0096*	1.1118416	2.1481797
driver_26_60	unknown	1.5225362	0.0076*	1.1181812	2.0731135
driver_<16	unknown	5.7531385	0.0020*	1.8987158	17.432099
driver_>60	unknown	1.5752111	0.0115*	1.1075675	2.2403057

### Odds Ratios for Pedestrian Age

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
pedestrian_26_60	pedestrian_16_25	1.5434841	<.0001*	1.304312	1.8265132
pedestrian_<16	pedestrian_16_25	1.1140588	0.3470	0.8894848	1.3953325
pedestrian_<16	pedestrian_26_60	0.7217818	0.0014*	0.5907859	0.8818237
pedestrian_>60	pedestrian_16_25	2.4726353	<.0001*	1.9783473	3.0904208
pedestrian_>60	pedestrian_26_60	1.601983	<.0001*	1.3294172	1.9304321
pedestrian_>60	pedestrian_<16	2.2194837	<.0001*	1.7435818	2.8252805
unknown	pedestrian_16_25	0.8085451	0.3241	0.529967	1.2335582
unknown	pedestrian_26_60	0.5238441	0.0018*	0.3493165	0.7855703
unknown	pedestrian_<16	0.7257652	0.1487	0.4697555	1.1212962
unknown	pedestrian_>60	0.3269973	<.0001*	0.2121028	0.5041292
pedestrian_16_25	pedestrian_26_60	0.6478849	<.0001*	0.5474912	0.7666877
pedestrian_16_25	pedestrian_<16	0.8976187	0.3470	0.7166751	1.1242463
pedestrian_26_60	pedestrian_<16	1.3854602	0.0014*	1.1340135	1.6926606
pedestrian_16_25	pedestrian_>60	0.4044268	<.0001*	0.3235805	0.5054724
pedestrian_26_60	pedestrian_>60	0.6242263	<.0001*	0.5180187	0.7522093
pedestrian_<16	pedestrian_>60	0.4505552	<.0001*	0.3539472	0.573532
pedestrian_16_25	unknown	1.2367894	0.3241	0.810663	1.8869099
pedestrian_26_60	unknown	1.9089648	0.0018*	1.2729606	2.8627332
pedestrian_<16	unknown	1.3778561	0.1487	0.891825	2.1287668
pedestrian_>60	unknown	3.0581292	<.0001*	1.9836184	4.7146942

### Odds Ratios for Alcohol Positive

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	19.778833	0.0449*	1.0706324	365.3936
0	1	0.0505591	0.0449*	0.0027368	0.9340274

### Odds Ratios for Drug Positive

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	28.053738	0.1644	0.2552507	3083.2911
0	1	0.0356459	0.1644	0.0003243	3.917717

### Odds Ratios for Driver Alcohol

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
positive	negative	0.0861231	0.0998	0.0046462	1.5964142

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
negative	positive	11.611285	0.0998	0.6264038	215.23165

### Odds Ratios for Pedestrian Alcohol

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Positive	Negative	1.9245602	0.6586	0.1054309	35.131353
Negative	Positive	0.5195992	0.6586	0.0284646	9.4848811

### Odds Ratios for Driver Drugs

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
positive	negative	0.4708559	0.7533	0.0042946	51.624598
negative	positive	2.123792	0.7533	0.0193706	232.85236

### Odds Ratios for Pedestrian Drugs

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
positive	negative	1.9769175	0.7764	0.0179099	218.21456
negative	positive	0.505838	0.7764	0.0045826	55.835012

### Odds Ratios for SUV Van Truck or Car

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
car	Both	1.0888859	0.5600	0.817766	1.4498921
Others	Both	1.096959	0.6115	0.7675894	1.5676598
Others	car	1.0074141	0.9516	0.7934867	1.2790172
SUV_Van_Truck	Both	1.1134833	0.4643	0.8349322	1.4849652
SUV_Van_Truck	car	1.0225896	0.7437	0.8944354	1.1691056
SUV_Van_Truck	Others	1.0150638	0.9034	0.7973688	1.2921931
Both	car	0.9183699	0.5600	0.6897065	1.2228437
Both	Others	0.9116111	0.6115	0.6378935	1.3027798
car	Others	0.9926405	0.9516	0.7818503	1.2602606
Both	SUV_Van_Truck	0.8980826	0.4643	0.6734165	1.1977021
car	SUV_Van_Truck	0.9779095	0.7437	0.8553547	1.1180238
Others	SUV_Van_Truck	0.9851598	0.9034	0.7738781	1.2541249

### Odds Ratios for Passenger Car

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	1	.	1	1
0	1	1	.	1	1

### Odds Ratios for Car Truck SUV

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	1	.	1	1
0	1	1	.	1	1

### Odds Ratios for Freight Truck

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	1.6744781	0.0074*	1.1485457	2.4412409
0	1	0.597201	0.0074*	0.4096277	0.8706663

### Odds Ratios for Emergency Vehicle

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	0.359215	0.0359*	0.138054	0.9346733
0	1	2.7838483	0.0359*	1.0698926	7.2435413

### Odds Ratios for Crash Location

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
intersection_related	intersection	0.9734096	0.8475	0.7395758	1.2811753
non_intersection	intersection	0.9965645	0.9922	0.5010234	1.9822241
non_intersection	intersection_related	1.0237874	0.9459	0.5188565	2.0200973
non_roadway	intersection	1.438955	0.7361	0.173347	11.944781
non_roadway	intersection_related	1.4782627	0.7170	0.1786505	12.232043
non_roadway	non_intersection	1.4439156	0.7226	0.1898943	10.979224
intersection	intersection_related	1.0273168	0.8475	0.7805333	1.3521265
intersection	non_intersection	1.0034474	0.9922	0.5044838	1.9959146
intersection_related	non_intersection	0.9767653	0.9459	0.4950256	1.9273151
intersection	non_roadway	0.6949487	0.7361	0.0837186	5.7687767

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
intersection_related	non_roadway	0.6764698	0.7170	0.0817525	5.5975218
non_intersection	non_roadway	0.6925612	0.7226	0.0910811	5.2660869

### Odds Ratios for Crash Group

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_failed_to_yield_midblock	backing_vehicle	26.71736	0.1801	0.2189803	3259.7334
bus_related	backing_vehicle	2.7920924	0.0217*	1.1622188	6.70767
bus_related	bicyclist_failed_to_yield_midblock	0.1045048	0.3592	0.0008362	13.059904
crossing_driveway_or_alley	backing_vehicle	0.7527467	0.5400	0.3035091	1.8669213
crossing_driveway_or_alley	bicyclist_failed_to_yield_midblock	0.0281744	0.1499	0.0002186	3.6309533
crossing_driveway_or_alley	bus_related	0.2695995	0.0082*	0.1020828	0.7120093
crossing_expressway	backing_vehicle	4.0523747	0.0002*	1.9241397	8.5345886
crossing_expressway	bicyclist_failed_to_yield_midblock	0.1516757	0.4362	0.001315	17.495289
crossing_expressway	bus_related	1.4513756	0.3658	0.6473476	3.2540338
crossing_expressway	crossing_driveway_or_alley	5.3834509	<.0001*	2.3086442	12.553491
crossing_roadway_vehicle_not_turning	backing_vehicle	2.8966135	0.0005*	1.5968992	5.2541638
crossing_roadway_vehicle_not_turning	bicyclist_failed_to_yield_midblock	0.1084169	0.3534	0.0009934	11.832662
crossing_roadway_vehicle_not_turning	bus_related	1.0374347	0.9134	0.5349392	2.0119498
crossing_roadway_vehicle_not_turning	crossing_driveway_or_alley	3.8480589	0.0003*	1.8574972	7.9717794
crossing_roadway_vehicle_not_turning	crossing_expressway	0.7147941	0.1768	0.4391304	1.1635054
crossing_roadway_vehicle_turning	backing_vehicle	1.9651487	0.0459*	1.0122405	3.8151107
crossing_roadway_vehicle_turning	bicyclist_failed_to_yield_midblock	0.0735533	0.2802	0.0006451	8.3866087
crossing_roadway_vehicle_turning	bus_related	0.7038265	0.3407	0.3417174	1.4496534
crossing_roadway_vehicle_turning	crossing_driveway_or_alley	2.6106376	0.0149*	1.2054788	5.6537109
crossing_roadway_vehicle_turning	crossing_expressway	0.4849376	0.0125*	0.2748732	0.8555379
crossing_roadway_vehicle_turning	crossing_roadway_vehicle_not_turning	0.6784297	0.0218*	0.487	0.9451066
dash_dart_out	backing_vehicle	2.834488	0.0009*	1.5315928	5.2457299
dash_dart_out	bicyclist_failed_to_yield_midblock	0.1060916	0.3499	0.000961	11.712359
dash_dart_out	bus_related	1.0151841	0.9652	0.5155064	1.9991969
dash_dart_out	crossing_driveway_or_alley	3.7655271	0.0005*	1.7866289	7.9362837
dash_dart_out	crossing_expressway	0.6994634	0.1686	0.4204872	1.163529
dash_dart_out	crossing_roadway_vehicle_not_turning	0.9785523	0.8508	0.7806638	1.2266031
dash_dart_out	crossing_roadway_vehicle_turning	1.4423783	0.0559	0.9908383	2.099692
insufficient_details	backing_vehicle	4.0097073	0.0005*	1.8298365	8.7864424
insufficient_details	bicyclist_failed_to_yield_midblock	0.1500787	0.4356	0.0012757	17.655341
insufficient_details	bus_related	1.436094	0.4006	0.6175826	3.3394173

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
insufficient_details	crossing_driveway_or_alley	5.3267686	0.0002*	2.1922355	12.943164
insufficient_details	crossing_expressway	0.989471	0.9765	0.4889299	2.0024401
insufficient_details	crossing_roadway_vehicle_not_turning	1.3842742	0.2367	0.8077955	2.3721537
insufficient_details	crossing_roadway_vehicle_turning	2.0404091	0.0231*	1.1029211	3.7747663
insufficient_details	dash_dart_out	1.4146143	0.2298	0.8031512	2.4916026
multiple_threat_trapped	backing_vehicle	2.5777946	0.0104*	1.2495559	5.3179093
multiple_threat_trapped	bicyclist_failed_to_yield_midblock	0.0964839	0.3353	0.0008287	11.233566
multiple_threat_trapped	bus_related	0.9232483	0.8396	0.4261682	2.0001198
multiple_threat_trapped	crossing_driveway_or_alley	3.4245182	0.0038*	1.4871436	7.8858051
multiple_threat_trapped	crossing_expressway	0.6361195	0.1616	0.3376363	1.1984731
multiple_threat_trapped	crossing_roadway_vehicle_not_turning	0.8899339	0.5971	0.5775339	1.3713177
multiple_threat_trapped	crossing_roadway_vehicle_turning	1.3117555	0.3024	0.7831858	2.1970554
multiple_threat_trapped	dash_dart_out	0.9094393	0.6875	0.5726197	1.4443788
multiple_threat_trapped	insufficient_details	0.6428885	0.2005	0.3268874	1.264367
off_roadway	backing_vehicle	3.179223	0.0480*	1.0104391	10.003036
off_roadway	bicyclist_failed_to_yield_midblock	0.1189947	0.4087	0.000763	18.557693
off_roadway	bus_related	1.1386525	0.8381	0.3276517	3.9570356
off_roadway	crossing_driveway_or_alley	4.2234966	0.0250*	1.1980145	14.889572
off_roadway	crossing_expressway	0.7845333	0.6786	0.2489433	2.4724205
off_roadway	crossing_roadway_vehicle_not_turning	1.0975655	0.8646	0.3765196	3.1994348
off_roadway	crossing_roadway_vehicle_turning	1.6178027	0.3945	0.5346122	4.8956716
off_roadway	dash_dart_out	1.1216216	0.8349	0.3810519	3.3014793
off_roadway	insufficient_details	0.7928816	0.7006	0.24288	2.5883615
off_roadway	multiple_threat_trapped	1.2333112	0.7190	0.3935053	3.865403
pedestrian_in_roadway_circumstances_unknown	backing_vehicle	3.2874348	0.0004*	1.7092074	6.3229468
pedestrian_in_roadway_circumstances_unknown	bicyclist_failed_to_yield_midblock	0.1230449	0.3830	0.001111	13.627749
pedestrian_in_roadway_circumstances_unknown	bus_related	1.177409	0.6566	0.573078	2.4190286
pedestrian_in_roadway_circumstances_unknown	crossing_driveway_or_alley	4.3672525	0.0002*	2.0118599	9.4802301
pedestrian_in_roadway_circumstances_unknown	crossing_expressway	0.8112366	0.4545	0.4688664	1.4036085
pedestrian_in_roadway_circumstances_unknown	crossing_roadway_vehicle_not_turning	1.1349235	0.4458	0.8196955	1.5713778
pedestrian_in_roadway_circumstances_unknown	crossing_roadway_vehicle_turning	1.6728682	0.0208*	1.0815843	2.5873968
pedestrian_in_roadway_circumstances_unknown	dash_dart_out	1.1597985	0.4237	0.8065655	1.6677288
pedestrian_in_roadway_circumstances_unknown	insufficient_details	0.819869	0.5206	0.4472585	1.5029009
pedestrian_in_roadway_circumstances_unknown	multiple_threat_trapped	1.2752896	0.3631	0.7551338	2.1537424
pedestrian_in_roadway_circumstances_unknown	off_roadway	1.0340372	0.9525	0.3437971	3.1100695
unique_midblock	backing_vehicle	2.1135291	0.0617	0.9641192	4.6332501
unique_midblock	bicyclist_failed_to_yield_midblock	0.079107	0.2958	0.0006801	9.2014334
unique_midblock	bus_related	0.7569696	0.5225	0.3224603	1.7769723

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
unique_midblock	crossing_driveway_or_alley	2.8077562	0.0233*	1.150503	6.8522161
unique_midblock	crossing_expressway	0.5215532	0.0752	0.2546044	1.0683937
unique_midblock	crossing_roadway_vehicle_not_turning	0.7296552	0.2723	0.4156316	1.2809341
unique_midblock	crossing_roadway_vehicle_turning	1.0755059	0.8213	0.5718568	2.022732
unique_midblock	dash_dart_out	0.7456476	0.3221	0.417096	1.3330034
unique_midblock	insufficient_details	0.5271031	0.0986	0.2465403	1.1269462
unique_midblock	multiple_threat_trapped	0.8198982	0.5780	0.4072874	1.6505128
unique_midblock	off_roadway	0.6647942	0.5006	0.2026123	2.1812666
unique_midblock	pedestrian_in_roadway_circumstances_unknown	0.6429114	0.1615	0.3463873	1.1932741
unusual_circumstances	backing_vehicle	2.641223	0.0014*	1.4531568	4.8006237
unusual_circumstances	bicyclist_failed_to_yield_midblock	0.0988579	0.3342	0.0009023	10.831238
unusual_circumstances	bus_related	0.9459655	0.8741	0.4759762	1.8800324
unusual_circumstances	crossing_driveway_or_alley	3.5087808	0.0006*	1.715867	7.175115
unusual_circumstances	crossing_expressway	0.6517717	0.0801	0.4035351	1.0527123
unusual_circumstances	crossing_roadway_vehicle_not_turning	0.9118314	0.4457	0.7192686	1.1559471
unusual_circumstances	crossing_roadway_vehicle_turning	1.3440321	0.1215	0.9244717	1.9540051
unusual_circumstances	dash_dart_out	0.9318166	0.6268	0.7009532	1.2387165
unusual_circumstances	insufficient_details	0.6587072	0.1417	0.3774384	1.1495787
unusual_circumstances	multiple_threat_trapped	1.0246057	0.9196	0.639105	1.642636
unusual_circumstances	off_roadway	0.8307763	0.7297	0.2902257	2.3781124
unusual_circumstances	pedestrian_in_roadway_circumstances_unknown	0.8034298	0.2257	0.5638494	1.1448083
unusual_circumstances	unique_midblock	1.2496743	0.4384	0.7111731	2.1959294
waiting_to_cross	backing_vehicle	1.6512008	0.4868	0.4017211	6.7869582
waiting_to_cross	bicyclist_failed_to_yield_midblock	0.0618025	0.2950	0.0003374	11.32056
waiting_to_cross	bus_related	0.5913847	0.4795	0.1378745	2.5366258
waiting_to_cross	crossing_driveway_or_alley	2.1935677	0.2842	0.5209183	9.2370324
waiting_to_cross	crossing_expressway	0.407465	0.1997	0.1033091	1.6070961
waiting_to_cross	crossing_roadway_vehicle_not_turning	0.5700453	0.3983	0.1547192	2.1002661
waiting_to_cross	crossing_roadway_vehicle_turning	0.8402422	0.7948	0.2263569	3.1189988
waiting_to_cross	dash_dart_out	0.5825394	0.4207	0.1563506	2.1704554
waiting_to_cross	insufficient_details	0.4118008	0.2134	0.1017854	1.6660537
waiting_to_cross	multiple_threat_trapped	0.6405478	0.5225	0.1635383	2.5089013
waiting_to_cross	off_roadway	0.5193724	0.4401	0.0984193	2.7408019
waiting_to_cross	pedestrian_in_roadway_circumstances_unknown	0.5022764	0.3095	0.1330992	1.8954398
waiting_to_cross	unique_midblock	0.7812529	0.7298	0.1924608	3.1713266
waiting_to_cross	unusual_circumstances	0.6251652	0.4763	0.1716271	2.2772133
walking_along_roadway	backing_vehicle	2.7122487	0.0019*	1.4456752	5.0884825
walking_along_roadway	bicyclist_failed_to_yield_midblock	0.1015163	0.3162	0.0011586	8.8950874



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
walking_along_roadway	bus_related	0.9714036	0.9358	0.479597	1.9675374
walking_along_roadway	crossing_driveway_or_alley	3.6031362	0.0009*	1.6966805	7.6517591
walking_along_roadway	crossing_expressway	0.6692986	0.1326	0.3966147	1.1294604
walking_along_roadway	crossing_roadway_vehicle_not_turning	0.9363516	0.6524	0.7033079	1.2466152
walking_along_roadway	crossing_roadway_vehicle_turning	1.3801748	0.1257	0.9136961	2.0848096
walking_along_roadway	dash_dart_out	0.9568743	0.7936	0.687809	1.3311957
walking_along_roadway	insufficient_details	0.6764206	0.1882	0.377862	1.2108781
walking_along_roadway	multiple_threat_trapped	1.0521586	0.8432	0.6356666	1.7415383
walking_along_roadway	off_roadway	0.8531169	0.7743	0.2880185	2.5269504
walking_along_roadway	pedestrian_in_roadway_circumstances_unknown	0.825035	0.3297	0.5604106	1.2146143
walking_along_roadway	unique_midblock	1.2832796	0.4046	0.7137778	2.3071695
walking_along_roadway	unusual_circumstances	1.0268912	0.8620	0.7613695	1.3850116
walking_along_roadway	waiting_to_cross	1.6425917	0.4602	0.4400441	6.1314483
working_or_playing_in_roadway	backing_vehicle	2.3457273	0.0276*	1.0985125	5.0089886
working_or_playing_in_roadway	bicyclist_failed_to_yield_midblock	0.0877979	0.3164	0.0007524	10.244673
working_or_playing_in_roadway	bus_related	0.8401324	0.6769	0.3702365	1.9064097
working_or_playing_in_roadway	crossing_driveway_or_alley	3.116224	0.0099*	1.3135992	7.3925536
working_or_playing_in_roadway	crossing_expressway	0.5788525	0.1090	0.2966152	1.129646
working_or_playing_in_roadway	crossing_roadway_vehicle_not_turning	0.8098171	0.4184	0.4858615	1.3497753
working_or_playing_in_roadway	crossing_roadway_vehicle_turning	1.193664	0.5464	0.6714889	2.121902
working_or_playing_in_roadway	dash_dart_out	0.8275665	0.4870	0.4853456	1.41109
working_or_playing_in_roadway	insufficient_details	0.5850121	0.1459	0.2840363	1.2049135
working_or_playing_in_roadway	multiple_threat_trapped	0.9099744	0.7771	0.4735341	1.7486672
working_or_playing_in_roadway	off_roadway	0.7378304	0.6085	0.230517	2.3616202
working_or_playing_in_roadway	pedestrian_in_roadway_circumstances_unknown	0.7135434	0.2477	0.4026148	1.2645937
working_or_playing_in_roadway	unique_midblock	1.1098628	0.7786	0.5365472	2.2957817
working_or_playing_in_roadway	unusual_circumstances	0.8881216	0.6537	0.5288881	1.4913552
working_or_playing_in_roadway	waiting_to_cross	1.420619	0.6179	0.3575339	5.6446631
working_or_playing_in_roadway	walking_along_roadway	0.8648644	0.6036	0.4999808	1.4960381
backing_vehicle	bicyclist_failed_to_yield_midblock	0.0374288	0.1801	0.0003068	4.5666212
backing_vehicle	bus_related	0.3581543	0.0217*	0.1490831	0.8604232
bicyclist_failed_to_yield_midblock	bus_related	9.5689385	0.3592	0.0765702	1195.8247
backing_vehicle	crossing_driveway_or_alley	1.3284682	0.5400	0.5356412	3.2947944
bicyclist_failed_to_yield_midblock	crossing_driveway_or_alley	35.493163	0.1499	0.2754098	4574.1466
bus_related	crossing_driveway_or_alley	3.7092059	0.0082*	1.404476	9.7959728
backing_vehicle	crossing_expressway	0.2467689	0.0002*	0.1171703	0.5197128
bicyclist_failed_to_yield_midblock	crossing_expressway	6.5930133	0.4362	0.0571582	760.48217
bus_related	crossing_expressway	0.6890015	0.3658	0.3073109	1.544765

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
crossing_driveway_or_alley	crossing_expressway	0.1857545	<.0001*	0.0796591	0.4331547
backing_vehicle	crossing_roadway_vehicle_not_turning	0.3452307	0.0005*	0.1903252	0.6262136
bicyclist_failed_to_yield_midblock	crossing_roadway_vehicle_not_turning	9.2236538	0.3534	0.0845118	1006.6731
bus_related	crossing_roadway_vehicle_not_turning	0.9639161	0.9134	0.4970303	1.8693714
crossing_driveway_or_alley	crossing_roadway_vehicle_not_turning	0.2598713	0.0003*	0.1254425	0.5383588
crossing_expressway	crossing_roadway_vehicle_not_turning	1.3990043	0.1768	0.8594718	2.2772278
backing_vehicle	crossing_roadway_vehicle_turning	0.5088673	0.0459*	0.2621156	0.9879075
bicyclist_failed_to_yield_midblock	crossing_roadway_vehicle_turning	13.595592	0.2802	0.1192377	1550.1818
bus_related	crossing_roadway_vehicle_turning	1.4208046	0.3407	0.6898201	2.9263946
crossing_driveway_or_alley	crossing_roadway_vehicle_turning	0.3830482	0.0149*	0.176875	0.8295459
crossing_expressway	crossing_roadway_vehicle_turning	2.0621211	0.0125*	1.1688553	3.6380412
crossing_roadway_vehicle_not_turning	crossing_roadway_vehicle_turning	1.473992	0.0218*	1.0580817	2.0533883
backing_vehicle	dash_dart_out	0.3527974	0.0009*	0.1906312	0.6529151
bicyclist_failed_to_yield_midblock	dash_dart_out	9.4258155	0.3499	0.0853799	1040.5962
bus_related	dash_dart_out	0.985043	0.9652	0.5002008	1.9398401
crossing_driveway_or_alley	dash_dart_out	0.2655671	0.0005*	0.1260036	0.5597133
crossing_expressway	dash_dart_out	1.4296673	0.1686	0.8594543	2.3781935
crossing_roadway_vehicle_not_turning	dash_dart_out	1.0219177	0.8508	0.8152596	1.2809611
crossing_roadway_vehicle_turning	dash_dart_out	0.6932994	0.0559	0.4762603	1.0092464
backing_vehicle	insufficient_details	0.2493948	0.0005*	0.1138117	0.5464969
bicyclist_failed_to_yield_midblock	insufficient_details	6.6631698	0.4356	0.0566401	783.85884
bus_related	insufficient_details	0.6963332	0.4006	0.2994534	1.6192165
crossing_driveway_or_alley	insufficient_details	0.1877311	0.0002*	0.0772609	0.4561554
crossing_expressway	insufficient_details	1.010641	0.9765	0.4993907	2.0452829
crossing_roadway_vehicle_not_turning	insufficient_details	0.7224002	0.2367	0.4215579	1.2379371
crossing_roadway_vehicle_turning	insufficient_details	0.4900978	0.0231*	0.2649171	0.9066832
dash_dart_out	insufficient_details	0.7069065	0.2298	0.4013481	1.2450955
backing_vehicle	multiple_threat_trapped	0.3879285	0.0104*	0.1880438	0.8002843
bicyclist_failed_to_yield_midblock	multiple_threat_trapped	10.364425	0.3353	0.0890189	1206.7244
bus_related	multiple_threat_trapped	1.0831322	0.8396	0.4999701	2.3464913
crossing_driveway_or_alley	multiple_threat_trapped	0.2920119	0.0038*	0.1268101	0.67243
crossing_expressway	multiple_threat_trapped	1.5720316	0.1616	0.834395	2.9617668
crossing_roadway_vehicle_not_turning	multiple_threat_trapped	1.1236789	0.5971	0.7292256	1.7315002
crossing_roadway_vehicle_turning	multiple_threat_trapped	0.7623372	0.3024	0.4551547	1.2768363
dash_dart_out	multiple_threat_trapped	1.0995786	0.6875	0.6923391	1.7463598
insufficient_details	multiple_threat_trapped	1.5554797	0.2005	0.7909096	3.0591577
backing_vehicle	off_roadway	0.3145423	0.0480*	0.0999696	0.9896688
bicyclist_failed_to_yield_midblock	off_roadway	8.4037391	0.4087	0.053886	1310.5968

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bus_related	off_roadway	0.8782311	0.8381	0.2527144	3.0520212
crossing_driveway_or_alley	off_roadway	0.2367706	0.0250*	0.0671611	0.8347144
crossing_expressway	off_roadway	1.2746431	0.6786	0.4044619	4.0169789
crossing_roadway_vehicle_not_turning	off_roadway	0.9111074	0.8646	0.3125552	2.6559041
crossing_roadway_vehicle_turning	off_roadway	0.6181223	0.3945	0.2042621	1.8705148
dash_dart_out	off_roadway	0.8915663	0.8349	0.3028945	2.6243142
insufficient_details	off_roadway	1.2612224	0.7006	0.3863448	4.11726
multiple_threat_trapped	off_roadway	0.8108254	0.7190	0.2587052	2.541262
backing_vehicle	pedestrian_in_roadway_circumstances_unknown	0.3041885	0.0004*	0.1581541	0.5850665
bicyclist_failed_to_yield_midblock	pedestrian_in_roadway_circumstances_unknown	8.127115	0.3830	0.0733797	900.1128
bus_related	pedestrian_in_roadway_circumstances_unknown	0.8493225	0.6566	0.4133891	1.7449633
crossing_driveway_or_alley	pedestrian_in_roadway_circumstances_unknown	0.2289769	0.0002*	0.1054827	0.4970525
crossing_expressway	pedestrian_in_roadway_circumstances_unknown	1.232686	0.4545	0.7124494	2.1328038
crossing_roadway_vehicle_not_turning	pedestrian_in_roadway_circumstances_unknown	0.8811167	0.4458	0.6363842	1.2199652
crossing_roadway_vehicle_turning	pedestrian_in_roadway_circumstances_unknown	0.5977757	0.0208*	0.3864888	0.9245696
dash_dart_out	pedestrian_in_roadway_circumstances_unknown	0.8622188	0.4237	0.5996179	1.2398249
insufficient_details	pedestrian_in_roadway_circumstances_unknown	1.219707	0.5206	0.6653798	2.2358436
multiple_threat_trapped	pedestrian_in_roadway_circumstances_unknown	0.7841356	0.3631	0.4643081	1.3242687
off_roadway	pedestrian_in_roadway_circumstances_unknown	0.9670832	0.9525	0.3215362	2.9086924
backing_vehicle	unique_midblock	0.4731423	0.0617	0.2158312	1.0372162
bicyclist_failed_to_yield_midblock	unique_midblock	12.641113	0.2958	0.1086787	1470.3682
bus_related	unique_midblock	1.321057	0.5225	0.562755	3.101157
crossing_driveway_or_alley	unique_midblock	0.3561563	0.0233*	0.1459382	0.8691851
crossing_expressway	unique_midblock	1.9173498	0.0752	0.9359845	3.9276615
crossing_roadway_vehicle_not_turning	unique_midblock	1.3705103	0.2723	0.7806803	2.4059767
crossing_roadway_vehicle_turning	unique_midblock	0.929795	0.8213	0.4943809	1.7486896
dash_dart_out	unique_midblock	1.3411161	0.3221	0.7501857	2.3975297
insufficient_details	unique_midblock	1.8971621	0.0986	0.8873538	4.0561317
multiple_threat_trapped	unique_midblock	1.2196636	0.5780	0.6058723	2.4552689
off_roadway	unique_midblock	1.5042248	0.5006	0.4584492	4.9355353
pedestrian_in_roadway_circumstances_unknown	unique_midblock	1.5554244	0.1615	0.8380304	2.8869419
backing_vehicle	unusual_circumstances	0.3786125	0.0014*	0.2083063	0.688157
bicyclist_failed_to_yield_midblock	unusual_circumstances	10.115526	0.3342	0.0923255	1108.2942
bus_related	unusual_circumstances	1.057121	0.8741	0.5319057	2.1009454
crossing_driveway_or_alley	unusual_circumstances	0.2849993	0.0006*	0.1393706	0.5827958
crossing_expressway	unusual_circumstances	1.5342796	0.0801	0.9499272	2.4780994
crossing_roadway_vehicle_not_turning	unusual_circumstances	1.096694	0.4457	0.8650915	1.3903012
crossing_roadway_vehicle_turning	unusual_circumstances	0.7440298	0.1215	0.5117694	1.0816989

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
dash_dart_out	unusual_circumstances	1.0731725	0.6268	0.8072872	1.4266288
insufficient_details	unusual_circumstances	1.5181252	0.1417	0.8698839	2.6494387
multiple_threat_trapped	unusual_circumstances	0.9759852	0.9196	0.6087776	1.5646882
off_roadway	unusual_circumstances	1.2036935	0.7297	0.4205016	3.4455948
pedestrian_in_roadway_circumstances_unknown	unusual_circumstances	1.2446638	0.2257	0.8735087	1.7735232
unique_midblock	unusual_circumstances	0.8002085	0.4384	0.455388	1.4061275
backing_vehicle	waiting_to_cross	0.6056199	0.4868	0.1473414	2.4892894
bicyclist_failed_to_yield_midblock	waiting_to_cross	16.180564	0.2950	0.0883349	2963.8433
bus_related	waiting_to_cross	1.6909466	0.4795	0.3942245	7.2529754
crossing_driveway_or_alley	waiting_to_cross	0.4558783	0.2842	0.1082599	1.9196868
crossing_expressway	waiting_to_cross	2.4541986	0.1997	0.6222403	9.6796859
crossing_roadway_vehicle_not_turning	waiting_to_cross	1.7542467	0.3983	0.4761301	6.4633201
crossing_roadway_vehicle_turning	waiting_to_cross	1.1901331	0.7948	0.3206157	4.4178023
dash_dart_out	waiting_to_cross	1.7166222	0.4207	0.4607328	6.3958801
insufficient_details	waiting_to_cross	2.4283584	0.2134	0.6002207	9.8245931
multiple_threat_trapped	waiting_to_cross	1.5611636	0.5225	0.3985808	6.1147744
off_roadway	waiting_to_cross	1.9254006	0.4401	0.3648567	10.160612
pedestrian_in_roadway_circumstances_unknown	waiting_to_cross	1.9909358	0.3095	0.527582	7.5131922
unique_midblock	waiting_to_cross	1.2799952	0.7298	0.3153255	5.1958627
unusual_circumstances	waiting_to_cross	1.5995771	0.4763	0.4391332	5.8265851
backing_vehicle	walking_along_roadway	0.3686977	0.0019*	0.1965222	0.6917183
bicyclist_failed_to_yield_midblock	walking_along_roadway	9.8506307	0.3162	0.1124216	863.13413
bus_related	walking_along_roadway	1.0294382	0.9358	0.5082496	2.0850839
crossing_driveway_or_alley	walking_along_roadway	0.277536	0.0009*	0.1306889	0.5893862
crossing_expressway	walking_along_roadway	1.4941014	0.1326	0.8853785	2.5213387
crossing_roadway_vehicle_not_turning	walking_along_roadway	1.0679749	0.6524	0.8021722	1.4218523
crossing_roadway_vehicle_turning	walking_along_roadway	0.7245459	0.1257	0.4796601	1.0944558
dash_dart_out	walking_along_roadway	1.0450693	0.7936	0.7512043	1.4538919
insufficient_details	walking_along_roadway	1.4783701	0.1882	0.8258469	2.6464687
multiple_threat_trapped	walking_along_roadway	0.9504271	0.8432	0.574205	1.5731518
off_roadway	walking_along_roadway	1.1721724	0.7743	0.3957339	3.4719996
pedestrian_in_roadway_circumstances_unknown	walking_along_roadway	1.2120698	0.3297	0.8233067	1.7844058
unique_midblock	walking_along_roadway	0.7792534	0.4046	0.4334315	1.4009962
unusual_circumstances	walking_along_roadway	0.973813	0.8620	0.7220156	1.3134228
waiting_to_cross	walking_along_roadway	0.608794	0.4602	0.1630936	2.2724996
backing_vehicle	working_or_playing_in_roadway	0.426307	0.0276*	0.1996411	0.9103219
bicyclist_failed_to_yield_midblock	working_or_playing_in_roadway	11.389798	0.3164	0.0976117	1329.0159
bus_related	working_or_playing_in_roadway	1.1902886	0.6769	0.5245462	2.7009764

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
crossing_driveway_or_alley	working_or_playing_in_roadway	0.3209012	0.0099*	0.1352713	0.7612672
crossing_expressway	working_or_playing_in_roadway	1.7275558	0.1090	0.8852331	3.3713708
crossing_roadway_vehicle_not_turning	working_or_playing_in_roadway	1.2348467	0.4184	0.7408641	2.0581999
crossing_roadway_vehicle_turning	working_or_playing_in_roadway	0.8377567	0.5464	0.4712753	1.4892278
dash_dart_out	working_or_playing_in_roadway	1.2083621	0.4870	0.708672	2.0603875
insufficient_details	working_or_playing_in_roadway	1.7093664	0.1459	0.8299351	3.520677
multiple_threat_trapped	working_or_playing_in_roadway	1.098932	0.7771	0.5718641	2.1117805
off_roadway	working_or_playing_in_roadway	1.3553251	0.6085	0.4234381	4.3380745
pedestrian_in_roadway_circumstances_unknown	working_or_playing_in_roadway	1.4014565	0.2477	0.7907678	2.4837637
unique_midblock	working_or_playing_in_roadway	0.9010123	0.7786	0.4355815	1.8637688
unusual_circumstances	working_or_playing_in_roadway	1.1259719	0.6537	0.6705311	1.8907592
waiting_to_cross	working_or_playing_in_roadway	0.7039185	0.6179	0.1771585	2.7969376
walking_along_roadway	working_or_playing_in_roadway	1.1562507	0.6036	0.6684322	2.0000766

### Odds Ratios for Motorist Direction

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
north	east	0.8494925	0.2275	0.651805	1.1071371
south	east	0.9235785	0.5394	0.7164765	1.1905447
south	north	1.0872122	0.5200	0.8427334	1.4026147
unknown_inapplicable	east	1.2571753	0.5522	0.5911139	2.6737482
unknown_inapplicable	north	1.4799134	0.3085	0.6960148	3.1466913
unknown_inapplicable	south	1.3612002	0.4210	0.6423155	2.8846663
west	east	0.8764335	0.3174	0.676734	1.1350629
west	north	1.0317143	0.8174	0.791498	1.3448351
west	south	0.948954	0.6870	0.7354787	1.2243912
west	unknown_inapplicable	0.697145	0.3507	0.3268128	1.4871242
east	north	1.1771735	0.2275	0.9032305	1.5342013
east	south	1.082745	0.5394	0.8399516	1.3957192
north	south	0.9197837	0.5200	0.7129542	1.1866148
east	unknown_inapplicable	0.795434	0.5522	0.3740068	1.6917213
north	unknown_inapplicable	0.6757152	0.3085	0.3177941	1.436751
south	unknown_inapplicable	0.7346458	0.4210	0.3466605	1.5568672
east	west	1.1409879	0.3174	0.8810084	1.4776854
north	west	0.9692606	0.8174	0.7435856	1.263427
south	west	1.0537919	0.6870	0.8167324	1.3596588
unknown_inapplicable	west	1.4344218	0.3507	0.6724388	3.059856

### Odds Ratios for Motorist Maneuver

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
not_applicable	left_turn	14.030805	0.0072*	2.0460816	96.214882
right_turn	left_turn	0.7916644	0.1745	0.5650645	1.1091347
right_turn	not_applicable	0.0564233	0.0037*	0.008097	0.3931829
straight	left_turn	1.7772622	0.0022*	1.2290779	2.5699435
straight	not_applicable	0.1266686	0.0204*	0.0221033	0.7259078
straight	right_turn	2.2449691	<.0001*	1.5000983	3.3597041
unknown	left_turn	0.8982191	0.8946	0.1836326	4.3935423
unknown	not_applicable	0.0640176	0.0966	0.0025014	1.6384085
unknown	right_turn	1.1345957	0.8772	0.2287819	5.6267887
unknown	straight	0.5053948	0.3928	0.1056443	2.4177729
left_turn	not_applicable	0.0712717	0.0072*	0.0103934	0.4887391
left_turn	right_turn	1.2631615	0.1745	0.9016038	1.7697096
not_applicable	right_turn	17.723173	0.0037*	2.5433454	123.50302
left_turn	straight	0.5626632	0.0022*	0.3891136	0.8136181
not_applicable	straight	7.8946176	0.0204*	1.3775854	45.242194
right_turn	straight	0.4454404	<.0001*	0.2976453	0.666623
left_turn	unknown	1.1133141	0.8946	0.2276068	5.4456567
not_applicable	unknown	15.620694	0.0966	0.6103484	399.78164
right_turn	unknown	0.8813712	0.8772	0.1777213	4.370975
straight	unknown	1.9786511	0.3928	0.4136038	9.4657266

### Odds Ratios for Pedestrian Position

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
crosswalk_area	blank	1.7889095	0.8022	0.0188803	169.49967
driveway_alley	blank	3.522231	0.7091	0.0047251	2625.5996
driveway_alley	crosswalk_area	1.9689263	0.5516	0.2116501	18.316415
intersection_proper	blank	2.1999884	0.7379	0.0217224	222.80959
intersection_proper	crosswalk_area	1.229793	0.4365	0.7304266	2.0705581
intersection_proper	driveway_alley	0.6246008	0.6856	0.0639663	6.0989321
non_roadway_parking_lot_other	blank	0.913934	0.9783	0.0013925	599.82794
non_roadway_parking_lot_other	crosswalk_area	0.5108889	0.5312	0.0624258	4.1810814
non_roadway_parking_lot_other	driveway_alley	0.2594759	0.0144*	0.0880479	0.7646716
non_roadway_parking_lot_other	intersection_proper	0.4154268	0.4237	0.0482859	3.5741166

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
other_unknown	blank	3.2613759	0.6233	0.0291525	364.86015
other_unknown	crosswalk_area	1.8231083	0.0381*	1.0334163	3.2162488
other_unknown	driveway_alley	0.9259404	0.9443	0.1069886	8.013617
other_unknown	intersection_proper	1.4824514	0.2919	0.7128673	3.0828488
other_unknown	non_roadway_parking_lot_other	3.5685025	0.2180	0.4714454	27.010996
paved_shoulder_bike_lane_parking_lane	blank	1.7657758	0.8064	0.0187021	166.7171
paved_shoulder_bike_lane_parking_lane	crosswalk_area	0.9870682	0.9503	0.6553103	1.4867822
paved_shoulder_bike_lane_parking_lane	driveway_alley	0.5013231	0.5447	0.0536748	4.6823607
paved_shoulder_bike_lane_parking_lane	intersection_proper	0.8026296	0.4812	0.4353493	1.4797641
paved_shoulder_bike_lane_parking_lane	non_roadway_parking_lot_other	1.9320604	0.5397	0.2354411	15.854742
paved_shoulder_bike_lane_parking_lane	other_unknown	0.5414205	0.0362*	0.3049641	0.9612153
sidewalk_shared_use_path_driveway_crossing	blank	2.7937648	0.6596	0.028887	270.19503
sidewalk_shared_use_path_driveway_crossing	crosswalk_area	1.5617139	0.0409*	1.0186743	2.3942395
sidewalk_shared_use_path_driveway_crossing	driveway_alley	0.7931805	0.8391	0.0846918	7.42853
sidewalk_shared_use_path_driveway_crossing	intersection_proper	1.2698998	0.4510	0.6822202	2.3638199
sidewalk_shared_use_path_driveway_crossing	non_roadway_parking_lot_other	3.0568561	0.2987	0.3716602	25.142239
sidewalk_shared_use_path_driveway_crossing	other_unknown	0.8566215	0.6078	0.4743687	1.5468989
sidewalk_shared_use_path_driveway_crossing	paved_shoulder_bike_lane_parking_lane	1.5821742	0.0396*	1.0221609	2.4490031
travel_lane	blank	2.0455357	0.7555	0.0226074	185.08132
travel_lane	crosswalk_area	1.143454	0.3504	0.8630441	1.5149711
travel_lane	driveway_alley	0.58075	0.6308	0.0633014	5.3280138
travel_lane	intersection_proper	0.9297939	0.7901	0.5439976	1.5891919
travel_lane	non_roadway_parking_lot_other	2.2381656	0.4493	0.2776985	18.038934
travel_lane	other_unknown	0.6272002	0.0750	0.3752948	1.0481896
travel_lane	paved_shoulder_bike_lane_parking_lane	1.1584346	0.3356	0.8587555	1.5626924
travel_lane	sidewalk_shared_use_path_driveway_crossing	0.7321789	0.0854	0.5133032	1.0443847
unpaved_right_of_way	blank	3.0760677	0.6375	0.0287189	329.4764
unpaved_right_of_way	crosswalk_area	1.7195211	0.1466	0.8271724	3.5745303
unpaved_right_of_way	driveway_alley	0.8733293	0.9087	0.0863657	8.8311038
unpaved_right_of_way	intersection_proper	1.39822	0.4460	0.5904239	3.3112127
unpaved_right_of_way	non_roadway_parking_lot_other	3.3657437	0.2779	0.3757746	30.146343
unpaved_right_of_way	other_unknown	0.943181	0.8912	0.4077851	2.1815175
unpaved_right_of_way	paved_shoulder_bike_lane_parking_lane	1.7420489	0.1292	0.8504477	3.5683964
unpaved_right_of_way	sidewalk_shared_use_path_driveway_crossing	1.1010475	0.8002	0.522552	2.3199711
unpaved_right_of_way	travel_lane	1.5037957	0.2408	0.760582	2.9732511
blank	crosswalk_area	0.5589998	0.8022	0.0058997	52.965379
blank	driveway_alley	0.283911	0.7091	0.0003809	211.63759
crosswalk_area	driveway_alley	0.507891	0.5516	0.0545958	4.7247796

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
blank	intersection_proper	0.4545479	0.7379	0.0044881	46.035526
crosswalk_area	intersection_proper	0.813145	0.4365	0.4829616	1.369063
driveway_alley	intersection_proper	1.6010226	0.6856	0.1639631	15.63323
blank	non_roadway_parking_lot_other	1.0941709	0.9783	0.0016671	718.11995
crosswalk_area	non_roadway_parking_lot_other	1.9573727	0.5312	0.2391726	16.019011
driveway_alley	non_roadway_parking_lot_other	3.8539226	0.0144*	1.3077509	11.357453
intersection_proper	non_roadway_parking_lot_other	2.4071632	0.4237	0.2797894	20.709985
blank	other_unknown	0.3066191	0.6233	0.0027408	34.302417
crosswalk_area	other_unknown	0.5485138	0.0381*	0.3109212	0.9676642
driveway_alley	other_unknown	1.0799832	0.9443	0.1247876	9.3467915
intersection_proper	other_unknown	0.6745584	0.2919	0.3243753	1.4027856
non_roadway_parking_lot_other	other_unknown	0.2802296	0.2180	0.037022	2.1211363
blank	paved_shoulder_bike_lane_parking_lane	0.5663233	0.8064	0.0059982	53.469859
crosswalk_area	paved_shoulder_bike_lane_parking_lane	1.0131012	0.9503	0.6725935	1.5259947
driveway_alley	paved_shoulder_bike_lane_parking_lane	1.9947216	0.5447	0.2135675	18.630712
intersection_proper	paved_shoulder_bike_lane_parking_lane	1.2459047	0.4812	0.6757834	2.2970061
non_roadway_parking_lot_other	paved_shoulder_bike_lane_parking_lane	0.5175822	0.5397	0.0630726	4.2473474
other_unknown	paved_shoulder_bike_lane_parking_lane	1.8469932	0.0362*	1.0403497	3.2790743
blank	sidewalk_shared_use_path_driveway_crossing	0.3579399	0.6596	0.003701	34.617657
crosswalk_area	sidewalk_shared_use_path_driveway_crossing	0.6403222	0.0409*	0.4176692	0.9816681
driveway_alley	sidewalk_shared_use_path_driveway_crossing	1.2607472	0.8391	0.1346161	11.807525
intersection_proper	sidewalk_shared_use_path_driveway_crossing	0.7874637	0.4510	0.4230441	1.4658025
non_roadway_parking_lot_other	sidewalk_shared_use_path_driveway_crossing	0.3271335	0.2987	0.0397737	2.6906298
other_unknown	sidewalk_shared_use_path_driveway_crossing	1.1673767	0.6078	0.6464547	2.1080648
paved_shoulder_bike_lane_parking_lane	sidewalk_shared_use_path_driveway_crossing	0.6320417	0.0396*	0.4083294	0.9783196
blank	travel_lane	0.4888695	0.7555	0.005403	44.23321
crosswalk_area	travel_lane	0.8745433	0.3504	0.6600786	1.1586893
driveway_alley	travel_lane	1.7219113	0.6308	0.1876872	15.797446
intersection_proper	travel_lane	1.0755072	0.7901	0.6292506	1.8382433
non_roadway_parking_lot_other	travel_lane	0.4467945	0.4493	0.0554356	3.6010274
other_unknown	travel_lane	1.5943872	0.0750	0.9540259	2.6645718
paved_shoulder_bike_lane_parking_lane	travel_lane	0.8632339	0.3356	0.6399212	1.1644758
sidewalk_shared_use_path_driveway_crossing	travel_lane	1.3657864	0.0854	0.9575016	1.9481664
blank	unpaved_right_of_way	0.3250904	0.6375	0.0030351	34.820301
crosswalk_area	unpaved_right_of_way	0.5815573	0.1466	0.279757	1.2089378
driveway_alley	unpaved_right_of_way	1.1450434	0.9087	0.1132361	11.578676
intersection_proper	unpaved_right_of_way	0.715195	0.4460	0.3020042	1.6936984
non_roadway_parking_lot_other	unpaved_right_of_way	0.2971112	0.2779	0.0331715	2.6611696



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
other_unknown	unpaved_right_of_way	1.0602419	0.8912	0.4583965	2.4522719
paved_shoulder_bike_lane_parking_lane	unpaved_right_of_way	0.5740367	0.1292	0.2802379	1.1758513
sidewalk_shared_use_path_driveway_crossing	unpaved_right_of_way	0.908226	0.8002	0.4310399	1.9136851
travel_lane	unpaved_right_of_way	0.664984	0.2408	0.3363322	1.3147826

### Odds Ratios for Pedestrian Direction

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
blank	1	0.3903752	0.5799	0.013969	10.909383
east	1	1.3814149	0.6850	0.2900067	6.5802172
east	blank	3.5386852	0.2296	0.4501781	27.816307
north	1	1.4522636	0.6395	0.3047309	6.9210893
north	blank	3.720174	0.2128	0.4710545	29.380244
north	east	1.0512871	0.7494	0.7734785	1.4288756
south	1	1.187129	0.8298	0.2483854	5.673744
south	blank	3.040995	0.2918	0.3845561	24.047599
south	east	0.8593573	0.3448	0.6274879	1.1769071
south	north	0.8174335	0.2117	0.5957277	1.1216494
unknown	1	1.0677653	0.9340	0.2263341	5.0373436
unknown	blank	2.7352283	0.3001	0.4078384	18.34421
unknown	east	0.7729504	0.0971	0.5702017	1.0477913
unknown	north	0.735242	0.0533	0.5382191	1.0043881
unknown	south	0.8994518	0.5143	0.6541368	1.236765
west	1	1.5940614	0.5586	0.3341664	7.6040918
west	blank	4.0834086	0.1813	0.5188495	32.136922
west	east	1.1539338	0.3457	0.8569123	1.5539085
west	north	1.0976391	0.5535	0.8065227	1.4938348
west	south	1.342787	0.0686	0.9777167	1.8441712
west	unknown	1.4928949	0.0106*	1.0976856	2.030395
1	blank	2.5616382	0.5799	0.0916642	71.587267
1	east	0.7238955	0.6850	0.1519707	3.4481961
blank	east	0.2825908	0.2296	0.0359501	2.2213429
1	north	0.6885802	0.6395	0.1444859	3.281584
blank	north	0.2688046	0.2128	0.0340365	2.1228968
east	north	0.951215	0.7494	0.699851	1.2928608
1	south	0.8423684	0.8298	0.1762505	4.0260013
blank	south	0.3288397	0.2918	0.0415842	2.6004009

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
east	south	1.1636603	0.3448	0.8496847	1.5936562
north	south	1.2233411	0.2117	0.8915442	1.6786193
1	unknown	0.9365354	0.9340	0.1985173	4.418247
blank	unknown	0.3656002	0.3001	0.0545131	2.4519513
east	unknown	1.293744	0.0971	0.9543885	1.7537654
north	unknown	1.3600963	0.0533	0.9956311	1.8579794
south	unknown	1.1117883	0.5143	0.808561	1.5287323
1	west	0.6273284	0.5586	0.1315081	2.9925215
blank	west	0.2448934	0.1813	0.0311169	1.9273412
east	west	0.8666008	0.3457	0.6435386	1.1669806
north	west	0.9110462	0.5535	0.669418	1.2398908
south	west	0.7447198	0.0686	0.542249	1.0227912
unknown	west	0.6698395	0.0106*	0.492515	0.9110077

### Odds Ratios for PBCAT Intersection

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
near	far	0.6451215	0.0001*	0.5155554	0.8072493
not_applicable	far	1.3331534	0.7605	0.2097947	8.4716053
not_applicable	near	2.0665153	0.4429	0.3236532	13.194632
unknown	far	1.1359139	0.8732	0.2375891	5.4308052
unknown	near	1.7607752	0.4799	0.366485	8.4596348
unknown	not_applicable	0.8520504	0.8459	0.1695928	4.2807827
far	near	1.5500957	0.0001*	1.2387747	1.9396559
far	not_applicable	0.7501012	0.7605	0.1180414	4.7665646
near	not_applicable	0.4839064	0.4429	0.0757884	3.0897265
far	unknown	0.8803484	0.8732	0.1841348	4.2089466
near	unknown	0.5679317	0.4799	0.1182084	2.7286245
not_applicable	unknown	1.1736395	0.8459	0.2336021	5.8964768

### Odds Ratios for Pedestrian Characteristics

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
other	in_line_roller_skates	1166845.3	0.9941	0	.
skateboard_scooter	in_line_roller_skates	2982242.7	0.9937	0	.
skateboard_scooter	other	2.5558167	0.0904	0.8626225	7.5724889
unknown	in_line_roller_skates	2353667.9	0.9938	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
unknown	other	2.0171208	0.1594	0.7590393	5.360429
unknown	skateboard_scooter	0.7892275	0.3388	0.4859312	1.2818276
visual_impairment	in_line_roller_skates	3369122.7	0.9936	0	.
visual_impairment	other	2.8873774	0.4133	0.2277003	36.613684
visual_impairment	skateboard_scooter	1.1297279	0.9205	0.1030476	12.385396
visual_impairment	unknown	1.4314351	0.7647	0.1367015	14.988909
walker_cane_crutches	in_line_roller_skates	3263621.9	0.9937	0	.
walker_cane_crutches	other	2.796962	0.2965	0.4055627	19.289238
walker_cane_crutches	skateboard_scooter	1.0943515	0.9190	0.1924452	6.2230985
walker_cane_crutches	unknown	1.386611	0.7010	0.2613856	7.355762
walker_cane_crutches	visual_impairment	0.968686	0.9827	0.054605	17.184363
wheel_chair	in_line_roller_skates	1457672.5	0.9940	0	.
wheel_chair	other	1.2492423	0.6884	0.4209754	3.7071196
wheel_chair	skateboard_scooter	0.488784	0.0397*	0.2471306	0.9667351
wheel_chair	unknown	0.6193195	0.0530	0.3812238	1.0061195
wheel_chair	visual_impairment	0.4326564	0.4929	0.0394617	4.7436248
wheel_chair	walker_cane_crutches	0.4466426	0.3615	0.0790958	2.522127
in_line_roller_skates	other	8.5701e-7	0.9941	0	.
in_line_roller_skates	skateboard_scooter	3.3532e-7	0.9937	0	.
other	skateboard_scooter	0.3912644	0.0904	0.132057	1.1592557
in_line_roller_skates	unknown	4.2487e-7	0.9938	0	.
other	unknown	0.4957561	0.1594	0.1865522	1.3174548
skateboard_scooter	unknown	1.2670618	0.3388	0.7801361	2.0579045
in_line_roller_skates	visual_impairment	2.9681e-7	0.9936	0	.
other	visual_impairment	0.346335	0.4133	0.0273122	4.3917369
skateboard_scooter	visual_impairment	0.8851689	0.9205	0.0807403	9.7042548
unknown	visual_impairment	0.6985996	0.7647	0.066716	7.3152088
in_line_roller_skates	walker_cane_crutches	3.0641e-7	0.9937	0	.
other	walker_cane_crutches	0.3575308	0.2965	0.0518424	2.4657097
skateboard_scooter	walker_cane_crutches	0.9137831	0.9190	0.1606917	5.1962851
unknown	walker_cane_crutches	0.7211828	0.7010	0.1359478	3.8257657
visual_impairment	walker_cane_crutches	1.0323263	0.9827	0.0581924	18.313335
in_line_roller_skates	wheel_chair	6.8603e-7	0.9940	0	.
other	wheel_chair	0.8004852	0.6884	0.2697512	2.3754355
skateboard_scooter	wheel_chair	2.0458935	0.0397*	1.0344095	4.0464442
unknown	wheel_chair	1.6146754	0.0530	0.9939177	2.6231314
visual_impairment	wheel_chair	2.311303	0.4929	0.2108093	25.34102
walker_cane_crutches	wheel_chair	2.2389267	0.3615	0.3964907	12.6429

### Odds Ratios for Access Control

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
no_access_control	full_access_control	1.4309673	0.1291	0.9008144	2.2731291
other	full_access_control	1.4303816	0.6282	0.336027	6.0887715
other	no_access_control	0.9995907	0.9996	0.2388059	4.1840744
full_access_control	no_access_control	0.698828	0.1291	0.4399222	1.1101066
full_access_control	other	0.6991142	0.6282	0.1642367	2.9759516
no_access_control	other	1.0004095	0.9996	0.2390015	4.1875019

### Odds Ratios for Roadway Width

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
20_29	<20	1.2481835	0.7360	0.3439616	4.5294643
30_39	<20	1.0873563	0.9020	0.2866959	4.1240347
30_39	20_29	0.871151	0.4873	0.5902805	1.2856668
40_49	<20	1.1430587	0.8408	0.3101201	4.213152
40_49	20_29	0.9157778	0.4630	0.7240031	1.1583499
40_49	30_39	1.0512274	0.7991	0.715575	1.5443231
50_59	<20	0.9476547	0.9381	0.2441711	3.6779518
50_59	20_29	0.7592271	0.2104	0.4933742	1.1683337
50_59	30_39	0.8715218	0.6087	0.5147878	1.4754628
50_59	40_49	0.8290516	0.3637	0.5532472	1.24235
60_69	<20	1.2713967	0.7211	0.3402311	4.7510338
60_69	20_29	1.0185976	0.8963	0.7721601	1.3436863
60_69	30_39	1.1692549	0.4442	0.7833561	1.7452561
60_69	40_49	1.1122759	0.3388	0.8943743	1.3832662
60_69	50_59	1.3416244	0.1574	0.8927298	2.0162383
70_79	<20	1.031281	0.9643	0.2678169	3.9711468
70_79	20_29	0.8262255	0.3397	0.5583722	1.2225689
70_79	30_39	0.9484297	0.8300	0.584838	1.538065
70_79	40_49	0.9022117	0.5668	0.6344007	1.2830786
70_79	50_59	1.0882455	0.7304	0.672704	1.7604747
70_79	60_69	0.8111402	0.2177	0.5815221	1.1314247
80+	<20	1.4219965	0.6108	0.3664391	5.5181723
80+	20_29	1.1392527	0.5404	0.7505055	1.7293635
80+	30_39	1.3077558	0.2925	0.7935498	2.155158

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
80+	40_49	1.2440275	0.2580	0.8521265	1.8161675
80+	50_59	1.5005428	0.1103	0.9118429	2.4693165
80+	60_69	1.1184523	0.5427	0.7799535	1.603859
80+	70_79	1.3788643	0.0374*	1.0188607	1.8660712
not_applicable	<20	0.5257235	0.7427	0.0113178	24.420446
not_applicable	20_29	0.4211909	0.6410	0.0111189	15.95492
not_applicable	30_39	0.4834878	0.6961	0.0126043	18.546088
not_applicable	40_49	0.459927	0.6754	0.01213	17.438862
not_applicable	50_59	0.5547628	0.7518	0.0143911	21.385552
not_applicable	60_69	0.4135008	0.6344	0.0108587	15.746167
not_applicable	70_79	0.5097772	0.7177	0.0132212	19.655766
not_applicable	80+	0.369708	0.5936	0.0095617	14.294961
<20	20_29	0.8011643	0.7360	0.2207767	2.9073009
<20	30_39	0.9196618	0.9020	0.242481	3.4880169
20_29	30_39	1.1479066	0.4873	0.7778065	1.6941098
<20	40_49	0.8748457	0.8408	0.237352	3.224557
20_29	40_49	1.091968	0.4630	0.863297	1.3812095
30_39	40_49	0.951269	0.7991	0.6475329	1.3974775
<20	50_59	1.0552367	0.9381	0.2718905	4.0954894
20_29	50_59	1.317129	0.2104	0.8559199	2.026859
30_39	50_59	1.1474182	0.6087	0.6777535	1.942548
40_49	50_59	1.2061975	0.3637	0.8049262	1.8075103
<20	60_69	0.7865366	0.7211	0.2104805	2.9391787
20_29	60_69	0.981742	0.8963	0.7442213	1.2950681
30_39	60_69	0.8552455	0.4442	0.5729818	1.2765586
40_49	60_69	0.8990575	0.3388	0.7229267	1.1181001
50_59	60_69	0.7453651	0.1574	0.4959731	1.1201597
<20	70_79	0.9696679	0.9643	0.2518164	3.7338936
20_29	70_79	1.2103234	0.3397	0.8179498	1.79092
30_39	70_79	1.0543744	0.8300	0.6501676	1.7098752
40_49	70_79	1.1083873	0.5668	0.7793755	1.5762908
50_59	70_79	0.9189103	0.7304	0.5680286	1.486538
60_69	70_79	1.2328325	0.2177	0.8838414	1.7196252
<20	80+	0.7032366	0.6108	0.1812194	2.7289667
20_29	80+	0.8777683	0.5404	0.5782474	1.3324353
30_39	80+	0.7646688	0.2925	0.4640031	1.2601604
40_49	80+	0.8038408	0.2580	0.55061	1.1735347
50_59	80+	0.6664255	0.1103	0.4049704	1.0966801

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
60_69	80+	0.8940927	0.5427	0.6234962	1.2821277
70_79	80+	0.7252346	0.0374*	0.5358852	0.9814884
<20	not_applicable	1.9021405	0.7427	0.0409493	88.356556
20_29	not_applicable	2.3742203	0.6410	0.0626766	89.936642
30_39	not_applicable	2.0683044	0.6961	0.0539197	79.337994
40_49	not_applicable	2.1742582	0.6754	0.0573432	82.440456
50_59	not_applicable	1.8025724	0.7518	0.0467605	69.48737
60_69	not_applicable	2.4183751	0.6344	0.0635075	92.092053
70_79	not_applicable	1.9616413	0.7177	0.0508757	75.636107
80+	not_applicable	2.704837	0.5936	0.0699547	104.58399

### Odds Ratios for Lane Width

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
10_15	<=9	0.7580813	0.1890	0.5014483	1.146055
16+	<=9	0.7330107	0.2264	0.4431724	1.2124056
16+	10_15	0.9669289	0.8266	0.7156783	1.3063852
not_applicable	<=9	1.0568555	0.9820	0.0087709	127.34679
not_applicable	10_15	1.3941189	0.8919	0.0115661	168.04049
not_applicable	16+	1.4418008	0.8811	0.01195	173.95707
<=9	10_15	1.3191197	0.1890	0.8725585	1.9942237
<=9	16+	1.3642365	0.2264	0.8248065	2.256458
10_15	16+	1.0342022	0.8266	0.765471	1.3972759
<=9	not_applicable	0.9462032	0.9820	0.0078526	114.01364
10_15	not_applicable	0.7172989	0.8919	0.0059509	86.459816
16+	not_applicable	0.6935771	0.8811	0.0057485	83.681904

### Odds Ratios for Median Type

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
none	barrier	0.7486447	0.2613	0.4517827	1.2405719
unknown	barrier	0.8900544	0.3991	0.6789657	1.16677
unknown	none	1.1888875	0.1990	0.9130011	1.5481401
unprotected_curbed	barrier	0.9418329	0.7525	0.6490005	1.3667928
unprotected_curbed	none	1.2580506	0.2085	0.87971	1.7991055
unprotected_curbed	unknown	1.0581746	0.5285	0.8875672	1.2615759
barrier	none	1.3357471	0.2613	0.8060799	2.2134535

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
barrier	unknown	1.1235269	0.3991	0.8570669	1.4728285
none	unknown	0.8411224	0.1990	0.6459364	1.095289
barrier	unprotected_curbed	1.0617595	0.7525	0.7316398	1.5408309
none	unprotected_curbed	0.7948806	0.2085	0.5558318	1.1367382
unknown	unprotected_curbed	0.9450237	0.5285	0.7926594	1.1266752

### Odds Ratios for Signalized

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
within_20m	not_applicable	0.9976842	0.9826	0.8102607	1.2284612
not_applicable	within_20m	1.0023212	0.9826	0.8140265	1.2341707

### Odds Ratios for Street Parking

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
none	diagonal_parking	0.6531352	0.6338	0.1131807	3.7690658
parallel_parking	diagonal_parking	0.8960014	0.9077	0.1400762	5.7313001
parallel_parking	none	1.3718467	0.3891	0.668093	2.8169183
unknown	diagonal_parking	8790128.6	0.9961	0	.
unknown	none	13458360	0.9960	0	.
unknown	parallel_parking	9810396.2	0.9961	0	.
diagonal_parking	none	1.5310765	0.6338	0.2653177	8.8354266
diagonal_parking	parallel_parking	1.1160697	0.9077	0.1744805	7.1389738
none	parallel_parking	0.7289444	0.3891	0.3549979	1.4967977
diagonal_parking	unknown	1.1376e-7	0.9961	0	.
none	unknown	7.4303e-8	0.9960	0	.
parallel_parking	unknown	1.0193e-7	0.9961	0	.

### Odds Ratios for Bike Facilities

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	0.8700736	0.2828	0.6749286	1.1216419
False	True	1.149328	0.2828	0.8915502	1.4816383

### Odds Ratios for Avg Daily Traffic

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
9000_15000	<9000	1.0040372	0.9740	0.7882421	1.27891
15000+	<9000	0.9684095	0.8000	0.7554918	1.2413331
15000+	9000_15000	0.9645155	0.7477	0.7739543	1.2019963
not_applicable	<9000	0.400356	0.6614	0.0066578	24.074908
not_applicable	9000_15000	0.3987462	0.6605	0.0065904	24.125626
not_applicable	15000+	0.413416	0.6732	0.0068221	25.052756
<9000	9000_15000	0.995979	0.9740	0.7819158	1.2686458
<9000	15000+	1.032621	0.8000	0.8055855	1.3236412
9000_15000	15000+	1.0367899	0.7477	0.8319493	1.292066
<9000	not_applicable	2.497777	0.6614	0.041537	150.2007
9000_15000	not_applicable	2.5078611	0.6605	0.0414497	151.73492
15000+	not_applicable	2.418871	0.6732	0.0399158	146.58209

### Odds Ratios for Avg Truck Traffic

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
5_10	<5	1.0396421	0.7378	0.8280069	1.3053706
10+	<5	1.1096033	0.4962	0.8223598	1.4971786
10+	5_10	1.0672935	0.6360	0.8150282	1.3976394
N/A	<5	1.968244	0.6539	0.1020212	37.972345
N/A	5_10	1.8931938	0.6731	0.0975764	36.732064
N/A	10+	1.7738267	0.7055	0.0907986	34.653189
<5	5_10	0.9618694	0.7378	0.766066	1.2077195
<5	10+	0.901223	0.4962	0.667923	1.2160127
5_10	10+	0.9369494	0.6360	0.7154922	1.2269514
<5	N/A	0.5080671	0.6539	0.026335	9.8018836
5_10	N/A	0.528208	0.6731	0.0272242	10.248379
10+	N/A	0.5637529	0.7055	0.0288574	11.013385

### Odds Ratios for Population Density sqMi

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
25_50_percentile	>75_percentile	1.2218465	0.0301*	1.0194587	1.4644134
50_75_percentile	>75_percentile	1.1212096	0.2044	0.9396242	1.337887
50_75_percentile	25_50_percentile	0.9176354	0.3263	0.7729115	1.0894582
below_25_percentile	>75_percentile	1.1069292	0.3149	0.9079764	1.349476
below_25_percentile	25_50_percentile	0.9059479	0.2696	0.7602237	1.0796053



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
below_25_percentile	50_75_percentile	0.9872634	0.8937	0.8180425	1.1914894
>75_percentile	25_50_percentile	0.8184334	0.0301*	0.6828673	0.9809128
>75_percentile	50_75_percentile	0.8918939	0.2044	0.7474473	1.0642552
25_50_percentile	50_75_percentile	1.0897574	0.3263	0.9178875	1.2938092
>75_percentile	below_25_percentile	0.9034001	0.3149	0.7410283	1.1013502
25_50_percentile	below_25_percentile	1.1038163	0.2696	0.9262645	1.3154022
50_75_percentile	below_25_percentile	1.0129009	0.8937	0.8392857	1.2224303

### Odds Ratios for Zero Vehicle Ownership Fraction

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
25_50_percentile	>75_percentile	0.8867136	0.2415	0.7251084	1.0843358
50_75_percentile	>75_percentile	1.050005	0.5891	0.8796298	1.25338
50_75_percentile	25_50_percentile	1.1841534	0.0622	0.9914035	1.414378
below_25_percentile	>75_percentile	0.9312529	0.5235	0.7482223	1.1590567
below_25_percentile	25_50_percentile	1.0502297	0.6031	0.8730581	1.263355
below_25_percentile	50_75_percentile	0.8869034	0.2187	0.7325237	1.0738187
>75_percentile	25_50_percentile	1.1277598	0.2415	0.9222235	1.3791041
>75_percentile	50_75_percentile	0.9523765	0.5891	0.7978426	1.1368418
25_50_percentile	50_75_percentile	0.8444852	0.0622	0.7070246	1.008671
>75_percentile	below_25_percentile	1.0738221	0.5235	0.8627706	1.3365012
25_50_percentile	below_25_percentile	0.9521727	0.6031	0.7915431	1.1453991
50_75_percentile	below_25_percentile	1.1275185	0.2187	0.9312559	1.3651436

### Odds Ratios for One Vehicle Ownership Fraction

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
25_50_percentile	>75_percentile	1.0805602	0.4577	0.8807215	1.325743
50_75_percentile	>75_percentile	1.0598155	0.5162	0.8893401	1.2629688
50_75_percentile	25_50_percentile	0.9808019	0.8308	0.8210471	1.1716409
below_25_percentile	>75_percentile	0.9814232	0.8774	0.7733193	1.2455287
below_25_percentile	25_50_percentile	0.908254	0.3124	0.7535705	1.094689
below_25_percentile	50_75_percentile	0.9260321	0.4710	0.751415	1.1412276
>75_percentile	25_50_percentile	0.9254459	0.4577	0.754294	1.1354328
>75_percentile	50_75_percentile	0.9435605	0.5162	0.7917852	1.1244292
25_50_percentile	50_75_percentile	1.0195739	0.8308	0.8535038	1.217957
>75_percentile	below_25_percentile	1.0189285	0.8774	0.8028719	1.2931269

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
25_50_percentile	below_25_percentile	1.1010135	0.3124	0.9135014	1.3270158
50_75_percentile	below_25_percentile	1.0798761	0.4710	0.8762494	1.3308226

### Odds Ratios for Bike Walk Transit

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
50_75_percentile	>75_percentile	0.8495929	0.0707	0.7119267	1.0138798
below_50_percentile	>75_percentile	0.8806028	0.1605	0.7373397	1.0517015
below_50_percentile	50_75_percentile	1.0364997	0.6534	0.886384	1.2120385
>75_percentile	50_75_percentile	1.1770343	0.0707	0.9863102	1.4046389
>75_percentile	below_50_percentile	1.1355858	0.1605	0.9508401	1.356227
50_75_percentile	below_50_percentile	0.9647856	0.6534	0.8250563	1.1281792

### Odds Ratios for Transit Stops

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1_2	0	0.9618235	0.6303	0.8208229	1.1270452
3+	0	0.6958367	0.0064*	0.5361869	0.9030224
3+	1_2	0.7234557	0.0096*	0.5663338	0.9241691
0	1_2	1.0396918	0.6303	0.8872759	1.2182897
0	3+	1.4371187	0.0064*	1.1073923	1.8650213
1_2	3+	1.3822546	0.0096*	1.0820531	1.7657431

### Odds Ratios for Schools

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	0.4730948	0.0279*	0.242723	0.9221158
False	True	2.1137411	0.0279*	1.0844624	4.1199228

### Odds Ratios for Parks

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Yes	No	0.8128024	0.0814	0.643786	1.0261915
No	Yes	1.2303114	0.0814	0.974477	1.5533113

### Odds Ratios for Social Vulnerability

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1_5	0	0.968729	0.6871	0.8299647	1.1306936
6_10	0	0.9656282	0.8063	0.7300824	1.2771678
6_10	1_5	0.9967991	0.9794	0.7812816	1.2717675
unknown	0	0.0003981	0.4845	1.168e-13	1356342.3
unknown	1_5	0.0004109	0.4863	1.207e-13	1399448.2
unknown	6_10	0.0004122	0.4865	1.206e-13	1409222.9
0	1_5	1.0322805	0.6871	0.8844129	1.2048705
0	6_10	1.0355953	0.8063	0.7829824	1.3697084
1_5	6_10	1.0032111	0.9794	0.7863073	1.2799482
0	unknown	2512.0803	0.4845	7.3728e-7	8.559e+12
1_5	unknown	2433.525	0.4863	7.1457e-7	8.288e+12
6_10	unknown	2425.7356	0.4865	7.0961e-7	8.292e+12

### Odds Ratios for Development Type

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
cemeteries	airport	6.5236801	0.2493	0.2684903	158.51001
commercial	airport	1.1350146	0.9089	0.1297034	9.9323419
commercial	cemeteries	0.1739838	0.1430	0.0167535	1.8068066
communication	airport	1.8684844	0.6200	0.1578622	22.115711
communication	cemeteries	0.2864157	0.3493	0.0208862	3.9276629
communication	commercial	1.6462207	0.4123	0.5000256	5.4198078
education	airport	1.6473401	0.6559	0.1833798	14.798411
education	cemeteries	0.252517	0.2543	0.0236908	2.6915391
education	commercial	1.4513823	0.0608	0.9832619	2.14237
education	communication	0.8816451	0.8422	0.2550516	3.0476106
farmland	airport	2.9287404	0.3639	0.2879745	29.785694
farmland	cemeteries	0.4489399	0.5274	0.037449	5.3819034
farmland	commercial	2.5803549	0.0287*	1.1036373	6.0329887
farmland	communication	1.5674417	0.5439	0.3671212	6.6922676
farmland	education	1.7778602	0.2200	0.7088372	4.4591157
flood_control	airport	9321242.4	0.9926	0	.
flood_control	cemeteries	1428831.9	0.9934	0	.
flood_control	commercial	8212443	0.9926	0	.
flood_control	communication	4988664.7	0.9929	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
flood_control	education	5658359.5	0.9928	0	.
flood_control	farmland	3182679.7	0.9931	0	.
group_quarters	airport	1.1309918	0.9213	0.0984245	12.996181
group_quarters	cemeteries	0.1733671	0.1857	0.0129406	2.3226182
group_quarters	commercial	0.9964558	0.9951	0.3201603	3.1013339
group_quarters	communication	0.605299	0.5488	0.1172703	3.1242938
group_quarters	education	0.6865564	0.5352	0.2091155	2.2540633
group_quarters	farmland	0.3861701	0.1876	0.0937796	1.5901886
group_quarters	flood_control	1.2133e-7	0.9926	0	.
hotel_motel	airport	0.6154173	0.6809	0.060865	6.2225963
hotel_motel	cemeteries	0.0943359	0.0616	0.007934	1.121668
hotel_motel	commercial	0.5422109	0.1450	0.2380514	1.2349967
hotel_motel	communication	0.3293671	0.1312	0.0778747	1.3930417
hotel_motel	education	0.3735824	0.0324*	0.151553	0.920891
hotel_motel	farmland	0.2101304	0.0095*	0.0646839	0.6826237
hotel_motel	flood_control	6.6023e-8	0.9924	0	.
hotel_motel	group_quarters	0.5441394	0.3918	0.1351431	2.1909193
improved_acreage	airport	1.8309228	0.6181	0.1698299	19.73903
improved_acreage	cemeteries	0.280658	0.3260	0.022232	3.5430479
improved_acreage	commercial	1.6131271	0.3430	0.6003996	4.334079
improved_acreage	communication	0.9798973	0.9793	0.2109182	4.5524686
improved_acreage	education	1.1114419	0.8436	0.3890612	3.1750871
improved_acreage	farmland	0.6251571	0.4741	0.1727418	2.2624592
improved_acreage	flood_control	1.9642e-7	0.9929	0	.
improved_acreage	group_quarters	1.6188647	0.5269	0.3640925	7.1979587
improved_acreage	hotel_motel	2.9750917	0.0947	0.8282592	10.686474
industrial	airport	1.2467881	0.8447	0.1372194	11.328432
industrial	cemeteries	0.1911173	0.1722	0.0177627	2.0563249
industrial	commercial	1.0984776	0.6773	0.7058169	1.7095839
industrial	communication	0.6672724	0.5291	0.1893129	2.3519399
industrial	education	0.7568493	0.3364	0.4288889	1.3355925
industrial	farmland	0.425708	0.0746	0.1664907	1.0885131
industrial	flood_control	1.3376e-7	0.9927	0	.
industrial	group_quarters	1.1023847	0.8746	0.3286787	3.6973864
industrial	hotel_motel	2.0259232	0.1331	0.8062241	5.0908486
industrial	improved_acreage	0.6809616	0.4815	0.2336121	1.9849512
institutional_semi_public	airport	1.1703053	0.8878	0.1317085	10.39883
institutional_semi_public	cemeteries	0.1793934	0.1527	0.017027	1.8900576

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
institutional_semi_public	commercial	1.0310927	0.8415	0.7637419	1.3920308
institutional_semi_public	communication	0.6263393	0.4513	0.185382	2.1161766
institutional_semi_public	education	0.7104212	0.1492	0.4464392	1.1304971
institutional_semi_public	farmland	0.3995934	0.0430*	0.1643884	0.9713267
institutional_semi_public	flood_control	1.2555e-7	0.9927	0	.
institutional_semi_public	group_quarters	1.0347602	0.9541	0.3230355	3.3145849
institutional_semi_public	hotel_motel	1.9016452	0.1445	0.8020265	4.5088962
institutional_semi_public	improved_acreage	0.6391888	0.3902	0.2302783	1.7742109
institutional_semi_public	industrial	0.9386561	0.8090	0.5618578	1.5681464
landfill	airport	4.0737e-7	0.9947	0	.
landfill	cemeteries	6.2445e-8	0.9940	0	.
landfill	commercial	3.5892e-7	0.9946	0	.
landfill	communication	2.1802e-7	0.9945	0	.
landfill	education	2.4729e-7	0.9945	0	.
landfill	farmland	1.391e-7	0.9943	0	.
landfill	flood_control	4.37e-14	0.9912	0	.
landfill	group_quarters	3.6019e-7	0.9946	0	.
landfill	hotel_motel	6.6195e-7	0.9949	0	.
landfill	improved_acreage	2.225e-7	0.9945	0	.
landfill	industrial	3.2674e-7	0.9946	0	.
landfill	institutional_semi_public	3.4809e-7	0.9946	0	.
large_stadium	airport	12.390251	0.1425	0.4289543	357.88972
large_stadium	cemeteries	1.8992732	0.7176	0.0587008	61.451298
large_stadium	commercial	10.916381	0.0684	0.8346191	142.78054
large_stadium	communication	6.631177	0.1900	0.3916385	112.27831
large_stadium	education	7.5213681	0.1267	0.56469	100.18059
large_stadium	farmland	4.2305734	0.2959	0.2830259	63.237155
large_stadium	flood_control	1.3292e-6	0.9937	0	.
large_stadium	group_quarters	10.955208	0.0944	0.6626613	181.11302
large_stadium	hotel_motel	20.13309	0.0292*	1.3552422	299.09142
large_stadium	improved_acreage	6.7672166	0.1735	0.4310907	106.23106
large_stadium	industrial	9.9377359	0.0843	0.7328936	134.75161
large_stadium	institutional_semi_public	10.587196	0.0737	0.7973667	140.57362
large_stadium	landfill	30414925	0.9938	0	.
mobile_home	airport	1.227394	0.8609	0.1241505	12.134431
mobile_home	cemeteries	0.1881444	0.1839	0.0160086	2.2112024
mobile_home	commercial	1.0813905	0.8429	0.4988645	2.3441342
mobile_home	communication	0.6568928	0.5595	0.1601783	2.6939245

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
mobile_home	education	0.7450762	0.4963	0.3191841	1.7392425
mobile_home	farmland	0.419086	0.1273	0.1370192	1.2818135
mobile_home	flood_control	1.3168e-7	0.9927	0	.
mobile_home	group_quarters	1.0852368	0.9064	0.2776247	4.2421985
mobile_home	hotel_motel	1.9944094	0.2273	0.6502513	6.1171254
mobile_home	improved_acreage	0.670369	0.5244	0.1956829	2.2965457
mobile_home	industrial	0.9844447	0.9720	0.4099401	2.3640805
mobile_home	institutional_semi_public	1.048781	0.9088	0.4643895	2.3685754
mobile_home	landfill	3012941	0.9946	0	.
mobile_home	large_stadium	0.0990613	0.0905	0.0068137	1.440202
multi_family	airport	1.0834404	0.9425	0.1225623	9.5775211
multi_family	cemeteries	0.1660781	0.1343	0.0158373	1.7415803
multi_family	commercial	0.9545608	0.7200	0.7402392	1.2309349
multi_family	communication	0.5798498	0.3764	0.173311	1.9400142
multi_family	education	0.6576908	0.0592	0.4255799	1.0163946
multi_family	farmland	0.3699339	0.0260*	0.154166	0.8876868
multi_family	flood_control	1.1623e-7	0.9926	0	.
multi_family	group_quarters	0.957956	0.9419	0.3020379	3.0382933
multi_family	hotel_motel	1.7604972	0.1925	0.7519242	4.1218918
multi_family	improved_acreage	0.5917455	0.3082	0.2156962	1.6234074
multi_family	industrial	0.8689851	0.5749	0.5319349	1.4196009
multi_family	institutional_semi_public	0.9257759	0.6769	0.6441254	1.3305809
multi_family	landfill	2659571.4	0.9947	0	.
multi_family	large_stadium	0.087443	0.0641	0.006632	1.1529387
multi_family	mobile_home	0.8827161	0.7595	0.3971779	1.9618101
office	airport	1.2687075	0.8365	0.1323257	12.164064
office	cemeteries	0.1944773	0.1851	0.0172661	2.1905015
office	commercial	1.1177896	0.7331	0.5894537	2.1196806
office	communication	0.6790035	0.5720	0.1772982	2.6003974
office	education	0.7701552	0.4876	0.3683834	1.6101133
office	farmland	0.4331922	0.1187	0.1514579	1.2389941
office	flood_control	1.3611e-7	0.9927	0	.
office	group_quarters	1.1217654	0.8617	0.3080577	4.0848119
office	hotel_motel	2.0615403	0.1693	0.7347334	5.7843412
office	improved_acreage	0.6929334	0.5381	0.2155342	2.2277519
office	industrial	1.0175807	0.9643	0.4742353	2.1834527
office	institutional_semi_public	1.0840825	0.8190	0.5428792	2.1648183
office	landfill	3114355.2	0.9946	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
office	large_stadium	0.1023956	0.0912	0.0072762	1.4409794
office	mobile_home	1.0336596	0.9479	0.3832333	2.7879941
office	multi_family	1.1709989	0.6475	0.5952709	2.3035535
parking	airport	0.6150416	0.6762	0.0628396	6.0197056
parking	cemeteries	0.0942783	0.0585	0.0081651	1.0885831
parking	commercial	0.5418799	0.0969	0.2628805	1.116986
parking	communication	0.329166	0.1157	0.0824419	1.3142618
parking	education	0.3733543	0.0166*	0.1667523	0.835931
parking	farmland	0.2100021	0.0059*	0.0691476	0.6377784
parking	flood_control	6.5983e-8	0.9924	0	.
parking	group_quarters	0.5438072	0.3714	0.1430004	2.0680104
parking	hotel_motel	0.9993895	0.9991	0.3383204	2.9521698
parking	improved_acreage	0.3359189	0.0794	0.099281	1.1365869
parking	industrial	0.4933008	0.0971	0.2140913	1.1366443
parking	institutional_semi_public	0.5255394	0.0995	0.244469	1.1297616
parking	landfill	1509771.1	0.9949	0	.
parking	large_stadium	0.0496392	0.0273*	0.0034492	0.7143848
parking	mobile_home	0.5010955	0.1970	0.1754111	1.4314757
parking	multi_family	0.5676746	0.1389	0.2681878	1.2015998
parking	office	0.4847781	0.1374	0.1864957	1.2601352
parks_recreation	airport	1.3056189	0.8109	0.1469799	11.597782
parks_recreation	cemeteries	0.2001353	0.1816	0.0188917	2.1201985
parks_recreation	commercial	1.1503103	0.4195	0.818768	1.6161034
parks_recreation	communication	0.6987582	0.5651	0.206074	2.3693575
parks_recreation	education	0.7925619	0.3495	0.4869738	1.2899139
parks_recreation	farmland	0.4457954	0.0777	0.1816928	1.0937888
parks_recreation	flood_control	1.4007e-7	0.9927	0	.
parks_recreation	group_quarters	1.1544017	0.8110	0.3558471	3.7449885
parks_recreation	hotel_motel	2.1215182	0.0934	0.8810769	5.108339
parks_recreation	improved_acreage	0.7130934	0.5202	0.2544025	1.9988096
parks_recreation	industrial	1.0471859	0.8655	0.6142324	1.785315
parks_recreation	institutional_semi_public	1.1156225	0.6137	0.7294671	1.7061956
parks_recreation	landfill	3204963.4	0.9946	0	.
parks_recreation	large_stadium	0.1053747	0.0886	0.0079037	1.4048955
parks_recreation	mobile_home	1.0637326	0.8840	0.4637363	2.4400225
parks_recreation	multi_family	1.2050676	0.3544	0.8120325	1.7883374
parks_recreation	office	1.0290937	0.9372	0.5041926	2.1004551
parks_recreation	parking	2.1228142	0.0601	0.9685302	4.6527612

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
railroad	airport	1.4626842	0.7410	0.153466	13.940837
railroad	cemeteries	0.2242115	0.2258	0.0199447	2.5205042
railroad	commercial	1.288692	0.4353	0.6814511	2.4370453
railroad	communication	0.7828185	0.7203	0.2048804	2.9910371
railroad	education	0.8879067	0.7495	0.4279993	1.8420081
railroad	farmland	0.4994243	0.1934	0.1754172	1.4218939
railroad	flood_control	1.5692e-7	0.9928	0	.
railroad	group_quarters	1.2932757	0.6974	0.3537136	4.7285766
railroad	hotel_motel	2.3767358	0.0999	0.8474218	6.6659522
railroad	improved_acreage	0.7988782	0.7055	0.2493012	2.5599807
railroad	industrial	1.1731618	0.6790	0.5506266	2.4995317
railroad	institutional_semi_public	1.2498314	0.5247	0.6287294	2.4845005
railroad	landfill	3590518.9	0.9945	0	.
railroad	large_stadium	0.1180512	0.1134	0.0083796	1.6630947
railroad	mobile_home	1.1916991	0.7288	0.4422188	3.2114116
railroad	multi_family	1.3500367	0.3800	0.6908043	2.6383723
railroad	office	1.1528932	0.7541	0.4732656	2.8084922
railroad	parking	2.3781877	0.0741	0.9190901	6.1536693
railroad	parks_recreation	1.1202995	0.7504	0.5564085	2.2556646
ranch_land	airport	1.2250275	0.8572	0.1343056	11.173714
ranch_land	cemeteries	0.1877817	0.1688	0.0173404	2.0335126
ranch_land	commercial	1.0793055	0.7479	0.6776293	1.719082
ranch_land	communication	0.6556263	0.5133	0.1848891	2.3248848
ranch_land	education	0.7436397	0.3192	0.4152059	1.3318694
ranch_land	farmland	0.4182779	0.0690	0.1634987	1.0700783
ranch_land	flood_control	1.3142e-7	0.9927	0	.
ranch_land	group_quarters	1.0831444	0.8978	0.3200253	3.6659654
ranch_land	hotel_motel	1.990564	0.1478	0.783546	5.0569402
ranch_land	improved_acreage	0.6690765	0.4599	0.2304869	1.9422506
ranch_land	industrial	0.9825466	0.9552	0.5315618	1.8161536
ranch_land	institutional_semi_public	1.0467589	0.8666	0.6142275	1.7838736
ranch_land	landfill	3007131.8	0.9946	0	.
ranch_land	large_stadium	0.0988703	0.0821	0.0072784	1.3430686
ranch_land	mobile_home	0.9980719	0.9965	0.4188386	2.3783569
ranch_land	multi_family	1.1306829	0.6377	0.6782103	1.8850257
ranch_land	office	0.9655712	0.9297	0.4432749	2.1032724
ranch_land	parking	1.99178	0.1123	0.8508533	4.6625987
ranch_land	parks_recreation	0.9382734	0.8203	0.5415604	1.6255933



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
ranch_land	railroad	0.8375201	0.6536	0.386069	1.8168772
residential_acreage	airport	1.2328392	0.8621	0.1162194	13.077788
residential_acreage	cemeteries	0.1889791	0.1977	0.0149738	2.3850437
residential_acreage	commercial	1.086188	0.8684	0.4084581	2.8884339
residential_acreage	communication	0.659807	0.5942	0.1429354	3.0457491
residential_acreage	education	0.7483817	0.5847	0.2646447	2.1163288
residential_acreage	farmland	0.4209452	0.1795	0.1189838	1.4892352
residential_acreage	flood_control	1.3226e-7	0.9927	0	.
residential_acreage	group_quarters	1.0900514	0.9099	0.2449656	4.8505265
residential_acreage	hotel_motel	2.0032574	0.2823	0.5644588	7.1095364
residential_acreage	improved_acreage	0.6733431	0.5702	0.1719189	2.6372368
residential_acreage	industrial	0.9888121	0.9834	0.3430649	2.8500422
residential_acreage	institutional_semi_public	1.0534338	0.9198	0.3826259	2.9002815
residential_acreage	landfill	3026307.6	0.9946	0	.
residential_acreage	large_stadium	0.0995007	0.0998	0.0063722	1.5536771
residential_acreage	mobile_home	1.0044364	0.9943	0.2962246	3.4058364
residential_acreage	multi_family	1.137893	0.8002	0.418405	3.0946105
residential_acreage	office	0.9717285	0.9613	0.304942	3.0965112
residential_acreage	parking	2.0044811	0.2609	0.5963101	6.7380113
residential_acreage	parks_recreation	0.9442565	0.9121	0.3409432	2.6151582
residential_acreage	railroad	0.8428608	0.7716	0.2657244	2.6735008
residential_acreage	ranch_land	1.0063768	0.9905	0.3547518	2.8549371
retail	airport	1.1445952	0.9041	0.1273584	10.286708
retail	cemeteries	0.1754524	0.1489	0.0165089	1.8646685
retail	commercial	1.008441	0.9641	0.6994543	1.453924
retail	communication	0.6125795	0.4383	0.1773731	2.1156173
retail	education	0.6948142	0.1653	0.4154314	1.1620853
retail	farmland	0.3908149	0.0447*	0.1562	0.977825
retail	flood_control	1.2279e-7	0.9926	0	.
retail	group_quarters	1.0120279	0.9842	0.3106365	3.2971024
retail	hotel_motel	1.8598686	0.1709	0.7652406	4.5202923
retail	improved_acreage	0.6251466	0.3770	0.220464	1.7726627
retail	industrial	0.9180351	0.7628	0.5268264	1.599746
retail	institutional_semi_public	0.9780313	0.9231	0.6228849	1.5356694
retail	landfill	2809691.1	0.9946	0	.
retail	large_stadium	0.0923787	0.0717	0.0069137	1.2343392
retail	mobile_home	0.932541	0.8710	0.4012723	2.1671887
retail	multi_family	1.0564451	0.7984	0.6932323	1.6099599

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
retail	office	0.9021743	0.7805	0.4374223	1.8607152
retail	parking	1.8610047	0.1270	0.8380233	4.1327473
retail	parks_recreation	0.8766687	0.5906	0.5426952	1.4161688
retail	railroad	0.7825307	0.5041	0.3811013	1.6068019
retail	ranch_land	0.9343425	0.8167	0.5261804	1.6591191
retail	residential_acreage	0.9284222	0.8881	0.3298207	2.6134436
runway	airport	0.1854072	0.2759	0.0089441	3.8434019
runway	cemeteries	0.0284206	0.0270*	0.001212	0.6664645
runway	commercial	0.1633522	0.0939	0.0196102	1.360716
runway	communication	0.0992286	0.0625	0.0087316	1.1276618
runway	education	0.1125494	0.0465*	0.0131026	0.966784
runway	farmland	0.0633061	0.0177*	0.0064778	0.6186779
runway	flood_control	1.9891e-8	0.9918	0	.
runway	group_quarters	0.1639332	0.1392	0.0149219	1.8009889
runway	hotel_motel	0.3012706	0.3004	0.0311	2.9184522
runway	improved_acreage	0.1012643	0.0546	0.0098004	1.0463287
runway	industrial	0.1487078	0.0837	0.0171557	1.289017
runway	institutional_semi_public	0.1584263	0.0909	0.0187179	1.3409025
runway	landfill	455127.55	0.9953	0	.
runway	large_stadium	0.014964	0.0132*	0.0005394	0.4151643
runway	mobile_home	0.1510576	0.1000	0.0158826	1.4366876
runway	multi_family	0.1711282	0.1044	0.0203185	1.4412878
runway	office	0.1461386	0.0876	0.0160866	1.327593
runway	parking	0.3014547	0.2929	0.0322686	2.8162053
runway	parks_recreation	0.1420071	0.0741	0.0166709	1.2096548
runway	railroad	0.1267582	0.0661	0.014008	1.1470353
runway	ranch_land	0.1513494	0.0875	0.0173486	1.3203735
runway	residential_acreage	0.1503904	0.1109	0.0146413	1.5447552
runway	retail	0.1619849	0.0967	0.018914	1.3872835
single_family	airport	1.0506517	0.9644	0.1199185	9.2051594
single_family	cemeteries	0.161052	0.1268	0.0154521	1.6785926
single_family	commercial	0.9256724	0.4355	0.7623484	1.1239867
single_family	communication	0.5623015	0.3446	0.1704013	1.8555195
single_family	education	0.6377867	0.0250*	0.4304062	0.9450885
single_family	farmland	0.3587384	0.0183*	0.1530591	0.8408078
single_family	flood_control	1.1272e-7	0.9926	0	.
single_family	group_quarters	0.9289649	0.8996	0.29585	2.9169367
single_family	hotel_motel	1.7072184	0.2092	0.7408537	3.9341029

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
single_family	improved_acreage	0.5738372	0.2719	0.213052	1.5455809
single_family	industrial	0.8426866	0.4646	0.5326284	1.3332386
single_family	institutional_semi_public	0.8977586	0.5117	0.6505265	1.2389513
single_family	landfill	2579083.5	0.9947	0	.
single_family	large_stadium	0.0847966	0.0603	0.0064637	1.1124306
single_family	mobile_home	0.856002	0.6930	0.3956006	1.8522204
single_family	multi_family	0.9697365	0.8244	0.7392	1.2721712
single_family	office	0.8281276	0.5722	0.4304505	1.5932036
single_family	parking	1.7082613	0.1535	0.8188852	3.5635723
single_family	parks_recreation	0.8047154	0.2246	0.5667125	1.1426727
single_family	railroad	0.7183038	0.3161	0.3761603	1.3716503
single_family	ranch_land	0.8576556	0.5224	0.5357664	1.3729363
single_family	residential_acreage	0.8522212	0.7488	0.3202379	2.2679418
single_family	retail	0.9179242	0.6677	0.6208837	1.3570735
single_family	runway	5.6667268	0.1094	0.6776316	47.388279
small_water_bodies	airport	1.4777579	0.8097	0.061555	35.476704
small_water_bodies	cemeteries	0.2265221	0.3778	0.0083544	6.1419505
small_water_bodies	commercial	1.3019726	0.8246	0.126268	13.424882
small_water_bodies	communication	0.7908858	0.8604	0.0579339	10.796786
small_water_bodies	education	0.897057	0.9281	0.08476	9.4940012
small_water_bodies	farmland	0.5045712	0.5891	0.0421609	6.0385871
small_water_bodies	flood_control	1.5854e-7	0.9928	0	.
small_water_bodies	group_quarters	1.3066035	0.8395	0.0982196	17.381589
small_water_bodies	hotel_motel	2.4012292	0.4868	0.2033134	28.359668
small_water_bodies	improved_acreage	0.807111	0.8681	0.0643842	10.117826
small_water_bodies	industrial	1.1852518	0.8882	0.110787	12.68039
small_water_bodies	institutional_semi_public	1.2627115	0.8455	0.1208541	13.193101
small_water_bodies	landfill	3627520.9	0.9945	0	.
small_water_bodies	large_stadium	0.1192678	0.2304	0.0036925	3.8523483
small_water_bodies	mobile_home	1.2039801	0.8821	0.1034955	14.006099
small_water_bodies	multi_family	1.3639495	0.7950	0.1312522	14.173917
small_water_bodies	office	1.1647743	0.9015	0.104006	13.044429
small_water_bodies	parking	2.402696	0.4811	0.2097609	27.521568
small_water_bodies	parks_recreation	1.1318447	0.9178	0.1076913	11.895785
small_water_bodies	railroad	1.0103055	0.9934	0.0905518	11.272191
small_water_bodies	ranch_land	1.2063059	0.8770	0.1121179	12.978963
small_water_bodies	residential_acreage	1.1986623	0.8882	0.0959122	14.980271
small_water_bodies	retail	1.2910746	0.8317	0.1224379	13.614032

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
small_water_bodies	runway	7.9703392	0.1965	0.3415273	186.00651
small_water_bodies	single_family	1.4065155	0.7747	0.1360543	14.540418
timberland	airport	1.6459469	0.7478	0.078952	34.313791
timberland	cemeteries	0.2523034	0.3934	0.0106763	5.9624784
timberland	commercial	1.4501549	0.7320	0.1728693	12.164965
timberland	communication	0.8808995	0.9187	0.0771875	10.053234
timberland	education	0.9991543	0.9994	0.1157748	8.6228578
timberland	farmland	0.5619982	0.6206	0.0574031	5.5021803
timberland	flood_control	1.7658e-7	0.9928	0	.
timberland	group_quarters	1.4553129	0.7595	0.1316828	16.083621
timberland	hotel_motel	2.6745219	0.3963	0.2754303	25.97052
timberland	improved_acreage	0.8989712	0.9283	0.0883663	9.1454495
timberland	industrial	1.3201497	0.8016	0.151311	11.517967
timberland	institutional_semi_public	1.4064253	0.7551	0.1649381	11.99257
timberland	landfill	4040382.4	0.9945	0	.
timberland	large_stadium	0.1328421	0.2342	0.0047741	3.6964421
timberland	mobile_home	1.3410095	0.7982	0.1413979	12.718053
timberland	multi_family	1.5191856	0.7014	0.1791636	12.881662
timberland	office	1.2973415	0.8179	0.1415488	11.890565
timberland	parking	2.6761557	0.3906	0.2828338	25.321618
timberland	parks_recreation	1.2606641	0.8325	0.1473964	10.782311
timberland	railroad	1.1252921	0.9168	0.122971	10.297407
timberland	ranch_land	1.3436	0.7886	0.1550782	11.64097
timberland	residential_acreage	1.3350865	0.8059	0.1331126	13.390584
timberland	retail	1.4380166	0.7410	0.1667539	12.400863
timberland	runway	8.8774728	0.1531	0.4438645	177.5531
timberland	single_family	1.5665962	0.6796	0.1861378	13.184983
timberland	small_water_bodies	1.1138137	0.9466	0.0474397	26.150677
transit	airport	1.8149258	0.6260	0.165162	19.943792
transit	cemeteries	0.2782058	0.3261	0.0216412	3.5764449
transit	commercial	1.5990331	0.3751	0.5666854	4.5120394
transit	communication	0.9713358	0.9710	0.2020769	4.6689808
transit	education	1.1017311	0.8627	0.3675108	3.3027915
transit	farmland	0.619695	0.4794	0.1645169	2.3342405
transit	flood_control	1.9471e-7	0.9929	0	.
transit	group_quarters	1.6047205	0.5438	0.3486037	7.3869794
transit	hotel_motel	2.949098	0.1070	0.791798	10.984088
transit	improved_acreage	0.9912629	0.9904	0.2387307	4.1159444

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
transit	industrial	1.455681	0.5098	0.4765898	4.4461867
transit	institutional_semi_public	1.550814	0.4204	0.5333707	4.509104
transit	landfill	4455182.7	0.9945	0	.
transit	large_stadium	0.1464801	0.1745	0.0091553	2.3436104
transit	mobile_home	1.4786824	0.5511	0.4086449	5.3506155
transit	multi_family	1.6751506	0.3388	0.5820321	4.8212624
transit	office	1.4305313	0.5624	0.4259964	4.8038426
transit	parking	2.9508995	0.0898	0.8452108	10.302528
transit	parks_recreation	1.3900885	0.5499	0.4722037	4.092187
transit	railroad	1.2408186	0.7256	0.3719713	4.139112
transit	ranch_land	1.4815389	0.4949	0.4791344	4.5810894
transit	residential_acreage	1.4721513	0.5935	0.3557924	6.0912762
transit	retail	1.5856486	0.4071	0.533121	4.7161555
transit	runway	9.7888663	0.0580	0.9256064	103.52338
transit	single_family	1.7274287	0.3062	0.6062077	4.9224213
transit	small_water_bodies	1.2281618	0.8745	0.0959413	15.721926
transit	timberland	1.1026636	0.9355	0.1034063	11.758157
under_construction	airport	0.2889654	0.4354	0.0127627	6.5425858
under_construction	cemeteries	0.0442948	0.0595	0.0017307	1.1336582
under_construction	commercial	0.2545918	0.2330	0.0268782	2.4115091
under_construction	communication	0.1546523	0.1502	0.0121631	1.9663776
under_construction	education	0.1754133	0.1338	0.0180278	1.7067958
under_construction	farmland	0.0986654	0.0583	0.0089728	1.0849275
under_construction	flood_control	3.1001e-8	0.9920	0	.
under_construction	group_quarters	0.2554973	0.2867	0.0207573	3.1448632
under_construction	hotel_motel	0.4695439	0.5353	0.0430242	5.1243633
under_construction	improved_acreage	0.157825	0.1394	0.0136459	1.8253593
under_construction	industrial	0.2317678	0.2101	0.0235509	2.2808567
under_construction	institutional_semi_public	0.2469145	0.2259	0.0256665	2.3753475
under_construction	landfill	709336.79	0.9951	0	.
under_construction	large_stadium	0.023322	0.0308*	0.0007699	0.7064867
under_construction	mobile_home	0.23543	0.2321	0.0219552	2.5245601
under_construction	multi_family	0.2667109	0.2508	0.0279509	2.5449923
under_construction	office	0.2277636	0.2137	0.0221119	2.3460748
under_construction	parking	0.4698307	0.5303	0.0443894	4.9728244
under_construction	parks_recreation	0.2213245	0.1928	0.0228765	2.1412604
under_construction	railroad	0.1975583	0.1732	0.019149	2.038189
under_construction	ranch_land	0.2358848	0.2164	0.023884	2.329659

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
under_construction	residential_acreage	0.2343902	0.2441	0.0204034	2.6926245
under_construction	retail	0.2524608	0.2355	0.0259771	2.453558
under_construction	runway	1.5585451	0.7780	0.0713088	34.064012
under_construction	single_family	0.2750344	0.2611	0.0289485	2.6130511
under_construction	small_water_bodies	0.1955431	0.3232	0.0076744	4.9824044
under_construction	timberland	0.1755618	0.2675	0.0081059	3.802421
under_construction	transit	0.1592161	0.1448	0.0134678	1.8822494
utilities	airport	0.918649	0.9394	0.1028798	8.2029319
utilities	cemeteries	0.1408176	0.1156	0.012249	1.6188704
utilities	commercial	0.809372	0.5626	0.3955499	1.6561326
utilities	communication	0.4916546	0.3118	0.1242281	1.9458094
utilities	education	0.557656	0.1509	0.2513651	1.2371655
utilities	farmland	0.3136669	0.0382*	0.1048144	0.938678
utilities	flood_control	9.8554e-8	0.9925	0	.
utilities	group_quarters	0.8122508	0.7600	0.2138706	3.0848157
utilities	hotel_motel	1.4927255	0.4668	0.507482	4.3907553
utilities	improved_acreage	0.501741	0.2642	0.1495019	1.6838853
utilities	industrial	0.7368125	0.4683	0.3227717	1.6819707
utilities	institutional_semi_public	0.7849653	0.5327	0.3668558	1.6795985
utilities	landfill	2255050.4	0.9947	0	.
utilities	large_stadium	0.0741429	0.0560	0.0051406	1.0693689
utilities	mobile_home	0.7484549	0.5843	0.2650718	2.1133319
utilities	multi_family	0.8479	0.6637	0.4030349	1.7838016
utilities	office	0.7240826	0.5046	0.2805114	1.8690709
utilities	parking	1.4936373	0.4351	0.545363	4.090766
utilities	parks_recreation	0.7036119	0.3712	0.3256124	1.5204264
utilities	railroad	0.628057	0.3318	0.2454901	1.6068084
utilities	ranch_land	0.7499008	0.4996	0.3251709	1.7294021
utilities	residential_acreage	0.7451491	0.6305	0.2247791	2.4701909
utilities	retail	0.8025973	0.5860	0.3637403	1.7709402
utilities	runway	4.9547659	0.1603	0.5307144	46.257845
utilities	single_family	0.8743612	0.7149	0.4254575	1.7969067
utilities	small_water_bodies	0.6216506	0.7019	0.0544799	7.0934328
utilities	timberland	0.558128	0.6101	0.0593355	5.2499274
utilities	transit	0.5061634	0.2857	0.1450233	1.766622
utilities	under_construction	3.179097	0.3363	0.3008767	33.590693
vacant	airport	1.2063266	0.8651	0.1386265	10.497446
vacant	cemeteries	0.184915	0.1583	0.0177299	1.9285827

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
vacant	commercial	1.0628291	0.5645	0.8638764	1.3076011
vacant	communication	0.6456177	0.4740	0.194899	2.1386573
vacant	education	0.7322875	0.1383	0.4850085	1.1056405
vacant	farmland	0.4118926	0.0431*	0.17438	0.9729072
vacant	flood_control	1.2942e-7	0.9927	0	.
vacant	group_quarters	1.0666094	0.9121	0.3392922	3.3530269
vacant	hotel_motel	1.9601767	0.1145	0.8498382	4.5212046
vacant	improved_acreage	0.6588626	0.4111	0.2436086	1.7819562
vacant	industrial	0.9675474	0.8888	0.6092415	1.5365794
vacant	institutional_semi_public	1.0307794	0.8579	0.7397179	1.4363667
vacant	landfill	2961225.8	0.9946	0	.
vacant	large_stadium	0.0973609	0.0763	0.0074081	1.2795617
vacant	mobile_home	0.9828357	0.9655	0.4485598	2.1534831
vacant	multi_family	1.1134222	0.4696	0.832133	1.4897968
vacant	office	0.9508311	0.8806	0.4925481	1.8355157
vacant	parking	1.9613741	0.0738	0.9373233	4.1042276
vacant	parks_recreation	0.92395	0.6669	0.6445043	1.3245584
vacant	railroad	0.8247348	0.5608	0.4308672	1.5786476
vacant	ranch_land	0.9847343	0.9497	0.6108261	1.587525
vacant	residential_acreage	0.9784947	0.9655	0.3657603	2.6177029
vacant	retail	1.0539329	0.7943	0.7100712	1.5643142
vacant	runway	6.5063648	0.0841	0.776984	54.483469
vacant	single_family	1.1481698	0.2413	0.9112286	1.4467214
vacant	small_water_bodies	0.8163222	0.8649	0.0788486	8.4514159
vacant	timberland	0.7329073	0.7749	0.0870901	6.1677893
vacant	transit	0.6646699	0.4446	0.2332301	1.8942073
vacant	under_construction	4.1746402	0.2138	0.4386146	39.733337
vacant	utilities	1.3131528	0.4601	0.6373499	2.7055315
water	airport	2.5303577	0.5058	0.1642484	38.98187
water	cemeteries	0.3878727	0.5303	0.020147	7.4673683
water	commercial	2.2293614	0.3864	0.3633123	13.679834
water	communication	1.35423	0.7829	0.1565765	11.712736
water	education	1.5360263	0.6483	0.2429779	9.7102542
water	farmland	0.8639747	0.8857	0.1176412	6.3451588
water	flood_control	2.7146e-7	0.9930	0	.
water	group_quarters	2.2372909	0.4597	0.2646114	18.916305
water	hotel_motel	4.1116131	0.1628	0.5647303	29.935283
water	improved_acreage	1.3820122	0.7579	0.1765624	10.817465

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
water	industrial	2.029501	0.4553	0.3164982	13.013893
water	institutional_semi_public	2.1621348	0.4097	0.3457315	13.521551
water	landfill	6211386.6	0.9943	0	.
water	large_stadium	0.2042217	0.3221	0.0087974	4.7407541
water	mobile_home	2.0615693	0.4710	0.2883061	14.741512
water	multi_family	2.3354841	0.3629	0.3756767	14.519094
water	office	1.9944374	0.4812	0.2921192	13.616978
water	parking	4.1141248	0.1551	0.585411	28.913058
water	parks_recreation	1.9380523	0.4784	0.3109891	12.077744
water	railroad	1.7299412	0.5744	0.2554948	11.713334
water	ranch_land	2.0655518	0.4457	0.3201126	13.328137
water	residential_acreage	2.0524638	0.4918	0.2642601	15.941139
water	retail	2.2107009	0.3993	0.3494472	13.985513
water	runway	13.647573	0.0660	0.8416698	221.29374
water	single_family	2.4083697	0.3435	0.3907125	14.845303
water	small_water_bodies	1.7122952	0.7207	0.0897981	32.650504
water	timberland	1.5373264	0.7625	0.0945083	25.007048
water	transit	1.3941935	0.7548	0.1732481	11.219605
water	under_construction	8.7566114	0.1409	0.4874633	157.30054
water	utilities	2.7544335	0.3019	0.4023031	18.858676
water	vacant	2.0975727	0.4241	0.3410682	12.900092
airport	cemeteries	0.1532877	0.2493	0.0063087	3.724529
airport	commercial	0.881046	0.9089	0.1006812	7.7099008
cemeteries	commercial	5.747662	0.1430	0.5534627	59.688975
airport	communication	0.5351931	0.6200	0.0452167	6.3346399
cemeteries	communication	3.4914286	0.3493	0.2546043	47.878502
commercial	communication	0.607452	0.4123	0.1845084	1.9998977
airport	education	0.6070392	0.6559	0.0675748	5.453164
cemeteries	education	3.9601295	0.2543	0.3715346	42.2104
commercial	education	0.6889983	0.0608	0.4667728	1.0170231
communication	education	1.1342433	0.8422	0.3281259	3.9207749
airport	farmland	0.3414437	0.3639	0.0335732	3.4725298
cemeteries	farmland	2.2274696	0.5274	0.1858079	26.702964
commercial	farmland	0.3875436	0.0287*	0.1657553	0.9060948
communication	farmland	0.6379823	0.5439	0.1494262	2.723896
education	farmland	0.5624739	0.2200	0.2242597	1.4107613
airport	flood_control	1.0728e-7	0.9926	0	.
cemeteries	flood_control	6.9987e-7	0.9934	0	.



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
commercial	flood_control	1.2177e-7	0.9926	0	.
communication	flood_control	2.0045e-7	0.9929	0	.
education	flood_control	1.7673e-7	0.9928	0	.
farmland	flood_control	3.142e-7	0.9931	0	.
airport	group_quarters	0.8841797	0.9213	0.0769457	10.160073
cemeteries	group_quarters	5.7681055	0.1857	0.4305486	77.275926
commercial	group_quarters	1.0035568	0.9951	0.3224419	3.1234349
communication	group_quarters	1.652076	0.5488	0.3200723	8.5273072
education	group_quarters	1.4565446	0.5352	0.4436433	4.7820455
farmland	group_quarters	2.5895327	0.1876	0.6288562	10.663295
flood_control	group_quarters	8241653.2	0.9926	0	.
airport	hotel_motel	1.6249138	0.6809	0.1607046	16.4298
cemeteries	hotel_motel	10.600418	0.0616	0.8915294	126.04056
commercial	hotel_motel	1.8443008	0.1450	0.8097187	4.2007741
communication	hotel_motel	3.0361262	0.1312	0.7178536	12.841145
education	hotel_motel	2.6767856	0.0324*	1.0859048	6.5983511
farmland	hotel_motel	4.7589506	0.0095*	1.464936	15.459796
flood_control	hotel_motel	15146215	0.9924	0	.
group_quarters	hotel_motel	1.8377642	0.3918	0.4564294	7.3995612
airport	improved_acreage	0.5461727	0.6181	0.0506611	5.8882433
cemeteries	improved_acreage	3.5630558	0.3260	0.2822429	44.980293
commercial	improved_acreage	0.6199139	0.3430	0.2307295	1.6655575
communication	improved_acreage	1.0205152	0.9793	0.219661	4.7411738
education	improved_acreage	0.8997321	0.8436	0.314952	2.5702899
farmland	improved_acreage	1.599598	0.4741	0.4419969	5.7889851
flood_control	improved_acreage	5091007.9	0.9929	0	.
group_quarters	improved_acreage	0.6177168	0.5269	0.1389283	2.7465545
hotel_motel	improved_acreage	0.3361241	0.0947	0.0935762	1.2073515
airport	industrial	0.8020609	0.8447	0.0882735	7.2875996
cemeteries	industrial	5.2323887	0.1722	0.4863045	56.297841
commercial	industrial	0.9103508	0.6773	0.5849377	1.4167981
communication	industrial	1.4986383	0.5291	0.4251809	5.2822612
education	industrial	1.3212671	0.3364	0.7487314	2.3316061
farmland	industrial	2.3490281	0.0746	0.9186844	6.0063423
flood_control	industrial	7476204	0.9927	0	.
group_quarters	industrial	0.9071243	0.8746	0.2704613	3.0424851
hotel_motel	industrial	0.4936021	0.1331	0.1964309	1.2403499
improved_acreage	industrial	1.4685116	0.4815	0.5037907	4.2805993

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
airport	institutional_semi_public	0.8544779	0.8878	0.0961647	7.5925235
cemeteries	institutional_semi_public	5.5743405	0.1527	0.5290844	58.730276
commercial	institutional_semi_public	0.9698449	0.8415	0.7183749	1.3093429
communication	institutional_semi_public	1.5965787	0.4513	0.4725504	5.3942684
education	institutional_semi_public	1.4076157	0.1492	0.8845666	2.2399466
farmland	institutional_semi_public	2.5025439	0.0430*	1.0295197	6.083153
flood_control	institutional_semi_public	7964795.7	0.9927	0	.
group_quarters	institutional_semi_public	0.9664075	0.9541	0.3016969	3.0956351
hotel_motel	institutional_semi_public	0.5258605	0.1445	0.2217838	1.2468415
improved_acreage	institutional_semi_public	1.5644831	0.3902	0.5636309	4.3425715
industrial	institutional_semi_public	1.0653529	0.8090	0.6376956	1.7798098
airport	landfill	2454746.4	0.9947	0	.
cemeteries	landfill	16013981	0.9940	0	.
commercial	landfill	2786173	0.9946	0	.
communication	landfill	4586655.6	0.9945	0	.
education	landfill	4043802.2	0.9945	0	.
farmland	landfill	7189315	0.9943	0	.
flood_control	landfill	2.288e+13	0.9912	0	.
group_quarters	landfill	2776298.2	0.9946	0	.
hotel_motel	landfill	1510693.3	0.9949	0	.
improved_acreage	landfill	4494451.2	0.9945	0	.
industrial	landfill	3060548.7	0.9946	0	.
institutional_semi_public	landfill	2872802.7	0.9946	0	.
airport	large_stadium	0.0807086	0.1425	0.0027942	2.3312508
cemeteries	large_stadium	0.5265172	0.7176	0.016273	17.03555
commercial	large_stadium	0.0916055	0.0684	0.0070038	1.1981513
communication	large_stadium	0.1508028	0.1900	0.0089064	2.5533751
education	large_stadium	0.1329545	0.1267	0.009982	1.7708831
farmland	large_stadium	0.2363746	0.2959	0.0158135	3.5332458
flood_control	large_stadium	752304.56	0.9937	0	.
group_quarters	large_stadium	0.0912808	0.0944	0.0055214	1.5090665
hotel_motel	large_stadium	0.0496695	0.0292*	0.0033435	0.7378755
improved_acreage	large_stadium	0.1477712	0.1735	0.0094134	2.3196975
industrial	large_stadium	0.1006265	0.0843	0.0074211	1.3644545
institutional_semi_public	large_stadium	0.0944537	0.0737	0.0071137	1.2541282
landfill	large_stadium	3.2879e-8	0.9938	0	.
airport	mobile_home	0.8147343	0.8609	0.0824101	8.0547386
cemeteries	mobile_home	5.3150662	0.1839	0.4522426	62.46631

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
commercial	mobile_home	0.9247353	0.8429	0.4265967	2.0045523
communication	mobile_home	1.5223184	0.5595	0.3712057	6.2430446
education	mobile_home	1.3421445	0.4963	0.5749629	3.1329879
farmland	mobile_home	2.3861453	0.1273	0.7801447	7.298248
flood_control	mobile_home	7594336.3	0.9927	0	.
group_quarters	mobile_home	0.9214579	0.9064	0.2357268	3.6019855
hotel_motel	mobile_home	0.5014016	0.2273	0.1634755	1.537867
improved_acreage	mobile_home	1.4917157	0.5244	0.4354366	5.1103093
industrial	mobile_home	1.0158011	0.9720	0.4229974	2.4393809
institutional_semi_public	mobile_home	0.9534879	0.9088	0.4221947	2.1533647
landfill	mobile_home	3.319e-7	0.9946	0	.
large_stadium	mobile_home	10.094763	0.0905	0.694347	146.7627
airport	multi_family	0.9229857	0.9425	0.1044112	8.1591157
cemeteries	multi_family	6.0212637	0.1343	0.5741912	63.142066
commercial	multi_family	1.0476023	0.7200	0.8123907	1.3509147
communication	multi_family	1.7245845	0.3764	0.5154601	5.769974
education	multi_family	1.5204714	0.0592	0.9838698	2.3497349
farmland	multi_family	2.7031856	0.0260*	1.1265235	6.4865156
flood_control	multi_family	8603373.8	0.9926	0	.
group_quarters	multi_family	1.0438893	0.9419	0.3291321	3.3108432
hotel_motel	multi_family	0.5680214	0.1925	0.242607	1.3299212
improved_acreage	multi_family	1.6899156	0.3082	0.6159883	4.6361507
industrial	multi_family	1.1507677	0.5749	0.7044233	1.8799295
institutional_semi_public	multi_family	1.0801751	0.6769	0.7515514	1.5524928
landfill	multi_family	3.76e-7	0.9947	0	.
large_stadium	multi_family	11.436025	0.0641	0.8673488	150.7844
mobile_home	multi_family	1.1328671	0.7595	0.5097333	2.5177634
airport	office	0.7882037	0.8365	0.0822094	7.5571092
cemeteries	office	5.1419891	0.1851	0.4565165	57.916973
commercial	office	0.8946227	0.7331	0.4717692	1.696486
communication	office	1.4727464	0.5720	0.3845566	5.6402154
education	office	1.2984396	0.4876	0.6210743	2.7145632
farmland	office	2.3084441	0.1187	0.8071064	6.6024931
flood_control	office	7347038.2	0.9927	0	.
group_quarters	office	0.891452	0.8617	0.2448093	3.2461455
hotel_motel	office	0.4850742	0.1693	0.1728805	1.361038
improved_acreage	office	1.4431402	0.5381	0.448883	4.6396357
industrial	office	0.9827231	0.9643	0.4579902	2.1086577

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
institutional_semi_public	office	0.922439	0.8190	0.4619325	1.8420303
landfill	office	3.2109e-7	0.9946	0	.
large_stadium	office	9.7660423	0.0912	0.6939724	137.43425
mobile_home	office	0.9674365	0.9479	0.3586808	2.6093768
multi_family	office	0.8539718	0.6475	0.4341119	1.6799073
airport	parking	1.6259064	0.6762	0.1661211	15.913523
cemeteries	parking	10.606893	0.0585	0.9186253	122.47234
commercial	parking	1.8454275	0.0969	0.8952664	3.8040102
communication	parking	3.0379808	0.1157	0.7608834	12.129753
education	parking	2.6784208	0.0166*	1.1962709	5.9969175
farmland	parking	4.7618577	0.0059*	1.5679426	14.46181
flood_control	parking	15155468	0.9924	0	.
group_quarters	parking	1.8388869	0.3714	0.4835566	6.9929874
hotel_motel	parking	1.0006109	0.9991	0.3387339	2.9557777
improved_acreage	parking	2.9769091	0.0794	0.8798271	10.07242
industrial	parking	2.0271608	0.0971	0.8797827	4.6709046
institutional_semi_public	parking	1.9028068	0.0995	0.8851425	4.0904985
landfill	parking	6.6235e-7	0.9949	0	.
large_stadium	parking	20.145389	0.0273*	1.3998058	289.92357
mobile_home	parking	1.9956277	0.1970	0.6985798	5.700895
multi_family	parking	1.7615726	0.1389	0.8322238	3.7287302
office	parking	2.0627997	0.1374	0.7935656	5.3620548
airport	parks_recreation	0.7659203	0.8109	0.0862234	6.803652
cemeteries	parks_recreation	4.9966189	0.1816	0.471654	52.9333
commercial	parks_recreation	0.8693307	0.4195	0.6187723	1.2213472
communication	parks_recreation	1.4311101	0.5651	0.4220554	4.8526246
education	parks_recreation	1.2617312	0.3495	0.7752456	2.0534985
farmland	parks_recreation	2.2431816	0.0777	0.9142533	5.5037964
flood_control	parks_recreation	7139328.6	0.9927	0	.
group_quarters	parks_recreation	0.8662496	0.8110	0.2670235	2.8101956
hotel_motel	parks_recreation	0.4713606	0.0934	0.1957583	1.1349747
improved_acreage	parks_recreation	1.4023409	0.5202	0.5002978	3.9307791
industrial	parks_recreation	0.9549403	0.8655	0.5601252	1.6280484
institutional_semi_public	parks_recreation	0.8963605	0.6137	0.5860993	1.3708637
landfill	parks_recreation	3.1202e-7	0.9946	0	.
large_stadium	parks_recreation	9.4899446	0.0886	0.7117967	126.52355
mobile_home	parks_recreation	0.9400859	0.8840	0.4098323	2.156398
multi_family	parks_recreation	0.8298289	0.3544	0.5591786	1.2314779

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
office	parks_recreation	0.9717288	0.9372	0.4760873	1.9833692
parking	parks_recreation	0.4710728	0.0601	0.2149261	1.0324923
airport	railroad	0.6836746	0.7410	0.0717317	6.5160993
cemeteries	railroad	4.4600742	0.2258	0.396746	50.138529
commercial	railroad	0.7759806	0.4353	0.4103329	1.4674568
communication	railroad	1.2774353	0.7203	0.3343322	4.8808968
education	railroad	1.1262445	0.7495	0.5428858	2.3364523
farmland	railroad	2.0023053	0.1934	0.7032874	5.7006947
flood_control	railroad	6372696.3	0.9928	0	.
group_quarters	railroad	0.7732303	0.6974	0.2114801	2.8271458
hotel_motel	railroad	0.4207451	0.0999	0.1500161	1.1800499
improved_acreage	railroad	1.2517553	0.7055	0.3906279	4.0112118
industrial	railroad	0.8523973	0.6790	0.4000749	1.8161127
institutional_semi_public	railroad	0.8001079	0.5247	0.4024954	1.5905095
landfill	railroad	2.7851e-7	0.9945	0	.
large_stadium	railroad	8.4708995	0.1134	0.6012887	119.33726
mobile_home	railroad	0.839138	0.7288	0.3113895	2.2613239
multi_family	railroad	0.7407206	0.3800	0.3790216	1.4475879
office	railroad	0.867383	0.7541	0.3560629	2.1129785
parking	railroad	0.4204883	0.0741	0.1625047	1.0880326
parks_recreation	railroad	0.8926184	0.7504	0.4433283	1.7972407
airport	ranch_land	0.8163082	0.8572	0.0894958	7.4457064
cemeteries	ranch_land	5.3253338	0.1688	0.4917599	57.66875
commercial	ranch_land	0.9265217	0.7479	0.5817058	1.475733
communication	ranch_land	1.5252592	0.5133	0.4301288	5.4086485
education	ranch_land	1.3447373	0.3192	0.7508244	2.4084439
farmland	ranch_land	2.3907549	0.0690	0.934511	6.116256
flood_control	ranch_land	7609006.9	0.9927	0	.
group_quarters	ranch_land	0.9232379	0.8978	0.2727794	3.1247526
hotel_motel	ranch_land	0.5023702	0.1478	0.197748	1.2762493
improved_acreage	ranch_land	1.4945973	0.4599	0.5148666	4.3386407
industrial	ranch_land	1.0177634	0.9552	0.5506142	1.8812488
institutional_semi_public	ranch_land	0.9553298	0.8666	0.5605778	1.6280613
landfill	ranch_land	3.3254e-7	0.9946	0	.
large_stadium	ranch_land	10.114264	0.0821	0.7445636	137.39368
mobile_home	ranch_land	1.0019318	0.9965	0.4204583	2.3875547
multi_family	ranch_land	0.8844213	0.6377	0.5304968	1.474469
office	ranch_land	1.0356564	0.9297	0.4754496	2.2559366

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
parking	ranch_land	0.5020635	0.1123	0.2144727	1.1752907
parks_recreation	ranch_land	1.0657875	0.8203	0.61516	1.8465161
railroad	ranch_land	1.1940012	0.6536	0.5503949	2.5902106
airport	residential_acreage	0.8111358	0.8621	0.0764655	8.6044166
cemeteries	residential_acreage	5.2915906	0.1977	0.4192795	66.783442
commercial	residential_acreage	0.920651	0.8684	0.3462084	2.4482314
communication	residential_acreage	1.5155947	0.5942	0.3283265	6.9961683
education	residential_acreage	1.3362165	0.5847	0.4725164	3.7786515
farmland	residential_acreage	2.3756062	0.1795	0.6714856	8.4045061
flood_control	residential_acreage	7560793.5	0.9927	0	.
group_quarters	residential_acreage	0.917388	0.9099	0.2061632	4.0822064
hotel_motel	residential_acreage	0.499187	0.2823	0.1406561	1.7716086
improved_acreage	residential_acreage	1.485127	0.5702	0.3791848	5.8166956
industrial	residential_acreage	1.0113145	0.9834	0.350872	2.9149007
institutional_semi_public	residential_acreage	0.9492765	0.9198	0.3447941	2.6135188
landfill	residential_acreage	3.3044e-7	0.9946	0	.
large_stadium	residential_acreage	10.050176	0.0998	0.6436344	156.93078
mobile_home	residential_acreage	0.9955832	0.9943	0.2936136	3.375817
multi_family	residential_acreage	0.8788173	0.8002	0.3231424	2.3900289
office	residential_acreage	1.0290941	0.9613	0.3229441	3.2793126
parking	residential_acreage	0.4988822	0.2609	0.1484117	1.6769797
parks_recreation	residential_acreage	1.0590343	0.9121	0.382386	2.93304
railroad	residential_acreage	1.1864356	0.7716	0.3740414	3.7632981
ranch_land	residential_acreage	0.9936636	0.9905	0.3502704	2.818872
airport	retail	0.8736713	0.9041	0.0972128	7.8518602
cemeteries	retail	5.699552	0.1489	0.5362884	60.573556
commercial	retail	0.9916296	0.9641	0.6877939	1.4296861
communication	retail	1.6324412	0.4383	0.4726753	5.6378331
education	retail	1.4392337	0.1653	0.860522	2.4071363
farmland	retail	2.5587564	0.0447*	1.0226779	6.4020489
flood_control	retail	8143701.9	0.9926	0	.
group_quarters	retail	0.9881151	0.9842	0.3032966	3.2191965
hotel_motel	retail	0.5376724	0.1709	0.2212246	1.3067785
improved_acreage	retail	1.5996247	0.3770	0.5641231	4.5358876
industrial	retail	1.089283	0.7628	0.6250993	1.8981584
institutional_semi_public	retail	1.0224621	0.9231	0.6511818	1.605433
landfill	retail	3.5591e-7	0.9946	0	.
large_stadium	retail	10.825007	0.0717	0.8101501	144.64082

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
mobile_home	retail	1.0723389	0.8710	0.4614273	2.4920733
multi_family	retail	0.9465707	0.7984	0.6211335	1.4425179
office	retail	1.1084333	0.7805	0.5374278	2.2861201
parking	retail	0.5373441	0.1270	0.2419698	1.1932842
parks_recreation	retail	1.1406818	0.5906	0.7061305	1.8426549
railroad	retail	1.2779052	0.5041	0.6223543	2.6239745
ranch_land	retail	1.0702713	0.8167	0.6027295	1.9004889
residential_acreage	retail	1.0770962	0.8881	0.3826369	3.0319505
airport	runway	5.3935352	0.2759	0.2601862	111.80541
cemeteries	runway	35.185698	0.0270*	1.500455	825.10533
commercial	runway	6.121741	0.0939	0.7349072	50.993804
communication	runway	10.077737	0.0625	0.8867907	114.52621
education	runway	8.8849868	0.0465*	1.0343572	76.320823
farmland	runway	15.796264	0.0177*	1.6163501	154.37372
flood_control	runway	50274449	0.9918	0	.
group_quarters	runway	6.1000442	0.1392	0.5552505	67.015767
hotel_motel	runway	3.3192747	0.3004	0.3426474	32.154294
improved_acreage	runway	9.8751465	0.0546	0.9557226	102.03643
industrial	runway	6.7245957	0.0837	0.775785	58.289588
institutional_semi_public	runway	6.3120827	0.0909	0.7457664	53.424759
landfill	runway	2.1972e-6	0.9953	0	.
large_stadium	runway	66.827256	0.0132*	2.4086849	1854.0748
mobile_home	runway	6.6199925	0.1000	0.6960455	62.961831
multi_family	runway	5.8435737	0.1044	0.6938239	49.216165
office	runway	6.8428185	0.0876	0.7532429	62.163436
parking	runway	3.3172483	0.2929	0.3550878	30.989906
parks_recreation	runway	7.0419016	0.0741	0.8266821	59.984818
railroad	runway	7.8890389	0.0661	0.8718127	71.387962
ranch_land	runway	6.6072288	0.0875	0.7573614	57.64153
residential_acreage	runway	6.6493615	0.1109	0.6473518	68.299819
retail	runway	6.1734148	0.0967	0.7208332	52.87083
airport	single_family	0.9517902	0.9644	0.1086347	8.3389965
cemeteries	single_family	6.209175	0.1268	0.5957372	64.716214
commercial	single_family	1.0802958	0.4355	0.8896903	1.3117362
communication	single_family	1.7784052	0.3446	0.5389326	5.8684983
education	single_family	1.5679222	0.0250*	1.0581019	2.3233867
farmland	single_family	2.7875464	0.0183*	1.1893324	6.5334259
flood_control	single_family	8871867.4	0.9926	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
group_quarters	single_family	1.076467	0.8996	0.3428254	3.3800911
hotel_motel	single_family	0.5857481	0.2092	0.2541876	1.3497942
improved_acreage	single_family	1.7426544	0.2719	0.6470059	4.6936888
industrial	single_family	1.1866808	0.4646	0.7500533	1.8774816
institutional_semi_public	single_family	1.1138851	0.5117	0.8071342	1.5372165
landfill	single_family	3.8773e-7	0.9947	0	.
large_stadium	single_family	11.79292	0.0603	0.8989325	154.70901
mobile_home	single_family	1.1682216	0.6930	0.5398926	2.5278023
multi_family	single_family	1.0312079	0.8244	0.7860577	1.3528139
office	single_family	1.2075434	0.5722	0.6276662	2.3231474
parking	single_family	0.5853905	0.1535	0.2806173	1.2211724
parks_recreation	single_family	1.2426753	0.2246	0.8751413	1.7645631
railroad	single_family	1.3921686	0.3161	0.7290488	2.6584411
ranch_land	single_family	1.1659692	0.5224	0.7283659	1.866485
residential_acreage	single_family	1.1734043	0.7488	0.4409284	3.1226782
retail	single_family	1.0894146	0.6677	0.7368798	1.6106075
runway	single_family	0.1764687	0.1094	0.0211023	1.4757282
airport	small_water_bodies	0.6767008	0.8097	0.0281875	16.245635
cemeteries	small_water_bodies	4.4145798	0.3778	0.1628147	119.69749
commercial	small_water_bodies	0.7680653	0.8246	0.0744886	7.919664
communication	small_water_bodies	1.264405	0.8604	0.0926202	17.261038
education	small_water_bodies	1.1147564	0.9281	0.1053297	11.798023
farmland	small_water_bodies	1.981881	0.5891	0.1656017	23.718679
flood_control	small_water_bodies	6307692.5	0.9928	0	.
group_quarters	small_water_bodies	0.7653431	0.8395	0.0575321	10.181267
hotel_motel	small_water_bodies	0.4164534	0.4868	0.0352613	4.9185141
improved_acreage	small_water_bodies	1.238987	0.8681	0.0988355	15.531761
industrial	small_water_bodies	0.8437026	0.8882	0.0788619	9.0263329
institutional_semi_public	small_water_bodies	0.7919466	0.8455	0.0757972	8.2744405
landfill	small_water_bodies	2.7567e-7	0.9945	0	.
large_stadium	small_water_bodies	8.3844933	0.2304	0.2595819	270.81903
mobile_home	small_water_bodies	0.8305785	0.8821	0.0713975	9.6622565
multi_family	small_water_bodies	0.733165	0.7950	0.0705521	7.6189187
office	small_water_bodies	0.8585354	0.9015	0.0766611	9.6148277
parking	small_water_bodies	0.4161991	0.4811	0.0363351	4.7673332
parks_recreation	small_water_bodies	0.8835134	0.9178	0.0840634	9.2858012
railroad	small_water_bodies	0.9897996	0.9934	0.0887139	11.043403
ranch_land	small_water_bodies	0.8289771	0.8770	0.0770478	8.9191832



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
residential_acreage	small_water_bodies	0.8342633	0.8882	0.0667545	10.426198
retail	small_water_bodies	0.7745486	0.8317	0.0734536	8.1674045
runway	small_water_bodies	0.1254652	0.1965	0.0053762	2.9280234
single_family	small_water_bodies	0.7109769	0.7747	0.0687738	7.3500083
airport	timberland	0.607553	0.7478	0.0291428	12.665928
cemeteries	timberland	3.9634814	0.3934	0.1677155	93.665675
commercial	timberland	0.6895815	0.7320	0.0822033	5.7847162
communication	timberland	1.1352033	0.9187	0.0994705	12.955468
education	timberland	1.0008464	0.9994	0.1159708	8.6374608
farmland	timberland	1.779365	0.6206	0.1817461	17.420672
flood_control	timberland	5663148.8	0.9928	0	.
group_quarters	timberland	0.6871375	0.7595	0.0621751	7.5940088
hotel_motel	timberland	0.3738986	0.3963	0.0385052	3.6306829
improved_acreage	timberland	1.1123826	0.9283	0.109344	11.316535
industrial	timberland	0.7574899	0.8016	0.0868209	6.6089046
institutional_semi_public	timberland	0.7110225	0.7551	0.083385	6.0628794
landfill	timberland	2.475e-7	0.9945	0	.
large_stadium	timberland	7.5277342	0.2342	0.2705304	209.46548
mobile_home	timberland	0.7457069	0.7982	0.0786284	7.0722388
multi_family	timberland	0.6582474	0.7014	0.0776297	5.5814914
office	timberland	0.770807	0.8179	0.0841003	7.0647021
parking	timberland	0.3736703	0.3906	0.0394919	3.5356454
parks_recreation	timberland	0.7932327	0.8325	0.0927445	6.784425
railroad	timberland	0.8886582	0.9168	0.0971118	8.1320001
ranch_land	timberland	0.7442691	0.7886	0.0859035	6.4483581
residential_acreage	timberland	0.7490151	0.8059	0.0746793	7.5124345
retail	timberland	0.6954023	0.7410	0.0806395	5.9968629
runway	timberland	0.1126447	0.1531	0.0056321	2.2529396
single_family	timberland	0.6383266	0.6796	0.0758439	5.3723639
small_water_bodies	timberland	0.8978162	0.9466	0.0382399	21.07938
airport	transit	0.5509867	0.6260	0.0501409	6.0546631
cemeteries	transit	3.594461	0.3261	0.2796073	46.208205
commercial	transit	0.6253779	0.3751	0.2216293	1.7646476
communication	transit	1.0295101	0.9710	0.2141795	4.9486109
education	transit	0.9076625	0.8627	0.3027742	2.7210087
farmland	transit	1.613697	0.4794	0.4284049	6.0784043
flood_control	transit	5135880.7	0.9929	0	.
group_quarters	transit	0.6231615	0.5438	0.1353733	2.8685873

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
hotel_motel	transit	0.3390867	0.1070	0.0910408	1.2629484
improved_acreage	transit	1.0088141	0.9904	0.2429576	4.188821
industrial	transit	0.6869637	0.5098	0.2249118	2.0982405
institutional_semi_public	transit	0.6448226	0.4204	0.2217735	1.8748685
landfill	transit	2.2446e-7	0.9945	0	.
large_stadium	transit	6.8268637	0.1745	0.4266921	109.22646
mobile_home	transit	0.6762778	0.5511	0.1868944	2.4471126
multi_family	transit	0.5969612	0.3388	0.2074146	1.7181182
office	transit	0.699041	0.5624	0.2081667	2.3474374
parking	transit	0.3388797	0.0898	0.0970636	1.1831368
parks_recreation	transit	0.7193787	0.5499	0.2443681	2.11773
railroad	transit	0.8059196	0.7256	0.2415977	2.6883795
ranch_land	transit	0.6749738	0.4949	0.2182887	2.0870971
residential_acreage	transit	0.679278	0.5935	0.1641692	2.8106281
retail	transit	0.6306568	0.4071	0.2120371	1.8757469
runway	transit	0.1021569	0.0580	0.0096597	1.0803728
single_family	transit	0.5788951	0.3062	0.2031521	1.6495996
small_water_bodies	transit	0.814225	0.8745	0.0636054	10.423044
timberland	transit	0.9068949	0.9355	0.0850473	9.6705943
airport	under_construction	3.4606219	0.4354	0.1528448	78.35338
cemeteries	under_construction	22.575991	0.0595	0.8821001	577.79765
commercial	under_construction	3.9278563	0.2330	0.4146781	37.204896
communication	under_construction	6.4661183	0.1502	0.5085493	82.215597
education	under_construction	5.7008212	0.1338	0.5858932	55.469777
farmland	under_construction	10.135263	0.0583	0.9217206	111.44761
flood_control	under_construction	32257296	0.9920	0	.
group_quarters	under_construction	3.9139351	0.2867	0.3179789	48.175808
hotel_motel	under_construction	2.1297265	0.5353	0.1951462	23.242753
improved_acreage	under_construction	6.3361316	0.1394	0.5478373	73.281904
industrial	under_construction	4.3146623	0.2101	0.4384318	42.461138
institutional_semi_public	under_construction	4.0499841	0.2259	0.420991	38.961332
landfill	under_construction	1.4098e-6	0.9951	0	.
large_stadium	under_construction	42.877975	0.0308*	1.4154548	1298.8905
mobile_home	under_construction	4.2475464	0.2321	0.3961086	45.547232
multi_family	under_construction	3.7493775	0.2508	0.3929285	35.777073
office	under_construction	4.390517	0.2137	0.4262439	45.224437
parking	under_construction	2.1284263	0.5303	0.201093	22.527881
parks_recreation	under_construction	4.5182535	0.1928	0.4670147	43.713004

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
railroad	under_construction	5.0617971	0.1732	0.4906316	52.222051
ranch_land	under_construction	4.2393569	0.2164	0.4292474	41.868973
residential_acreage	under_construction	4.2663903	0.2441	0.3713849	49.011383
retail	under_construction	3.9610114	0.2355	0.4075714	38.495372
runway	under_construction	0.6416241	0.7780	0.0293565	14.023521
single_family	under_construction	3.6359083	0.2611	0.3826944	34.544088
small_water_bodies	under_construction	5.1139614	0.3232	0.2007063	130.30284
timberland	under_construction	5.6960001	0.2675	0.2629903	123.36734
transit	under_construction	6.2807721	0.1448	0.5312792	74.251158
airport	utilities	1.088555	0.9394	0.1219076	9.7200806
cemeteries	utilities	7.1013847	0.1156	0.6177147	81.639091
commercial	utilities	1.2355258	0.5626	0.6038164	2.5281261
communication	utilities	2.0339481	0.3118	0.513925	8.0497062
education	utilities	1.7932203	0.1509	0.8082993	3.9782778
farmland	utilities	3.188095	0.0382*	1.0653281	9.5406754
flood_control	utilities	10146685	0.9925	0	.
group_quarters	utilities	1.2311468	0.7600	0.3241685	4.6757244
hotel_motel	utilities	0.6699155	0.4668	0.2277512	1.9705132
improved_acreage	utilities	1.9930602	0.2642	0.5938647	6.6888788
industrial	utilities	1.3571975	0.4683	0.5945407	3.0981648
institutional_semi_public	utilities	1.2739417	0.5327	0.5953804	2.7258663
landfill	utilities	4.4345e-7	0.9947	0	.
large_stadium	utilities	13.48747	0.0560	0.935131	194.53087
mobile_home	utilities	1.3360858	0.5843	0.4731864	3.7725624
multi_family	utilities	1.1793844	0.6637	0.5606005	2.4811745
office	utilities	1.3810579	0.5046	0.5350252	3.564918
parking	utilities	0.6695066	0.4351	0.244453	1.833641
parks_recreation	utilities	1.421238	0.3712	0.6577102	3.0711359
railroad	utilities	1.5922122	0.3318	0.6223517	4.073484
ranch_land	utilities	1.3335098	0.4996	0.5782345	3.0753063
residential_acreage	utilities	1.3420132	0.6305	0.404827	4.4488128
retail	utilities	1.2459549	0.5860	0.5646718	2.7492138
runway	utilities	0.2018259	0.1603	0.021618	1.8842526
single_family	utilities	1.1436921	0.7149	0.5565119	2.350411
small_water_bodies	utilities	1.6086207	0.7019	0.1409755	18.355398
timberland	utilities	1.7917038	0.6101	0.1904788	16.85333
transit	utilities	1.9756466	0.2857	0.566052	6.8954427
under_construction	utilities	0.3145547	0.3363	0.0297702	3.3236204

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
airport	vacant	0.8289629	0.8651	0.0952613	7.2136303
cemeteries	vacant	5.407889	0.1583	0.5185155	56.40191
commercial	vacant	0.940885	0.5645	0.7647592	1.157573
communication	vacant	1.5489043	0.4740	0.4675831	5.1308626
education	vacant	1.3655839	0.1383	0.9044532	2.0618196
farmland	vacant	2.4278172	0.0431*	1.0278472	5.7346034
flood_control	vacant	7726964.4	0.9927	0	.
group_quarters	vacant	0.9375503	0.9121	0.298238	2.9473125
hotel_motel	vacant	0.5101581	0.1145	0.22118	1.1766945
improved_acreage	vacant	1.5177671	0.4111	0.561181	4.1049446
industrial	vacant	1.0335411	0.8888	0.6507962	1.6413853
institutional_semi_public	vacant	0.9701397	0.8579	0.696201	1.3518667
landfill	vacant	3.377e-7	0.9946	0	.
large_stadium	vacant	10.271059	0.0763	0.7815176	134.98692
mobile_home	vacant	1.0174641	0.9655	0.464364	2.2293571
multi_family	vacant	0.8981319	0.4696	0.6712325	1.201731
office	vacant	1.0517115	0.8806	0.544806	2.0302584
parking	vacant	0.5098466	0.0738	0.2436512	1.0668677
parks_recreation	vacant	1.0823097	0.6669	0.7549686	1.5515801
railroad	vacant	1.212511	0.5608	0.6334536	2.3209008
ranch_land	vacant	1.0155024	0.9497	0.6299113	1.6371272
residential_acreage	vacant	1.021978	0.9655	0.3820143	2.7340308
retail	vacant	0.948827	0.7943	0.6392577	1.4083094
runway	vacant	0.1536957	0.0841	0.0183542	1.2870278
single_family	vacant	0.8709513	0.2413	0.6912181	1.0974194
small_water_bodies	vacant	1.2250065	0.8649	0.1183234	12.682541
timberland	vacant	1.364429	0.7749	0.1621326	11.482367
transit	vacant	1.5045062	0.4446	0.5279253	4.2876121
under_construction	vacant	0.2395416	0.2138	0.0251678	2.279906
utilities	vacant	0.761526	0.4601	0.3696131	1.5689968
airport	water	0.395201	0.5058	0.025653	6.088339
cemeteries	water	2.5781652	0.5303	0.133916	49.635117
commercial	water	0.4485589	0.3864	0.0731003	2.7524527
communication	water	0.738427	0.7829	0.0853771	6.3866555
education	water	0.6510305	0.6483	0.1029839	4.1156013
farmland	water	1.1574412	0.8857	0.1576005	8.5004203
flood_control	water	3683764.7	0.9930	0	.
group_quarters	water	0.4469691	0.4597	0.0528644	3.7791262

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
hotel_motel	water	0.2432135	0.1628	0.0334054	1.7707566
improved_acreage	water	0.7235826	0.7579	0.0924431	5.6637195
industrial	water	0.492732	0.4553	0.076841	3.1595753
institutional_semi_public	water	0.4625059	0.4097	0.073956	2.8924177
landfill	water	1.6099e-7	0.9943	0	.
large_stadium	water	4.8966401	0.3221	0.2109369	113.66946
mobile_home	water	0.4850674	0.4710	0.0678356	3.4685357
multi_family	water	0.4281768	0.3629	0.0688748	2.6618629
office	water	0.5013945	0.4812	0.0734377	3.4232602
parking	water	0.2430651	0.1551	0.0345864	1.7082015
parks_recreation	water	0.515982	0.4784	0.0827969	3.2155469
railroad	water	0.5780543	0.5744	0.0853728	3.9139733
ranch_land	water	0.4841321	0.4457	0.0750292	3.1239009
residential_acreage	water	0.4872193	0.4918	0.0627308	3.7841501
retail	water	0.4523452	0.3993	0.0715026	2.8616626
runway	water	0.0732731	0.0660	0.0045189	1.1881144
single_family	water	0.4152186	0.3435	0.0673614	2.5594269
small_water_bodies	water	0.5840115	0.7207	0.0306274	11.136087
timberland	water	0.6504799	0.7625	0.0399887	10.581086
transit	water	0.7172606	0.7548	0.0891297	5.7720687
under_construction	water	0.1141994	0.1409	0.0063573	2.0514364
utilities	water	0.3630511	0.3019	0.053026	2.485688
vacant	water	0.4767415	0.4241	0.0775188	2.9319647

### Odds Ratios for Modeled Fatality Rate

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
average	above_average	1.1119879	0.2881	0.9142062	1.3525581
below_average	above_average	0.9529388	0.6790	0.7584309	1.1973304
below_average	average	0.8569687	0.1912	0.6798807	1.0801826
higher	above_average	1.0447966	0.6662	0.8561652	1.2749874
higher	average	0.9395755	0.5740	0.7560824	1.1676003
higher	below_average	1.0963942	0.4671	0.8555774	1.4049928
highest	above_average	1.1392749	0.1847	0.9396294	1.3813395
highest	average	1.0245389	0.8263	0.8250326	1.2722892
highest	below_average	1.1955383	0.1569	0.9336342	1.5309121
highest	higher	1.0904275	0.3949	0.8932546	1.3311234

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
lowest	above_average	1.0396175	0.7842	0.7872757	1.3728413
lowest	average	0.934918	0.6325	0.7095608	1.231849
lowest	below_average	1.0909593	0.5612	0.8133228	1.4633701
lowest	higher	0.995043	0.9738	0.7396406	1.3386373
lowest	highest	0.9125256	0.5504	0.6757079	1.2323416
not_applicable	above_average	3.2711963	0.4594	0.1415922	75.574275
not_applicable	average	2.9417553	0.5007	0.127215	68.025994
not_applicable	below_average	3.4327454	0.4417	0.1482197	79.50183
not_applicable	higher	3.1309409	0.4764	0.1353312	72.43557
not_applicable	highest	2.8712968	0.5102	0.1243618	66.293239
not_applicable	lowest	3.1465383	0.4752	0.1353416	73.153459
unknown	above_average	3056.6614	0.4739	8.8369e-7	1.057e+13
unknown	average	2748.8262	0.4798	7.9427e-7	9.513e+12
unknown	below_average	3207.6156	0.4713	9.2652e-7	1.11e+13
unknown	higher	2925.6044	0.4764	8.4522e-7	1.013e+13
unknown	highest	2682.9886	0.4811	7.7669e-7	9.268e+12
unknown	lowest	2940.1789	0.4761	8.4801e-7	1.019e+13
unknown	not_applicable	934.417	0.4764	6.2275e-6	1.402e+11
above_average	average	0.8992904	0.2881	0.7393398	1.0938451
above_average	below_average	1.0493853	0.6790	0.8351913	1.3185117
average	below_average	1.1669038	0.1912	0.9257694	1.4708462
above_average	higher	0.9571241	0.6662	0.7843214	1.1679989
average	higher	1.0643104	0.5740	0.8564574	1.3226071
below_average	higher	0.9120807	0.4671	0.7117474	1.1688013
above_average	highest	0.8777513	0.1847	0.723935	1.0642494
average	highest	0.9760488	0.8263	0.7859848	1.2120734
below_average	highest	0.8364433	0.1569	0.6532054	1.0710833
higher	highest	0.9170715	0.3949	0.7512452	1.1195017
above_average	lowest	0.9618922	0.7842	0.7284163	1.2702031
average	lowest	1.0696125	0.6325	0.8117878	1.4093225
below_average	lowest	0.9166244	0.5612	0.6833542	1.2295241
higher	lowest	1.0049817	0.9738	0.7470283	1.3520079
highest	lowest	1.0958596	0.5504	0.8114633	1.4799294
above_average	not_applicable	0.3056986	0.4594	0.013232	7.0625376
average	not_applicable	0.3399331	0.5007	0.0147003	7.8607104
below_average	not_applicable	0.291312	0.4417	0.0125783	6.7467396
higher	not_applicable	0.3193928	0.4764	0.0138054	7.3892802
highest	not_applicable	0.3482747	0.5102	0.0150845	8.0410554

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
lowest	not_applicable	0.3178096	0.4752	0.0136699	7.3887135
above_average	unknown	0.0003272	0.4739	9.458e-14	1131623.1
average	unknown	0.0003638	0.4798	1.051e-13	1259010.3
below_average	unknown	0.0003118	0.4713	9.005e-14	1079303.2
higher	unknown	0.0003418	0.4764	9.875e-14	1183127.2
highest	unknown	0.0003727	0.4811	1.079e-13	1287510
lowest	unknown	0.0003401	0.4761	9.81e-14	1179236.1
not_applicable	unknown	0.0010702	0.4764	7.132e-12	160576.95

### Odds Ratios for Strava

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
>75	<25	0.9222805	0.4078	0.7614818	1.1170343
25_50	<25	0.9158886	0.3697	0.7559213	1.1097081
25_50	>75	0.9930695	0.9391	0.8308703	1.1869327
50_75	<25	0.8798323	0.2551	0.7057504	1.0968536
50_75	>75	0.9539747	0.6420	0.7820934	1.1636304
50_75	25_50	0.9606324	0.6780	0.7947267	1.1611721
<25	>75	1.0842688	0.4078	0.8952276	1.313229
<25	25_50	1.0918358	0.3697	0.9011379	1.3228889
>75	25_50	1.0069789	0.9391	0.8425078	1.2035573
<25	50_75	1.1365803	0.2551	0.9116987	1.4169316
>75	50_75	1.0482458	0.6420	0.8593794	1.2786196
25_50	50_75	1.040981	0.6780	0.8611988	1.2582942

### Odds Ratios for Roadway Part

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Entrance/On-Ramp	Connector/Flyover	0.842905	0.8122	0.2058135	3.4520996
Exit/Off-Ramp	Connector/Flyover	1.1879788	0.7943	0.3255256	4.3354308
Exit/Off-Ramp	Entrance/On-Ramp	1.4093863	0.5689	0.432799	4.5895893
Others	Connector/Flyover	42358630	0.9917	0	.
Others	Entrance/On-Ramp	50253147	0.9917	0	.
Others	Exit/Off-Ramp	35656049	0.9918	0	.
Proper/Main Lane	Connector/Flyover	0.80391	0.6917	0.2733338	2.3644027
Proper/Main Lane	Entrance/On-Ramp	0.9537373	0.9220	0.3694721	2.4619312
Proper/Main Lane	Exit/Off-Ramp	0.676704	0.3209	0.3129918	1.4630679

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Proper/Main Lane	Others	1.8979e-8	0.9916	0	.
Service/Frontage Road	Connector/Flyover	0.7774141	0.6572	0.2556764	2.363819
Service/Frontage Road	Entrance/On-Ramp	0.9223033	0.8706	0.3486094	2.4401045
Service/Frontage Road	Exit/Off-Ramp	0.6544006	0.3098	0.2887233	1.4832203
Service/Frontage Road	Others	1.8353e-8	0.9916	0	.
Service/Frontage Road	Proper/Main Lane	0.9670412	0.8608	0.6648564	1.4065725
Connector/Flyover	Entrance/On-Ramp	1.1863733	0.8122	0.2896788	4.8587666
Connector/Flyover	Exit/Off-Ramp	0.8417659	0.7943	0.2306576	3.0719553
Entrance/On-Ramp	Exit/Off-Ramp	0.7095287	0.5689	0.2178844	2.3105413
Connector/Flyover	Others	2.3608e-8	0.9917	0	.
Entrance/On-Ramp	Others	1.9899e-8	0.9917	0	.
Exit/Off-Ramp	Others	2.8046e-8	0.9918	0	.
Connector/Flyover	Proper/Main Lane	1.2439204	0.6917	0.4229398	3.6585297
Entrance/On-Ramp	Proper/Main Lane	1.0485067	0.9220	0.4061852	2.7065642
Exit/Off-Ramp	Proper/Main Lane	1.477751	0.3209	0.6834953	3.1949717
Others	Proper/Main Lane	52690762	0.9916	0	.
Connector/Flyover	Service/Frontage Road	1.2863158	0.6572	0.4230442	3.9111947
Entrance/On-Ramp	Service/Frontage Road	1.084242	0.8706	0.4098185	2.86854
Exit/Off-Ramp	Service/Frontage Road	1.5281159	0.3098	0.6742087	3.4635242
Others	Service/Frontage Road	54486575	0.9916	0	.
Proper/Main Lane	Service/Frontage Road	1.0340821	0.8608	0.7109481	1.5040843

Normal approximations used for ratio confidence limits effects: Year Month Day-of-week Holiday County School Zone Rural/Urban Roadway Classification Speed Traffic Control Lane Numbers Roadway Type Weather Surface Condition Light Condition Curve Grade Hit and Run Charges Male Female Driver Age Pedestrian Age Alcohol Positive Drug Positive Driver Alcohol Pedestrian Alcohol Driver Drugs Pedestrian Drugs SUV Van Truck or Car Passenger Car Car Truck SUV Freight Truck Emergency Vehicle Crash Location Crash Group Motorist Direction Motorist Maneuver Pedestrian Position Pedestrian Direction PBCAT Intersection Pedestrian Characteristics Access Control Roadway Width Lane Width Median Type Signalized Street Parking Bike Facilities Avg Daily Traffic Avg Truck Traffic Population Density sqMi Zero Vehicle Ownership Fraction One Vehicle Ownership Fraction Bike Walk Transit Transit Stops Schools Parks Social Vulnerability Development Type Modeled Fatality Rate Strava Roadway Part

Tests and confidence intervals on odds ratios are Wald based.



**APPENDIX B**  
**PEDALCYCLIST CRASH MODEL DETAILS**

## APPENDIX B. PEDALCYCLIST CRASH MODEL DETAILS

### Contingency Table

Year	Severity	
	Fatal/Serious	Not Serious
2014	86	455
2015	93	511
2016	81	495
2017	93	563
2018	80	501

Month	Fatal/Serious	Not Serious
1	30	123
2	17	134
3	41	225
4	44	245
5	38	276
6	41	229
7	33	214
8	49	245
9	38	282
10	35	253
11	29	172
12	38	127

Day-of-week	Fatal/Serious	Not Serious
0	75	378
1	69	390
2	68	361
3	54	433
4	54	403
5	70	308
6	43	252

Holiday	Fatal/Serious	Not Serious
False	421	2461
True	12	64

County	Fatal/Serious	Not Serious
Collin	51	314
Dallas	179	1018
Denton	45	288
Ellis	13	25
Hood	2	11
Hunt	5	14
Johnson	8	35
Kaufman	3	23
Parker	2	10
Rockwall	1	16
Tarrant	122	768
Van Zandt	0	1
Wise	2	2

<b>School Zone</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
False	431	2499
True	2	26

<b>Rural/Urban</b>		
rural	9	12
unknown	311	2078
urban	113	435

<b>Roadway Classification</b>		
off-system	303	2002
on-system	130	523

<b>Speed</b>		
59+	19	20
51-58	14	22
43-50	62	286
33-42	167	1004
24-32	145	981
1-23	6	102
unknown	20	110

<b>Traffic Control</b>		
BIKE LANE	1	11
CENTER STRIPE DIVIDER	33	87
CROSSWALK PRESENT	11	129
FLAGMAN	0	1
FLASHING RED LIGHT	0	3
FLASHING YELLOW LIGHT	1	3
INOPERATIVE	0	2
MARKED LANES	129	438
NO PASSING ZONE	5	3
NONE	101	531
OFFICER	0	1
OTHER EXPLAIN IN NARRATIVE	4	46
RR GATESIGNAL	1	3
SIGNAL LIGHT	68	567
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	0	5
STOP SIGN	76	677
WARNING SIGN	0	3
YIELD SIGN	3	15

<b>Lane Numbers</b>		
2-4	69	212
4+	53	235
unknown	311	2078

<b>Roadway Type</b>		
2-lane 2-way	28	57
4 or more lanes divided 4	78	283
or more lanes undivided	16	106
unknown	311	2079

<b>Weather</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
adverse	27	71
clear cloudy	406	2452
unknown	0	2

<b>Surface Condition</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
dry	387	2386
other	46	137
unknown	0	2

<b>Light Condition</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
dark lighted	81	381
dark not lighted	69	144
dark unknown lighting	5	13
dawn	6	25
daylight	257	1905
dusk	15	55
unknown	0	2

<b>Curve</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
grade	370	2262
level	27	90
unknown	36	173

<b>Grade</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
curve	300	1960
straight	130	523
unknown	3	42

<b>Hit and Run</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
False	356	2131
True	77	394

<b>Charges</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
False	340	2028
True	93	497

<b>Male</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
0	32	211
1	401	2314

<b>Female</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
0	196	1093
1	237	1432

<b>Driver Age</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
driver_16_25	87	392
driver_26_60	229	1373
driver_<16	1	5
driver_>60	50	377
unknown	66	378

<b>Pedalcyclist Age</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
pedalcyclist_16_25	64	518

<b>Pedalcyclist Age</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
pedalcyclist_26_60	241	1066
pedalcyclist_<16	76	699
pedalcyclist_>60	47	174
unknown	5	68

<b>Driver Alcohol</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
negative	430	2518
positive	3	7

<b>Pedalcyclist Alcohol</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
negative	431	2525
positive	2	0

<b>Driver Drugs</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
negative	430	2524
positive	3	1

<b>Pedalcyclist Drugs</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
negative	425	2525
positive	8	0

<b>SUV Van Truck or Car</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
Both	5	19
car	183	1199
Others	57	247
SUV_Van_Truck	188	1060

<b>Passenger Car</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
0	245	1307
1	188	1218

<b>Car Truck SUV</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
0	240	1446
1	193	1079

<b>Freight Truck</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
0	426	2495
1	7	30

<b>Emergency Vehicle</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
0	433	2515
1	0	10

<b>Crash Location</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
intersection	180	1360
intersection_related	30	293
non_intersection	221	858
non_roadway	2	14

<b>Crash Group</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
backing_vehicle	1	15
bicyclist_failed_to_yield_midblock	49	229
bicyclist_failed_to_yield_sign_controlled_intersection	32	207

<b>Crash Group</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
bicyclist_failed_to_yield_signalized_intersection	25	209
bicyclist_left_turn_merge	13	49
bicyclist_overtaking_motorist	3	26
bicyclist_right_turn_merge	3	10
crossing_paths_other_circumstances	25	131
crossing_roadway_vehicle_not_turning	0	1
head_on	17	46
insufficient_details	7	8
loss_of_control_turning_error	21	88
motorist_failed_to_yield_midblock	12	131
motorist_failed_to_yield_sign_controlled_intersection	35	415
motorist_failed_to_yield_signalized_intersection	14	178
motorist_left_turn_merge	39	260
motorist_overtaking_bicyclist	109	300
motorist_right_turn_merge	14	149
non_roadway	2	13
other_unusual_circumstances	2	5
parallel_paths_other_circumstances	10	53
parking_bus_related	0	2

#### **Bicyclist Position**

bike_lane_paved_shoulder	27	87
driveway_alley	26	122
multi_use_path	1	11
non_roadway	9	47
other	7	38
sidewalk_crosswalk_driveway_crossing	89	1008
travel_lane	249	1118
unknown	25	94

#### **Bicyclist Direction**

facing_traffic	66	807
not_applicable	62	276
unknown	21	125
with_traffic	284	1317

#### **Access Control**

full_access_control	40	117
no_access_control	391	2397
other	2	11

#### **Roadway Width**

<20	3	7
20_29	207	1307
30_39	10	72
40_49	85	474
50_59	19	76
60_69	58	354
70_79	27	146
80+	24	83
not_applicable	0	6

<b>Lane Width</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
<=9	21	83
10_15	397	2312
16+	15	124
not_applicable	0	6

<b>Median Type</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
barrier	31	91
none	343	2168
unknown	0	6
unprotected_curbed	59	260

<b>Signalized</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
not_applicable	358	1873
within_20m	75	652

<b>Street Parking</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
diagonal_parking	0	4
none	432	2513
parallel_parking	1	8

<b>Bike Facilities</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
False	396	2217
True	37	308

<b>Avg Daily Traffic</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
<9000	212	1473
9000_15000	56	290
15000+	165	756
not_applicable	0	6

<b>Avg Truck Traffic</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
<5	341	2176
5_10	59	235
10+	33	108
N/A	0	6

<b>Population Density sqMi</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
>75_percentile	83	603
25_50_percentile	122	649
50_75_percentile	101	660
below_25_percentile	127	613

<b>Zero Vehicle Ownership Fraction</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
>75_percentile	85	473
25_50_percentile	136	732
50_75_percentile	97	540
below_25_percentile	115	780

<b>One Vehicle Ownership Fraction</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
>75_percentile	84	488
25_50_percentile	127	712
50_75_percentile	91	535
below_25_percentile	131	790

<b>Bike Walk Transit</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
>75_percentile	80	459
50_75_percentile	96	605
below_50_percentile	257	1461

<b>Transit Stops</b>		
0	322	1834
1_2	86	585
3+	25	106

<b>Schools</b>		
False	430	2511
True	3	14

<b>Parks</b>		
No	383	2227
Yes	50	298

<b>Social Vulnerability</b>		
0	178	1186
1_5	231	1243
6_10	24	94
unknown	0	2

<b>Development Type</b>		
cemeteries	1	2
commercial	116	627
communication	1	2
education	8	59
farmland	8	12
flood_control	0	1
group_quarters	3	5
hotel_motel	5	6
improved_acreage	2	5
industrial	8	32
institutional_semi_public	15	94
large_stadium	0	2
mobile_home	5	11
multi_family	23	164
office	2	24
parking	1	18
parks_recreation	23	141
railroad	5	13
ranch_land	14	36
residential_acreage	4	14
retail	8	49
runway	1	5
single_family	118	894
small_water_bodies	1	2
timberland	0	3
transit	0	1
under_construction	1	3
utilities	3	24



<b>Development Type</b>	<b>Fatal/Serious</b>	<b>Not Serious</b>
vacant	56	276
water	1	0

#### **Modeled Fatality Rate**

above_average	81	530
average	74	484
below_average	71	428
higher	54	257
highest	79	386
lowest	73	437
not_applicable	1	1

#### **Strava**

<25	116	507
>75	111	629
25_50	120	841
50_75	86	548

#### **Roadway Part**

Connector/Flyover	0	1
Entrance/On-Ramp	1	3
Exit/Off-Ramp	0	6
Others	3	44
Proper/Main Lane	405	2348
Service/Frontage Road	24	123

## Nominal Logistic Fit for Severity Effect Summary

Source	LogWorth	PValue
Pedalcyclist Drugs	5.314	0.00000
Pedalcyclist Age	4.440	0.00004
Roadway Part	2.837	0.00145
Bicyclist Direction	2.323	0.00475
Light Condition	2.091	0.00811
Emergency Vehicle	1.786	0.01635
Pedalcyclist Alcohol	1.750	0.01777
Crash Group	1.742	0.01813
Driver Age	1.598	0.02523
Speed	1.078	0.08361
Development Type	0.928	0.11815
Month	0.887	0.12974
Signalized	0.867	0.13593
Driver Drugs	0.838	0.14512
Avg Daily Traffic	0.722	0.18961
Female	0.685	0.20675
Day-of-week	0.677	0.21051
SUV Van Truck or Car	0.666	0.21556
Year	0.652	0.22289
Modeled Fatality Rate	0.620	0.23988
Grade	0.570	0.26922
Roadway Classification	0.566	0.27151
Transit Stops	0.532	0.29345
Traffic Control	0.513	0.30707
Roadway Type	0.511	0.30810
County	0.501	0.31574
Roadway Width	0.491	0.32266
Zero Vehicle Ownership Fraction	0.460	0.34637
Bike Facilities	0.441	0.36231
Hit and Run	0.424	0.37628
Driver Alcohol	0.409	0.39028
Street Parking	0.374	0.42267

Source	LogWorth	PValue
Lane Numbers	0.356	0.44063
Social Vulnerability	0.352	0.44501
Strava	0.276	0.52920
Weather	0.271	0.53554
Population Density sqMi	0.266	0.54181
Schools	0.249	0.56400
Bike Walk Transit	0.239	0.57725
School Zone	0.236	0.58045
Bicyclist Position	0.229	0.58953
One Vehicle Ownership Fraction	0.228	0.59094
Rural/Urban	0.227	0.59311
Lane Width	0.214	0.61136
Access Control	0.210	0.61646
Male	0.197	0.63520
Surface Condition	0.178	0.66439
Crash Location	0.175	0.66903
Parks	0.163	0.68657
Avg Truck Traffic	0.162	0.68789
Median Type	0.108	0.77965
Charges	0.068	0.85551
Freight Truck	0.060	0.87101
Holiday	0.018	0.95957
Curve	0.006	0.98594
Car Truck SUV	.	.
Passenger Car	.	.

Converged in Gradient, 17 iterations

### Whole Model Test

Model	-LogLikelihood	DF	ChiSquare	Prob>ChiSq
Difference	232.0656	214	464.1312	<.0001*
Full	999.2782			
Reduced	1231.3438			

RSquare (U)	0.1885
AICc	2483.47
BIC	3788.67
Observations (or Sum Wgts)	2956

### Lack Of Fit

Source	DF	-LogLikelihood	ChiSquare
Lack Of Fit	2741	999.27817	1998.556
Saturated	2955	0.00000	<b>Prob&gt;ChiSq</b>
Fitted	214	999.27817	1.0000

### Parameter Estimates

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Intercept	Biased	-23.248592	5600.7812	0.00	0.9967
Year[2014]		0.23934686	0.1221264	3.84	0.0500
Year[2015]		0.0959115	0.1183002	0.66	0.4175
Year[2016]		-0.0911043	0.1245427	0.54	0.4645
Year[2017]		-0.0661079	0.1175466	0.32	0.5738
Month[1]		0.28622775	0.2325947	1.51	0.2185
Month[2]		-0.1774385	0.2753722	0.42	0.5193
Month[3]		0.09294402	0.1889254	0.24	0.6227
Month[4]		0.21322898	0.1829316	1.36	0.2438
Month[5]		-0.2567839	0.1917809	1.79	0.1806
Month[6]		0.05251774	0.1908928	0.08	0.7832
Month[7]		-0.3090412	0.2128823	2.11	0.1466
Month[8]		-0.0146641	0.1819521	0.01	0.9358
Month[9]		-0.3203869	0.1870031	2.94	0.0867
Month[10]		-0.1843442	0.197699	0.87	0.3511
Month[11]		0.09013975	0.2211651	0.17	0.6836
Day-of-week[0]		0.10643149	0.1438957	0.55	0.4595
Day-of-week[1]		0.13272467	0.141627	0.88	0.3487
Day-of-week[2]		0.14237825	0.1462299	0.95	0.3302
Day-of-week[3]		-0.1733505	0.1494664	1.35	0.2461
Day-of-week[4]		-0.31998	0.1557321	4.22	<b>0.0399*</b>

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Day-of-week[5]		0.16883894	0.145883	1.34	0.2471
Holiday[False]		-0.0094865	0.1868653	0.00	0.9595
County[Collin]	Biased	0.61086209	743.14157	0.00	0.9993
County[Dallas]	Biased	0.7403937	743.14156	0.00	0.9992
County[Denton]	Biased	0.43584412	743.14157	0.00	0.9995
County[Ellis]	Biased	1.17005339	743.14164	0.00	0.9987
County[Hood]	Biased	-0.0227975	743.14204	0.00	1.0000
County[Hunt]	Biased	0.8873404	743.14179	0.00	0.9990
County[Johnson]	Biased	0.63604675	743.14167	0.00	0.9993
County[Kaufman]	Biased	-0.4938925	743.14185	0.00	0.9995
County[Parker]	Biased	0.02533156	743.142	0.00	1.0000
County[Rockwall]	Biased	-1.4374168	743.14226	0.00	0.9985
County[Tarrant]	Biased	0.60832285	743.14156	0.00	0.9993
County[Van Zandt]	Biased	-5.709078	8917.6981	0.00	0.9995
School Zone[False]		-0.2481643	0.4321073	0.33	0.5658
Rural/Urban[rural]	Biased	-5.6699463	2989.4257	0.00	0.9985
Rural/Urban[unknown]	Biased	11.6915404	5978.8514	0.00	0.9984
Roadway Classification[off-system]	Biased	4.36697897	1425.4273	0.00	0.9976
Speed[59+]		0.79318301	0.447158	3.15	0.0761
Speed[51-58]		-0.2421172	0.4649526	0.27	0.6026
Speed[43-50]		-0.0843201	0.2049507	0.17	0.6808
Speed[33-42]		-0.1394231	0.1728946	0.65	0.4200
Speed[24-32]		0.04517703	0.1862689	0.06	0.8084
Speed[1-23]		-0.8872322	0.5119502	3.00	0.0831
Traffic Control[BIKE LANE]	Unstable	4.60028253	894.2894	0.00	0.9959
Traffic Control[CENTER STRIPE DIVIDER]	Unstable	5.74580915	894.28876	0.00	0.9949
Traffic Control[CROSSWALK PRESENT]	Unstable	5.04101087	894.2888	0.00	0.9955
Traffic Control[FLAGMAN]	Unstable	-9.6839248	8502.5209	0.00	0.9991
Traffic Control[FLASHING RED LIGHT]	Unstable	-11.936338	4805.2124	0.00	0.9980
Traffic Control[FLASHING YELLOW LIGHT]	Unstable	5.77284181	894.28959	0.00	0.9948
Traffic Control[INOPERATIVE]	Unstable	-10.612748	5555.6007	0.00	0.9985
Traffic Control[MARKED LANES]	Unstable	5.39794971	894.28874	0.00	0.9952
Traffic Control[NO PASSING ZONE]	Unstable	7.40073784	894.2896	0.00	0.9934
Traffic Control[NONE]	Unstable	5.18709768	894.28874	0.00	0.9954
Traffic Control[OFFICER]	Unstable	-12.630564	8502.52	0.00	0.9988
Traffic Control[OTHER EXPLAIN IN NARRATIVE]	Unstable	4.45068506	894.28891	0.00	0.9960
Traffic Control[RR GATESIGNAL]	Unstable	7.16555525	894.28978	0.00	0.9936
Traffic Control[SIGNAL LIGHT]	Unstable	5.08253621	894.28876	0.00	0.9955

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Traffic Control[SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA]	Unstable	-10.21979	3631.0554	0.00	0.9978
Traffic Control[STOP SIGN]	Unstable	4.84610696	894.28876	0.00	0.9957
Traffic Control[WARNING SIGN]	Unstable	-11.091411	4837.5762	0.00	0.9982
Lane Numbers[2-4]	Biased	0.29665787	0.3850884	0.59	0.4411
Lane Numbers[4+]	Zeroed	0	0	.	.
Roadway Type[2-lane 2-way]	Unstable	4.79699269	2242.0693	0.00	0.9983
Roadway Type[4 or more lanes divided]	Unstable	4.38936945	2242.0693	0.00	0.9984
Roadway Type[4 or more lanes undivided]	Unstable	3.94299111	2242.0693	0.00	0.9986
Weather[adverse]	Unstable	5.09697218	1936.9897	0.00	0.9979
Weather[clear cloudy]	Unstable	4.65759659	1936.9897	0.00	0.9981
Surface Condition[dry]	Unstable	4.86697973	1936.9898	0.00	0.9980
Surface Condition[other]	Unstable	5.14084418	1936.9898	0.00	0.9979
Light Condition[dark lighted]	Unstable	2.21567344	857.07962	0.00	0.9979
Light Condition[dark not lighted]	Unstable	2.88174652	857.07962	0.00	0.9973
Light Condition[dark unknown lighting]	Unstable	2.67648858	857.07978	0.00	0.9975
Light Condition[dawn]	Unstable	2.6139025	857.07971	0.00	0.9976
Light Condition[daylight]	Unstable	2.05010846	857.07961	0.00	0.9981
Light Condition[dusk]	Unstable	2.50887179	857.07965	0.00	0.9977
Curve[grade]		0.00804593	0.1790229	0.00	0.9642
Curve[level]		0.03802304	0.2946777	0.02	0.8973
Grade[curve]	Biased	-8.6814914	2850.8545	0.00	0.9976
Grade[straight]	Zeroed	0	0	.	.
Hit and Run[False]		-0.1624764	0.1818646	0.80	0.3716
Charges[False]		0.01421421	0.0781522	0.03	0.8557
Male[0]		0.05780236	0.1209782	0.23	0.6328
Female[0]		-0.0853716	0.0677829	1.59	0.2079
Driver Age[driver_16_25]		0.46121129	0.3026016	2.32	0.1275
Driver Age[driver_26_60]		0.1694497	0.2918812	0.34	0.5615
Driver Age[driver_<16]		0.04076902	1.0630086	0.00	0.9694
Driver Age[driver_>60]		-0.1844915	0.3114132	0.35	0.5536
Pedalcyclist Age[pedalcyclist_16_25]		-0.0298594	0.1706782	0.03	0.8611
Pedalcyclist Age[pedalcyclist_26_60]		0.44012969	0.1430883	9.46	0.0021*
Pedalcyclist Age[pedalcyclist_<16]		-0.191226	0.1772162	1.16	0.2806
Pedalcyclist Age[pedalcyclist_>60]		0.74731771	0.1966269	14.45	0.0001*
Driver Alcohol[negative]		-0.3880816	0.4356917	0.79	0.3731
Pedalcyclist Alcohol[negative]	Unstable	-9.8892788	2958.4222	0.00	0.9973
Driver Drugs[negative]		-0.9505785	0.7050286	1.82	0.1776
Pedalcyclist Drugs[negative]	Unstable	-9.7900302	1474.9827	0.00	0.9947

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
SUV Van Truck or Car[Both]	Biased	-0.1009006	0.4702619	0.05	0.8301
SUV Van Truck or Car[car]	Biased	-0.1939693	0.1819393	1.14	0.2864
SUV Van Truck or Car[Others]	Biased	0.29988561	0.2464337	1.48	0.2236
Passenger Car[0]	Zeroed	0	0	.	.
Car Truck SUV[0]	Zeroed	0	0	.	.
Freight Truck[0]		-0.0450243	0.2762635	0.03	0.8705
Emergency Vehicle[0]	Unstable	8.84396775	1232.1301	0.00	0.9943
Crash Location[intersection]	Unstable	3.88784161	2242.0646	0.00	0.9986
Crash Location[intersection_related]	Unstable	3.59585446	2242.0646	0.00	0.9987
Crash Location[non_intersection]	Unstable	3.78647949	2242.0646	0.00	0.9987
Crash Group[backing_vehicle]	Unstable	-0.5151909	639.90024	0.00	0.9994
Crash Group[bicyclist_failed_to_yield_midblock]	Unstable	0.62438997	639.89955	0.00	0.9992
Crash Group[bicyclist_failed_to_yield_sign_controlled_intersection]	Unstable	1.04231023	639.89952	0.00	0.9987
Crash Group[bicyclist_failed_to_yield_signalized_intersection]	Unstable	0.71149059	639.89952	0.00	0.9991
Crash Group[bicyclist_left_turn_merge]	Unstable	0.66118171	639.89956	0.00	0.9992
Crash Group[bicyclist_overtaking_motorist]	Unstable	-0.5453107	639.89982	0.00	0.9993
Crash Group[bicyclist_right_turn_merge]	Unstable	0.45069475	639.90004	0.00	0.9994
Crash Group[crossing_paths_other_circumstances]	Unstable	0.98305229	639.89951	0.00	0.9988
Crash Group[crossing_roadway_vehicle_not_turning]	Unstable	-13.758713	8574.8132	0.00	0.9987
Crash Group[head_on]	Unstable	1.3793656	639.89957	0.00	0.9983
Crash Group[insufficient_details]	Unstable	2.67697118	639.89977	0.00	0.9967
Crash Group[loss_of_control_turning_error]	Unstable	0.77115536	639.89952	0.00	0.9990
Crash Group[motorist_failed_to_yield_midblock]	Unstable	0.05683184	639.89955	0.00	0.9999
Crash Group[motorist_failed_to_yield_sign_controlled_intersection]	Unstable	0.25528889	639.89951	0.00	0.9997
Crash Group[motorist_failed_to_yield_signalized_intersection]	Unstable	0.35361003	639.89956	0.00	0.9996
Crash Group[motorist_left_turn_merge]	Unstable	0.45214645	639.89949	0.00	0.9994
Crash Group[motorist_overtaking_bicyclist]	Unstable	0.76482893	639.89949	0.00	0.9990
Crash Group[motorist_right_turn_merge]	Unstable	0.05991865	639.89954	0.00	0.9999
Crash Group[non_roadway]	Unstable	16.4118794	8574.8088	0.00	0.9985
Crash Group[other_unusual_circumstances]	Unstable	2.09096477	639.90012	0.00	0.9974
Crash Group[parallel_paths_other_circumstances]	Unstable	0.65562524	639.89957	0.00	0.9992
Bicyclist Position[bike_lane_paved_shoulders]		0.66674088	0.3446513	3.74	0.0530
Bicyclist Position[driveway_alley]		0.24879641	0.3329987	0.56	0.4550
Bicyclist Position[multi_use_path]		-1.2513339	1.0811241	1.34	0.2471
Bicyclist Position[non_roadway]		-0.2538859	0.4266237	0.35	0.5518
Bicyclist Position[other]		-0.1057255	0.4541169	0.05	0.8159
Bicyclist Position[sidewalk_crosswalk_driveway_crossing]		0.20652686	0.2636915	0.61	0.4335
Bicyclist Position[travel_lane]		0.25747005	0.2580277	1.00	0.3184

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Bicyclist Direction[facing_traffic]		-0.4764634	0.1741986	7.48	0.0062*
Bicyclist Direction[not_applicable]		0.58560635	0.263501	4.94	0.0263*
Bicyclist Direction[unknown]		-0.1957433	0.2455531	0.64	0.4254
Access Control[full_access_control]		0.39569064	0.4448646	0.79	0.3738
Access Control[no_access_control]		-0.0631356	0.4041272	0.02	0.8759
Roadway Width[<20]	Biased	2.79249444	399.1064	0.00	0.9944
Roadway Width[20_29]	Biased	1.67083512	399.1054	0.00	0.9967
Roadway Width[30_39]	Biased	1.77235211	399.10549	0.00	0.9965
Roadway Width[40_49]	Biased	1.64758823	399.10538	0.00	0.9967
Roadway Width[50_59]	Biased	1.88145178	399.10545	0.00	0.9962
Roadway Width[60_69]	Biased	1.28387395	399.10538	0.00	0.9974
Roadway Width[70_79]	Biased	1.41916949	399.10545	0.00	0.9972
Roadway Width[80+]	Biased	2.18733897	399.10549	0.00	0.9956
Lane Width[<=9]	Biased	0.40781027	0.4828485	0.71	0.3983
Lane Width[10_15]	Biased	0.32711924	0.348516	0.88	0.3479
Lane Width[16+]	Zeroed	0	0	.	.
Median Type[barrier]	Biased	0.23021438	0.3320413	0.48	0.4881
Median Type[none]	Biased	-0.1214977	0.2631132	0.21	0.6442
Median Type[unknown]	Zeroed	0	0	.	.
Signalized[not_applicable]		0.17077197	0.1152318	2.20	0.1383
Street Parking[diagonal_parking]	Unstable	-10.617911	2933.2627	0.00	0.9971
Street Parking[none]	Unstable	5.77029833	1466.6314	0.00	0.9969
Bike Facilities[False]		0.09907757	0.1101087	0.81	0.3682
Avg Daily Traffic[<9000]	Biased	-0.4186185	0.2299603	3.31	0.0687
Avg Daily Traffic[9000_15000]	Biased	-0.211218	0.2204215	0.92	0.3379
Avg Daily Traffic[15000+]	Zeroed	0	0	.	.
Avg Truck Traffic[<5]	Biased	-0.0194107	0.351549	0.00	0.9560
Avg Truck Traffic[5_10]	Biased	-0.2189282	0.3336315	0.43	0.5117
Avg Truck Traffic[10+]	Zeroed	0	0	.	.
Population Density sqMi[>75_percentile]		-0.1481156	0.1215225	1.49	0.2229
Population Density sqMi[25_50_percentile]		0.12139884	0.1049387	1.34	0.2473
Population Density sqMi[50_75_percentile]		0.02420665	0.1080443	0.05	0.8227
Zero Vehicle Ownership Fraction[>75_percentile]		-0.0180614	0.1415488	0.02	0.8985
Zero Vehicle Ownership Fraction[25_50_percentile]		0.08955092	0.1073622	0.70	0.4042
Zero Vehicle Ownership Fraction[50_75_percentile]		0.10244184	0.1129621	0.82	0.3645
One Vehicle Ownership Fraction[>75_percentile]		0.00838498	0.1456497	0.00	0.9541
One Vehicle Ownership Fraction[25_50_percentile]		0.08738346	0.1110571	0.62	0.4314
One Vehicle Ownership Fraction[50_75_percentile]		-0.1595005	0.1198452	1.77	0.1832



Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Bike Walk Transit[> 75_percentile]		0.0283497	0.122167	0.05	0.8165
Bike Walk Transit[50_75_percentile]		-0.0962275	0.1014227	0.90	0.3427
Transit Stops[0]		-0.1558713	0.1315302	1.40	0.2360
Transit Stops[1_2]		-0.148652	0.124979	1.41	0.2343
Schools[False]		-0.2120475	0.3558357	0.36	0.5512
Parks[No]		-0.0429005	0.1058817	0.16	0.6853
Social Vulnerability[0]		-0.1654056	0.1329312	1.55	0.2134
Social Vulnerability[1_5]		-0.0757897	0.1125785	0.45	0.5008
Development Type[cemeteries]	Biased	3.20220601	581.87648	0.00	0.9956
Development Type[commercial]	Biased	1.35371963	581.87513	0.00	0.9981
Development Type[communication]	Biased	2.17243864	581.87678	0.00	0.9970
Development Type[education]	Biased	1.33608682	581.87526	0.00	0.9982
Development Type[farmland]	Biased	2.33410987	581.87537	0.00	0.9968
Development Type[flood_control]	Biased	-15.490058	8683.6821	0.00	0.9986
Development Type[group_quarters]	Biased	3.50249357	581.87572	0.00	0.9952
Development Type[hotel_motel]	Biased	3.39715797	581.87552	0.00	0.9953
Development Type[improved_acreage]	Biased	0.82026915	581.8759	0.00	0.9989
Development Type[industrial]	Biased	1.98764094	581.87528	0.00	0.9973
Development Type[institutional_semi_public]	Biased	1.14317491	581.8752	0.00	0.9984
Development Type[large_stadium]	Biased	-16.425952	6114.3625	0.00	0.9979
Development Type[mobile_home]	Biased	1.46544447	581.87553	0.00	0.9980
Development Type[multi_family]	Biased	1.32450224	581.87516	0.00	0.9982
Development Type[office]	Biased	1.0119284	581.87561	0.00	0.9986
Development Type[parking]	Biased	-0.0489298	581.87605	0.00	0.9999
Development Type[parks_recreation]	Biased	1.21361123	581.87517	0.00	0.9983
Development Type[railroad]	Biased	2.57548872	581.87541	0.00	0.9965
Development Type[ranch_land]	Biased	1.61861648	581.87526	0.00	0.9978
Development Type[residential_acreage]	Biased	1.13553905	581.87553	0.00	0.9984
Development Type[retail]	Biased	1.34907885	581.87526	0.00	0.9982
Development Type[runway]	Biased	1.46321428	581.87685	0.00	0.9980
Development Type[single_family]	Biased	1.08298923	581.87513	0.00	0.9985
Development Type[small_water_bodies]	Biased	2.94591838	581.87689	0.00	0.9960
Development Type[timberland]	Biased	-15.109747	4742.8327	0.00	0.9975
Development Type[transit]	Biased	-14.830997	8683.6821	0.00	0.9986
Development Type[under_construction]	Biased	3.19347707	581.87635	0.00	0.9956
Development Type[utilities]	Biased	0.82385294	581.87547	0.00	0.9989
Development Type[vacant]	Biased	1.44335877	581.87514	0.00	0.9980
Modeled Fatality Rate[above_average]	Biased	-0.4887155	0.2327206	4.41	0.0357*

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Modeled Fatality Rate[average]	Biased	-0.4659373	0.2256208	4.26	0.0389*
Modeled Fatality Rate[below_average]	Biased	-0.1442003	0.215747	0.45	0.5039
Modeled Fatality Rate[higher]	Biased	-0.3612851	0.266453	1.84	0.1751
Modeled Fatality Rate[highest]	Biased	-0.5076864	0.2705919	3.52	0.0606
Modeled Fatality Rate[lowest]	Zeroed	0	0	.	.
Strava[<25]		0.11195007	0.1249705	0.80	0.3704
Strava[>75]		-0.086551	0.1100525	0.62	0.4316
Strava[25_50]		-0.1021024	0.1060707	0.93	0.3358
Roadway Part[Connector/Flyover]	Unstable	-10.059073	7552.0871	0.00	0.9989
Roadway Part[Entrance/On-Ramp]	Unstable	9.17061479	1847.7854	0.00	0.9960
Roadway Part[Exit/Off-Ramp]	Unstable	-9.3641969	3172.544	0.00	0.9976
Roadway Part[Others]	Unstable	-7.7770473	5008.7225	0.00	0.9988
Roadway Part[Proper/Main Lane]	Unstable	9.72464655	1847.7851	0.00	0.9958

For log odds of Fatal/Serious/Not Serious

### Effect Likelihood Ratio Tests

Source	Nparm	DF	L-R ChiSquare	Prob>ChiSq
Year	4	4	5.69764633	0.2229
Month	11	11	16.3176614	0.1297
Day-of-week	6	6	8.39585627	0.2105
Holiday	1	1	0.00256994	0.9596
County	12	12	13.7684256	0.3157
School Zone	1	1	0.30550309	0.5805
Rural/Urban	2	2	1.04475419	0.5931
Roadway Classification	1	1	1.20910702	0.2715
Speed	6	6	11.1582099	0.0836
Traffic Control	17	17	19.3815894	0.3071
Lane Numbers	2	1	0.59463631	0.4406
Roadway Type	3	3	3.59937668	0.3081
Weather	2	2	1.24894288	0.5355
Surface Condition	2	2	0.81778273	0.6644
Light Condition	6	6	17.3416174	0.0081*
Curve	2	2	0.02831282	0.9859
Grade	2	1	1.22069737	0.2692

Source	Nparm	DF	L-R ChiSquare	Prob>ChiSq
Hit and Run	1	1	0.7828168	0.3763
Charges	1	1	0.03315559	0.8555
Male	1	1	0.22507039	0.6352
Female	1	1	1.59402486	0.2068
Driver Age	4	4	11.1218457	0.0252*
Pedalcyclist Age	4	4	25.7031995	<.0001*
Driver Alcohol	1	1	0.73807441	0.3903
Pedalcyclist Alcohol	1	1	5.61916602	0.0178*
Driver Drugs	1	1	2.12284081	0.1451
Pedalcyclist Drugs	1	1	20.892803	<.0001*
SUV Van Truck or Car	3	3	4.46359328	0.2156
Passenger Car	1	0	0	.
Car Truck SUV	1	0	0	.
Freight Truck	1	1	0.02636636	0.8710
Emergency Vehicle	1	1	5.76461496	0.0164*
Crash Location	3	3	1.5576313	0.6690
Crash Group	21	21	36.7186219	0.0181*
Bicyclist Position	7	7	5.58017018	0.5895
Bicyclist Direction	3	3	12.9460095	0.0048*
Access Control	2	2	0.96751408	0.6165
Roadway Width	8	8	9.23742953	0.3227
Lane Width	3	2	0.98412936	0.6114
Median Type	3	2	0.49782914	0.7796
Signalized	1	1	2.22348882	0.1359
Street Parking	2	2	1.7223357	0.4227
Bike Facilities	1	1	0.82987186	0.3623
Avg Daily Traffic	3	2	3.32556906	0.1896
Avg Truck Traffic	3	2	0.74824158	0.6879
Population Density sqMi	3	3	2.15024973	0.5418
Zero Vehicle Ownership Fraction	3	3	3.30915055	0.3464
One Vehicle Ownership Fraction	3	3	1.91167361	0.5909
Bike Walk Transit	2	2	1.09894669	0.5773
Transit Stops	2	2	2.4520919	0.2935
Schools	1	1	0.33283356	0.5640
Parks	1	1	0.16281871	0.6866
Social Vulnerability	2	2	1.61930245	0.4450
Development Type	29	29	38.1906651	0.1182

Source	Nparm	DF	L-R ChiSquare	Prob>ChiSq
Modeled Fatality Rate	6	5	6.75031128	0.2399
Strava	3	3	2.21398431	0.5292
Roadway Part	5	5	19.6486475	0.0015*

### Odds Ratios

For Severity odds of Fatal/Serious versus Not Serious

#### Odds Ratios for Year

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
2015	2014	0.8663768	0.4467	0.598762	1.2536011
2016	2014	0.7185995	0.0910	0.4898341	1.0542043
2016	2015	0.8294306	0.3289	0.5698142	1.2073324
2017	2014	0.7367882	0.1048	0.5093782	1.0657245
2017	2015	0.8504247	0.3798	0.5923932	1.2208481
2017	2016	1.0253114	0.8962	0.7042074	1.4928322
2018	2014	0.658762	0.0365*	0.4454861	0.9741433
2018	2015	0.7603643	0.1611	0.5183501	1.1153733
2018	2016	0.9167304	0.6653	0.6182759	1.359255
2018	2017	0.8940995	0.5624	0.6122013	1.3058024
2014	2015	1.1542322	0.4467	0.7977019	1.6701126
2014	2016	1.3915958	0.0910	0.9485827	2.0415077
2015	2016	1.2056463	0.3289	0.8282723	1.7549579
2014	2017	1.3572421	0.1048	0.9383288	1.9631777
2015	2017	1.1758831	0.3798	0.8191027	1.6880679
2016	2017	0.9753134	0.8962	0.6698677	1.4200362
2014	2018	1.517999	0.0365*	1.026543	2.2447387
2015	2018	1.3151591	0.1611	0.8965608	1.9291982
2016	2018	1.0908332	0.6653	0.7356971	1.6174009
2017	2018	1.1184438	0.5624	0.7658127	1.6334497

#### Odds Ratios for Month

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
2	1	0.6289734	0.2270	0.2964518	1.3344754
3	1	0.8242481	0.5380	0.4455269	1.5249022
3	2	1.3104657	0.4424	0.6573808	2.6123675

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
4	1	0.929602	0.8141	0.5058635	1.7082865
4	2	1.477967	0.2610	0.7478905	2.9207305
4	3	1.1278182	0.6552	0.6651955	1.9121804
5	1	0.5809958	0.0862	0.3124416	1.0803817
5	2	0.9237208	0.8229	0.4609971	1.8509015
5	3	0.7048798	0.2088	0.4085745	1.216071
5	4	0.6249942	0.0844	0.3664599	1.0659223
6	1	0.7915913	0.4597	0.4260025	1.470923
6	2	1.258545	0.5166	0.6282116	2.5213406
6	3	0.96038	0.8843	0.5571288	1.6555052
6	4	0.8515379	0.5529	0.5008166	1.4478691
6	5	1.3624733	0.2682	0.7879977	2.35576
7	1	0.5514142	0.0727	0.2878489	1.0563101
7	2	0.8766892	0.7221	0.4244574	1.8107446
7	3	0.6689906	0.1714	0.3760651	1.1900822
7	4	0.5931724	0.0739	0.3345043	1.0518654
7	5	0.9490846	0.8611	0.5285726	1.7041398
7	6	0.6965895	0.2246	0.3886193	1.2486178
8	1	0.7401578	0.3302	0.4039078	1.3563332
8	2	1.1767712	0.6415	0.5931331	2.3347043
8	3	0.8979794	0.6917	0.5275959	1.5283799
8	4	0.7962094	0.3887	0.4741991	1.3368842
8	5	1.2739468	0.3744	0.7466549	2.1736152
8	6	0.9350251	0.8047	0.5489329	1.5926756
8	7	1.34229	0.3090	0.7613005	2.3666639
9	1	0.5451934	0.0515	0.2960643	1.0039573
9	2	0.8667989	0.6850	0.4344411	1.7294411
9	3	0.6614434	0.1346	0.3849191	1.1366217
9	4	0.5864805	0.0493*	0.3445477	0.9982924
9	5	0.9383775	0.8175	0.5467586	1.6104956
9	6	0.6887309	0.1763	0.4011629	1.1824382
9	7	0.9887185	0.9693	0.5547714	1.7621027
9	8	0.7365908	0.2529	0.4361557	1.2439732
10	1	0.6246449	0.1397	0.3344976	1.1664694
10	2	0.9931181	0.9847	0.4906724	2.0100654
10	3	0.757836	0.3289	0.4343204	1.3223311
10	4	0.6719487	0.1567	0.3876147	1.1648556
10	5	1.075128	0.8006	0.6127262	1.8864871

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
10	6	0.7891002	0.4065	0.4510497	1.380511
10	7	1.1328052	0.6802	0.6260633	2.0497088
10	8	0.8439347	0.5401	0.4903948	1.452352
10	9	1.1457307	0.6284	0.6604637	1.9875414
11	1	0.8219399	0.5596	0.4253345	1.5883622
11	2	1.3067959	0.4718	0.6304575	2.7086925
11	3	0.9971997	0.9926	0.5491882	1.8106857
11	4	0.8841848	0.6827	0.4900545	1.5952974
11	5	1.4147087	0.2578	0.7756852	2.5801713
11	6	1.0383387	0.9021	0.5702844	1.8905429
11	7	1.4906034	0.2163	0.7916551	2.8066497
11	8	1.1104928	0.7263	0.6175105	1.9970417
11	9	1.5076115	0.1748	0.8332789	2.7276491
11	10	1.3158515	0.3748	0.7176751	2.4126032
12	1	1.2729957	0.4611	0.6699911	2.4187158
12	2	2.0239261	0.0531	0.9905196	4.1354827
12	3	1.5444327	0.1395	0.8676694	2.7490568
12	4	1.3693987	0.2760	0.777841	2.4108433
12	5	2.1910582	0.0080*	1.2272571	3.9117606
12	6	1.6081476	0.1073	0.9019918	2.8671421
12	7	2.3086015	0.0076*	1.2490489	4.2669592
12	8	1.7198977	0.0610	0.9753711	3.0327411
12	9	2.3349432	0.0036*	1.3188102	4.1339987
12	10	2.0379511	0.0172*	1.1343251	3.6614233
12	11	1.5487698	0.1692	0.8301099	2.8896028
1	2	1.5898923	0.2270	0.7493582	3.3732302
1	3	1.213227	0.5380	0.6557798	2.2445335
2	3	0.7630875	0.4424	0.3827945	1.5211883
1	4	1.0757292	0.8141	0.5853819	1.9768178
2	4	0.6766051	0.2610	0.3423801	1.3370942
3	4	0.8866677	0.6552	0.5229632	1.5033174
1	5	1.7211827	0.0862	0.9255988	3.2005982
2	5	1.0825782	0.8229	0.5402773	2.1692112
3	5	1.4186815	0.2088	0.8223204	2.4475342
4	5	1.6000148	0.0844	0.9381547	2.7288116
1	6	1.2632781	0.4597	0.6798452	2.3474042
2	6	0.7945683	0.5166	0.3966144	1.5918203
3	6	1.0412545	0.8843	0.6040452	1.794917

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
4	6	1.1743458	0.5529	0.6906702	1.9967391
5	6	0.7339593	0.2682	0.4244915	1.2690392
1	7	1.8135187	0.0727	0.9466917	3.4740454
2	7	1.1406551	0.7221	0.552259	2.3559489
3	7	1.4947893	0.1714	0.8402781	2.6591138
4	7	1.6858506	0.0739	0.950692	2.9894983
5	7	1.0536468	0.8611	0.5868063	1.8918877
6	7	1.4355657	0.2246	0.8008856	2.5732126
1	8	1.3510632	0.3302	0.7372819	2.4758125
2	8	0.8497829	0.6415	0.4283198	1.6859621
3	8	1.1136113	0.6917	0.6542876	1.8953898
4	8	1.2559511	0.3887	0.7480079	2.1088186
5	8	0.7849621	0.3744	0.460063	1.3393068
6	8	1.06949	0.8047	0.6278743	1.8217163
7	8	0.7449955	0.3090	0.4225357	1.3135417
1	9	1.8342114	0.0515	0.9960583	3.3776451
2	9	1.1536702	0.6850	0.5782215	2.3018081
3	9	1.5118452	0.1346	0.8798002	2.5979488
4	9	1.7050865	0.0493*	1.0017105	2.9023554
5	9	1.0656692	0.8175	0.6209269	1.8289607
6	9	1.4519458	0.1763	0.8457102	2.4927531
7	9	1.0114102	0.9693	0.5675038	1.8025442
8	9	1.3576059	0.2529	0.8038758	2.2927592
1	10	1.6009096	0.1397	0.8572878	2.9895579
2	10	1.0069296	0.9847	0.4974962	2.0380199
3	10	1.3195467	0.3289	0.7562402	2.3024475
4	10	1.4882087	0.1567	0.8584755	2.5798818
5	10	0.9301218	0.8006	0.5300858	1.6320502
6	10	1.2672662	0.4065	0.7243695	2.2170504
7	10	0.8827643	0.6802	0.4878742	1.5972825
8	10	1.1849258	0.5401	0.6885383	2.0391734
9	10	0.8728054	0.6284	0.5031342	1.5140878
1	11	1.216634	0.5596	0.6295793	2.3510909
2	11	0.7652304	0.4718	0.3691818	1.5861497
3	11	1.0028082	0.9926	0.552277	1.8208695
4	11	1.1309853	0.6827	0.6268424	2.0405893
5	11	0.7068593	0.2578	0.3875712	1.2891827
6	11	0.9630769	0.9021	0.5289486	1.753511

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
7	11	0.6708693	0.2163	0.3562967	1.2631764
8	11	0.9005011	0.7263	0.5007407	1.6194057
9	11	0.6633009	0.1748	0.3666161	1.2000784
10	11	0.7599642	0.3748	0.41449	1.3933883
1	12	0.7855486	0.4611	0.4134425	1.4925571
2	12	0.4940892	0.0531	0.2418097	1.0095711
3	12	0.6474869	0.1395	0.3637611	1.1525128
4	12	0.7302475	0.2760	0.4147926	1.2856098
5	12	0.4564005	0.0080*	0.2556394	0.8148252
6	12	0.6218335	0.1073	0.3487794	1.1086575
7	12	0.4331627	0.0076*	0.2343589	0.8006092
8	12	0.5814299	0.0610	0.3297347	1.0252508
9	12	0.4282759	0.0036*	0.2418965	0.7582592
10	12	0.4906889	0.0172*	0.2731178	0.8815814
11	12	0.6456737	0.1692	0.3460683	1.2046598

### Odds Ratios for Day-of-week

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	1.0266419	0.9030	0.6726425	1.5669447
2	0	1.0366007	0.8693	0.6756141	1.5904655
2	1	1.0097003	0.9647	0.6586016	1.5479689
3	0	0.7559485	0.2090	0.4885778	1.169636
3	1	0.7363313	0.1637	0.4786609	1.1327095
3	2	0.7292573	0.1597	0.4696303	1.1324145
4	0	0.6528477	0.0608	0.4180146	1.0196058
4	1	0.6359059	0.0457*	0.4078645	0.9914477
4	2	0.6297967	0.0444*	0.4012795	0.9884479
4	3	0.8636139	0.5320	0.5452545	1.3678548
5	0	1.0643959	0.7776	0.6903049	1.641215
5	1	1.0367743	0.8679	0.677403	1.5867969
5	2	1.0268139	0.9050	0.6648665	1.5858023
5	3	1.408027	0.1275	0.9067253	2.1864836
5	4	1.6303895	0.0336*	1.0385808	2.5594252
6	0	0.8491883	0.5084	0.5231158	1.3785107
6	1	0.8271514	0.4389	0.5115641	1.3374266
6	2	0.8192048	0.4251	0.5018212	1.3373221



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
6	3	1.1233413	0.6435	0.6864095	1.8384008
6	4	1.3007449	0.3074	0.7851075	2.1550391
6	5	0.7978124	0.3605	0.4916209	1.2947062
0	1	0.9740495	0.9030	0.6381846	1.4866739
0	2	0.9646917	0.8693	0.6287467	1.4801349
1	2	0.9903929	0.9647	0.6460078	1.5183687
0	3	1.3228414	0.2090	0.8549669	2.0467568
1	3	1.3580844	0.1637	0.8828389	2.0891616
2	3	1.3712582	0.1597	0.8830689	2.1293345
0	4	1.5317509	0.0608	0.9807712	2.3922612
1	4	1.5725597	0.0457*	1.008626	2.4517947
2	4	1.587814	0.0444*	1.0116871	2.4920287
3	4	1.1579249	0.5320	0.7310718	1.834006
0	5	0.9395	0.7776	0.6093047	1.4486353
1	5	0.9645301	0.8679	0.6302004	1.4762261
2	5	0.9738863	0.9050	0.6305956	1.5040614
3	5	0.7102137	0.1275	0.4573554	1.1028699
4	5	0.6133504	0.0336*	0.3907127	0.9628524
0	6	1.1775952	0.5084	0.7254206	1.9116226
1	6	1.2089686	0.4389	0.7477046	1.9547893
2	6	1.2206959	0.4251	0.747763	1.9927418
3	6	0.8902014	0.6435	0.543951	1.4568563
4	6	0.7687903	0.3074	0.4640287	1.273711
5	6	1.2534275	0.3605	0.772376	2.0340878

### Odds Ratios for Holiday

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	1.0191541	0.9595	0.4899139	2.1201177
False	True	0.9812058	0.9595	0.4716719	2.0411749

### Odds Ratios for County

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Dallas	Collin	1.1382951	0.5679	0.7298139	1.7754056
Denton	Collin	0.8394419	0.5188	0.4932851	1.4285101
Denton	Dallas	0.7374555	0.1934	0.4660249	1.1669774

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Ellis	Collin	1.7492573	0.2553	0.6675031	4.5841004
Ellis	Dallas	1.5367345	0.3595	0.612995	3.8524831
Ellis	Denton	2.0838336	0.1284	0.808687	5.3696452
Hood	Collin	0.5306463	0.5242	0.0755061	3.729308
Hood	Dallas	0.4661764	0.4370	0.0680498	3.1935503
Hood	Denton	0.6321417	0.6419	0.0914917	4.3676444
Hood	Ellis	0.3033552	0.2525	0.0393176	2.3405415
Hunt	Collin	1.3184784	0.6965	0.3285813	5.2905782
Hunt	Dallas	1.1582922	0.8326	0.2964674	4.5254242
Hunt	Denton	1.5706606	0.5220	0.394312	6.256402
Hunt	Ellis	0.7537361	0.7203	0.1603583	3.5428038
Hunt	Hood	2.4846652	0.4366	0.2509108	24.604603
Johnson	Collin	1.0255045	0.9603	0.3809002	2.7609841
Johnson	Dallas	0.9009127	0.8321	0.3433014	2.3642307
Johnson	Denton	1.2216503	0.6948	0.4494352	3.3206779
Johnson	Ellis	0.5862514	0.4001	0.1689787	2.0339288
Johnson	Hood	1.9325575	0.5342	0.2420704	15.428483
Johnson	Hunt	0.7777939	0.7549	0.1605308	3.76852
Kaufman	Collin	0.3312922	0.1693	0.0685615	1.6008174
Kaufman	Dallas	0.2910424	0.1182	0.06188	1.3688695
Kaufman	Denton	0.3946576	0.2448	0.0823661	1.8910048
Kaufman	Ellis	0.1893902	0.0533	0.0350414	1.0236081
Kaufman	Hood	0.6243183	0.7008	0.0564817	6.9008758
Kaufman	Hunt	0.2512686	0.1652	0.0357269	1.767182
Kaufman	Johnson	0.3230529	0.2017	0.0570089	1.8306465
Parker	Collin	0.5568104	0.5282	0.0902607	3.434915
Parker	Dallas	0.4891617	0.4346	0.0813669	2.9407444
Parker	Denton	0.6633102	0.6567	0.1085035	4.0549869
Parker	Ellis	0.3183125	0.2517	0.0449465	2.2542974
Parker	Hood	1.0493061	0.9709	0.0789448	13.947001
Parker	Hunt	0.4223129	0.4386	0.0476707	3.7412549
Parker	Johnson	0.5429624	0.5439	0.0755653	3.9013686
Parker	Kaufman	1.6807231	0.6554	0.1718182	16.440812
Rockwall	Collin	0.1289567	0.0753	0.0134952	1.2322803
Rockwall	Dallas	0.1132893	0.0571	0.0120209	1.0676786
Rockwall	Denton	0.1536219	0.1033	0.0161309	1.4630082
Rockwall	Ellis	0.0737208	0.0310*	0.0068956	0.7881503
Rockwall	Hood	0.2430181	0.3398	0.0133125	4.4362565

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Rockwall	Hunt	0.0978072	0.0751	0.0075598	1.2654117
Rockwall	Johnson	0.1257495	0.0913	0.0113351	1.395037
Rockwall	Kaufman	0.3892536	0.4848	0.0275861	5.4925562
Rockwall	Parker	0.2315989	0.3088	0.013847	3.8736175
Tarrant	Collin	0.997464	0.9912	0.6367729	1.5624634
Tarrant	Dallas	0.8762789	0.4268	0.6326795	1.213671
Tarrant	Denton	1.1882466	0.4698	0.7443901	1.8967606
Tarrant	Ellis	0.5702214	0.2282	0.2286979	1.4217553
Tarrant	Hood	1.8797154	0.5193	0.2757228	12.814792
Tarrant	Hunt	0.7565266	0.6870	0.1947127	2.9393698
Tarrant	Johnson	0.9726569	0.9545	0.3750243	2.5226669
Tarrant	Kaufman	3.0108288	0.1616	0.6432529	14.092575
Tarrant	Parker	1.791389	0.5232	0.2991042	10.728951
Tarrant	Rockwall	7.7348778	0.0734	0.8237768	72.626874
Van Zandt	Collin	0.0018001	0.9995	0	.
Van Zandt	Dallas	0.0015814	0.9995	0	.
Van Zandt	Denton	0.0021443	0.9995	0	.
Van Zandt	Ellis	0.001029	0.9994	0	.
Van Zandt	Hood	0.0033922	0.9995	0	.
Van Zandt	Hunt	0.0013652	0.9995	0	.
Van Zandt	Johnson	0.0017553	0.9995	0	.
Van Zandt	Kaufman	0.0054334	0.9996	0	.
Van Zandt	Parker	0.0032328	0.9995	0	.
Van Zandt	Rockwall	0.0139586	0.9996	0	.
Van Zandt	Tarrant	0.0018046	0.9995	0	.
Wise	Collin	6.9457358	0.1378	0.537112	89.819706
Wise	Dallas	6.1018762	0.1636	0.4789527	77.73814
Wise	Denton	8.2742302	0.1061	0.6376614	107.36557
Wise	Ellis	3.970677	0.3117	0.2746227	57.410689
Wise	Hood	13.089201	0.1098	0.5595907	306.16515
Wise	Hunt	5.2679938	0.2508	0.3090208	89.805465
Wise	Johnson	6.7729941	0.1650	0.4551466	100.7883
Wise	Kaufman	20.96559	0.0422*	1.1133162	394.81683
Wise	Parker	12.474149	0.1084	0.5725683	271.76567
Wise	Rockwall	53.86101	0.0191*	1.922756	1508.7761
Wise	Tarrant	6.9633951	0.1355	0.5446578	89.026308
Wise	Van Zandt	3858.6319	0.9993	0	.
Collin	Dallas	0.8785068	0.5679	0.5632516	1.3702123

<b>Level1</b>	<b>/Level2</b>	<b>Odds Ratio</b>	<b>Prob&gt;Chisq</b>	<b>Lower 95%</b>	<b>Upper 95%</b>
Collin	Denton	1.1912676	0.5188	0.7000301	2.0272251
Dallas	Denton	1.3560141	0.1934	0.8569146	2.145808
Collin	Ellis	0.5716712	0.2553	0.2181453	1.4981204
Dallas	Ellis	0.6507305	0.3595	0.2595728	1.6313347
Denton	Ellis	0.4798848	0.1284	0.186232	1.2365723
Collin	Hood	1.8844945	0.5242	0.2681463	13.243964
Dallas	Hood	2.1451108	0.4370	0.3131311	14.695123
Denton	Hood	1.5819237	0.6419	0.2289564	10.929954
Ellis	Hood	3.2964657	0.2525	0.4272516	25.43393
Collin	Hunt	0.7584501	0.6965	0.1890153	3.0433866
Dallas	Hunt	0.86334	0.8326	0.2209738	3.3730518
Denton	Hunt	0.6366748	0.5220	0.1598363	2.5360625
Ellis	Hunt	1.3267243	0.7203	0.2822623	6.2360342
Hood	Hunt	0.4024687	0.4366	0.0406428	3.9854797
Collin	Johnson	0.9751298	0.9603	0.3621897	2.6253595
Dallas	Johnson	1.1099855	0.8321	0.4229706	2.9128925
Denton	Johnson	0.8185649	0.6948	0.3011433	2.2250151
Ellis	Johnson	1.705753	0.4001	0.4916593	5.9179053
Hood	Johnson	0.517449	0.5342	0.0648152	4.1310303
Hunt	Johnson	1.2856876	0.7549	0.2653562	6.2293354
Collin	Kaufman	3.0184837	0.1693	0.6246809	14.585438
Dallas	Kaufman	3.4359252	0.1182	0.7305298	16.160301
Denton	Kaufman	2.5338418	0.2448	0.5288194	12.14092
Ellis	Kaufman	5.2801047	0.0533	0.9769364	28.537688
Hood	Kaufman	1.6017472	0.7008	0.1449091	17.704845
Hunt	Kaufman	3.9798054	0.1652	0.5658727	27.990132
Johnson	Kaufman	3.0954685	0.2017	0.5462551	17.541118
Collin	Parker	1.7959435	0.5282	0.291128	11.07902
Dallas	Parker	2.0443137	0.4346	0.3400499	12.290014
Denton	Parker	1.5075903	0.6567	0.2466099	9.2162899
Ellis	Parker	3.1415673	0.2517	0.4435972	22.248665
Hood	Parker	0.9530108	0.9709	0.0717	12.667078
Hunt	Parker	2.3679127	0.4386	0.26729	20.977255
Johnson	Parker	1.8417481	0.5439	0.2563203	13.233583
Kaufman	Parker	0.594982	0.6554	0.0608242	5.8201068
Collin	Rockwall	7.7545435	0.0753	0.8115037	74.100645
Dallas	Rockwall	8.8269588	0.0571	0.9366115	83.188392
Denton	Rockwall	6.509489	0.1033	0.6835232	61.992698

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Ellis	Rockwall	13.564692	0.0310*	1.2687935	145.02034
Hood	Rockwall	4.1149197	0.3398	0.2254153	75.117197
Hunt	Rockwall	10.224198	0.0751	0.7902566	132.27883
Johnson	Rockwall	7.952319	0.0913	0.7168269	88.221273
Kaufman	Rockwall	2.5690195	0.4848	0.1820646	36.250108
Parker	Rockwall	4.3178103	0.3088	0.2581566	72.217733
Collin	Tarrant	1.0025425	0.9912	0.640015	1.5704185
Dallas	Tarrant	1.1411892	0.4268	0.8239465	1.5805792
Denton	Tarrant	0.8415762	0.4698	0.5272147	1.3433816
Ellis	Tarrant	1.7537047	0.2282	0.7033559	4.3725803
Hood	Tarrant	0.5319954	0.5193	0.0780348	3.6268316
Hunt	Tarrant	1.3218305	0.6870	0.340209	5.1357727
Johnson	Tarrant	1.0281118	0.9545	0.3964059	2.6664938
Kaufman	Tarrant	0.3321345	0.1616	0.0709594	1.5545985
Parker	Tarrant	0.5582261	0.5232	0.0932058	3.3433163
Rockwall	Tarrant	0.1292845	0.0734	0.013769	1.213921
Collin	Van Zandt	555.53969	0.9995	0	.
Dallas	Van Zandt	632.36811	0.9995	0	.
Denton	Van Zandt	466.34331	0.9995	0	.
Ellis	Van Zandt	971.78187	0.9994	0	.
Hood	Van Zandt	294.79508	0.9995	0	.
Hunt	Van Zandt	732.46706	0.9995	0	.
Johnson	Van Zandt	569.70844	0.9995	0	.
Kaufman	Van Zandt	184.04595	0.9996	0	.
Parker	Van Zandt	309.33027	0.9995	0	.
Rockwall	Van Zandt	71.640541	0.9996	0	.
Tarrant	Van Zandt	554.13083	0.9995	0	.
Collin	Wise	0.1439732	0.1378	0.0111334	1.8618089
Dallas	Wise	0.163884	0.1636	0.0128637	2.0878888
Denton	Wise	0.1208572	0.1061	0.009314	1.5682303
Ellis	Wise	0.2518462	0.3117	0.0174184	3.6413601
Hood	Wise	0.0763989	0.1098	0.0032662	1.7870204
Hunt	Wise	0.1898256	0.2508	0.0111352	3.2360279
Johnson	Wise	0.1476452	0.1650	0.0099218	2.1970945
Kaufman	Wise	0.0476972	0.0422*	0.0025328	0.8982174
Parker	Wise	0.0801658	0.1084	0.0036796	1.7465166
Rockwall	Wise	0.0185663	0.0191*	0.0006628	0.5200868
Tarrant	Wise	0.1436081	0.1355	0.0112326	1.8360153

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Van Zandt	Wise	0.0002592	0.9993	0	.

### Odds Ratios for School Zone

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	1.6426792	0.5658	0.3019478	8.9366265
False	True	0.6087616	0.5658	0.111899	3.3118303

### Odds Ratios for Rural/Urban

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
unknown	rural	34673515	0.9985	0	.
urban	rural	0.7035278	0.6028	0.1870724	2.6457744
urban	unknown	2.029e-8	0.9984	0	.
rural	unknown	2.884e-8	0.9985	0	.
rural	urban	1.4214079	0.6028	0.3779612	5.3455234
unknown	urban	49285207	0.9984	0	.

### Odds Ratios for Roadway Classification

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
on-system	off-system	0.000161	0.9976	0	.
off-system	on-system	6210.2594	0.9976	0	.

### Odds Ratios for Speed

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
51-58	59+	0.3551197	0.1369	0.0907488	1.3896606
43-50	59+	0.4158199	0.0930	0.1493455	1.1577596
43-50	51-58	1.1709285	0.7681	0.4101901	3.3425319
33-42	59+	0.3935268	0.0730	0.1419455	1.091006
33-42	51-58	1.1081524	0.8498	0.3827677	3.2082169
33-42	43-50	0.9463877	0.7951	0.6244247	1.4343599
24-32	59+	0.4733094	0.1608	0.1663911	1.3463565
24-32	51-58	1.3328163	0.6050	0.4487003	3.9589888
24-32	43-50	1.1382559	0.5862	0.7140975	1.8143552
24-32	33-42	1.2027374	0.2569	0.8741361	1.654865

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1-23	59+	0.1862966	0.0296*	0.0409915	0.8466729
1-23	51-58	0.5246022	0.4168	0.1105378	2.4897145
1-23	43-50	0.4480224	0.1918	0.1341755	1.4959816
1-23	33-42	0.4734026	0.2053	0.1488218	1.5058948
1-23	24-32	0.3936043	0.1107	0.1251469	1.2379402
unknown	59+	0.7569558	0.6413	0.2345842	2.4425429
unknown	51-58	2.1315507	0.2166	0.6416016	7.0815107
unknown	43-50	1.8203935	0.0859	0.9189754	3.606008
unknown	33-42	1.9235177	0.0304*	1.0639454	3.477547
unknown	24-32	1.5992832	0.1215	0.8827431	2.897453
unknown	1-23	4.0631751	0.0276*	1.1675242	14.140514
59+	51-58	2.8159515	0.1369	0.7196002	11.019429
59+	43-50	2.4048876	0.0930	0.8637372	6.6958845
51-58	43-50	0.8540231	0.7681	0.2991744	2.4378938
59+	33-42	2.541123	0.0730	0.9165853	7.0449592
51-58	33-42	0.9024029	0.8498	0.3116996	2.6125507
43-50	33-42	1.0566494	0.7951	0.6971751	1.6014741
59+	24-32	2.1127829	0.1608	0.7427453	6.0099357
51-58	24-32	0.7502909	0.6050	0.2525898	2.2286592
43-50	24-32	0.8785371	0.5862	0.55116	1.400369
33-42	24-32	0.8314367	0.2569	0.6042789	1.1439866
59+	1-23	5.3677841	0.0296*	1.1810937	24.395276
51-58	1-23	1.9062061	0.4168	0.4016525	9.046681
43-50	1-23	2.2320312	0.1918	0.6684574	7.4529253
33-42	1-23	2.1123669	0.2053	0.664057	6.7194443
24-32	1-23	2.5406226	0.1107	0.8077935	7.9906108
59+	unknown	1.3210812	0.6413	0.4094094	4.2628612
51-58	unknown	0.469142	0.2166	0.1412128	1.5585996
43-50	unknown	0.5493318	0.0859	0.277315	1.0881684
33-42	unknown	0.5198809	0.0304*	0.287559	0.9398979
24-32	unknown	0.6252801	0.1215	0.3451307	1.1328324
1-23	unknown	0.2461129	0.0276*	0.0707188	0.8565133

### Odds Ratios for Traffic Control

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
CENTER STRIPE DIVIDER	BIKE LANE	3.1440967	0.3342	0.3074155	32.156297

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
CROSSWALK PRESENT	BIKE LANE	1.5538385	0.7178	0.1423801	16.957531
CROSSWALK PRESENT	CENTER STRIPE DIVIDER	0.4942083	0.1271	0.1998247	1.2222803
FLAGMAN	BIKE LANE	6.2582e-7	0.9987	0	.
FLAGMAN	CENTER STRIPE DIVIDER	1.9905e-7	0.9986	0	.
FLAGMAN	CROSSWALK PRESENT	4.0276e-7	0.9987	0	.
FLASHING RED LIGHT	BIKE LANE	6.5802e-8	0.9974	0	.
FLASHING RED LIGHT	CENTER STRIPE DIVIDER	2.0929e-8	0.9972	0	.
FLASHING RED LIGHT	CROSSWALK PRESENT	4.2348e-8	0.9973	0	.
FLASHING RED LIGHT	FLAGMAN	0.1051452	0.9998	0	.
FLASHING YELLOW LIGHT	BIKE LANE	3.2302492	0.5040	0.1036424	100.678
FLASHING YELLOW LIGHT	CENTER STRIPE DIVIDER	1.0274014	0.9839	0.0739505	14.273788
FLASHING YELLOW LIGHT	CROSSWALK PRESENT	2.0788834	0.5903	0.1448469	29.836712
FLASHING YELLOW LIGHT	FLAGMAN	5161648.7	0.9986	0	.
FLASHING YELLOW LIGHT	FLASHING RED LIGHT	49090683	0.9972	0	.
INOPERATIVE	BIKE LANE	2.4721e-7	0.9979	0	.
INOPERATIVE	CENTER STRIPE DIVIDER	7.8627e-8	0.9978	0	.
INOPERATIVE	CROSSWALK PRESENT	1.591e-7	0.9979	0	.
INOPERATIVE	FLAGMAN	0.3950185	0.9999	0	.
INOPERATIVE	FLASHING RED LIGHT	3.7568863	0.9999	0	.
INOPERATIVE	FLASHING YELLOW LIGHT	7.653e-8	0.9978	0	.
MARKED LANES	BIKE LANE	2.2203552	0.4927	0.2273694	21.682678
MARKED LANES	CENTER STRIPE DIVIDER	0.7061981	0.2047	0.4125474	1.208869
MARKED LANES	CROSSWALK PRESENT	1.4289485	0.3821	0.6417509	3.1817546
MARKED LANES	FLAGMAN	3547928.7	0.9987	0	.
MARKED LANES	FLASHING RED LIGHT	33743141	0.9972	0	.
MARKED LANES	FLASHING YELLOW LIGHT	0.6873634	0.7773	0.051162	9.2347564
MARKED LANES	INOPERATIVE	8981677.5	0.9978	0	.
NO PASSING ZONE	BIKE LANE	16.452136	0.1094	0.5335218	507.33215
NO PASSING ZONE	CENTER STRIPE DIVIDER	5.2327068	0.2120	0.3891069	70.369402
NO PASSING ZONE	CROSSWALK PRESENT	10.58806	0.0847	0.7238539	154.87521
NO PASSING ZONE	FLAGMAN	26289039	0.9985	0	.
NO PASSING ZONE	FLASHING RED LIGHT	250026097	0.9969	0	.
NO PASSING ZONE	FLASHING YELLOW LIGHT	5.0931476	0.3833	0.1311406	197.80417
NO PASSING ZONE	INOPERATIVE	66551415	0.9975	0	.
NO PASSING ZONE	MARKED LANES	7.4096865	0.1276	0.5635352	97.426843
NONE	BIKE LANE	1.7982521	0.6152	0.182498	17.719158
NONE	CENTER STRIPE DIVIDER	0.5719456	0.0453*	0.3309379	0.9884686
NONE	CROSSWALK PRESENT	1.1572967	0.7223	0.5169979	2.5906015



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
NONE	FLAGMAN	2873445.8	0.9987	0	.
NONE	FLASHING RED LIGHT	27328364	0.9973	0	.
NONE	FLASHING YELLOW LIGHT	0.5566915	0.6583	0.0415309	7.4620394
NONE	INOPERATIVE	7274205.9	0.9978	0	.
NONE	MARKED LANES	0.8098939	0.2630	0.5598733	1.1715653
NONE	NO PASSING ZONE	0.109302	0.0918	0.0083351	1.433332
OFFICER	BIKE LANE	3.2865e-8	0.9985	0	.
OFFICER	CENTER STRIPE DIVIDER	1.0453e-8	0.9984	0	.
OFFICER	CROSSWALK PRESENT	2.1151e-8	0.9984	0	.
OFFICER	FLAGMAN	0.0525159	0.9998	0	.
OFFICER	FLASHING RED LIGHT	0.4994607	0.9999	0	.
OFFICER	FLASHING YELLOW LIGHT	1.0174e-8	0.9984	0	.
OFFICER	INOPERATIVE	0.1329454	0.9998	0	.
OFFICER	MARKED LANES	1.4802e-8	0.9984	0	.
OFFICER	NO PASSING ZONE	1.9976e-9	0.9982	0	.
OFFICER	NONE	1.8276e-8	0.9984	0	.
OTHER EXPLAIN IN NARRATIVE	BIKE LANE	0.8610545	0.9081	0.067864	10.925017
OTHER EXPLAIN IN NARRATIVE	CENTER STRIPE DIVIDER	0.2738639	0.0456*	0.0769466	0.9747202
OTHER EXPLAIN IN NARRATIVE	CROSSWALK PRESENT	0.5541467	0.3985	0.1407751	2.1813409
OTHER EXPLAIN IN NARRATIVE	FLAGMAN	1375887.9	0.9987	0	.
OTHER EXPLAIN IN NARRATIVE	FLASHING RED LIGHT	13085602	0.9974	0	.
OTHER EXPLAIN IN NARRATIVE	FLASHING YELLOW LIGHT	0.2665598	0.3579	0.0159114	4.4656127
OTHER EXPLAIN IN NARRATIVE	INOPERATIVE	3483097.6	0.9979	0	.
OTHER EXPLAIN IN NARRATIVE	MARKED LANES	0.3878003	0.1241	0.1159606	1.2968979
OTHER EXPLAIN IN NARRATIVE	NO PASSING ZONE	0.0523369	0.0408*	0.0030986	0.8839917
OTHER EXPLAIN IN NARRATIVE	NONE	0.4788286	0.2307	0.1436288	1.5963155
OTHER EXPLAIN IN NARRATIVE	OFFICER	26199462	0.9985	0	.
RR GATESIGNAL	BIKE LANE	13.004204	0.1636	0.3521313	480.24508
RR GATESIGNAL	CENTER STRIPE DIVIDER	4.1360702	0.3349	0.2308561	74.102773
RR GATESIGNAL	CROSSWALK PRESENT	8.3690835	0.1580	0.4381716	159.84962
RR GATESIGNAL	FLAGMAN	20779553	0.9985	0	.
RR GATESIGNAL	FLASHING RED LIGHT	197627256	0.9970	0	.
RR GATESIGNAL	FLASHING YELLOW LIGHT	4.0257589	0.4808	0.0838276	193.33412
RR GATESIGNAL	INOPERATIVE	52604003	0.9976	0	.
RR GATESIGNAL	MARKED LANES	5.8568127	0.2250	0.3369001	101.8173
RR GATESIGNAL	NO PASSING ZONE	0.7904265	0.9044	0.0170128	36.723693
RR GATESIGNAL	NONE	7.2315802	0.1752	0.4141167	126.28264
RR GATESIGNAL	OFFICER	395681293	0.9982	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
RR GATESIGNAL	OTHER EXPLAIN IN NARRATIVE	15.102649	0.0847	0.6897184	330.70022
SIGNAL LIGHT	BIKE LANE	1.6197206	0.6836	0.1592456	16.474522
SIGNAL LIGHT	CENTER STRIPE DIVIDER	0.5151625	0.0755	0.2479205	1.0704735
SIGNAL LIGHT	CROSSWALK PRESENT	1.0423996	0.9176	0.4745275	2.2898504
SIGNAL LIGHT	FLAGMAN	2588168.4	0.9987	0	.
SIGNAL LIGHT	FLASHING RED LIGHT	24615188	0.9973	0	.
SIGNAL LIGHT	FLASHING YELLOW LIGHT	0.5014228	0.6001	0.0379791	6.6200802
SIGNAL LIGHT	INOPERATIVE	6552018.5	0.9978	0	.
SIGNAL LIGHT	MARKED LANES	0.7294872	0.2905	0.4064785	1.309175
SIGNAL LIGHT	NO PASSING ZONE	0.0984505	0.0853	0.0070195	1.3807977
SIGNAL LIGHT	NONE	0.9007194	0.7330	0.4939548	1.6424488
SIGNAL LIGHT	OFFICER	49283534	0.9984	0	.
SIGNAL LIGHT	OTHER EXPLAIN IN NARRATIVE	1.8810895	0.3197	0.5418282	6.5306641
SIGNAL LIGHT	RR GATESIGNAL	0.1245536	0.1596	0.0068334	2.270248
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	BIKE LANE	3.6621e-7	0.9968	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	CENTER STRIPE DIVIDER	1.1647e-7	0.9966	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	CROSSWALK PRESENT	2.3568e-7	0.9967	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	FLAGMAN	0.585163	1.0000	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	FLASHING RED LIGHT	5.5652856	0.9998	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	FLASHING YELLOW LIGHT	1.1337e-7	0.9966	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	INOPERATIVE	1.4813559	1.0000	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	MARKED LANES	1.6493e-7	0.9967	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	NO PASSING ZONE	2.2259e-8	0.9962	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	NONE	2.0365e-7	0.9967	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	OFFICER	11.14259	0.9998	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	OTHER EXPLAIN IN NARRATIVE	4.253e-7	0.9969	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	RR GATESIGNAL	2.8161e-8	0.9963	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	SIGNAL LIGHT	2.2609e-7	0.9967	0	.
STOP SIGN	BIKE LANE	1.2786751	0.8352	0.1261976	12.955949
STOP SIGN	CENTER STRIPE DIVIDER	0.4066908	0.0101*	0.2049173	0.8071422
STOP SIGN	CROSSWALK PRESENT	0.8229137	0.6465	0.3577889	1.8926999
STOP SIGN	FLAGMAN	2043208.2	0.9987	0	.
STOP SIGN	FLASHING RED LIGHT	19432257	0.9973	0	.
STOP SIGN	FLASHING YELLOW LIGHT	0.3958441	0.4878	0.028879	5.4258282
STOP SIGN	INOPERATIVE	5172436.8	0.9979	0	.
STOP SIGN	MARKED LANES	0.5758876	0.0469*	0.3341929	0.9923807
STOP SIGN	NO PASSING ZONE	0.0777209	0.0557	0.0056761	1.0641982
STOP SIGN	NONE	0.7110655	0.2150	0.4147672	1.2190311

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
STOP SIGN	OFFICER	38906478	0.9984	0	.
STOP SIGN	OTHER EXPLAIN IN NARRATIVE	1.4850106	0.5329	0.4285311	5.1460825
STOP SIGN	RR GATESIGNAL	0.0983278	0.1160	0.0054538	1.7727616
STOP SIGN	SIGNAL LIGHT	0.7894417	0.4897	0.4036253	1.5440516
STOP SIGN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	3491690.9	0.9968	0	.
WARNING SIGN	BIKE LANE	1.5317e-7	0.9975	0	.
WARNING SIGN	CENTER STRIPE DIVIDER	4.8718e-8	0.9973	0	.
WARNING SIGN	CROSSWALK PRESENT	9.8578e-8	0.9974	0	.
WARNING SIGN	FLAGMAN	0.2447577	0.9999	0	.
WARNING SIGN	FLASHING RED LIGHT	2.3278073	0.9999	0	.
WARNING SIGN	FLASHING YELLOW LIGHT	4.7419e-8	0.9973	0	.
WARNING SIGN	INOPERATIVE	0.6196108	1.0000	0	.
WARNING SIGN	MARKED LANES	6.8986e-8	0.9974	0	.
WARNING SIGN	NO PASSING ZONE	9.3103e-9	0.9971	0	.
WARNING SIGN	NONE	8.5179e-8	0.9974	0	.
WARNING SIGN	OFFICER	4.6606416	0.9999	0	.
WARNING SIGN	OTHER EXPLAIN IN NARRATIVE	1.7789e-7	0.9975	0	.
WARNING SIGN	RR GATESIGNAL	1.1779e-8	0.9971	0	.
WARNING SIGN	SIGNAL LIGHT	9.4568e-8	0.9974	0	.
WARNING SIGN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	0.4182728	0.9999	0	.
WARNING SIGN	STOP SIGN	1.1979e-7	0.9975	0	.
YIELD SIGN	BIKE LANE	2.4202724	0.5145	0.1697059	34.516871
YIELD SIGN	CENTER STRIPE DIVIDER	0.7697831	0.7341	0.1701238	3.483146
YIELD SIGN	CROSSWALK PRESENT	1.5576087	0.5845	0.3182073	7.6244151
YIELD SIGN	FLAGMAN	3867378.4	0.9987	0	.
YIELD SIGN	FLASHING RED LIGHT	36781319	0.9972	0	.
YIELD SIGN	FLASHING YELLOW LIGHT	0.7492525	0.8471	0.0398048	14.103301
YIELD SIGN	INOPERATIVE	9790373.1	0.9978	0	.
YIELD SIGN	MARKED LANES	1.0900384	0.9073	0.2553772	4.6526607
YIELD SIGN	NO PASSING ZONE	0.1471099	0.2031	0.0076871	2.8152896
YIELD SIGN	NONE	1.3459027	0.6876	0.3164126	5.7249737
YIELD SIGN	OFFICER	73642067	0.9984	0	.
YIELD SIGN	OTHER EXPLAIN IN NARRATIVE	2.8108236	0.2694	0.4490948	17.592564
YIELD SIGN	RR GATESIGNAL	0.1861146	0.3030	0.0075895	4.5640114
YIELD SIGN	SIGNAL LIGHT	1.494253	0.5990	0.3344627	6.6757585
YIELD SIGN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	6609062.2	0.9966	0	.
YIELD SIGN	STOP SIGN	1.892797	0.3775	0.458829	7.8083139
YIELD SIGN	WARNING SIGN	15800843	0.9974	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
BIKE LANE	CENTER STRIPE DIVIDER	0.3180564	0.3342	0.0310981	3.2529265
BIKE LANE	CROSSWALK PRESENT	0.6435675	0.7178	0.0589708	7.0234556
CENTER STRIPE DIVIDER	CROSSWALK PRESENT	2.0234385	0.1271	0.8181429	5.0043863
BIKE LANE	FLAGMAN	1597910.4	0.9987	0	.
CENTER STRIPE DIVIDER	FLAGMAN	5023984.8	0.9986	0	.
CROSSWALK PRESENT	FLAGMAN	2482894.7	0.9987	0	.
BIKE LANE	FLASHING RED LIGHT	15197182	0.9974	0	.
CENTER STRIPE DIVIDER	FLASHING RED LIGHT	47781408	0.9972	0	.
CROSSWALK PRESENT	FLASHING RED LIGHT	23613966	0.9973	0	.
FLAGMAN	FLASHING RED LIGHT	9.5106594	0.9998	0	.
BIKE LANE	FLASHING YELLOW LIGHT	0.3095736	0.5040	0.0099327	9.648561
CENTER STRIPE DIVIDER	FLASHING YELLOW LIGHT	0.9733295	0.9839	0.0700585	13.522561
CROSSWALK PRESENT	FLASHING YELLOW LIGHT	0.4810274	0.5903	0.0335158	6.9038395
FLAGMAN	FLASHING YELLOW LIGHT	1.9374e-7	0.9986	0	.
FLASHING RED LIGHT	FLASHING YELLOW LIGHT	2.037e-8	0.9972	0	.
BIKE LANE	INOPERATIVE	4045153.5	0.9979	0	.
CENTER STRIPE DIVIDER	INOPERATIVE	12718354	0.9978	0	.
CROSSWALK PRESENT	INOPERATIVE	6285515.3	0.9979	0	.
FLAGMAN	INOPERATIVE	2.5315271	0.9999	0	.
FLASHING RED LIGHT	INOPERATIVE	0.2661779	0.9999	0	.
FLASHING YELLOW LIGHT	INOPERATIVE	13066854	0.9978	0	.
BIKE LANE	MARKED LANES	0.4503784	0.4927	0.0461198	4.3981295
CENTER STRIPE DIVIDER	MARKED LANES	1.4160332	0.2047	0.8272195	2.4239637
CROSSWALK PRESENT	MARKED LANES	0.6998153	0.3821	0.314292	1.5582371
FLAGMAN	MARKED LANES	2.8185e-7	0.9987	0	.
FLASHING RED LIGHT	MARKED LANES	2.9636e-8	0.9972	0	.
FLASHING YELLOW LIGHT	MARKED LANES	1.4548344	0.7773	0.1082866	19.545761
INOPERATIVE	MARKED LANES	1.1134e-7	0.9978	0	.
BIKE LANE	NO PASSING ZONE	0.0607824	0.1094	0.0019711	1.8743376
CENTER STRIPE DIVIDER	NO PASSING ZONE	0.1911057	0.2120	0.0142107	2.5699878
CROSSWALK PRESENT	NO PASSING ZONE	0.094446	0.0847	0.0064568	1.3814943
FLAGMAN	NO PASSING ZONE	3.8039e-8	0.9985	0	.
FLASHING RED LIGHT	NO PASSING ZONE	3.9996e-9	0.9969	0	.
FLASHING YELLOW LIGHT	NO PASSING ZONE	0.1963422	0.3833	0.0050555	7.6254049
INOPERATIVE	NO PASSING ZONE	1.5026e-8	0.9975	0	.
MARKED LANES	NO PASSING ZONE	0.1349585	0.1276	0.0102641	1.7745121
BIKE LANE	NONE	0.5560955	0.6152	0.0564361	5.4795124
CENTER STRIPE DIVIDER	NONE	1.7484182	0.0453*	1.0116659	3.0217149

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
CROSSWALK PRESENT	NONE	0.8640827	0.7223	0.3860107	1.9342438
FLAGMAN	NONE	3.4801e-7	0.9987	0	.
FLASHING RED LIGHT	NONE	3.6592e-8	0.9973	0	.
FLASHING YELLOW LIGHT	NONE	1.7963272	0.6583	0.1340116	24.078444
INOPERATIVE	NONE	1.3747e-7	0.9978	0	.
MARKED LANES	NONE	1.2347296	0.2630	0.8535589	1.7861183
NO PASSING ZONE	NONE	9.1489595	0.0918	0.697675	119.97485
BIKE LANE	OFFICER	30427182	0.9985	0	.
CENTER STRIPE DIVIDER	OFFICER	95666001	0.9984	0	.
CROSSWALK PRESENT	OFFICER	47278927	0.9984	0	.
FLAGMAN	OFFICER	19.041857	0.9998	0	.
FLASHING RED LIGHT	OFFICER	2.0021595	0.9999	0	.
FLASHING YELLOW LIGHT	OFFICER	98287379	0.9984	0	.
INOPERATIVE	OFFICER	7.5218856	0.9998	0	.
MARKED LANES	OFFICER	67559151	0.9984	0	.
NO PASSING ZONE	OFFICER	500592130	0.9982	0	.
NONE	OFFICER	54715745	0.9984	0	.
BIKE LANE	OTHER EXPLAIN IN NARRATIVE	1.1613667	0.9081	0.091533	14.735363
CENTER STRIPE DIVIDER	OTHER EXPLAIN IN NARRATIVE	3.6514491	0.0456*	1.0259354	12.996023
CROSSWALK PRESENT	OTHER EXPLAIN IN NARRATIVE	1.8045763	0.3985	0.4584336	7.1035267
FLAGMAN	OTHER EXPLAIN IN NARRATIVE	7.268e-7	0.9987	0	.
FLASHING RED LIGHT	OTHER EXPLAIN IN NARRATIVE	7.642e-8	0.9974	0	.
FLASHING YELLOW LIGHT	OTHER EXPLAIN IN NARRATIVE	3.7515037	0.3579	0.2239334	62.848051
INOPERATIVE	OTHER EXPLAIN IN NARRATIVE	2.871e-7	0.9979	0	.
MARKED LANES	OTHER EXPLAIN IN NARRATIVE	2.5786465	0.1241	0.7710707	8.623616
NO PASSING ZONE	OTHER EXPLAIN IN NARRATIVE	19.106962	0.0408*	1.1312323	322.72416
NONE	OTHER EXPLAIN IN NARRATIVE	2.0884301	0.2307	0.6264426	6.962394
OFFICER	OTHER EXPLAIN IN NARRATIVE	3.8169e-8	0.9985	0	.
BIKE LANE	RR GATESIGNAL	0.0768982	0.1636	0.0020823	2.8398496
CENTER STRIPE DIVIDER	RR GATESIGNAL	0.2417754	0.3349	0.0134948	4.331703
CROSSWALK PRESENT	RR GATESIGNAL	0.1194874	0.1580	0.0062559	2.2822111
FLAGMAN	RR GATESIGNAL	4.8124e-8	0.9985	0	.
FLASHING RED LIGHT	RR GATESIGNAL	5.06e-9	0.9970	0	.
FLASHING YELLOW LIGHT	RR GATESIGNAL	0.2484004	0.4808	0.0051724	11.929245
INOPERATIVE	RR GATESIGNAL	1.901e-8	0.9976	0	.
MARKED LANES	RR GATESIGNAL	0.1707413	0.2250	0.0098215	2.9682392
NO PASSING ZONE	RR GATESIGNAL	1.2651397	0.9044	0.0272304	58.779157
NONE	RR GATESIGNAL	0.1382824	0.1752	0.0079187	2.4147783

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
OFFICER	RR GATESIGNAL	2.5273e-9	0.9982	0	.
OTHER EXPLAIN IN NARRATIVE	RR GATESIGNAL	0.0662135	0.0847	0.0030239	1.4498671
BIKE LANE	SIGNAL LIGHT	0.6173904	0.6836	0.0606998	6.2796089
CENTER STRIPE DIVIDER	SIGNAL LIGHT	1.9411352	0.0755	0.9341661	4.0335503
CROSSWALK PRESENT	SIGNAL LIGHT	0.959325	0.9176	0.4367098	2.1073596
FLAGMAN	SIGNAL LIGHT	3.8637e-7	0.9987	0	.
FLASHING RED LIGHT	SIGNAL LIGHT	4.0625e-8	0.9973	0	.
FLASHING YELLOW LIGHT	SIGNAL LIGHT	1.9943249	0.6001	0.1510556	26.330255
INOPERATIVE	SIGNAL LIGHT	1.5262e-7	0.9978	0	.
MARKED LANES	SIGNAL LIGHT	1.370826	0.2905	0.7638398	2.4601546
NO PASSING ZONE	SIGNAL LIGHT	10.157391	0.0853	0.7242191	142.46048
NONE	SIGNAL LIGHT	1.1102236	0.7330	0.608847	2.0244767
OFFICER	SIGNAL LIGHT	2.0291e-8	0.9984	0	.
OTHER EXPLAIN IN NARRATIVE	SIGNAL LIGHT	0.5316068	0.3197	0.1531238	1.8456035
RR GATESIGNAL	SIGNAL LIGHT	8.0286713	0.1596	0.4404805	146.33919
BIKE LANE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	2730710.1	0.9968	0	.
CENTER STRIPE DIVIDER	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	8585616.5	0.9966	0	.
CROSSWALK PRESENT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	4243082.6	0.9967	0	.
FLAGMAN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	1.7089257	1.0000	0	.
FLASHING RED LIGHT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	0.1796853	0.9998	0	.
FLASHING YELLOW LIGHT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	8820874.1	0.9966	0	.
INOPERATIVE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	0.6750572	1.0000	0	.
MARKED LANES	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	6063146.4	0.9967	0	.
NO PASSING ZONE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	44926014	0.9962	0	.
NONE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	4910505.3	0.9967	0	.
OFFICER	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	0.0897457	0.9998	0	.
OTHER EXPLAIN IN NARRATIVE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	2351290.2	0.9969	0	.
RR GATESIGNAL	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	35510712	0.9963	0	.
SIGNAL LIGHT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	4422987.5	0.9967	0	.
BIKE LANE	STOP SIGN	0.7820595	0.8352	0.0771846	7.9240797
CENTER STRIPE DIVIDER	STOP SIGN	2.4588707	0.0101*	1.238939	4.8800185
CROSSWALK PRESENT	STOP SIGN	1.2151942	0.6465	0.5283458	2.7949442
FLAGMAN	STOP SIGN	4.8943e-7	0.9987	0	.
FLASHING RED LIGHT	STOP SIGN	5.1461e-8	0.9973	0	.
FLASHING YELLOW LIGHT	STOP SIGN	2.5262471	0.4878	0.1843037	34.627227
INOPERATIVE	STOP SIGN	1.9333e-7	0.9979	0	.
MARKED LANES	STOP SIGN	1.7364499	0.0469*	1.0076778	2.9922841
NO PASSING ZONE	STOP SIGN	12.86655	0.0557	0.9396746	176.17599

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
NONE	STOP SIGN	1.4063402	0.2150	0.8203236	2.4109909
OFFICER	STOP SIGN	2.5703e-8	0.9984	0	.
OTHER EXPLAIN IN NARRATIVE	STOP SIGN	0.6733959	0.5329	0.1943226	2.3335529
RR GATESIGNAL	STOP SIGN	10.170062	0.1160	0.5640916	183.35701
SIGNAL LIGHT	STOP SIGN	1.2667179	0.4897	0.6476467	2.4775456
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	STOP SIGN	2.8639e-7	0.9968	0	.
BIKE LANE	WARNING SIGN	6528539.2	0.9975	0	.
CENTER STRIPE DIVIDER	WARNING SIGN	20526358	0.9973	0	.
CROSSWALK PRESENT	WARNING SIGN	10144296	0.9974	0	.
FLAGMAN	WARNING SIGN	4.0856729	0.9999	0	.
FLASHING RED LIGHT	WARNING SIGN	0.4295888	0.9999	0	.
FLASHING YELLOW LIGHT	WARNING SIGN	21088809	0.9973	0	.
INOPERATIVE	WARNING SIGN	1.6139163	1.0000	0	.
MARKED LANES	WARNING SIGN	14495676	0.9974	0	.
NO PASSING ZONE	WARNING SIGN	107408415	0.9971	0	.
NONE	WARNING SIGN	11739960	0.9974	0	.
OFFICER	WARNING SIGN	0.2145627	0.9999	0	.
OTHER EXPLAIN IN NARRATIVE	WARNING SIGN	5621428.1	0.9975	0	.
RR GATESIGNAL	WARNING SIGN	84898459	0.9971	0	.
SIGNAL LIGHT	WARNING SIGN	10574410	0.9974	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	WARNING SIGN	2.3907844	0.9999	0	.
STOP SIGN	WARNING SIGN	8347880.2	0.9975	0	.
BIKE LANE	YIELD SIGN	0.4131766	0.5145	0.0289713	5.8925454
CENTER STRIPE DIVIDER	YIELD SIGN	1.2990673	0.7341	0.2870968	5.878073
CROSSWALK PRESENT	YIELD SIGN	0.6420098	0.5845	0.1311576	3.1426052
FLAGMAN	YIELD SIGN	2.5857e-7	0.9987	0	.
FLASHING RED LIGHT	YIELD SIGN	2.7188e-8	0.9972	0	.
FLASHING YELLOW LIGHT	YIELD SIGN	1.3346635	0.8471	0.0709054	25.122586
INOPERATIVE	YIELD SIGN	1.0214e-7	0.9978	0	.
MARKED LANES	YIELD SIGN	0.9173989	0.9073	0.2149308	3.9157758
NO PASSING ZONE	YIELD SIGN	6.7976382	0.2031	0.3552032	130.08858
NONE	YIELD SIGN	0.7429958	0.6876	0.1746733	3.16043
OFFICER	YIELD SIGN	1.3579e-8	0.9984	0	.
OTHER EXPLAIN IN NARRATIVE	YIELD SIGN	0.3557676	0.2694	0.0568422	2.2267012
RR GATESIGNAL	YIELD SIGN	5.3730335	0.3030	0.2191055	131.76068
SIGNAL LIGHT	YIELD SIGN	0.6692307	0.5990	0.1497957	2.9898704
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	YIELD SIGN	1.5131e-7	0.9966	0	.
STOP SIGN	YIELD SIGN	0.5283187	0.3775	0.1280686	2.1794613

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
WARNING SIGN	YIELD SIGN	6.3288e-8	0.9974	0	.

### Odds Ratios for Lane Numbers

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
4+	2-4	0.7432983	0.4411	0.3494422	1.5810694
unknown	2-4	0.5524923	0.4411	0.1221098	2.4997805
unknown	4+	0.7432983	0.4411	0.3494422	1.5810694
2-4	4+	1.3453549	0.4411	0.6324833	2.8617038
2-4	unknown	1.8099799	0.4411	0.4000351	8.1893489
4+	unknown	1.3453549	0.4411	0.6324833	2.8617038

### Odds Ratios for Roadway Type

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
4 or more lanes divided	2-lane 2-way	0.6652295	0.4625	0.2242633	1.973262
4 or more lanes undivided	2-lane 2-way	0.425708	0.0923	0.1574997	1.1506516
4 or more lanes undivided	4 or more lanes divided	0.6399416	0.3772	0.2376148	1.7234842
unknown	2-lane 2-way	1.6394e-8	0.9984	0	.
unknown	4 or more lanes divided	2.4644e-8	0.9984	0	.
unknown	4 or more lanes undivided	3.851e-8	0.9985	0	.
2-lane 2-way	4 or more lanes divided	1.5032407	0.4625	0.5067751	4.4590445
2-lane 2-way	4 or more lanes undivided	2.3490279	0.0923	0.8690728	6.3492175
4 or more lanes divided	4 or more lanes undivided	1.5626426	0.3772	0.58022	4.2084929
2-lane 2-way	unknown	60997652	0.9984	0	.
4 or more lanes divided	unknown	40577436	0.9984	0	.
4 or more lanes undivided	unknown	25967190	0.9985	0	.

### Odds Ratios for Weather

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
clear cloudy	adverse	0.6444387	0.2937	0.2837791	1.4634664
unknown	adverse	3.5486e-7	0.9980	0	.
unknown	clear cloudy	5.5065e-7	0.9980	0	.
adverse	clear cloudy	1.551738	0.2937	0.6833091	3.5238674
adverse	unknown	2818008.4	0.9980	0	.
clear cloudy	unknown	1816033.7	0.9980	0	.



### Odds Ratios for Surface Condition

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
other	dry	1.3150365	0.4123	0.6832463	2.5310362
unknown	dry	3.467e-7	0.9980	0	.
unknown	other	2.6364e-7	0.9979	0	.
dry	other	0.7604351	0.4123	0.3950951	1.4636011
dry	unknown	2884331.2	0.9980	0	.
other	unknown	3793001	0.9979	0	.

### Odds Ratios for Light Condition

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
dark not lighted	dark lighted	1.9465782	0.0057*	1.2140458	3.1211071
dark unknown lighting	dark lighted	1.5853658	0.4902	0.4281406	5.8704654
dark unknown lighting	dark not lighted	0.8144372	0.7612	0.2167937	3.059628
dawn	dark lighted	1.4891851	0.4556	0.5231171	4.2393417
dawn	dark not lighted	0.7650271	0.6241	0.2621039	2.2329558
dawn	dark unknown lighting	0.9393322	0.9397	0.1856974	4.7515196
daylight	dark lighted	0.8474148	0.3476	0.599863	1.1971264
daylight	dark not lighted	0.4353356	0.0001*	0.2851462	0.6646313
daylight	dark unknown lighting	0.5345232	0.3421	0.1468188	1.9460385
daylight	dawn	0.569046	0.2797	0.2047426	1.5815632
dusk	dark lighted	1.3407087	0.4285	0.6488009	2.7704953
dusk	dark not lighted	0.6887515	0.3426	0.3188822	1.4876298
dusk	dark unknown lighting	0.8456779	0.8195	0.2003647	3.5693473
dusk	dawn	0.9002969	0.8641	0.2703044	2.9985984
dusk	daylight	1.5821162	0.1845	0.8035259	3.115135
unknown	dark lighted	3.5191e-8	0.9977	0	.
unknown	dark not lighted	1.8079e-8	0.9976	0	.
unknown	dark unknown lighting	2.2198e-8	0.9977	0	.
unknown	dawn	2.3631e-8	0.9977	0	.
unknown	daylight	4.1528e-8	0.9977	0	.
unknown	dusk	2.6248e-8	0.9977	0	.
dark lighted	dark not lighted	0.513722	0.0057*	0.3203991	0.8236922
dark lighted	dark unknown lighting	0.6307693	0.4902	0.1703442	2.3356813
dark not lighted	dark unknown lighting	1.2278417	0.7612	0.3268371	4.6126808

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
dark lighted	dawn	0.6715082	0.4556	0.2358857	1.9116178
dark not lighted	dawn	1.3071432	0.6241	0.4478369	3.8152806
dark unknown lighting	dawn	1.0645861	0.9397	0.210459	5.3851041
dark lighted	daylight	1.1800596	0.3476	0.8353337	1.6670472
dark not lighted	daylight	2.2970784	0.0001*	1.5045937	3.5069729
dark unknown lighting	daylight	1.8708261	0.3421	0.5138644	6.8111163
dawn	daylight	1.7573272	0.2797	0.6322858	4.8841818
dark lighted	dusk	0.7458742	0.4285	0.3609463	1.5413049
dark not lighted	dusk	1.4519024	0.3426	0.6722102	3.1359545
dark unknown lighting	dusk	1.1824834	0.8195	0.2801633	4.9909003
dawn	dusk	1.1107447	0.8641	0.3334891	3.6995323
daylight	dusk	0.6320648	0.1845	0.3210134	1.2445149
dark lighted	unknown	28416051	0.9977	0	.
dark not lighted	unknown	55314066	0.9976	0	.
dark unknown lighting	unknown	45049834	0.9977	0	.
dawn	unknown	42316760	0.9977	0	.
daylight	unknown	24080182	0.9977	0	.
dusk	unknown	38097647	0.9977	0	.

### Odds Ratios for Curve

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
level	grade	1.0304309	0.9407	0.4677925	2.2697842
unknown	grade	0.9473233	0.8798	0.4697104	1.9105845
unknown	level	0.9193467	0.8764	0.3185268	2.6534603
grade	level	0.9704678	0.9407	0.4405705	2.1377002
grade	unknown	1.0556059	0.8798	0.5234	2.1289715
level	unknown	1.087729	0.8764	0.3768664	3.139453

### Odds Ratios for Grade

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
straight	curve	5892.8283	0.9976	0	.
unknown	curve	34725426	0.9976	0	.
unknown	straight	5892.8283	0.9976	0	.
curve	straight	0.0001697	0.9976	0	.
curve	unknown	2.8797e-8	0.9976	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
straight	unknown	0.0001697	0.9976	0	

### Odds Ratios for Hit and Run

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	1.3839653	0.3716	0.6784508	2.8231374
False	True	0.7225615	0.3716	0.3542158	1.4739462

### Odds Ratios for Charges

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	0.9719719	0.8557	0.7154958	1.3203841
False	True	1.0288364	0.8557	0.7573554	1.3976321

### Odds Ratios for Male

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	0.8908273	0.6328	0.5544213	1.4313542
0	1	1.1225521	0.6328	0.6986391	1.8036825

### Odds Ratios for Female

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	1.1861862	0.2079	0.9094087	1.5472005
0	1	0.843038	0.2079	0.6463287	1.0996156

### Odds Ratios for Driver Age

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
driver_26_60	driver_16_25	0.7469466	0.0730	0.5429353	1.0276164
driver_<16	driver_16_25	0.6567563	0.7525	0.0481539	8.957306
driver_<16	driver_26_60	0.8792547	0.9230	0.064763	11.937199
driver_>60	driver_16_25	0.5242939	0.0043*	0.3364816	0.8169367
driver_>60	driver_26_60	0.7019162	0.0686	0.4795543	1.0273838
driver_>60	driver_<16	0.7983082	0.8660	0.0583209	10.927404
unknown	driver_16_25	0.3874573	0.0236*	0.1704592	0.8806981

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
unknown	driver_26_60	0.5187215	0.1043	0.2349504	1.1452291
unknown	driver_<16	0.5899559	0.7012	0.0398086	8.7430332
unknown	driver_>60	0.7390077	0.4835	0.3171071	1.7222333
driver_16_25	driver_26_60	1.3387838	0.0730	0.9731258	1.84184
driver_16_25	driver_<16	1.5226348	0.7525	0.1116407	20.766769
driver_26_60	driver_<16	1.1373269	0.9230	0.0837717	15.440916
driver_16_25	driver_>60	1.9073271	0.0043*	1.2240851	2.9719311
driver_26_60	driver_>60	1.4246715	0.0686	0.973346	2.0852694
driver_<16	driver_>60	1.2526491	0.8660	0.091513	17.146514
driver_16_25	unknown	2.5809299	0.0236*	1.1354629	5.8665053
driver_26_60	unknown	1.9278168	0.1043	0.8731877	4.2562182
driver_<16	unknown	1.6950419	0.7012	0.1143768	25.120196
driver_>60	unknown	1.3531659	0.4835	0.5806414	3.1535088

### Odds Ratios for Pedalcyclist Age

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
pedalcyclist_26_60	pedalcyclist_16_25	1.5999768	0.0083*	1.128755	2.2679199
pedalcyclist_<16	pedalcyclist_16_25	0.8509801	0.4654	0.5517429	1.3125082
pedalcyclist_<16	pedalcyclist_26_60	0.5318703	0.0011*	0.3641323	0.7768769
pedalcyclist_>60	pedalcyclist_16_25	2.175323	0.0019*	1.331609	3.5536182
pedalcyclist_>60	pedalcyclist_26_60	1.3595966	0.1454	0.8990799	2.0559939
pedalcyclist_>60	pedalcyclist_<16	2.556256	0.0003*	1.5413481	4.2394349
unknown	pedalcyclist_16_25	0.3919964	0.0920	0.1318666	1.1652773
unknown	pedalcyclist_26_60	0.2450013	0.0097*	0.0844404	0.7108641
unknown	pedalcyclist_<16	0.4606411	0.1644	0.1544762	1.3736109
unknown	pedalcyclist_>60	0.1802015	0.0027*	0.0588461	0.5518224
pedalcyclist_16_25	pedalcyclist_26_60	0.6250091	0.0083*	0.4409327	0.8859319
pedalcyclist_16_25	pedalcyclist_<16	1.1751156	0.4654	0.7619	1.8124383
pedalcyclist_26_60	pedalcyclist_<16	1.8801578	0.0011*	1.2872052	2.7462547
pedalcyclist_16_25	pedalcyclist_>60	0.4597019	0.0019*	0.2814033	0.7509712
pedalcyclist_26_60	pedalcyclist_>60	0.7355123	0.1454	0.4863828	1.1122482
pedalcyclist_<16	pedalcyclist_>60	0.3911971	0.0003*	0.2358805	0.6487827
pedalcyclist_16_25	unknown	2.5510436	0.0920	0.8581648	7.5834191
pedalcyclist_26_60	unknown	4.0816106	0.0097*	1.4067387	11.842672
pedalcyclist_<16	unknown	2.1708873	0.1644	0.7280082	6.4734872
pedalcyclist_>60	unknown	5.5493438	0.0027*	1.8121772	16.99349

### Odds Ratios for Driver Alcohol

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
positive	negative	2.1731185	0.3731	0.3938769	11.989644
negative	positive	0.4601682	0.3731	0.0834053	2.5388642

### Odds Ratios for Pedalcyclist Alcohol

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
positive	negative	388793027	0.9973	0	.
negative	positive	2.5721e-9	0.9973	0	.

### Odds Ratios for Driver Drugs

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
positive	negative	6.6936345	0.1776	0.4221038	106.14628
negative	positive	0.1493957	0.1776	0.009421	2.3690858

### Odds Ratios for Pedalcyclist Drugs

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
positive	negative	318795512	0.9947	0	.
negative	positive	3.1368e-9	0.9947	0	.

### Odds Ratios for SUV Van Truck or Car

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
car	Both	0.9111309	0.8818	0.2671014	3.1080314
Others	Both	1.492998	0.5493	0.402066	5.5439729
Others	car	1.6386207	0.0654	0.9690889	2.7707241
SUV_Van_Truck	Both	1.1006323	0.8784	0.3222877	3.7587264
SUV_Van_Truck	car	1.2079848	0.1440	0.9374949	1.5565174
SUV_Van_Truck	Others	0.7371961	0.2530	0.4370582	1.2434454
Both	car	1.0975371	0.8818	0.3217471	3.7438962
Both	Others	0.6697932	0.5493	0.1803761	2.4871537
car	Others	0.6102693	0.0654	0.3609165	1.0318971

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Both	SUV_Van_Truck	0.9085686	0.8784	0.2660476	3.1028173
car	SUV_Van_Truck	0.827825	0.1440	0.6424599	1.0666724
Others	SUV_Van_Truck	1.3564912	0.2530	0.8042171	2.2880246

### Odds Ratios for Passenger Car

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	1	.	1	1
0	1	1	.	1	1

### Odds Ratios for Car Truck SUV

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	1	.	1	1
0	1	1	.	1	1

### Odds Ratios for Freight Truck

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	1.0942275	0.8705	0.3705064	3.231614
0	1	0.9138868	0.8705	0.3094429	2.6990085

### Odds Ratios for Emergency Vehicle

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	2.0808e-8	0.9943	0	.
0	1	48058785	0.9943	0	.

### Odds Ratios for Crash Location

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
intersection_related	intersection	0.7467781	0.2327	0.4623239	1.2062485
non_intersection	intersection	0.9036058	0.6598	0.575389	1.4190458
non_intersection	intersection_related	1.2100057	0.4976	0.6974987	2.0990917
non_roadway	intersection	2.6119e-7	0.9987	0	.
non_roadway	intersection_related	3.4976e-7	0.9987	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
non_roadway	non_intersection	2.8905e-7	0.9987	0	.
intersection	intersection_related	1.3390858	0.2327	0.8290166	2.1629855
intersection	non_intersection	1.1066773	0.6598	0.7046989	1.7379547
intersection_related	non_intersection	0.8264424	0.4976	0.4763965	1.4336945
intersection	non_roadway	3828628.4	0.9987	0	.
intersection_related	non_roadway	2859136	0.9987	0	.
non_intersection	non_roadway	3459570.7	0.9987	0	.

### Odds Ratios for Crash Group

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_failed_to_yield_midblock	backing_vehicle	3.1254581	0.3180	0.333748	29.269058
bicyclist_failed_to_yield_sign_controlled_intersection	backing_vehicle	4.7469444	0.1735	0.503999	44.709375
bicyclist_failed_to_yield_sign_controlled_intersection	bicyclist_failed_to_yield_midblock	1.5187996	0.3807	0.5966562	3.8661328
bicyclist_failed_to_yield_signalized_intersection	backing_vehicle	3.4098949	0.2851	0.3596333	32.331222
bicyclist_failed_to_yield_signalized_intersection	bicyclist_failed_to_yield_midblock	1.0910065	0.8557	0.4268243	2.788724
bicyclist_failed_to_yield_signalized_intersection	bicyclist_failed_to_yield_sign_controlled_intersection	0.7183347	0.4224	0.3201221	1.6119
bicyclist_left_turn_merge	backing_vehicle	3.2425907	0.3100	0.3345827	31.425402
bicyclist_left_turn_merge	bicyclist_failed_to_yield_midblock	1.0374769	0.9437	0.373585	2.8811603
bicyclist_left_turn_merge	bicyclist_failed_to_yield_sign_controlled_intersection	0.6830901	0.4185	0.2712976	1.7199267
bicyclist_left_turn_merge	bicyclist_failed_to_yield_signalized_intersection	0.9509357	0.9159	0.3739143	2.4184113
bicyclist_overtaking_motorist	backing_vehicle	0.9703293	0.9816	0.0750728	12.541686
bicyclist_overtaking_motorist	bicyclist_failed_to_yield_midblock	0.3104599	0.1399	0.0656873	1.4673357
bicyclist_overtaking_motorist	bicyclist_failed_to_yield_sign_controlled_intersection	0.2044114	0.0393*	0.0451631	0.9251803
bicyclist_overtaking_motorist	bicyclist_failed_to_yield_signalized_intersection	0.2845628	0.1058	0.0620481	1.3050529
bicyclist_overtaking_motorist	bicyclist_left_turn_merge	0.2992451	0.1290	0.0630145	1.4210647
bicyclist_right_turn_merge	backing_vehicle	2.6271133	0.4973	0.1615026	42.734452
bicyclist_right_turn_merge	bicyclist_failed_to_yield_midblock	0.840553	0.8554	0.1297473	5.4454273
bicyclist_right_turn_merge	bicyclist_failed_to_yield_sign_controlled_intersection	0.5534325	0.5320	0.0865507	3.538823
bicyclist_right_turn_merge	bicyclist_failed_to_yield_signalized_intersection	0.7704382	0.7845	0.1188267	4.995301
bicyclist_right_turn_merge	bicyclist_left_turn_merge	0.8101896	0.8278	0.1215901	5.3985249
bicyclist_right_turn_merge	bicyclist_overtaking_motorist	2.7074451	0.3829	0.2890178	25.362658
crossing_paths_other_circumstances	backing_vehicle	4.4738225	0.1871	0.4830967	41.430807
crossing_paths_other_circumstances	bicyclist_failed_to_yield_midblock	1.4314134	0.4100	0.6098165	3.3599358
crossing_paths_other_circumstances	bicyclist_failed_to_yield_sign_controlled_intersection	0.9424636	0.8696	0.4644455	1.9124692
crossing_paths_other_circumstances	bicyclist_failed_to_yield_signalized_intersection	1.3120118	0.4738	0.6240492	2.7583965
crossing_paths_other_circumstances	bicyclist_left_turn_merge	1.3797062	0.4840	0.5602199	3.3979323

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
crossing_paths_other_circumstances	bicyclist_overtaking_motorist	4.6106228	0.0463*	1.0252763	20.733769
crossing_paths_other_circumstances	bicyclist_right_turn_merge	1.7029423	0.5713	0.2695889	10.757168
crossing_roadway_vehicle_not_turning	backing_vehicle	1.7718e-6	0.9988	0	.
crossing_roadway_vehicle_not_turning	bicyclist_failed_to_yield_midblock	5.6689e-7	0.9987	0	.
crossing_roadway_vehicle_not_turning	bicyclist_failed_to_yield_sign_controlled_intersection	3.7325e-7	0.9987	0	.
crossing_roadway_vehicle_not_turning	bicyclist_failed_to_yield_signalized_intersection	5.196e-7	0.9987	0	.
crossing_roadway_vehicle_not_turning	bicyclist_left_turn_merge	5.4641e-7	0.9987	0	.
crossing_roadway_vehicle_not_turning	bicyclist_overtaking_motorist	1.826e-6	0.9988	0	.
crossing_roadway_vehicle_not_turning	bicyclist_right_turn_merge	6.7442e-7	0.9987	0	.
crossing_roadway_vehicle_not_turning	crossing_paths_other_circumstances	3.9603e-7	0.9987	0	.
head_on	backing_vehicle	6.6495986	0.1024	0.684462	64.601335
head_on	bicyclist_failed_to_yield_midblock	2.1275597	0.1401	0.7803516	5.8006036
head_on	bicyclist_failed_to_yield_sign_controlled_intersection	1.4008166	0.4963	0.5304366	3.6993811
head_on	bicyclist_failed_to_yield_signalized_intersection	1.950089	0.1851	0.7262532	5.2362549
head_on	bicyclist_left_turn_merge	2.0507055	0.1717	0.7321564	5.7438452
head_on	bicyclist_overtaking_motorist	6.8529297	0.0174*	1.4026048	33.482449
head_on	bicyclist_right_turn_merge	2.5311427	0.3367	0.3806586	16.830521
head_on	crossing_paths_other_circumstances	1.4863349	0.3988	0.5920041	3.7317168
head_on	crossing_roadway_vehicle_not_turning	3753048.2	0.9987	0	.
insufficient_details	backing_vehicle	24.340997	0.0137*	1.9222422	308.22554
insufficient_details	bicyclist_failed_to_yield_midblock	7.7879776	0.0054*	1.8313251	33.119513
insufficient_details	bicyclist_failed_to_yield_sign_controlled_intersection	5.1277191	0.0220*	1.2653175	20.780162
insufficient_details	bicyclist_failed_to_yield_signalized_intersection	7.1383424	0.0064*	1.7386498	29.307761
insufficient_details	bicyclist_left_turn_merge	7.5066513	0.0090*	1.6555538	34.036837
insufficient_details	bicyclist_overtaking_motorist	25.085295	0.0009*	3.7228077	169.03158
insufficient_details	bicyclist_right_turn_merge	9.2653017	0.0459*	1.0415169	82.423832
insufficient_details	crossing_paths_other_circumstances	5.4407607	0.0158*	1.3745898	21.535062
insufficient_details	crossing_roadway_vehicle_not_turning	13738113	0.9985	0	.
insufficient_details	head_on	3.6605213	0.0947	0.7992647	16.76468
loss_of_control_turning_error	backing_vehicle	3.6195375	0.2581	0.3894176	33.64268
loss_of_control_turning_error	bicyclist_failed_to_yield_midblock	1.1580822	0.7453	0.4777877	2.8070093
loss_of_control_turning_error	bicyclist_failed_to_yield_sign_controlled_intersection	0.7624984	0.4933	0.3509988	1.6564269
loss_of_control_turning_error	bicyclist_failed_to_yield_signalized_intersection	1.0614806	0.8865	0.4677291	2.4089613
loss_of_control_turning_error	bicyclist_left_turn_merge	1.1162487	0.8138	0.4469748	2.7876537
loss_of_control_turning_error	bicyclist_overtaking_motorist	3.7302156	0.0875	0.8239778	16.886993
loss_of_control_turning_error	bicyclist_right_turn_merge	1.3777622	0.7343	0.2164978	8.7678879
loss_of_control_turning_error	crossing_paths_other_circumstances	0.8090481	0.5873	0.3764061	1.7389699
loss_of_control_turning_error	crossing_roadway_vehicle_not_turning	2042875	0.9987	0	.



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
loss_of_control_turning_error	head_on	0.5443242	0.2029	0.2134423	1.3881452
loss_of_control_turning_error	insufficient_details	0.1487013	0.0087*	0.0357971	0.6177055
motorist_failed_to_yield_midblock	backing_vehicle	1.7718474	0.6203	0.1843323	17.031434
motorist_failed_to_yield_midblock	bicyclist_failed_to_yield_midblock	0.5669081	0.2562	0.2128346	1.5100211
motorist_failed_to_yield_midblock	bicyclist_failed_to_yield_sign_controlled_intersection	0.3732606	0.0402*	0.1456005	0.9568888
motorist_failed_to_yield_midblock	bicyclist_failed_to_yield_signalized_intersection	0.5196194	0.1728	0.2027266	1.3318642
motorist_failed_to_yield_midblock	bicyclist_left_turn_merge	0.5464296	0.2354	0.2013621	1.4828279
motorist_failed_to_yield_midblock	bicyclist_overtaking_motorist	1.8260269	0.4455	0.3887904	8.5762759
motorist_failed_to_yield_midblock	bicyclist_right_turn_merge	0.6744465	0.6820	0.1025087	4.4374572
motorist_failed_to_yield_midblock	crossing_paths_other_circumstances	0.3960478	0.0450*	0.1601101	0.9796624
motorist_failed_to_yield_midblock	crossing_roadway_vehicle_not_turning	1000034.6	0.9988	0	.
motorist_failed_to_yield_midblock	head_on	0.2664593	0.0087*	0.0991717	0.715936
motorist_failed_to_yield_midblock	insufficient_details	0.0727927	0.0006*	0.0164013	0.3230713
motorist_failed_to_yield_midblock	loss_of_control_turning_error	0.4895232	0.1220	0.1979417	1.2106235
motorist_failed_to_yield_sign_controlled_intersection	backing_vehicle	2.1608027	0.5004	0.2297992	20.318036
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_failed_to_yield_midblock	0.6913555	0.4389	0.2715082	1.7604346
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_failed_to_yield_sign_controlled_intersection	0.4551987	0.0071*	0.2565323	0.8077181
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_failed_to_yield_signalized_intersection	0.633686	0.2582	0.2873792	1.3973105
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_left_turn_merge	0.6663816	0.3861	0.2661466	1.6684959
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_overtaking_motorist	2.2268756	0.2971	0.494402	10.030248
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_right_turn_merge	0.8225008	0.8371	0.127713	5.2970901
motorist_failed_to_yield_sign_controlled_intersection	crossing_paths_other_circumstances	0.482988	0.0386*	0.2423541	0.9625481
motorist_failed_to_yield_sign_controlled_intersection	crossing_roadway_vehicle_not_turning	1219561.9	0.9988	0	.
motorist_failed_to_yield_sign_controlled_intersection	head_on	0.3249524	0.0200*	0.1260776	0.837532
motorist_failed_to_yield_sign_controlled_intersection	insufficient_details	0.0887722	0.0006*	0.0220768	0.3569584
motorist_failed_to_yield_sign_controlled_intersection	loss_of_control_turning_error	0.5969831	0.1873	0.2773169	1.285132
motorist_failed_to_yield_sign_controlled_intersection	motorist_failed_to_yield_midblock	1.2195196	0.6700	0.4895431	3.0379924
motorist_failed_to_yield_signalized_intersection	backing_vehicle	2.3840505	0.4571	0.2414595	23.538926
motorist_failed_to_yield_signalized_intersection	bicyclist_failed_to_yield_midblock	0.7627843	0.6069	0.2718878	2.1400004
motorist_failed_to_yield_signalized_intersection	bicyclist_failed_to_yield_sign_controlled_intersection	0.5022284	0.1402	0.2011112	1.2541985
motorist_failed_to_yield_signalized_intersection	bicyclist_failed_to_yield_signalized_intersection	0.6991566	0.3631	0.3233166	1.5118922
motorist_failed_to_yield_signalized_intersection	bicyclist_left_turn_merge	0.7352302	0.5577	0.2629594	2.0556917
motorist_failed_to_yield_signalized_intersection	bicyclist_overtaking_motorist	2.4569499	0.2647	0.5062869	11.923284
motorist_failed_to_yield_signalized_intersection	bicyclist_right_turn_merge	0.9074791	0.9210	0.1332467	6.1804032
motorist_failed_to_yield_signalized_intersection	crossing_paths_other_circumstances	0.5328889	0.1477	0.2272935	1.2493566
motorist_failed_to_yield_signalized_intersection	crossing_roadway_vehicle_not_turning	1345563.4	0.9987	0	.
motorist_failed_to_yield_signalized_intersection	head_on	0.3585255	0.0590	0.1236184	1.0398174
motorist_failed_to_yield_signalized_intersection	insufficient_details	0.0979438	0.0019*	0.0225794	0.4248558

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
motorist_failed_to_yield_signalized_intersection	loss_of_control_turning_error	0.6586616	0.3727	0.2630009	1.6495578
motorist_failed_to_yield_signalized_intersection	motorist_failed_to_yield_midblock	1.3455168	0.5692	0.4842374	3.738694
motorist_failed_to_yield_signalized_intersection	motorist_failed_to_yield_sign_controlled_intersection	1.1033171	0.8279	0.4547681	2.6767678
motorist_left_turn_merge	backing_vehicle	2.6309298	0.3883	0.2922163	23.687223
motorist_left_turn_merge	bicyclist_failed_to_yield_midblock	0.8417742	0.6840	0.3672821	1.9292632
motorist_left_turn_merge	bicyclist_failed_to_yield_sign_controlled_intersection	0.5542365	0.0884	0.2811355	1.0926335
motorist_left_turn_merge	bicyclist_failed_to_yield_signalized_intersection	0.7715574	0.4296	0.4054164	1.4683692
motorist_left_turn_merge	bicyclist_left_turn_merge	0.8113666	0.6150	0.3592577	1.8324336
motorist_left_turn_merge	bicyclist_overtaking_motorist	2.7113783	0.1777	0.6357744	11.563178
motorist_left_turn_merge	bicyclist_right_turn_merge	1.0014527	0.9987	0.1637708	6.1238495
motorist_left_turn_merge	crossing_paths_other_circumstances	0.588072	0.1031	0.3106	1.1134213
motorist_left_turn_merge	crossing_roadway_vehicle_not_turning	1484902.7	0.9987	0	.
motorist_left_turn_merge	head_on	0.3956524	0.0375*	0.1651653	0.9477827
motorist_left_turn_merge	insufficient_details	0.1080864	0.0015*	0.027479	0.4251494
motorist_left_turn_merge	loss_of_control_turning_error	0.7268691	0.3687	0.3625687	1.4572098
motorist_left_turn_merge	motorist_failed_to_yield_midblock	1.4848513	0.3492	0.6489866	3.3972706
motorist_left_turn_merge	motorist_failed_to_yield_sign_controlled_intersection	1.2175706	0.5590	0.6290906	2.3565417
motorist_left_turn_merge	motorist_failed_to_yield_signalized_intersection	1.1035546	0.8015	0.5119001	2.3790439
motorist_overtaking_bicyclist	backing_vehicle	3.596711	0.2484	0.4092719	31.608158
motorist_overtaking_bicyclist	bicyclist_failed_to_yield_midblock	1.1507788	0.7297	0.5187728	2.5527399
motorist_overtaking_bicyclist	bicyclist_failed_to_yield_sign_controlled_intersection	0.7576897	0.4447	0.371906	1.5436526
motorist_overtaking_bicyclist	bicyclist_failed_to_yield_signalized_intersection	1.0547865	0.8851	0.5116913	2.1743081
motorist_overtaking_bicyclist	bicyclist_left_turn_merge	1.1092091	0.7950	0.5074678	2.4244784
motorist_overtaking_bicyclist	bicyclist_overtaking_motorist	3.7066911	0.0722	0.888537	15.463124
motorist_overtaking_bicyclist	bicyclist_right_turn_merge	1.3690734	0.7301	0.2297855	8.1570081
motorist_overtaking_bicyclist	crossing_paths_other_circumstances	0.8039458	0.5250	0.4102279	1.5755363
motorist_overtaking_bicyclist	crossing_roadway_vehicle_not_turning	2029991.7	0.9987	0	.
motorist_overtaking_bicyclist	head_on	0.5408914	0.1220	0.2482396	1.1785532
motorist_overtaking_bicyclist	insufficient_details	0.1477635	0.0062*	0.037617	0.5804302
motorist_overtaking_bicyclist	loss_of_control_turning_error	0.9936935	0.9852	0.5090792	1.939633
motorist_overtaking_bicyclist	motorist_failed_to_yield_midblock	2.0299214	0.0637	0.9603398	4.290753
motorist_overtaking_bicyclist	motorist_failed_to_yield_sign_controlled_intersection	1.6645254	0.1549	0.8248533	3.3589548
motorist_overtaking_bicyclist	motorist_failed_to_yield_signalized_intersection	1.5086556	0.3339	0.6551554	3.4740482
motorist_overtaking_bicyclist	motorist_left_turn_merge	1.3670874	0.2645	0.789307	2.3678087
motorist_right_turn_merge	backing_vehicle	1.7773252	0.6170	0.1865468	16.933473
motorist_right_turn_merge	bicyclist_failed_to_yield_midblock	0.5686607	0.2525	0.2162646	1.4952748
motorist_right_turn_merge	bicyclist_failed_to_yield_sign_controlled_intersection	0.3744146	0.0255*	0.1581579	0.886369
motorist_right_turn_merge	bicyclist_failed_to_yield_signalized_intersection	0.5212258	0.1154	0.2315857	1.1731136

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
motorist_right_turn_merge	bicyclist_left_turn_merge	0.5481189	0.2224	0.2086738	1.4397316
motorist_right_turn_merge	bicyclist_overtaking_motorist	1.8316722	0.4409	0.3929362	8.5383402
motorist_right_turn_merge	bicyclist_right_turn_merge	0.6765316	0.6841	0.1030004	4.4436259
motorist_right_turn_merge	crossing_paths_other_circumstances	0.3972722	0.0268*	0.1755	0.8992888
motorist_right_turn_merge	crossing_roadway_vehicle_not_turning	1003126.3	0.9988	0	.
motorist_right_turn_merge	head_on	0.2672831	0.0110*	0.0967012	0.7387733
motorist_right_turn_merge	insufficient_details	0.0730178	0.0004*	0.016931	0.3149014
motorist_right_turn_merge	loss_of_control_turning_error	0.4910366	0.1048	0.2078883	1.1598388
motorist_right_turn_merge	motorist_failed_to_yield_midblock	1.0030916	0.9950	0.3855208	2.6099569
motorist_right_turn_merge	motorist_failed_to_yield_sign_controlled_intersection	0.8225301	0.6479	0.3555965	1.9025939
motorist_right_turn_merge	motorist_failed_to_yield_signalized_intersection	0.7455065	0.5246	0.3016907	1.8422178
motorist_right_turn_merge	motorist_left_turn_merge	0.6755502	0.2940	0.3247365	1.4053488
motorist_right_turn_merge	motorist_overtaking_bicyclist	0.4941529	0.0636	0.2346255	1.0407526
non_roadway	backing_vehicle	22456043	0.9985	0	.
non_roadway	bicyclist_failed_to_yield_midblock	7184880.5	0.9986	0	.
non_roadway	bicyclist_failed_to_yield_sign_controlled_intersection	4730631.1	0.9986	0	.
non_roadway	bicyclist_failed_to_yield_signalized_intersection	6585552.7	0.9986	0	.
non_roadway	bicyclist_left_turn_merge	6925340	0.9986	0	.
non_roadway	bicyclist_overtaking_motorist	23142703	0.9985	0	.
non_roadway	bicyclist_right_turn_merge	8547801.5	0.9986	0	.
non_roadway	crossing_paths_other_circumstances	5019431	0.9986	0	.
non_roadway	crossing_roadway_vehicle_not_turning	1.267e+13	0.9981	0	.
non_roadway	head_on	3377052.4	0.9987	0	.
non_roadway	insufficient_details	922560.51	0.9988	0	.
non_roadway	loss_of_control_turning_error	6204119.5	0.9986	0	.
non_roadway	motorist_failed_to_yield_midblock	12673802	0.9985	0	.
non_roadway	motorist_failed_to_yield_sign_controlled_intersection	10392454	0.9986	0	.
non_roadway	motorist_failed_to_yield_signalized_intersection	9419281.7	0.9986	0	.
non_roadway	motorist_left_turn_merge	8535401.7	0.9986	0	.
non_roadway	motorist_overtaking_bicyclist	6243493.8	0.9986	0	.
non_roadway	motorist_right_turn_merge	12634741	0.9985	0	.
other_unusual_circumstances	backing_vehicle	13.546872	0.0731	0.7836016	234.19777
other_unusual_circumstances	bicyclist_failed_to_yield_midblock	4.3343636	0.1335	0.6381474	29.439448
other_unusual_circumstances	bicyclist_failed_to_yield_sign_controlled_intersection	2.8538088	0.2978	0.3964436	20.543213
other_unusual_circumstances	bicyclist_failed_to_yield_signalized_intersection	3.9728121	0.1753	0.5403371	29.209977
other_unusual_circumstances	bicyclist_left_turn_merge	4.1777928	0.1687	0.545476	31.997655
other_unusual_circumstances	bicyclist_overtaking_motorist	13.961108	0.0281*	1.3266894	146.91647
other_unusual_circumstances	bicyclist_right_turn_merge	5.1565617	0.2139	0.3882541	68.486402

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
other_unusual_circumstances	crossing_paths_other_circumstances	3.0280307	0.2674	0.4274974	21.448011
other_unusual_circumstances	crossing_roadway_vehicle_not_turning	7645884.6	0.9986	0	.
other_unusual_circumstances	head_on	2.0372466	0.4927	0.2667487	15.559116
other_unusual_circumstances	insufficient_details	0.5565455	0.6124	0.0576877	5.3693093
other_unusual_circumstances	loss_of_control_turning_error	3.742708	0.1889	0.5225586	26.806299
other_unusual_circumstances	motorist_failed_to_yield_midblock	7.6456199	0.0481*	1.0169708	57.48002
other_unusual_circumstances	motorist_failed_to_yield_sign_controlled_intersection	6.2693701	0.0689	0.8672591	45.320943
other_unusual_circumstances	motorist_failed_to_yield_signalized_intersection	5.6822924	0.0944	0.7421816	43.504778
other_unusual_circumstances	motorist_left_turn_merge	5.1490814	0.0982	0.7381212	35.919626
other_unusual_circumstances	motorist_overtaking_bicyclist	3.766461	0.1783	0.5461486	25.975033
other_unusual_circumstances	motorist_right_turn_merge	7.6220558	0.0482*	1.0160649	57.177188
other_unusual_circumstances	non_roadway	6.0326e-7	0.9987	0	.
parallel_paths_other_circumstances	backing_vehicle	3.2246233	0.3139	0.3302051	31.490112
parallel_paths_other_circumstances	bicyclist_failed_to_yield_midblock	1.0317282	0.9526	0.3680817	2.8919205
parallel_paths_other_circumstances	bicyclist_failed_to_yield_sign_controlled_intersection	0.679305	0.4298	0.2601472	1.7738239
parallel_paths_other_circumstances	bicyclist_failed_to_yield_signalized_intersection	0.9456665	0.9118	0.3518928	2.5413567
parallel_paths_other_circumstances	bicyclist_left_turn_merge	0.9944589	0.9918	0.342873	2.8842996
parallel_paths_other_circumstances	bicyclist_overtaking_motorist	3.3232257	0.1416	0.6699443	16.484698
parallel_paths_other_circumstances	bicyclist_right_turn_merge	1.2274397	0.8341	0.180438	8.3497265
parallel_paths_other_circumstances	crossing_paths_other_circumstances	0.7207759	0.4981	0.2795392	1.8584796
parallel_paths_other_circumstances	crossing_roadway_vehicle_not_turning	1819984.6	0.9987	0	.
parallel_paths_other_circumstances	head_on	0.484935	0.1928	0.1631663	1.4412413
parallel_paths_other_circumstances	insufficient_details	0.132477	0.0095*	0.0287383	0.6106888
parallel_paths_other_circumstances	loss_of_control_turning_error	0.8908937	0.8137	0.340742	2.3293036
parallel_paths_other_circumstances	motorist_failed_to_yield_midblock	1.8199216	0.2577	0.6452587	5.1330026
parallel_paths_other_circumstances	motorist_failed_to_yield_sign_controlled_intersection	1.4923266	0.4120	0.5734388	3.8836554
parallel_paths_other_circumstances	motorist_failed_to_yield_signalized_intersection	1.3525818	0.5806	0.4632974	3.9488192
parallel_paths_other_circumstances	motorist_left_turn_merge	1.2256592	0.6506	0.5081567	2.9562542
parallel_paths_other_circumstances	motorist_overtaking_bicyclist	0.8965478	0.8021	0.3817464	2.1055808
parallel_paths_other_circumstances	motorist_right_turn_merge	1.8143125	0.2444	0.6654499	4.946623
parallel_paths_other_circumstances	non_roadway	1.436e-7	0.9986	0	.
parallel_paths_other_circumstances	other_unusual_circumstances	0.2380345	0.1671	0.0310696	1.8236626
parking_bus_related	backing_vehicle	2.8599e-7	0.9980	0	.
parking_bus_related	bicyclist_failed_to_yield_midblock	9.1504e-8	0.9979	0	.
parking_bus_related	bicyclist_failed_to_yield_sign_controlled_intersection	6.0248e-8	0.9978	0	.
parking_bus_related	bicyclist_failed_to_yield_signalized_intersection	8.3871e-8	0.9979	0	.
parking_bus_related	bicyclist_left_turn_merge	8.8199e-8	0.9979	0	.
parking_bus_related	bicyclist_overtaking_motorist	2.9474e-7	0.9980	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
parking_bus_related	bicyclist_right_turn_merge	1.0886e-7	0.9979	0	.
parking_bus_related	crossing_paths_other_circumstances	6.3926e-8	0.9978	0	.
parking_bus_related	crossing_roadway_vehicle_not_turning	0.1614148	0.9999	0	.
parking_bus_related	head_on	4.3009e-8	0.9978	0	.
parking_bus_related	insufficient_details	1.1749e-8	0.9976	0	.
parking_bus_related	loss_of_control_turning_error	7.9014e-8	0.9979	0	.
parking_bus_related	motorist_failed_to_yield_midblock	1.6141e-7	0.9980	0	.
parking_bus_related	motorist_failed_to_yield_sign_controlled_intersection	1.3235e-7	0.9979	0	.
parking_bus_related	motorist_failed_to_yield_signalized_intersection	1.1996e-7	0.9979	0	.
parking_bus_related	motorist_left_turn_merge	1.087e-7	0.9979	0	.
parking_bus_related	motorist_overtaking_bicyclist	7.9515e-8	0.9979	0	.
parking_bus_related	motorist_right_turn_merge	1.6091e-7	0.9980	0	.
parking_bus_related	non_roadway	1.274e-14	0.9976	0	.
parking_bus_related	other_unusual_circumstances	2.1111e-8	0.9977	0	.
parking_bus_related	parallel_paths_other_circumstances	8.869e-8	0.9979	0	.
backing_vehicle	bicyclist_failed_to_yield_midblock	0.3199531	0.3180	0.0341658	2.996273
backing_vehicle	bicyclist_failed_to_yield_sign_controlled_intersection	0.2106618	0.1735	0.0223667	1.9841309
bicyclist_failed_to_yield_midblock	bicyclist_failed_to_yield_sign_controlled_intersection	0.6584147	0.3807	0.2586564	1.6760071
backing_vehicle	bicyclist_failed_to_yield_signalized_intersection	0.2932642	0.2851	0.0309299	2.7806103
bicyclist_failed_to_yield_midblock	bicyclist_failed_to_yield_signalized_intersection	0.9165849	0.8557	0.3585869	2.3428846
bicyclist_failed_to_yield_sign_controlled_intersection	bicyclist_failed_to_yield_signalized_intersection	1.3921087	0.4224	0.6203859	3.1238084
backing_vehicle	bicyclist_left_turn_merge	0.3083954	0.3100	0.0318214	2.9887981
bicyclist_failed_to_yield_midblock	bicyclist_left_turn_merge	0.9638769	0.9437	0.3470824	2.6767667
bicyclist_failed_to_yield_sign_controlled_intersection	bicyclist_left_turn_merge	1.4639357	0.4185	0.5814201	3.6859885
bicyclist_failed_to_yield_signalized_intersection	bicyclist_left_turn_merge	1.0515959	0.9159	0.4134946	2.6744095
backing_vehicle	bicyclist_overtaking_motorist	1.030578	0.9816	0.0797341	13.320411
bicyclist_failed_to_yield_midblock	bicyclist_overtaking_motorist	3.2210282	0.1399	0.6815073	15.223641
bicyclist_failed_to_yield_sign_controlled_intersection	bicyclist_overtaking_motorist	4.8920963	0.0393*	1.0808704	22.141976
bicyclist_failed_to_yield_signalized_intersection	bicyclist_overtaking_motorist	3.5141626	0.1058	0.7662525	16.11654
bicyclist_left_turn_merge	bicyclist_overtaking_motorist	3.3417425	0.1290	0.7036977	15.869374
backing_vehicle	bicyclist_right_turn_merge	0.3806459	0.4973	0.0234003	6.1918514
bicyclist_failed_to_yield_midblock	bicyclist_right_turn_merge	1.1896929	0.8554	0.1836403	7.7072903
bicyclist_failed_to_yield_sign_controlled_intersection	bicyclist_right_turn_merge	1.8069051	0.5320	0.2825798	11.553924
bicyclist_failed_to_yield_signalized_intersection	bicyclist_right_turn_merge	1.2979626	0.7845	0.2001881	8.4156187
bicyclist_left_turn_merge	bicyclist_right_turn_merge	1.234279	0.8278	0.1852358	8.2243532
bicyclist_overtaking_motorist	bicyclist_right_turn_merge	0.3693519	0.3829	0.039428	3.4599949
backing_vehicle	crossing_paths_other_circumstances	0.2235225	0.1871	0.0241366	2.0699788
bicyclist_failed_to_yield_midblock	crossing_paths_other_circumstances	0.6986102	0.4100	0.2976247	1.6398376

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_failed_to_yield_sign_controlled_intersection	crossing_paths_other_circumstances	1.0610489	0.8696	0.5228842	2.1531052
bicyclist_failed_to_yield_signalized_intersection	crossing_paths_other_circumstances	0.7621883	0.4738	0.3625295	1.6024379
bicyclist_left_turn_merge	crossing_paths_other_circumstances	0.724792	0.4840	0.2942966	1.7850134
bicyclist_overtaking_motorist	crossing_paths_other_circumstances	0.2168904	0.0463*	0.0482305	0.9753468
bicyclist_right_turn_merge	crossing_paths_other_circumstances	0.5872189	0.5713	0.0929613	3.7093521
backing_vehicle	crossing_roadway_vehicle_not_turning	564402.23	0.9988	0	.
bicyclist_failed_to_yield_midblock	crossing_roadway_vehicle_not_turning	1764015.5	0.9987	0	.
bicyclist_failed_to_yield_sign_controlled_intersection	crossing_roadway_vehicle_not_turning	2679186	0.9987	0	.
bicyclist_failed_to_yield_signalized_intersection	crossing_roadway_vehicle_not_turning	1924552.3	0.9987	0	.
bicyclist_left_turn_merge	crossing_roadway_vehicle_not_turning	1830125.4	0.9987	0	.
bicyclist_overtaking_motorist	crossing_roadway_vehicle_not_turning	547656.02	0.9988	0	.
bicyclist_right_turn_merge	crossing_roadway_vehicle_not_turning	1482748.6	0.9987	0	.
crossing_paths_other_circumstances	crossing_roadway_vehicle_not_turning	2525035.4	0.9987	0	.
backing_vehicle	head_on	0.150385	0.1024	0.0154796	1.4610014
bicyclist_failed_to_yield_midblock	head_on	0.4700221	0.1401	0.1723959	1.2814737
bicyclist_failed_to_yield_sign_controlled_intersection	head_on	0.7138693	0.4963	0.2703155	1.8852394
bicyclist_failed_to_yield_signalized_intersection	head_on	0.5127971	0.1851	0.1909762	1.3769302
bicyclist_left_turn_merge	head_on	0.4876371	0.1717	0.1740994	1.3658283
bicyclist_overtaking_motorist	head_on	0.145923	0.0174*	0.0298664	0.7129592
bicyclist_right_turn_merge	head_on	0.3950785	0.3367	0.0594159	2.6270256
crossing_paths_other_circumstances	head_on	0.6727959	0.3988	0.2679732	1.6891776
crossing_roadway_vehicle_not_turning	head_on	2.6645e-7	0.9987	0	.
backing_vehicle	insufficient_details	0.041083	0.0137*	0.0032444	0.5202258
bicyclist_failed_to_yield_midblock	insufficient_details	0.128403	0.0054*	0.0301937	0.5460527
bicyclist_failed_to_yield_sign_controlled_intersection	insufficient_details	0.1950185	0.0220*	0.0481228	0.7903155
bicyclist_failed_to_yield_signalized_intersection	insufficient_details	0.1400885	0.0064*	0.0341207	0.575159
bicyclist_left_turn_merge	insufficient_details	0.1332152	0.0090*	0.0293799	0.6040275
bicyclist_overtaking_motorist	insufficient_details	0.039864	0.0009*	0.0059161	0.2686145
bicyclist_right_turn_merge	insufficient_details	0.1079296	0.0459*	0.0121324	0.960138
crossing_paths_other_circumstances	insufficient_details	0.1837978	0.0158*	0.0464359	0.7274897
crossing_roadway_vehicle_not_turning	insufficient_details	7.279e-8	0.9985	0	.
head_on	insufficient_details	0.2731851	0.0947	0.0596492	1.25115
backing_vehicle	loss_of_control_turning_error	0.2762784	0.2581	0.0297241	2.5679374
bicyclist_failed_to_yield_midblock	loss_of_control_turning_error	0.8634965	0.7453	0.356251	2.0929799
bicyclist_failed_to_yield_sign_controlled_intersection	loss_of_control_turning_error	1.3114782	0.4933	0.6037091	2.8490128
bicyclist_failed_to_yield_signalized_intersection	loss_of_control_turning_error	0.9420803	0.8865	0.4151167	2.1379899
bicyclist_left_turn_merge	loss_of_control_turning_error	0.8958577	0.8138	0.3587246	2.2372624
bicyclist_overtaking_motorist	loss_of_control_turning_error	0.268081	0.0875	0.0592172	1.2136249

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_right_turn_merge	loss_of_control_turning_error	0.7258146	0.7343	0.1140526	4.6189838
crossing_paths_other_circumstances	loss_of_control_turning_error	1.2360205	0.5873	0.5750531	2.6567054
crossing_roadway_vehicle_not_turning	loss_of_control_turning_error	4.8951e-7	0.9987	0	.
head_on	loss_of_control_turning_error	1.8371404	0.2029	0.7203857	4.6851078
insufficient_details	loss_of_control_turning_error	6.7248917	0.0087*	1.6188943	27.935219
backing_vehicle	motorist_failed_to_yield_midblock	0.5643827	0.6203	0.058715	5.4249857
bicyclist_failed_to_yield_midblock	motorist_failed_to_yield_midblock	1.7639544	0.2562	0.6622424	4.698484
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_failed_to_yield_midblock	2.6790932	0.0402*	1.0450535	6.8681079
bicyclist_failed_to_yield_signalized_intersection	motorist_failed_to_yield_midblock	1.9244857	0.1728	0.7508273	4.9327525
bicyclist_left_turn_merge	motorist_failed_to_yield_midblock	1.830062	0.2354	0.6743871	4.9661791
bicyclist_overtaking_motorist	motorist_failed_to_yield_midblock	0.5476371	0.4455	0.1166007	2.5720797
bicyclist_right_turn_merge	motorist_failed_to_yield_midblock	1.4826973	0.6820	0.2253543	9.7552668
crossing_paths_other_circumstances	motorist_failed_to_yield_midblock	2.524948	0.0450*	1.0207598	6.2457029
crossing_roadway_vehicle_not_turning	motorist_failed_to_yield_midblock	0.000001	0.9988	0	.
head_on	motorist_failed_to_yield_midblock	3.7529183	0.0087*	1.3967729	10.083526
insufficient_details	motorist_failed_to_yield_midblock	13.737638	0.0006*	3.0952918	60.970887
loss_of_control_turning_error	motorist_failed_to_yield_midblock	2.0428043	0.1220	0.8260206	5.0519917
backing_vehicle	motorist_failed_to_yield_sign_controlled_intersection	0.462791	0.5004	0.0492174	4.3516254
bicyclist_failed_to_yield_midblock	motorist_failed_to_yield_sign_controlled_intersection	1.4464338	0.4389	0.5680416	3.6831297
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_failed_to_yield_sign_controlled_intersection	2.196843	0.0071*	1.2380557	3.8981441
bicyclist_failed_to_yield_signalized_intersection	motorist_failed_to_yield_sign_controlled_intersection	1.5780686	0.2582	0.7156606	3.479723
bicyclist_left_turn_merge	motorist_failed_to_yield_sign_controlled_intersection	1.5006417	0.3861	0.5993422	3.7573284
bicyclist_overtaking_motorist	motorist_failed_to_yield_sign_controlled_intersection	0.4490597	0.2971	0.0996984	2.0226454
bicyclist_right_turn_merge	motorist_failed_to_yield_sign_controlled_intersection	1.2158043	0.8371	0.1887829	7.8300536
crossing_paths_other_circumstances	motorist_failed_to_yield_sign_controlled_intersection	2.0704447	0.0386*	1.0389091	4.1261945
crossing_roadway_vehicle_not_turning	motorist_failed_to_yield_sign_controlled_intersection	8.1997e-7	0.9988	0	.
head_on	motorist_failed_to_yield_sign_controlled_intersection	3.0773742	0.0200*	1.1939842	7.9316226
insufficient_details	motorist_failed_to_yield_sign_controlled_intersection	11.264794	0.0006*	2.8014467	45.296448
loss_of_control_turning_error	motorist_failed_to_yield_sign_controlled_intersection	1.6750893	0.1873	0.7781302	3.6059828
motorist_failed_to_yield_midblock	motorist_failed_to_yield_sign_controlled_intersection	0.819995	0.6700	0.3291648	2.0427211
backing_vehicle	motorist_failed_to_yield_signalized_intersection	0.4194542	0.4571	0.0424828	4.1414818
bicyclist_failed_to_yield_midblock	motorist_failed_to_yield_signalized_intersection	1.3109865	0.6069	0.4672896	3.6779881
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_failed_to_yield_signalized_intersection	1.9911258	0.1402	0.797322	4.9723725
bicyclist_failed_to_yield_signalized_intersection	motorist_failed_to_yield_signalized_intersection	1.4302948	0.3631	0.6614228	3.0929431
bicyclist_left_turn_merge	motorist_failed_to_yield_signalized_intersection	1.3601183	0.5577	0.4864543	3.8028688
bicyclist_overtaking_motorist	motorist_failed_to_yield_signalized_intersection	0.4070087	0.2647	0.0838695	1.9751646
bicyclist_right_turn_merge	motorist_failed_to_yield_signalized_intersection	1.1019537	0.9210	0.1618017	7.5048761
crossing_paths_other_circumstances	motorist_failed_to_yield_signalized_intersection	1.8765636	0.1477	0.800412	4.3995983

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
crossing_roadway_vehicle_not_turning	motorist_failed_to_yield_signalized_intersection	7.4318e-7	0.9987	0	.
head_on	motorist_failed_to_yield_signalized_intersection	2.7892021	0.0590	0.9617074	8.0894134
insufficient_details	motorist_failed_to_yield_signalized_intersection	10.209934	0.0019*	2.35374	44.288132
loss_of_control_turning_error	motorist_failed_to_yield_signalized_intersection	1.5182302	0.3727	0.6062231	3.8022687
motorist_failed_to_yield_midblock	motorist_failed_to_yield_signalized_intersection	0.7432088	0.5692	0.2674731	2.0651027
motorist_failed_to_yield_sign_controlled_intersection	motorist_failed_to_yield_signalized_intersection	0.9063578	0.8279	0.3735849	2.1989231
backing_vehicle	motorist_left_turn_merge	0.3800938	0.3883	0.0422169	3.422123
bicyclist_failed_to_yield_midblock	motorist_left_turn_merge	1.1879671	0.6840	0.5183326	2.7227032
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_left_turn_merge	1.8042839	0.0884	0.91522	3.5570032
bicyclist_failed_to_yield_signalized_intersection	motorist_left_turn_merge	1.2960798	0.4296	0.6810276	2.4666
bicyclist_left_turn_merge	motorist_left_turn_merge	1.2324885	0.6150	0.5457224	2.7835175
bicyclist_overtaking_motorist	motorist_left_turn_merge	0.3688161	0.1777	0.0864814	1.572885
bicyclist_right_turn_merge	motorist_left_turn_merge	0.9985494	0.9987	0.163296	6.1060954
crossing_paths_other_circumstances	motorist_left_turn_merge	1.700472	0.1031	0.8981326	3.2195747
crossing_roadway_vehicle_not_turning	motorist_left_turn_merge	6.7344e-7	0.9987	0	.
head_on	motorist_left_turn_merge	2.5274709	0.0375*	1.0550941	6.0545395
insufficient_details	motorist_left_turn_merge	9.2518611	0.0015*	2.3521146	36.391482
loss_of_control_turning_error	motorist_left_turn_merge	1.3757636	0.3687	0.686243	2.7580981
motorist_failed_to_yield_midblock	motorist_left_turn_merge	0.6734681	0.3492	0.2943539	1.5408638
motorist_failed_to_yield_sign_controlled_intersection	motorist_left_turn_merge	0.8213076	0.5590	0.4243506	1.5895962
motorist_failed_to_yield_signalized_intersection	motorist_left_turn_merge	0.9061627	0.8015	0.4203369	1.9535063
backing_vehicle	motorist_overtaking_bicyclist	0.2780318	0.2484	0.0316374	2.4433636
bicyclist_failed_to_yield_midblock	motorist_overtaking_bicyclist	0.8689767	0.7297	0.391736	1.9276263
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_overtaking_bicyclist	1.3198014	0.4447	0.6478141	2.6888512
bicyclist_failed_to_yield_signalized_intersection	motorist_overtaking_bicyclist	0.9480592	0.8851	0.4599164	1.9543034
bicyclist_left_turn_merge	motorist_overtaking_bicyclist	0.9015433	0.7950	0.4124599	1.9705683
bicyclist_overtaking_motorist	motorist_overtaking_bicyclist	0.2697824	0.0722	0.06467	1.1254455
bicyclist_right_turn_merge	motorist_overtaking_bicyclist	0.730421	0.7301	0.122594	4.351885
crossing_paths_other_circumstances	motorist_overtaking_bicyclist	1.2438649	0.5250	0.6347045	2.4376694
crossing_roadway_vehicle_not_turning	motorist_overtaking_bicyclist	4.9261e-7	0.9987	0	.
head_on	motorist_overtaking_bicyclist	1.8487998	0.1220	0.848498	4.0283663
insufficient_details	motorist_overtaking_bicyclist	6.7675711	0.0062*	1.7228601	26.583713
loss_of_control_turning_error	motorist_overtaking_bicyclist	1.0063465	0.9852	0.5155615	1.9643308
motorist_failed_to_yield_midblock	motorist_overtaking_bicyclist	0.4926299	0.0637	0.2330593	1.0412981
motorist_failed_to_yield_sign_controlled_intersection	motorist_overtaking_bicyclist	0.6007718	0.1549	0.2977117	1.2123368
motorist_failed_to_yield_signalized_intersection	motorist_overtaking_bicyclist	0.6628418	0.3339	0.2878486	1.5263553
motorist_left_turn_merge	motorist_overtaking_bicyclist	0.7314821	0.2645	0.4223314	1.2669342
backing_vehicle	motorist_right_turn_merge	0.5626432	0.6170	0.0590546	5.3605856



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_failed_to_yield_midblock	motorist_right_turn_merge	1.7585178	0.2525	0.6687734	4.6239654
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_right_turn_merge	2.6708361	0.0255*	1.1281983	6.3227943
bicyclist_failed_to_yield_signalized_intersection	motorist_right_turn_merge	1.9185543	0.1154	0.8524324	4.3180558
bicyclist_left_turn_merge	motorist_right_turn_merge	1.8244217	0.2224	0.6945739	4.7921675
bicyclist_overtaking_motorist	motorist_right_turn_merge	0.5459492	0.4409	0.1171188	2.5449424
bicyclist_right_turn_merge	motorist_right_turn_merge	1.4781275	0.6841	0.2250414	9.7087048
crossing_paths_other_circumstances	motorist_right_turn_merge	2.5171659	0.0268*	1.1119898	5.6980056
crossing_roadway_vehicle_not_turning	motorist_right_turn_merge	9.9688e-7	0.9988	0	.
head_on	motorist_right_turn_merge	3.7413516	0.0110*	1.3535952	10.341136
insufficient_details	motorist_right_turn_merge	13.695298	0.0004*	3.1755976	59.063269
loss_of_control_turning_error	motorist_right_turn_merge	2.0365083	0.1048	0.8621888	4.8102761
motorist_failed_to_yield_midblock	motorist_right_turn_merge	0.9969179	0.9950	0.3831481	2.5938936
motorist_failed_to_yield_sign_controlled_intersection	motorist_right_turn_merge	1.215761	0.6479	0.5255982	2.8121763
motorist_failed_to_yield_signalized_intersection	motorist_right_turn_merge	1.3413699	0.5246	0.542824	3.314653
motorist_left_turn_merge	motorist_right_turn_merge	1.4802749	0.2940	0.7115671	3.0794195
motorist_overtaking_bicyclist	motorist_right_turn_merge	2.0236651	0.0636	0.9608431	4.2621115
backing_vehicle	non_roadway	4.4531e-8	0.9985	0	.
bicyclist_failed_to_yield_midblock	non_roadway	1.3918e-7	0.9986	0	.
bicyclist_failed_to_yield_sign_controlled_intersection	non_roadway	2.1139e-7	0.9986	0	.
bicyclist_failed_to_yield_signalized_intersection	non_roadway	1.5185e-7	0.9986	0	.
bicyclist_left_turn_merge	non_roadway	1.444e-7	0.9986	0	.
bicyclist_overtaking_motorist	non_roadway	4.321e-8	0.9985	0	.
bicyclist_right_turn_merge	non_roadway	1.1699e-7	0.9986	0	.
crossing_paths_other_circumstances	non_roadway	1.9923e-7	0.9986	0	.
crossing_roadway_vehicle_not_turning	non_roadway	7.89e-14	0.9981	0	.
head_on	non_roadway	2.9612e-7	0.9987	0	.
insufficient_details	non_roadway	1.0839e-6	0.9988	0	.
loss_of_control_turning_error	non_roadway	1.6118e-7	0.9986	0	.
motorist_failed_to_yield_midblock	non_roadway	7.8903e-8	0.9985	0	.
motorist_failed_to_yield_sign_controlled_intersection	non_roadway	9.6224e-8	0.9986	0	.
motorist_failed_to_yield_signalized_intersection	non_roadway	1.0617e-7	0.9986	0	.
motorist_left_turn_merge	non_roadway	1.1716e-7	0.9986	0	.
motorist_overtaking_bicyclist	non_roadway	1.6017e-7	0.9986	0	.
motorist_right_turn_merge	non_roadway	7.9147e-8	0.9985	0	.
backing_vehicle	other_unusual_circumstances	0.0738178	0.0731	0.0042699	1.2761588
bicyclist_failed_to_yield_midblock	other_unusual_circumstances	0.2307144	0.1335	0.033968	1.567036
bicyclist_failed_to_yield_sign_controlled_intersection	other_unusual_circumstances	0.3504089	0.2978	0.0486779	2.522427
bicyclist_failed_to_yield_signalized_intersection	other_unusual_circumstances	0.2517109	0.1753	0.0342349	1.8506964

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_left_turn_merge	other_unusual_circumstances	0.2393608	0.1687	0.0312523	1.8332613
bicyclist_overtaking_motorist	other_unusual_circumstances	0.0716276	0.0281*	0.0068066	0.7537559
bicyclist_right_turn_merge	other_unusual_circumstances	0.1939277	0.2139	0.0146014	2.5756326
crossing_paths_other_circumstances	other_unusual_circumstances	0.3302476	0.2674	0.0466244	2.3391952
crossing_roadway_vehicle_not_turning	other_unusual_circumstances	1.3079e-7	0.9986	0	.
head_on	other_unusual_circumstances	0.4908586	0.4927	0.064271	3.7488472
insufficient_details	other_unusual_circumstances	1.7967984	0.6124	0.1862437	17.334732
loss_of_control_turning_error	other_unusual_circumstances	0.2671862	0.1889	0.0373047	1.9136608
motorist_failed_to_yield_midblock	other_unusual_circumstances	0.1307938	0.0481*	0.0173973	0.9833124
motorist_failed_to_yield_sign_controlled_intersection	other_unusual_circumstances	0.1595057	0.0689	0.0220649	1.1530579
motorist_failed_to_yield_signalized_intersection	other_unusual_circumstances	0.1759853	0.0944	0.022986	1.3473791
motorist_left_turn_merge	other_unusual_circumstances	0.1942094	0.0982	0.0278399	1.354791
motorist_overtaking_bicyclist	other_unusual_circumstances	0.2655012	0.1783	0.0384985	1.8310034
motorist_right_turn_merge	other_unusual_circumstances	0.1311982	0.0482*	0.0174895	0.9841891
non_roadway	other_unusual_circumstances	1657655.2	0.9987	0	.
backing_vehicle	parallel_paths_other_circumstances	0.3101137	0.3139	0.031756	3.028421
bicyclist_failed_to_yield_midblock	parallel_paths_other_circumstances	0.9692475	0.9526	0.345791	2.7167879
bicyclist_failed_to_yield_sign_controlled_intersection	parallel_paths_other_circumstances	1.4720927	0.4298	0.5637538	3.8439773
bicyclist_failed_to_yield_signalized_intersection	parallel_paths_other_circumstances	1.0574553	0.9118	0.3934906	2.8417748
bicyclist_left_turn_merge	parallel_paths_other_circumstances	1.0055719	0.9918	0.3467046	2.9165314
bicyclist_overtaking_motorist	parallel_paths_other_circumstances	0.3009125	0.1416	0.0606623	1.4926615
bicyclist_right_turn_merge	parallel_paths_other_circumstances	0.8147039	0.8341	0.1197644	5.5420685
crossing_paths_other_circumstances	parallel_paths_other_circumstances	1.3873938	0.4981	0.5380742	3.5773162
crossing_roadway_vehicle_not_turning	parallel_paths_other_circumstances	5.4946e-7	0.9987	0	.
head_on	parallel_paths_other_circumstances	2.0621319	0.1928	0.6938463	6.1287172
insufficient_details	parallel_paths_other_circumstances	7.5484779	0.0095*	1.6374953	34.796753
loss_of_control_turning_error	parallel_paths_other_circumstances	1.1224683	0.8137	0.4293129	2.9347714
motorist_failed_to_yield_midblock	parallel_paths_other_circumstances	0.5494742	0.2577	0.1948177	1.5497661
motorist_failed_to_yield_sign_controlled_intersection	parallel_paths_other_circumstances	0.6700946	0.4120	0.2574894	1.7438654
motorist_failed_to_yield_signalized_intersection	parallel_paths_other_circumstances	0.7393268	0.5806	0.2532403	2.158441
motorist_left_turn_merge	parallel_paths_other_circumstances	0.8158875	0.6506	0.3382659	1.9678969
motorist_overtaking_bicyclist	parallel_paths_other_circumstances	1.1153895	0.8021	0.4749283	2.61954
motorist_right_turn_merge	parallel_paths_other_circumstances	0.551173	0.2444	0.2021581	1.5027428
non_roadway	parallel_paths_other_circumstances	6963927.6	0.9986	0	.
other_unusual_circumstances	parallel_paths_other_circumstances	4.2010712	0.1671	0.5483471	32.185818
backing_vehicle	parking_bus_related	3496594.8	0.9980	0	.
bicyclist_failed_to_yield_midblock	parking_bus_related	10928461	0.9979	0	.
bicyclist_failed_to_yield_sign_controlled_intersection	parking_bus_related	16598141	0.9978	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_failed_to_yield_signalized_intersection	parking_bus_related	11923021	0.9979	0	.
bicyclist_left_turn_merge	parking_bus_related	11338026	0.9979	0	.
bicyclist_overtaking_motorist	parking_bus_related	3392848.5	0.9980	0	.
bicyclist_right_turn_merge	parking_bus_related	9185950.8	0.9979	0	.
crossing_paths_other_circumstances	parking_bus_related	15643145	0.9978	0	.
crossing_roadway_vehicle_not_turning	parking_bus_related	6.195218	0.9999	0	.
head_on	parking_bus_related	23250952	0.9978	0	.
insufficient_details	parking_bus_related	85110606	0.9976	0	.
loss_of_control_turning_error	parking_bus_related	12656056	0.9979	0	.
motorist_failed_to_yield_midblock	parking_bus_related	6195432.5	0.9980	0	.
motorist_failed_to_yield_sign_controlled_intersection	parking_bus_related	7555451.6	0.9979	0	.
motorist_failed_to_yield_signalized_intersection	parking_bus_related	8336058.6	0.9979	0	.
motorist_left_turn_merge	parking_bus_related	9199295.7	0.9979	0	.
motorist_overtaking_bicyclist	parking_bus_related	12576241	0.9979	0	.
motorist_right_turn_merge	parking_bus_related	6214586.1	0.9980	0	.
non_roadway	parking_bus_related	7.852e+13	0.9976	0	.
other_unusual_circumstances	parking_bus_related	47367922	0.9977	0	.
parallel_paths_other_circumstances	parking_bus_related	11275201	0.9979	0	.

### Odds Ratios for Bicyclist Position

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
driveway_alley	bike_lane_paved_shoulders	0.6583988	0.4066	0.2453584	1.7667583
multi_use_path	bike_lane_paved_shoulders	0.1468895	0.1348	0.0118889	1.8148468
multi_use_path	driveway_alley	0.2231011	0.2312	0.0191378	2.6008211
non_roadway	bike_lane_paved_shoulders	0.3982693	0.1108	0.1284673	1.2346992
non_roadway	driveway_alley	0.6049059	0.3089	0.2296885	1.5930759
non_roadway	multi_use_path	2.7113534	0.4415	0.2138512	34.376423
other	bike_lane_paved_shoulders	0.4618725	0.1877	0.1463684	1.4574604
other	driveway_alley	0.7015087	0.5260	0.2345076	2.0985016
other	multi_use_path	3.1443537	0.3833	0.2393828	41.30189
other	non_roadway	1.1596989	0.8173	0.3298638	4.0771422
sidewalk_crosswalk_driveway_crossing	bike_lane_paved_shoulders	0.6311486	0.1602	0.3320599	1.1996284
sidewalk_crosswalk_driveway_crossing	driveway_alley	0.9586114	0.9198	0.4208793	2.1833714
sidewalk_crosswalk_driveway_crossing	multi_use_path	4.2967578	0.2454	0.3672367	50.273095
sidewalk_crosswalk_driveway_crossing	non_roadway	1.584728	0.3730	0.5755036	4.3637655
sidewalk_crosswalk_driveway_crossing	other	1.3664995	0.5587	0.4798725	3.8912854

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
travel_lane	bike_lane_paved_shoulder	0.6641343	0.1751	0.3675601	1.2000064
travel_lane	driveway_alley	1.0087114	0.9836	0.4411481	2.3064787
travel_lane	multi_use_path	4.5213198	0.2297	0.3855872	53.016112
travel_lane	non_roadway	1.6675509	0.3201	0.6084866	4.5699046
travel_lane	other	1.437917	0.4913	0.5111241	4.045212
travel_lane	sidewalk_crosswalk_driveway_crossing	1.0522631	0.7925	0.7199285	1.5380106
unknown	bike_lane_paved_shoulder	0.6470513	0.3306	0.2691791	1.5553782
unknown	driveway_alley	0.982765	0.9670	0.4311923	2.2398987
unknown	multi_use_path	4.405021	0.2413	0.3688316	52.609941
unknown	non_roadway	1.6246576	0.3597	0.5751806	4.5890147
unknown	other	1.4009305	0.5489	0.4651843	4.2189864
unknown	sidewalk_crosswalk_driveway_crossing	1.0251965	0.9455	0.5023447	2.0922444
unknown	travel_lane	0.9742777	0.9423	0.4809671	1.9735592
bike_lane_paved_shoulder	driveway_alley	1.5188363	0.4066	0.5660084	4.0756708
bike_lane_paved_shoulder	multi_use_path	6.8078391	0.1348	0.5510107	84.112113
driveway_alley	multi_use_path	4.482273	0.2312	0.384494	52.252501
bike_lane_paved_shoulder	non_roadway	2.5108638	0.1108	0.8099139	7.7840831
driveway_alley	non_roadway	1.6531497	0.3089	0.6277165	4.3537233
multi_use_path	non_roadway	0.3688195	0.4415	0.0290897	4.6761497
bike_lane_paved_shoulder	other	2.1650997	0.1877	0.686125	6.8320741
driveway_alley	other	1.425499	0.5260	0.4765305	4.2642548
multi_use_path	other	0.3180304	0.3833	0.024212	4.1774104
non_roadway	other	0.8622928	0.8173	0.2452698	3.0315543
bike_lane_paved_shoulder	sidewalk_crosswalk_driveway_crossing	1.584413	0.1602	0.8335915	3.0115047
driveway_alley	sidewalk_crosswalk_driveway_crossing	1.0431756	0.9198	0.4580073	2.3759783
multi_use_path	sidewalk_crosswalk_driveway_crossing	0.2327336	0.2454	0.0198914	2.7230391
non_roadway	sidewalk_crosswalk_driveway_crossing	0.6310231	0.3730	0.2291599	1.7376085
other	sidewalk_crosswalk_driveway_crossing	0.7317968	0.5587	0.2569845	2.0838867
bike_lane_paved_shoulder	travel_lane	1.5057194	0.1751	0.8333289	2.7206438
driveway_alley	travel_lane	0.9913639	0.9836	0.4335613	2.2668126
multi_use_path	travel_lane	0.2211744	0.2297	0.0188622	2.5934473
non_roadway	travel_lane	0.5996819	0.3201	0.2188229	1.6434215
other	travel_lane	0.6954504	0.4913	0.2472058	1.9564719
sidewalk_crosswalk_driveway_crossing	travel_lane	0.9503327	0.7925	0.6501906	1.3890268
bike_lane_paved_shoulder	unknown	1.5454726	0.3306	0.6429304	3.7149983
driveway_alley	unknown	1.0175373	0.9670	0.4464488	2.319151
multi_use_path	unknown	0.2270137	0.2413	0.0190078	2.7112643
non_roadway	unknown	0.6155143	0.3597	0.2179117	1.7385843

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
other	unknown	0.7138113	0.5489	0.2370238	2.1496856
sidewalk_crosswalk_driveway_crossing	unknown	0.9754228	0.9455	0.4779556	1.9906651
travel_lane	unknown	1.0264014	0.9423	0.5066988	2.0791443

### Odds Ratios for Bicyclist Direction

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
not_applicable	facing_traffic	2.8923514	0.0050*	1.3767042	6.0766112
unknown	facing_traffic	1.324083	0.4287	0.6606969	2.653555
unknown	not_applicable	0.4577877	0.0689	0.1972841	1.0622733
with_traffic	facing_traffic	1.7560445	0.0042*	1.1943318	2.5819395
with_traffic	not_applicable	0.6071339	0.1766	0.2943959	1.2520946
with_traffic	unknown	1.3262345	0.4101	0.6773926	2.5965711
facing_traffic	not_applicable	0.3457395	0.0050*	0.1645654	0.7263724
facing_traffic	unknown	0.7552397	0.4287	0.3768529	1.5135532
not_applicable	unknown	2.1844185	0.0689	0.9413773	5.068833
facing_traffic	with_traffic	0.5694616	0.0042*	0.3873057	0.8372883
not_applicable	with_traffic	1.6470831	0.1766	0.7986617	3.3967861
unknown	with_traffic	0.7540145	0.4101	0.3851233	1.4762488

### Odds Ratios for Access Control

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
no_access_control	full_access_control	0.632025	0.3689	0.2323094	1.7194981
other	full_access_control	0.4827552	0.4982	0.0586942	3.9706257
other	no_access_control	0.7638229	0.7928	0.1023058	5.7027579
full_access_control	no_access_control	1.5822158	0.3689	0.581565	4.3046034
full_access_control	other	2.0714434	0.4982	0.2518495	17.037469
no_access_control	other	1.3092041	0.7928	0.1753538	9.7746146

### Odds Ratios for Roadway Width

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
20_29	<20	0.3257388	0.2597	0.0463129	2.291064
30_39	<20	0.3605436	0.3468	0.0430528	3.0193572
30_39	20_29	1.1068487	0.8173	0.4676901	2.6194997
40_49	<20	0.3182538	0.2628	0.0429051	2.3606884

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
40_49	20_29	0.9770212	0.9152	0.6367997	1.4990121
40_49	30_39	0.8827053	0.7746	0.3757662	2.0735465
50_59	<20	0.4021047	0.3938	0.0495287	3.2645361
50_59	20_29	1.2344391	0.5719	0.5946739	2.5624797
50_59	30_39	1.1152735	0.8328	0.4049907	3.0712682
50_59	40_49	1.2634721	0.5046	0.635691	2.5112227
60_69	<20	0.2212149	0.1457	0.0289849	1.6883268
60_69	20_29	0.6791175	0.1598	0.395949	1.1647978
60_69	30_39	0.6135594	0.2784	0.2536415	1.4842019
60_69	40_49	0.6950898	0.1238	0.4374241	1.104534
60_69	50_59	0.5501426	0.1022	0.2686922	1.1264072
70_79	<20	0.2532635	0.2051	0.0302682	2.1191326
70_79	20_29	0.7775047	0.5342	0.3516489	1.7190827
70_79	30_39	0.7024489	0.5131	0.2437595	2.0242674
70_79	40_49	0.795791	0.5443	0.3803226	1.6651214
70_79	50_59	0.6298445	0.3031	0.2612907	1.5182481
70_79	60_69	1.1448751	0.7107	0.5601261	2.3400784
80+	<20	0.5459895	0.5852	0.0621493	4.7965916
80+	20_29	1.6761573	0.2695	0.6701341	4.1924497
80+	30_39	1.5143508	0.4772	0.4822706	4.755128
80+	40_49	1.7155792	0.2263	0.7156077	4.1128849
80+	50_59	1.3578291	0.5445	0.5048412	3.6520396
80+	60_69	2.4681405	0.0383*	1.0499857	5.8017146
80+	70_79	2.1558164	0.0738	0.9288163	5.0037284
not_applicable	<20	2.6461e-8	0.9961	0	.
not_applicable	20_29	8.1233e-8	0.9964	0	.
not_applicable	30_39	7.3392e-8	0.9964	0	.
not_applicable	40_49	8.3144e-8	0.9964	0	.
not_applicable	50_59	6.5806e-8	0.9963	0	.
not_applicable	60_69	1.1962e-7	0.9965	0	.
not_applicable	70_79	1.0448e-7	0.9964	0	.
not_applicable	80+	4.8464e-8	0.9963	0	.
<20	20_29	3.069944	0.2597	0.4364784	21.592262
<20	30_39	2.7735895	0.3468	0.3311963	23.227307
20_29	30_39	0.9034658	0.8173	0.3817523	2.138168
<20	40_49	3.1421467	0.2628	0.4236053	23.307278
20_29	40_49	1.0235192	0.9152	0.667106	1.5703524
30_39	40_49	1.1328809	0.7746	0.4822655	2.6612294

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
<20	50_59	2.4869142	0.3938	0.3063222	20.190314
20_29	50_59	0.8100845	0.5719	0.390247	1.6815939
30_39	50_59	0.896641	0.8328	0.3255984	2.4691927
40_49	50_59	0.7914698	0.5046	0.3982124	1.5730913
<20	60_69	4.5204904	0.1457	0.5923024	34.500678
20_29	60_69	1.4724993	0.1598	0.8585181	2.5255778
30_39	60_69	1.629834	0.2784	0.6737628	3.9425727
40_49	60_69	1.4386631	0.1238	0.9053592	2.2861109
50_59	60_69	1.8177107	0.1022	0.8877785	3.7217304
<20	70_79	3.9484573	0.2051	0.4718912	33.037946
20_29	70_79	1.2861659	0.5342	0.5817056	2.8437457
30_39	70_79	1.4235911	0.5131	0.4940059	4.1024038
40_49	70_79	1.2566114	0.5443	0.6005568	2.6293469
50_59	70_79	1.5876934	0.3031	0.6586539	3.8271548
60_69	70_79	0.8734577	0.7107	0.4273361	1.7853123
<20	80+	1.8315369	0.5852	0.2084814	16.090299
20_29	80+	0.5966027	0.2695	0.238524	1.4922387
30_39	80+	0.660349	0.4772	0.2102993	2.0735247
40_49	80+	0.5828935	0.2263	0.2431383	1.3974138
50_59	80+	0.7364697	0.5445	0.2738196	1.980821
60_69	80+	0.4051633	0.0383*	0.1723628	0.9523939
70_79	80+	0.4638614	0.0738	0.199851	1.0766392
<20	not_applicable	37791642	0.9961	0	.
20_29	not_applicable	12310206	0.9964	0	.
30_39	not_applicable	13625535	0.9964	0	.
40_49	not_applicable	12027332	0.9964	0	.
50_59	not_applicable	15196199	0.9963	0	.
60_69	not_applicable	8360075.6	0.9965	0	.
70_79	not_applicable	9571242.3	0.9964	0	.
80+	not_applicable	20633841	0.9963	0	.

### Odds Ratios for Lane Width

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
10_15	<=9	0.9224787	0.8142	0.470694	1.8078982
16+	<=9	0.6651051	0.3983	0.2581599	1.7135298
16+	10_15	0.7209978	0.3479	0.3641468	1.42755

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
not_applicable	<=9	0.318944	0.3552	0.0282933	3.5953786
not_applicable	10_15	0.3457467	0.3308	0.0406661	2.9395694
not_applicable	16+	0.4795393	0.3392	0.1062312	2.164692
<=9	10_15	1.0840359	0.8142	0.5531285	2.1245223
<=9	16+	1.5035219	0.3983	0.5835907	3.8735679
10_15	16+	1.3869668	0.3479	0.7005009	2.7461451
<=9	not_applicable	3.1353468	0.3552	0.2781348	35.344008
10_15	not_applicable	2.8922905	0.3308	0.3401859	24.59051
16+	not_applicable	2.085335	0.3392	0.4619595	9.4134272

### Odds Ratios for Median Type

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
none	barrier	0.7034826	0.5324	0.2332014	2.122148
unknown	barrier	0.7943633	0.4881	0.414367	1.5228362
unknown	none	1.1291868	0.6442	0.6742228	1.8911596
unprotected_curbed	barrier	0.7125316	0.4840	0.2758237	1.8406728
unprotected_curbed	none	1.0128631	0.9695	0.5265533	1.948315
unprotected_curbed	unknown	0.8969845	0.5940	0.6014151	1.3378135
barrier	none	1.4214992	0.5324	0.4712207	4.2881398
barrier	unknown	1.2588699	0.4881	0.6566694	2.4133198
none	unknown	0.8855931	0.6442	0.5287761	1.4831893
barrier	unprotected_curbed	1.4034465	0.4840	0.5432796	3.6255037
none	unprotected_curbed	0.9873002	0.9695	0.513264	1.899143
unknown	unprotected_curbed	1.1148464	0.5940	0.7474883	1.6627451

### Odds Ratios for Signalized

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
within_20m	not_applicable	0.7106722	0.1383	0.4523747	1.1164528
not_applicable	within_20m	1.4071184	0.1383	0.895694	2.2105567

### Odds Ratios for Street Parking

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
none	diagonal_parking	13101133	0.9970	0	.
parallel_parking	diagonal_parking	5207047.8	0.9972	0	.



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
parallel_parking	none	0.3974502	0.4587	0.0346223	4.5625652
diagonal_parking	none	7.6329e-8	0.9970	0	.
diagonal_parking	parallel_parking	1.9205e-7	0.9972	0	.
none	parallel_parking	2.5160386	0.4587	0.2191749	28.883092

### Odds Ratios for Bike Facilities

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	0.8202426	0.3682	0.5327126	1.262966
False	True	1.2191515	0.3682	0.791787	1.8771848

### Odds Ratios for Avg Daily Traffic

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
9000_15000	<9000	1.2304752	0.3658	0.7849701	1.9288242
15000+	<9000	1.5198604	0.0687	0.9684141	2.385318
15000+	9000_15000	1.2351816	0.3379	0.8018768	1.9026284
not_applicable	<9000	2.8532395	0.0797	0.8833767	9.2157463
not_applicable	9000_15000	2.318811	0.1521	0.733376	7.3316885
not_applicable	15000+	1.8773037	0.1043	0.878006	4.0139465
<9000	9000_15000	0.8126941	0.3658	0.5184506	1.2739339
<9000	15000+	0.6579552	0.0687	0.4192313	1.0326161
9000_15000	15000+	0.8095975	0.3379	0.5255887	1.2470743
<9000	not_applicable	0.3504788	0.0797	0.1085099	1.1320199
9000_15000	not_applicable	0.4312555	0.1521	0.1363942	1.363557
15000+	not_applicable	0.5326789	0.1043	0.2491314	1.1389444

### Odds Ratios for Avg Truck Traffic

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
5_10	<5	0.8191259	0.4574	0.4839575	1.3864178
10+	<5	1.0196003	0.9560	0.5119068	2.0308089
10+	5_10	1.2447419	0.5117	0.6472793	2.3936847
N/A	<5	1.2940148	0.7894	0.1952133	8.5776639
N/A	5_10	1.5797508	0.6287	0.2474946	10.083502
N/A	10+	1.2691392	0.7055	0.3687309	4.3682648
<5	5_10	1.2208136	0.4574	0.7212833	2.0662973

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
<5	10+	0.9807765	0.9560	0.4924146	1.9534807
5_10	10+	0.8033794	0.5117	0.417766	1.5449282
<5	N/A	0.7727887	0.7894	0.1165819	5.1226013
5_10	N/A	0.6330112	0.6287	0.0991719	4.0404917
10+	N/A	0.7879356	0.7055	0.2289239	2.7120045

### Odds Ratios for Population Density sqMi

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
25_50_percentile	>75_percentile	1.3093286	0.1495	0.9075404	1.8889972
50_75_percentile	>75_percentile	1.1880606	0.3473	0.8293936	1.7018313
50_75_percentile	25_50_percentile	0.9073816	0.5695	0.6491595	1.2683191
below_25_percentile	>75_percentile	1.1625614	0.4650	0.7761244	1.7414079
below_25_percentile	25_50_percentile	0.8879066	0.5057	0.6256331	1.2601284
below_25_percentile	50_75_percentile	0.9785371	0.9088	0.6749755	1.4186217
>75_percentile	25_50_percentile	0.7637502	0.1495	0.5293814	1.1018793
>75_percentile	50_75_percentile	0.8417079	0.3473	0.5876023	1.2057001
25_50_percentile	50_75_percentile	1.1020722	0.5695	0.7884451	1.5404535
>75_percentile	below_25_percentile	0.8601696	0.4650	0.574248	1.2884533
25_50_percentile	below_25_percentile	1.1262446	0.5057	0.7935699	1.5983808
50_75_percentile	below_25_percentile	1.0219336	0.9088	0.7049096	1.4815352

### Odds Ratios for Zero Vehicle Ownership Fraction

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
25_50_percentile	>75_percentile	1.1136159	0.6147	0.7324294	1.6931876
50_75_percentile	>75_percentile	1.1280644	0.5544	0.7565331	1.6820536
50_75_percentile	25_50_percentile	1.0129744	0.9424	0.7141579	1.4368211
below_25_percentile	>75_percentile	0.8556704	0.4906	0.5493323	1.3328396
below_25_percentile	25_50_percentile	0.7683712	0.1077	0.5573553	1.0592782
below_25_percentile	50_75_percentile	0.7585298	0.1448	0.5231688	1.0997738
>75_percentile	25_50_percentile	0.8979757	0.6147	0.590602	1.3653193
>75_percentile	50_75_percentile	0.8864743	0.5544	0.5945114	1.3218193
25_50_percentile	50_75_percentile	0.9871918	0.9424	0.6959809	1.4002506
>75_percentile	below_25_percentile	1.1686743	0.4906	0.7502778	1.8203918
25_50_percentile	below_25_percentile	1.3014543	0.1077	0.9440391	1.7941876
50_75_percentile	below_25_percentile	1.3183398	0.1448	0.9092779	1.9114288

### Odds Ratios for One Vehicle Ownership Fraction

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
25_50_percentile	>75_percentile	1.0822027	0.7204	0.7021135	1.6680531
50_75_percentile	>75_percentile	0.8454506	0.4079	0.5680857	1.2582376
50_75_percentile	25_50_percentile	0.7812313	0.1949	0.5378651	1.1347127
below_25_percentile	>75_percentile	1.0569074	0.8219	0.6527262	1.7113657
below_25_percentile	25_50_percentile	0.9766261	0.8911	0.6961815	1.3700429
below_25_percentile	50_75_percentile	1.2501113	0.2954	0.8228845	1.8991467
>75_percentile	25_50_percentile	0.9240413	0.7204	0.5995013	1.4242711
>75_percentile	50_75_percentile	1.1828012	0.4079	0.7947624	1.7602978
25_50_percentile	50_75_percentile	1.2800306	0.1949	0.8812803	1.8592022
>75_percentile	below_25_percentile	0.9461567	0.8219	0.5843286	1.5320359
25_50_percentile	below_25_percentile	1.0239333	0.8911	0.7299042	1.4364069
50_75_percentile	below_25_percentile	0.7999288	0.2954	0.5265523	1.2152374

### Odds Ratios for Bike Walk Transit

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
50_75_percentile	>75_percentile	0.8828701	0.5343	0.5960089	1.3077986
below_50_percentile	>75_percentile	1.0403197	0.8434	0.7028552	1.5398123
below_50_percentile	50_75_percentile	1.1783383	0.3099	0.8584553	1.6174182
>75_percentile	50_75_percentile	1.1326694	0.5343	0.7646438	1.6778272
>75_percentile	below_50_percentile	0.961243	0.8434	0.6494298	1.4227681
50_75_percentile	below_50_percentile	0.8486527	0.3099	0.6182693	1.164883

### Odds Ratios for Transit Stops

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1_2	0	1.0072454	0.9665	0.7190524	1.4109449
3+	0	1.5846993	0.1280	0.8758741	2.8671609
3+	1_2	1.5733001	0.1233	0.8840956	2.79978
0	1_2	0.9928067	0.9665	0.7087449	1.3907192
0	3+	0.6310345	0.1280	0.3487771	1.1417166
1_2	3+	0.6356066	0.1233	0.3571709	1.1310994

### Odds Ratios for Schools

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
True	False	1.5282066	0.5512	0.3787968	6.1653519
False	True	0.6543618	0.5512	0.1621967	2.639938

### Odds Ratios for Parks

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Yes	No	1.0895896	0.6853	0.7194648	1.6501231
No	Yes	0.9177768	0.6853	0.6060154	1.3899221

### Odds Ratios for Social Vulnerability

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1_5	0	1.0937541	0.5426	0.8196849	1.4594608
6_10	0	1.5017048	0.2001	0.8061842	2.7972733
6_10	1_5	1.3729822	0.2790	0.7734389	2.4372707
0	1_5	0.9142823	0.5426	0.6851845	1.219981
0	6_10	0.6659098	0.2001	0.357491	1.2404114
1_5	6_10	0.7283416	0.2790	0.410295	1.2929269

### Odds Ratios for Development Type

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
commercial	cemeteries	0.1574753	0.1587	0.0120455	2.0587318
communication	cemeteries	0.35709	0.5968	0.0078704	16.201606
communication	commercial	2.2675932	0.5704	0.1340766	38.351045
education	cemeteries	0.1547229	0.1738	0.0105135	2.2769875
education	commercial	0.9825217	0.9687	0.4070625	2.3715005
education	communication	0.4332884	0.5786	0.0226526	8.2877407
farmland	cemeteries	0.4197499	0.5436	0.0254902	6.9120652
farmland	commercial	2.6654962	0.0976	0.835625	8.5024624
farmland	communication	1.1754737	0.9167	0.056722	24.359851
farmland	education	2.7129132	0.1603	0.6736034	10.926159
flood_control	cemeteries	7.6217e-9	0.9983	0	.
flood_control	commercial	4.8399e-8	0.9985	0	.
flood_control	communication	2.1344e-8	0.9984	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
flood_control	education	4.926e-8	0.9985	0	.
flood_control	farmland	1.8158e-8	0.9984	0	.
group_quarters	cemeteries	1.350247	0.8473	0.0635569	28.685585
group_quarters	commercial	8.5743393	0.0145*	1.5304917	48.036389
group_quarters	communication	3.7812511	0.4281	0.1408792	101.49022
group_quarters	education	8.7268698	0.0250*	1.3131715	57.995664
group_quarters	farmland	3.2167891	0.2626	0.4165469	24.841699
group_quarters	flood_control	177157881	0.9983	0	.
hotel_motel	cemeteries	1.2152526	0.8954	0.0663797	22.248349
hotel_motel	commercial	7.7170977	0.0046*	1.876598	31.734871
hotel_motel	communication	3.4032108	0.4449	0.1469937	78.79141
hotel_motel	education	7.8543786	0.0135*	1.5309178	40.296913
hotel_motel	farmland	2.8951824	0.2479	0.4770968	17.568931
hotel_motel	flood_control	159446067	0.9983	0	.
hotel_motel	group_quarters	0.9000224	0.9260	0.0975326	8.3053317
improved_acreage	cemeteries	0.0923715	0.1481	0.0036621	2.3299741
improved_acreage	commercial	0.5865775	0.5950	0.0820868	4.191577
improved_acreage	communication	0.2586784	0.4424	0.0082105	8.1498558
improved_acreage	education	0.5970122	0.6326	0.0720417	4.9474609
improved_acreage	farmland	0.2200632	0.1881	0.0230907	2.097285
improved_acreage	flood_control	12119514	0.9985	0	.
improved_acreage	group_quarters	0.0684108	0.0419*	0.0051621	0.9066092
improved_acreage	hotel_motel	0.0760101	0.0349*	0.0069343	0.8331863
industrial	cemeteries	0.2968391	0.3789	0.0198476	4.4395006
industrial	commercial	1.8849877	0.1819	0.7431465	4.781263
industrial	communication	0.8312724	0.9031	0.0424836	16.265432
industrial	education	1.9185201	0.2980	0.5624535	6.544042
industrial	farmland	0.7071808	0.6366	0.1679951	2.9769005
industrial	flood_control	38946491	0.9984	0	.
industrial	group_quarters	0.2198406	0.1238	0.0319289	1.5136733
industrial	hotel_motel	0.2442612	0.0959	0.0464933	1.2832716
industrial	improved_acreage	3.2135357	0.2886	0.3719824	27.761558
institutional_semi_public	cemeteries	0.1275775	0.1263	0.0091068	1.7872477
institutional_semi_public	commercial	0.8101428	0.5417	0.4119601	1.5931916
institutional_semi_public	communication	0.3572699	0.4864	0.0196981	6.4798951
institutional_semi_public	education	0.8245546	0.7184	0.2889249	2.3531729
institutional_semi_public	farmland	0.303937	0.0733	0.0825522	1.1190209
institutional_semi_public	flood_control	16738688	0.9985	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
institutional_semi_public	group_quarters	0.0944846	0.0113*	0.0152242	0.5863897
institutional_semi_public	hotel_motel	0.1049802	0.0040*	0.0226296	0.4870115
institutional_semi_public	improved_acreage	1.3811352	0.7564	0.1794919	10.627409
institutional_semi_public	industrial	0.4297868	0.1343	0.1423136	1.2979552
large_stadium	cemeteries	2.9895e-9	0.9975	0	.
large_stadium	commercial	1.8984e-8	0.9977	0	.
large_stadium	communication	8.3718e-9	0.9976	0	.
large_stadium	education	1.9322e-8	0.9978	0	.
large_stadium	farmland	7.1221e-9	0.9976	0	.
large_stadium	flood_control	0.392235	0.9999	0	.
large_stadium	group_quarters	2.214e-9	0.9975	0	.
large_stadium	hotel_motel	2.46e-9	0.9975	0	.
large_stadium	improved_acreage	3.2364e-8	0.9978	0	.
large_stadium	industrial	1.0071e-8	0.9977	0	.
large_stadium	institutional_semi_public	2.3433e-8	0.9978	0	.
mobile_home	cemeteries	0.1760897	0.2449	0.0094261	3.2895568
mobile_home	commercial	1.1182051	0.8793	0.2642986	4.7309468
mobile_home	communication	0.4931242	0.6605	0.02102	11.568598
mobile_home	education	1.1380971	0.8761	0.2239539	5.7836243
mobile_home	farmland	0.4195111	0.3327	0.0723496	2.4324893
mobile_home	flood_control	23103687	0.9985	0	.
mobile_home	group_quarters	0.130413	0.0723	0.0141433	1.202518
mobile_home	hotel_motel	0.1448997	0.0594	0.0194547	1.0792209
mobile_home	improved_acreage	1.9063212	0.5979	0.173328	20.966377
mobile_home	industrial	0.5932161	0.5415	0.1109782	3.1709419
mobile_home	institutional_semi_public	1.3802568	0.6824	0.2948055	6.4622564
mobile_home	large_stadium	58902659	0.9977	0	.
multi_family	cemeteries	0.1529409	0.1573	0.0113345	2.0636835
multi_family	commercial	0.9712053	0.9186	0.5547357	1.7003407
multi_family	communication	0.4282979	0.5611	0.0245451	7.4735453
multi_family	education	0.9884823	0.9814	0.3723844	2.6238937
multi_family	farmland	0.3643619	0.1083	0.1062702	1.2492648
multi_family	flood_control	20066464	0.9985	0	.
multi_family	group_quarters	0.1132688	0.0153*	0.019471	0.658919
multi_family	hotel_motel	0.1258511	0.0060*	0.028727	0.5513456
multi_family	improved_acreage	1.6557152	0.6235	0.2211027	12.398733
multi_family	industrial	0.5152316	0.2065	0.1841631	1.4414595
multi_family	institutional_semi_public	1.1988075	0.6592	0.5355112	2.6836775

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
multi_family	large_stadium	51159285	0.9978	0	.
multi_family	mobile_home	0.8685395	0.8541	0.1933804	3.9009166
office	cemeteries	0.1118857	0.1523	0.0055783	2.244139
office	commercial	0.7104965	0.6663	0.1502947	3.3587701
office	communication	0.3133263	0.4772	0.0127741	7.6853659
office	education	0.7231357	0.7189	0.1238084	4.2236659
office	farmland	0.2665532	0.1760	0.0392746	1.809071
office	flood_control	14679855	0.9985	0	.
office	group_quarters	0.0828631	0.0341*	0.0082754	0.8297237
office	hotel_motel	0.0920678	0.0244*	0.0115425	0.7343746
office	improved_acreage	1.2112577	0.8801	0.1004757	14.601993
office	industrial	0.3769237	0.2862	0.0627278	2.2648868
office	institutional_semi_public	0.8770016	0.8774	0.165604	4.6444038
office	large_stadium	37426169	0.9978	0	.
office	mobile_home	0.6353901	0.6706	0.078617	5.1352838
office	multi_family	0.7315616	0.7065	0.1438167	3.7212822
parking	cemeteries	0.0387302	0.0557	0.0013852	1.0829063
parking	commercial	0.2459445	0.1977	0.0291092	2.0779906
parking	communication	0.1084606	0.2189	0.003144	3.7415961
parking	education	0.2503196	0.2350	0.0254582	2.4612909
parking	farmland	0.0922697	0.0530	0.0082529	1.0316062
parking	flood_control	5081558	0.9986	0	.
parking	group_quarters	0.0286838	0.0110*	0.0018573	0.4429763
parking	hotel_motel	0.0318701	0.0078*	0.0025147	0.4038987
parking	improved_acreage	0.4192873	0.5548	0.0234212	7.5060831
parking	industrial	0.1304754	0.0823	0.0131132	1.2982164
parking	institutional_semi_public	0.3035816	0.2919	0.0330765	2.7863203
parking	large_stadium	12955390	0.9979	0	.
parking	mobile_home	0.2199458	0.2447	0.0171462	2.8213839
parking	multi_family	0.2532363	0.2164	0.0286959	2.2347638
parking	office	0.3461586	0.4275	0.0251946	4.7560066
parks_recreation	cemeteries	0.1368876	0.1354	0.0100621	1.8622541
parks_recreation	commercial	0.869264	0.6636	0.4623263	1.6343866
parks_recreation	communication	0.3833421	0.5149	0.0213937	6.8689026
parks_recreation	education	0.8847275	0.8093	0.3272473	2.3919001
parks_recreation	farmland	0.3261171	0.0809	0.0926584	1.1477903
parks_recreation	flood_control	17960214	0.9985	0	.
parks_recreation	group_quarters	0.1013797	0.0129*	0.0166837	0.6160402

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
parks_recreation	hotel_motel	0.1126413	0.0045*	0.0249607	0.508321
parks_recreation	improved_acreage	1.4819252	0.7023	0.1971366	11.140001
parks_recreation	industrial	0.461151	0.1532	0.1594454	1.33375
parks_recreation	institutional_semi_public	1.0729762	0.8691	0.4641973	2.480148
parks_recreation	large_stadium	45789416	0.9978	0	.
parks_recreation	mobile_home	0.7773744	0.7426	0.172949	3.4941559
parks_recreation	multi_family	0.8950363	0.7754	0.4177904	1.9174448
parks_recreation	office	1.2234599	0.8102	0.2360279	6.3418526
parks_recreation	parking	3.5343912	0.2590	0.3946776	31.650953
railroad	cemeteries	0.534343	0.6631	0.0318585	8.9621945
railroad	commercial	3.3931853	0.0503	0.9985493	11.530433
railroad	communication	1.4963818	0.7968	0.0696563	32.145837
railroad	education	3.4535473	0.0980	0.7954111	14.994747
railroad	farmland	1.2730032	0.7747	0.2438322	6.6461166
railroad	flood_control	70107970	0.9984	0	.
railroad	group_quarters	0.3957372	0.3837	0.0491465	3.1865512
railroad	hotel_motel	0.4396971	0.3818	0.069723	2.7728784
railroad	improved_acreage	5.7847178	0.1358	0.5763291	58.062244
railroad	industrial	1.80011	0.4429	0.4010348	8.0800869
railroad	institutional_semi_public	4.1883791	0.0403*	1.0657187	16.460742
railroad	large_stadium	178739686	0.9976	0	.
railroad	mobile_home	3.0344927	0.2425	0.47163	19.524088
railroad	multi_family	3.4937878	0.0631	0.933957	13.069717
railroad	office	4.7757944	0.1149	0.6836231	33.363722
railroad	parking	13.79655	0.0344*	1.2124833	156.98756
railroad	parks_recreation	3.9035153	0.0450*	1.0306629	14.784108
ranch_land	cemeteries	0.2052371	0.2474	0.0140265	3.00305
ranch_land	commercial	1.3032965	0.5651	0.5285825	3.213466
ranch_land	communication	0.5747488	0.7149	0.0294521	11.216056
ranch_land	education	1.3264811	0.6397	0.4063748	4.3298756
ranch_land	farmland	0.4889508	0.3115	0.1223261	1.9543903
ranch_land	flood_control	26927935	0.9985	0	.
ranch_land	group_quarters	0.1519996	0.0529	0.0225716	1.0235818
ranch_land	hotel_motel	0.1688843	0.0348*	0.0323774	0.8809214
ranch_land	improved_acreage	2.2218659	0.4534	0.2756059	17.912127
ranch_land	industrial	0.6914085	0.5590	0.2005224	2.3840012
ranch_land	institutional_semi_public	1.6087244	0.3830	0.5527805	4.6817753
ranch_land	large_stadium	68652547	0.9977	0	.



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
ranch_land	mobile_home	1.1655254	0.8535	0.2293093	5.9240917
ranch_land	multi_family	1.3419372	0.5653	0.4924454	3.6568431
ranch_land	office	1.8343461	0.5029	0.3108861	10.82334
ranch_land	parking	5.2991495	0.1559	0.5295816	53.024854
ranch_land	parks_recreation	1.4993104	0.4382	0.538522	4.1742616
ranch_land	railroad	0.3840924	0.2083	0.0865316	1.7048903
residential_acreage	cemeteries	0.1266071	0.1671	0.0067484	2.3752865
residential_acreage	commercial	0.8039802	0.7674	0.1893401	3.4138784
residential_acreage	communication	0.3545522	0.5211	0.014937	8.4158305
residential_acreage	education	0.8182824	0.8104	0.158985	4.2116301
residential_acreage	farmland	0.301625	0.1802	0.0522714	1.7404847
residential_acreage	flood_control	16611360	0.9985	0	.
residential_acreage	group_quarters	0.0937659	0.0329*	0.0106625	0.8245769
residential_acreage	hotel_motel	0.1041817	0.0268*	0.0140758	0.7710968
residential_acreage	improved_acreage	1.3706292	0.7962	0.1252696	14.996651
residential_acreage	industrial	0.4265175	0.3174	0.0802485	2.2669229
residential_acreage	institutional_semi_public	0.9923932	0.9923	0.21095	4.6686155
residential_acreage	large_stadium	42350525	0.9978	0	.
residential_acreage	mobile_home	0.7189917	0.7405	0.1020344	5.0664216
residential_acreage	multi_family	0.827817	0.8064	0.1826532	3.7518157
residential_acreage	office	1.1315752	0.9080	0.1390828	9.2064745
residential_acreage	parking	3.2689502	0.3656	0.2511685	42.545281
residential_acreage	parks_recreation	0.9248977	0.9191	0.2050713	4.1714058
residential_acreage	railroad	0.2369397	0.1295	0.0368279	1.5243972
residential_acreage	ranch_land	0.6168821	0.5544	0.1243628	3.0599451
retail	cemeteries	0.1567462	0.1787	0.0105265	2.3340481
retail	commercial	0.99537	0.9917	0.4155419	2.3842636
retail	communication	0.4389544	0.5830	0.0232149	8.2998993
retail	education	1.0130768	0.9831	0.3048041	3.3671614
retail	farmland	0.3734276	0.1755	0.0897986	1.5528999
retail	flood_control	20565740	0.9985	0	.
retail	group_quarters	0.1160871	0.0268*	0.0172557	0.7809724
retail	hotel_motel	0.1289824	0.0140*	0.0251655	0.6610819
retail	improved_acreage	1.6969113	0.6242	0.2045732	14.075686
retail	industrial	0.5280512	0.3136	0.152492	1.8285421
retail	institutional_semi_public	1.2286352	0.7030	0.4263251	3.5408289
retail	large_stadium	52432184	0.9977	0	.
retail	mobile_home	0.8901497	0.8898	0.1715015	4.6201737

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
retail	multi_family	1.0248811	0.9610	0.3822382	2.7479754
retail	office	1.4009498	0.7053	0.2440324	8.0426238
retail	parking	4.0471329	0.2299	0.4129697	39.662192
retail	parks_recreation	1.1450721	0.7954	0.4113552	3.187489
retail	railroad	0.2933438	0.1054	0.0664712	1.2945551
retail	ranch_land	0.7637325	0.6619	0.2281537	2.5565551
retail	residential_acreage	1.2380528	0.8005	0.2362031	6.4892236
runway	cemeteries	0.1756975	0.3758	0.0037461	8.2405491
runway	commercial	1.1157141	0.9409	0.0617198	20.168845
runway	communication	0.4920257	0.7309	0.0086392	28.022254
runway	education	1.1355617	0.9341	0.0558987	23.068515
runway	farmland	0.4185765	0.5813	0.0189505	9.2454932
runway	flood_control	23052219	0.9985	0	.
runway	group_quarters	0.1301225	0.2342	0.0045219	3.7444487
runway	hotel_motel	0.1445769	0.2374	0.0058437	3.5769163
runway	improved_acreage	1.9020745	0.7172	0.0586593	61.676275
runway	industrial	0.5918946	0.7345	0.0285878	12.254834
runway	institutional_semi_public	1.377182	0.8319	0.0716822	26.45886
runway	large_stadium	58771441	0.9977	0	.
runway	mobile_home	0.9977723	0.9989	0.0393153	25.322182
runway	multi_family	1.1487933	0.9258	0.061959	21.299977
runway	office	1.5703302	0.7866	0.0598663	41.190715
runway	parking	4.5364471	0.4042	0.1298634	158.46927
runway	parks_recreation	1.2835158	0.8673	0.0687075	23.977187
runway	railroad	0.3288102	0.4834	0.0146533	7.3782954
runway	ranch_land	0.8560708	0.9197	0.0417277	17.562843
runway	residential_acreage	1.3877382	0.8425	0.0548254	35.126375
runway	retail	1.1209039	0.9410	0.0545603	23.028184
single_family	cemeteries	0.1201257	0.1057	0.0092187	1.5653116
single_family	commercial	0.7628221	0.1682	0.5190139	1.12116
single_family	communication	0.3364017	0.4513	0.0197571	5.72786
single_family	education	0.7763921	0.5672	0.3262575	1.8475737
single_family	farmland	0.2861839	0.0332*	0.0904959	0.9050266
single_family	flood_control	15760976	0.9985	0	.
single_family	group_quarters	0.0889657	0.0057*	0.0160097	0.4943798
single_family	hotel_motel	0.0988483	0.0015*	0.0237008	0.4122641
single_family	improved_acreage	1.3004626	0.7941	0.1808173	9.3531038
single_family	industrial	0.4046828	0.0612	0.1569801	1.0432417

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
single_family	institutional_semi_public	0.9415897	0.8637	0.4735942	1.8720481
single_family	large_stadium	40182476	0.9978	0	.
single_family	mobile_home	0.6821844	0.5998	0.1635009	2.8463184
single_family	multi_family	0.7854386	0.3906	0.4525663	1.3631458
single_family	office	1.0736465	0.9293	0.2232153	5.1641493
single_family	parking	3.101603	0.3011	0.3628924	26.509074
single_family	parks_recreation	0.8775494	0.6779	0.4737572	1.6255016
single_family	railroad	0.22481	0.0184*	0.065003	0.777496
single_family	ranch_land	0.585302	0.2420	0.2386341	1.4355803
single_family	residential_acreage	0.9488071	0.9428	0.2257602	3.9875705
single_family	retail	0.7663704	0.5652	0.3094908	1.8977098
single_family	runway	0.6837075	0.7977	0.0373303	12.522143
small_water_bodies	cemeteries	0.7739193	0.8969	0.0160184	37.391384
small_water_bodies	commercial	4.9145429	0.2866	0.2627488	91.923295
small_water_bodies	communication	2.1672948	0.7092	0.0371766	126.34742
small_water_bodies	education	5.0019686	0.2984	0.2406929	103.94859
small_water_bodies	farmland	1.8437628	0.7011	0.0810503	41.942633
small_water_bodies	flood_control	101541352	0.9984	0	.
small_water_bodies	group_quarters	0.5731687	0.7455	0.0198789	16.52619
small_water_bodies	hotel_motel	0.6368382	0.7846	0.0250332	16.200984
small_water_bodies	improved_acreage	8.3783352	0.2363	0.2485633	282.409
small_water_bodies	industrial	2.6072015	0.5381	0.123431	55.071265
small_water_bodies	institutional_semi_public	6.0662673	0.2363	0.3070451	119.8508
small_water_bodies	large_stadium	258878835	0.9975	0	.
small_water_bodies	mobile_home	4.395028	0.3697	0.1730188	111.64261
small_water_bodies	multi_family	5.0602513	0.2830	0.2622204	97.651215
small_water_bodies	office	6.9170542	0.2511	0.2543974	188.07441
small_water_bodies	parking	19.982327	0.1030	0.5457286	731.67027
small_water_bodies	parks_recreation	5.6536828	0.2500	0.2953804	108.21344
small_water_bodies	railroad	1.4483568	0.8162	0.0637675	32.896676
small_water_bodies	ranch_land	3.7708555	0.3940	0.178257	79.768815
small_water_bodies	residential_acreage	6.1127657	0.2747	0.237352	157.42824
small_water_bodies	retail	4.9374032	0.3020	0.2380484	102.40752
small_water_bodies	runway	4.4048407	0.4777	0.0734887	264.02198
small_water_bodies	single_family	6.4425804	0.2134	0.3425335	121.17602
timberland	cemeteries	1.1149e-8	0.9970	0	.
timberland	commercial	7.0796e-8	0.9973	0	.
timberland	communication	3.1221e-8	0.9972	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
timberland	education	7.2055e-8	0.9973	0	.
timberland	farmland	2.656e-8	0.9971	0	.
timberland	flood_control	1.4627404	1.0000	0	.
timberland	group_quarters	8.2567e-9	0.9970	0	.
timberland	hotel_motel	9.1739e-9	0.9970	0	.
timberland	improved_acreage	1.2069e-7	0.9974	0	.
timberland	industrial	3.7558e-8	0.9972	0	.
timberland	institutional_semi_public	8.7387e-8	0.9973	0	.
timberland	large_stadium	3.7292444	0.9999	0	.
timberland	mobile_home	6.3312e-8	0.9973	0	.
timberland	multi_family	7.2895e-8	0.9973	0	.
timberland	office	9.9643e-8	0.9974	0	.
timberland	parking	2.8785e-7	0.9975	0	.
timberland	parks_recreation	8.1443e-8	0.9973	0	.
timberland	railroad	2.0864e-8	0.9971	0	.
timberland	ranch_land	5.4321e-8	0.9973	0	.
timberland	residential_acreage	8.8057e-8	0.9973	0	.
timberland	retail	7.1125e-8	0.9973	0	.
timberland	runway	6.3453e-8	0.9973	0	.
timberland	single_family	9.2808e-8	0.9973	0	.
timberland	small_water_bodies	1.4405e-8	0.9970	0	.
transit	cemeteries	1.4733e-8	0.9984	0	.
transit	commercial	9.3555e-8	0.9986	0	.
transit	communication	4.1257e-8	0.9985	0	.
transit	education	9.5219e-8	0.9986	0	.
transit	farmland	3.5099e-8	0.9985	0	.
transit	flood_control	1.9329775	1.0000	0	.
transit	group_quarters	1.0911e-8	0.9984	0	.
transit	hotel_motel	1.2123e-8	0.9984	0	.
transit	improved_acreage	1.5949e-7	0.9986	0	.
transit	industrial	4.9632e-8	0.9985	0	.
transit	institutional_semi_public	1.1548e-7	0.9986	0	.
transit	large_stadium	4.9281102	0.9999	0	.
transit	mobile_home	8.3665e-8	0.9986	0	.
transit	multi_family	9.6329e-8	0.9986	0	.
transit	office	1.3168e-7	0.9986	0	.
transit	parking	3.8039e-7	0.9987	0	.
transit	parks_recreation	1.0763e-7	0.9986	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
transit	railroad	2.7571e-8	0.9985	0	.
transit	ranch_land	7.1783e-8	0.9985	0	.
transit	residential_acreage	1.1636e-7	0.9986	0	.
transit	retail	9.399e-8	0.9986	0	.
transit	runway	8.3852e-8	0.9986	0	.
transit	single_family	1.2264e-7	0.9986	0	.
transit	small_water_bodies	1.9036e-8	0.9984	0	.
transit	timberland	1.3214768	1.0000	0	.
under_construction	cemeteries	0.991309	0.9961	0.0293485	33.483593
under_construction	commercial	6.2950111	0.1418	0.5408986	73.261728
under_construction	communication	2.776076	0.5912	0.0668931	115.20766
under_construction	education	6.4069943	0.1559	0.4925189	83.346188
under_construction	farmland	2.3616658	0.5291	0.1625292	34.316702
under_construction	flood_control	130063764	0.9983	0	.
under_construction	group_quarters	0.7341687	0.8378	0.038117	14.140764
under_construction	hotel_motel	0.8157226	0.8866	0.0496933	13.390207
under_construction	improved_acreage	10.731764	0.1373	0.4691989	245.46254
under_construction	industrial	3.3395502	0.3623	0.2494501	44.708718
under_construction	institutional_semi_public	7.7702486	0.1106	0.6262019	96.417409
under_construction	large_stadium	331596486	0.9975	0	.
under_construction	mobile_home	5.6295674	0.2313	0.3324479	95.329315
under_construction	multi_family	6.4816482	0.1400	0.5416179	77.567163
under_construction	office	8.8600169	0.1385	0.4942477	158.82704
under_construction	parking	25.595253	0.0491*	1.0134927	646.39535
under_construction	parks_recreation	7.2417714	0.1194	0.5993881	87.494656
under_construction	railroad	1.8551923	0.6568	0.1214524	28.338167
under_construction	ranch_land	4.8300682	0.2306	0.3678183	63.426857
under_construction	residential_acreage	7.8298082	0.1531	0.4653327	131.74639
under_construction	retail	6.3242928	0.1630	0.4738096	84.415084
under_construction	runway	5.6421364	0.3683	0.1301679	244.55876
under_construction	single_family	8.2522661	0.0913	0.7125562	95.571257
under_construction	small_water_bodies	1.2808945	0.8984	0.0286463	57.274112
under_construction	timberland	88917873	0.9970	0	.
under_construction	transit	67286744	0.9984	0	.
utilities	cemeteries	0.0927031	0.1035	0.0052943	1.6232354
utilities	commercial	0.5886834	0.4404	0.1531891	2.2622252
utilities	communication	0.2596072	0.3972	0.0114438	5.8892937
utilities	education	0.5991556	0.5196	0.1260261	2.8485168

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
utilities	farmland	0.2208532	0.0880	0.038958	1.2520177
utilities	flood_control	12163026	0.9985	0	.
utilities	group_quarters	0.0686564	0.0155*	0.0078432	0.60099
utilities	hotel_motel	0.076283	0.0083*	0.0112886	0.5154844
utilities	improved_acreage	1.0035902	0.9976	0.0965476	10.432091
utilities	industrial	0.3123009	0.1502	0.063982	1.5243641
utilities	institutional_semi_public	0.7266416	0.6694	0.1677697	3.1472194
utilities	large_stadium	31009534	0.9978	0	.
utilities	mobile_home	0.5264539	0.5127	0.0771066	3.5944239
utilities	multi_family	0.606137	0.4864	0.1480258	2.4820139
utilities	office	0.8285522	0.8561	0.1084556	6.3297646
utilities	parking	2.3935624	0.4927	0.197699	28.979113
utilities	parks_recreation	0.6772205	0.5878	0.165429	2.7723529
utilities	railroad	0.1734899	0.0550	0.0290004	1.0378747
utilities	ranch_land	0.451688	0.3144	0.0960122	2.1249593
utilities	residential_acreage	0.7322113	0.7508	0.1069376	5.0135146
utilities	retail	0.5914217	0.5122	0.122953	2.8448239
utilities	runway	0.5276293	0.6930	0.0220671	12.61574
utilities	single_family	0.7717178	0.7052	0.2015144	2.9553638
utilities	small_water_bodies	0.119784	0.1916	0.0049557	2.8952842
utilities	timberland	8315232.3	0.9974	0	.
utilities	transit	6292378.3	0.9986	0	.
utilities	under_construction	0.0935159	0.0937	0.0058556	1.4934895
vacant	cemeteries	0.1722433	0.1810	0.0130929	2.2659406
vacant	commercial	1.0937795	0.6850	0.7092895	1.686693
vacant	communication	0.4823526	0.6161	0.0279069	8.337151
vacant	education	1.113237	0.8159	0.4512168	2.7465653
vacant	farmland	0.4103474	0.1394	0.125951	1.3369089
vacant	flood_control	22599020	0.9985	0	.
vacant	group_quarters	0.1275643	0.0202*	0.0224456	0.7249829
vacant	hotel_motel	0.1417346	0.0078*	0.0335684	0.5984408
vacant	improved_acreage	1.8646803	0.5359	0.259303	13.409149
vacant	industrial	0.5802582	0.2690	0.2210353	1.5232838
vacant	institutional_semi_public	1.350107	0.4162	0.6548104	2.7836898
vacant	large_stadium	57616013	0.9977	0	.
vacant	mobile_home	0.9781564	0.9762	0.2294306	4.1702799
vacant	multi_family	1.1262083	0.7021	0.6124912	2.0707975
vacant	office	1.539458	0.5927	0.316903	7.4784118

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
vacant	parking	4.447262	0.1739	0.5176193	38.209818
vacant	parks_recreation	1.2582823	0.4942	0.651209	2.4312846
vacant	railroad	0.3223459	0.0767	0.0920465	1.1288524
vacant	ranch_land	0.8392407	0.7055	0.3381851	2.0826614
vacant	residential_acreage	1.3604557	0.6776	0.3187935	5.8057636
vacant	retail	1.0988673	0.8408	0.437995	2.756902
vacant	runway	0.9803403	0.9893	0.0536577	17.91108
vacant	single_family	1.4338592	0.1039	0.9286894	2.213821
vacant	small_water_bodies	0.2225598	0.3162	0.0117863	4.2025807
vacant	timberland	15449782	0.9973	0	.
vacant	transit	11691300	0.9986	0	.
vacant	under_construction	0.1737534	0.1632	0.0148449	2.0337159
vacant	utilities	1.8580096	0.3722	0.4765062	7.2448164
water	cemeteries	2695677.8	0.9987	0	.
water	commercial	17118094	0.9985	0	.
water	communication	7549014.6	0.9986	0	.
water	education	17422611	0.9985	0	.
water	farmland	6422104.1	0.9986	0	.
water	flood_control	3.537e+ 14	0.9979	0	.
water	group_quarters	1996433.1	0.9987	0	.
water	hotel_motel	2218203.7	0.9987	0	.
water	improved_acreage	29183006	0.9985	0	.
water	industrial	9081276.3	0.9986	0	.
water	institutional_semi_public	21129724	0.9985	0	.
water	large_stadium	9.017e+ 14	0.9975	0	.
water	mobile_home	15308546	0.9985	0	.
water	multi_family	17625619	0.9985	0	.
water	office	24093143	0.9985	0	.
water	parking	69601459	0.9984	0	.
water	parks_recreation	19692630	0.9985	0	.
water	railroad	5044845.2	0.9986	0	.
water	ranch_land	13134459	0.9985	0	.
water	residential_acreage	21291685	0.9985	0	.
water	retail	17197720	0.9985	0	.
water	runway	15342725	0.9985	0	.
water	single_family	22440480	0.9985	0	.
water	small_water_bodies	3483150.9	0.9987	0	.
water	timberland	2.418e+ 14	0.9974	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
water	transit	1.83e+14	0.9979	0	.
water	under_construction	2719311.2	0.9987	0	.
water	utilities	29078607	0.9985	0	.
water	vacant	15650407	0.9985	0	.
cemeteries	commercial	6.3502005	0.1587	0.4857359	83.018455
cemeteries	communication	2.8004143	0.5968	0.0617223	127.05819
commercial	communication	0.4409962	0.5704	0.0260749	7.4584211
cemeteries	education	6.4631654	0.1738	0.4391768	95.115477
commercial	education	1.0177892	0.9687	0.421674	2.4566251
communication	education	2.3079319	0.5786	0.1206601	44.145061
cemeteries	farmland	2.3823708	0.5436	0.1446746	39.230745
commercial	farmland	0.3751647	0.0976	0.117613	1.1967091
communication	farmland	0.8507209	0.9167	0.0410512	17.629857
education	farmland	0.3686074	0.1603	0.0915235	1.484553
cemeteries	flood_control	131204052	0.9983	0	.
commercial	flood_control	20661403	0.9985	0	.
communication	flood_control	46851658	0.9984	0	.
education	flood_control	20300278	0.9985	0	.
farmland	flood_control	55072892	0.9984	0	.
cemeteries	group_quarters	0.7406052	0.8473	0.0348607	15.733931
commercial	group_quarters	0.1166271	0.0145*	0.0208176	0.6533848
communication	group_quarters	0.2644627	0.4281	0.0098532	7.098281
education	group_quarters	0.1145886	0.0250*	0.0172427	0.7615151
farmland	group_quarters	0.310869	0.2626	0.0402549	2.4006902
flood_control	group_quarters	5.6447e-9	0.9983	0	.
cemeteries	hotel_motel	0.8228742	0.8954	0.0449472	15.064845
commercial	hotel_motel	0.1295824	0.0046*	0.0315111	0.5328792
communication	hotel_motel	0.2938402	0.4449	0.0126917	6.8030111
education	hotel_motel	0.1273175	0.0135*	0.0248158	0.6532029
farmland	hotel_motel	0.3454014	0.2479	0.0569187	2.0960106
flood_control	hotel_motel	6.2717e-9	0.9983	0	.
group_quarters	hotel_motel	1.1110834	0.9260	0.1204046	10.252985
cemeteries	improved_acreage	10.825851	0.1481	0.4291893	273.07074
commercial	improved_acreage	1.7048046	0.5950	0.2385737	12.182226
communication	improved_acreage	3.8658033	0.4424	0.1227016	121.79499
education	improved_acreage	1.6750075	0.6326	0.2021239	13.880845
farmland	improved_acreage	4.5441502	0.1881	0.4768069	43.307469
flood_control	improved_acreage	8.2512e-8	0.9985	0	.



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
group_quarters	improved_acreage	14.617573	0.0419*	1.103011	193.71831
hotel_motel	improved_acreage	13.156143	0.0349*	1.2002118	144.21131
cemeteries	industrial	3.3688286	0.3789	0.2252506	50.383918
commercial	industrial	0.5305074	0.1819	0.2091498	1.3456298
communication	industrial	1.2029751	0.9031	0.0614801	23.538503
education	industrial	0.5212351	0.2980	0.1528108	1.7779247
farmland	industrial	1.4140656	0.6366	0.3359199	5.952555
flood_control	industrial	2.5676e-8	0.9984	0	.
group_quarters	industrial	4.5487507	0.1238	0.6606445	31.319617
hotel_motel	industrial	4.0939777	0.0959	0.7792583	21.50847
improved_acreage	industrial	0.3111837	0.2886	0.036021	2.6882991
cemeteries	institutional_semi_public	7.8383715	0.1263	0.5595195	109.80862
commercial	institutional_semi_public	1.2343503	0.5417	0.6276709	2.4274194
communication	institutional_semi_public	2.7990043	0.4864	0.1543235	50.766251
education	institutional_semi_public	1.212776	0.7184	0.4249581	3.4611068
farmland	institutional_semi_public	3.2901559	0.0733	0.8936384	12.113542
flood_control	institutional_semi_public	5.9742e-8	0.9985	0	.
group_quarters	institutional_semi_public	10.583738	0.0113*	1.7053504	65.684744
hotel_motel	institutional_semi_public	9.5256014	0.0040*	2.0533394	44.190007
improved_acreage	institutional_semi_public	0.7240421	0.7564	0.0940963	5.5712806
industrial	institutional_semi_public	2.3267351	0.1343	0.7704426	7.026735
cemeteries	large_stadium	334503642	0.9975	0	.
commercial	large_stadium	52676076	0.9977	0	.
communication	large_stadium	119447913	0.9976	0	.
education	large_stadium	51755390	0.9978	0	.
farmland	large_stadium	140407882	0.9976	0	.
flood_control	large_stadium	2.5494917	0.9999	0	.
group_quarters	large_stadium	451662547	0.9975	0	.
hotel_motel	large_stadium	406506423	0.9975	0	.
improved_acreage	large_stadium	30898601	0.9978	0	.
industrial	large_stadium	99293756	0.9977	0	.
institutional_semi_public	large_stadium	42675145	0.9978	0	.
cemeteries	mobile_home	5.6789227	0.2449	0.3039923	106.08874
commercial	mobile_home	0.8942903	0.8793	0.2113742	3.783599
communication	mobile_home	2.0278866	0.6605	0.0864409	47.573826
education	mobile_home	0.8786597	0.8761	0.172902	4.4652054
farmland	mobile_home	2.3837274	0.3327	0.4111015	13.821784
flood_control	mobile_home	4.3283e-8	0.9985	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
group_quarters	mobile_home	7.6679484	0.0723	0.8315884	70.704971
hotel_motel	mobile_home	6.9013256	0.0594	0.9265943	51.401453
improved_acreage	mobile_home	0.5245706	0.5979	0.0476954	5.7694075
industrial	mobile_home	1.6857262	0.5415	0.3153637	9.0107797
institutional_semi_public	mobile_home	0.7245029	0.6824	0.1547447	3.3920668
large_stadium	mobile_home	1.6977e-8	0.9977	0	.
cemeteries	multi_family	6.5384738	0.1573	0.4845704	88.225852
commercial	multi_family	1.0296484	0.9186	0.5881174	1.8026602
communication	multi_family	2.3348238	0.5611	0.1338053	40.741299
education	multi_family	1.0116519	0.9814	0.381113	2.6853968
farmland	multi_family	2.744524	0.1083	0.8004708	9.409977
flood_control	multi_family	4.9834e-8	0.9985	0	.
group_quarters	multi_family	8.8285548	0.0153*	1.5176372	51.358374
hotel_motel	multi_family	7.9458973	0.0060*	1.8137443	34.810467
improved_acreage	multi_family	0.6039686	0.6235	0.0806534	4.5227857
industrial	multi_family	1.9408746	0.2065	0.6937413	5.4299697
institutional_semi_public	multi_family	0.8341623	0.6592	0.372623	1.8673744
large_stadium	multi_family	1.9547e-8	0.9978	0	.
mobile_home	multi_family	1.1513581	0.8541	0.25635	5.1711547
cemeteries	office	8.937694	0.1523	0.4456052	179.26715
commercial	office	1.4074664	0.6663	0.297728	6.6535951
communication	office	3.1915613	0.4772	0.1301174	78.283628
education	office	1.3828664	0.7189	0.2367612	8.0769981
farmland	office	3.7515965	0.1760	0.5527699	25.461727
flood_control	office	6.8121e-8	0.9985	0	.
group_quarters	office	12.068095	0.0341*	1.2052205	120.84005
hotel_motel	office	10.861556	0.0244*	1.3617029	86.636662
improved_acreage	office	0.8255881	0.8801	0.0684838	9.9526567
industrial	office	2.6530569	0.2862	0.4415232	15.941884
institutional_semi_public	office	1.1402488	0.8774	0.2153129	6.0385024
large_stadium	office	2.6719e-8	0.9978	0	.
mobile_home	office	1.5738362	0.6706	0.1947312	12.719894
multi_family	office	1.3669389	0.7065	0.2687246	6.9532972
cemeteries	parking	25.819651	0.0557	0.9234409	721.92424
commercial	parking	4.0659584	0.1977	0.4812341	34.353377
communication	parking	9.2199396	0.2189	0.2672656	318.06294
education	parking	3.9948925	0.2350	0.4062909	39.28015
farmland	parking	10.837797	0.0530	0.9693621	121.17024

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
flood_control	parking	1.9679e-7	0.9986	0	.
group_quarters	parking	34.862907	0.0110*	2.2574572	538.40322
hotel_motel	parking	31.377398	0.0078*	2.4758685	397.65484
improved_acreage	parking	2.3849997	0.5548	0.1332253	42.696279
industrial	parking	7.6642816	0.0823	0.7702876	76.258807
institutional_semi_public	parking	3.294007	0.2919	0.3588963	30.232918
large_stadium	parking	7.7188e-8	0.9979	0	.
mobile_home	parking	4.5465755	0.2447	0.354436	58.321812
multi_family	parking	3.9488804	0.2164	0.4474746	34.848137
office	parking	2.8888493	0.4275	0.2102604	39.691015
cemeteries	parks_recreation	7.3052611	0.1354	0.5369836	99.382617
commercial	parks_recreation	1.1503985	0.6636	0.6118503	2.1629746
communication	parks_recreation	2.6086358	0.5149	0.1455837	46.742752
education	parks_recreation	1.1302915	0.8093	0.4180777	3.0557934
farmland	parks_recreation	3.0663829	0.0809	0.8712393	10.792332
flood_control	parks_recreation	5.5679e-8	0.9985	0	.
group_quarters	parks_recreation	9.863907	0.0129*	1.6232707	59.938656
hotel_motel	parks_recreation	8.8777376	0.0045*	1.9672607	40.062929
improved_acreage	parks_recreation	0.6747979	0.7023	0.0897666	5.0726236
industrial	parks_recreation	2.168487	0.1532	0.7497657	6.2717408
institutional_semi_public	parks_recreation	0.9319871	0.8691	0.4032017	2.1542564
large_stadium	parks_recreation	2.1839e-8	0.9978	0	.
mobile_home	parks_recreation	1.2863815	0.7426	0.2861922	5.7820502
multi_family	parks_recreation	1.1172731	0.7754	0.5215274	2.3935449
office	parks_recreation	0.8173541	0.8102	0.1576826	4.2367873
parking	parks_recreation	0.2829342	0.2590	0.0315946	2.5337137
cemeteries	railroad	1.871457	0.6631	0.1115798	31.388755
commercial	railroad	0.2947083	0.0503	0.086727	1.0014528
communication	railroad	0.6682786	0.7968	0.0311082	14.356213
education	railroad	0.2895573	0.0980	0.06669	1.2572115
farmland	railroad	0.785544	0.7747	0.1504638	4.1011812
flood_control	railroad	1.4264e-8	0.9984	0	.
group_quarters	railroad	2.5269293	0.3837	0.3138189	20.347313
hotel_motel	railroad	2.274293	0.3818	0.3606361	14.34246
improved_acreage	railroad	0.1728693	0.1358	0.0172229	1.7351198
industrial	railroad	0.5555216	0.4429	0.123761	2.4935491
institutional_semi_public	railroad	0.2387558	0.0403*	0.0607506	0.938334
large_stadium	railroad	5.5947e-9	0.9976	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
mobile_home	railroad	0.3295444	0.2425	0.0512188	2.1203061
multi_family	railroad	0.2862223	0.0631	0.0765127	1.0707132
office	railroad	0.2093892	0.1149	0.0299727	1.4627942
parking	railroad	0.0724819	0.0344*	0.0063699	0.8247536
parks_recreation	railroad	0.2561793	0.0450*	0.0676402	0.9702494
cemeteries	ranch_land	4.8724141	0.2474	0.3329948	71.293666
commercial	ranch_land	0.7672851	0.5651	0.3111905	1.8918523
communication	ranch_land	1.7398905	0.7149	0.0891579	33.953457
education	ranch_land	0.7538743	0.6397	0.2309535	2.4607827
farmland	ranch_land	2.0451955	0.3115	0.5116685	8.1748719
flood_control	ranch_land	3.7136e-8	0.9985	0	.
group_quarters	ranch_land	6.5789627	0.0529	0.9769615	44.303436
hotel_motel	ranch_land	5.921214	0.0348*	1.135175	30.885787
improved_acreage	ranch_land	0.4500722	0.4534	0.0558281	3.6283692
industrial	ranch_land	1.446323	0.5590	0.4194629	4.9869733
institutional_semi_public	ranch_land	0.6216105	0.3830	0.2135942	1.8090362
large_stadium	ranch_land	1.4566e-8	0.9977	0	.
mobile_home	ranch_land	0.8579821	0.8535	0.1688022	4.3609214
multi_family	ranch_land	0.7451914	0.5653	0.2734599	2.0306821
office	ranch_land	0.5451534	0.5029	0.0923929	3.2166123
parking	ranch_land	0.1887095	0.1559	0.0188591	1.8882833
parks_recreation	ranch_land	0.6669733	0.4382	0.2395633	1.8569344
railroad	ranch_land	2.6035405	0.2083	0.586548	11.556468
cemeteries	residential_acreage	7.8984533	0.1671	0.4210018	148.18359
commercial	residential_acreage	1.2438117	0.7674	0.292922	5.2815001
communication	residential_acreage	2.8204589	0.5211	0.1188237	66.947832
education	residential_acreage	1.222072	0.8104	0.2374378	6.2899009
farmland	residential_acreage	3.3153753	0.1802	0.5745526	19.130909
flood_control	residential_acreage	6.02e-8	0.9985	0	.
group_quarters	residential_acreage	10.664863	0.0329*	1.2127431	93.786809
hotel_motel	residential_acreage	9.598616	0.0268*	1.296854	71.043797
improved_acreage	residential_acreage	0.7295919	0.7962	0.0666816	7.9827831
industrial	residential_acreage	2.3445697	0.3174	0.4411266	12.461291
institutional_semi_public	residential_acreage	1.0076651	0.9923	0.2141963	4.7404605
large_stadium	residential_acreage	2.3612e-8	0.9978	0	.
mobile_home	residential_acreage	1.3908366	0.7405	0.197378	9.8006195
multi_family	residential_acreage	1.2079965	0.8064	0.2665376	5.4748576
office	residential_acreage	0.8837238	0.9080	0.1086192	7.1899605

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
parking	residential_acreage	0.3059086	0.3656	0.0235044	3.9813906
parks_recreation	residential_acreage	1.0812007	0.9191	0.2397273	4.8763523
railroad	residential_acreage	4.2204834	0.1295	0.655997	27.153294
ranch_land	residential_acreage	1.6210554	0.5544	0.3268032	8.040987
cemeteries	retail	6.3797388	0.1787	0.4284402	94.998248
commercial	retail	1.0046516	0.9917	0.4194167	2.4064963
communication	retail	2.2781411	0.5830	0.1204834	43.075869
education	retail	0.987092	0.9831	0.2969861	3.2807958
farmland	retail	2.677895	0.1755	0.6439565	11.136034
flood_control	retail	4.8625e-8	0.9985	0	.
group_quarters	retail	8.6142233	0.0268*	1.280455	57.951933
hotel_motel	retail	7.7529942	0.0140*	1.5126719	39.736918
improved_acreage	retail	0.589306	0.6242	0.0710445	4.8882263
industrial	retail	1.8937559	0.3136	0.5468838	6.5577212
institutional_semi_public	retail	0.8139113	0.7030	0.2824197	2.3456275
large_stadium	retail	1.9072e-8	0.9977	0	.
mobile_home	retail	1.1234065	0.8898	0.2164421	5.8308543
multi_family	retail	0.9757229	0.9610	0.3639043	2.6161694
office	retail	0.7138014	0.7053	0.1243375	4.0978173
parking	retail	0.2470885	0.2299	0.0252129	2.421485
parks_recreation	retail	0.8733074	0.7954	0.3137266	2.4309891
railroad	retail	3.4089689	0.1054	0.7724661	15.044114
ranch_land	retail	1.3093589	0.6619	0.3911514	4.3830111
residential_acreage	retail	0.80772	0.8005	0.1541016	4.2336448
cemeteries	runway	5.6916019	0.3758	0.1213511	266.94708
commercial	runway	0.896287	0.9409	0.0495814	16.202245
communication	runway	2.0324142	0.7309	0.0356859	115.75174
education	runway	0.8806214	0.9341	0.0433491	17.889497
farmland	runway	2.3890495	0.5813	0.1081608	52.769184
flood_control	runway	4.338e-8	0.9985	0	.
group_quarters	runway	7.6850685	0.2342	0.267062	221.14818
hotel_motel	runway	6.916734	0.2374	0.2795704	171.124
improved_acreage	runway	0.5257418	0.7172	0.0162137	17.047594
industrial	runway	1.6894899	0.7345	0.0816004	34.979907
institutional_semi_public	runway	0.7261204	0.8319	0.0377945	13.950458
large_stadium	runway	1.7015e-8	0.9977	0	.
mobile_home	runway	1.0022327	0.9989	0.0394911	25.435381
multi_family	runway	0.8704787	0.9258	0.0469484	16.139697

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
office	runway	0.6368088	0.7866	0.0242773	16.703881
parking	runway	0.2204368	0.4042	0.0063104	7.700401
parks_recreation	runway	0.77911	0.8673	0.0417063	14.554449
railroad	runway	3.0412677	0.4834	0.1355327	68.244137
ranch_land	runway	1.1681277	0.9197	0.0569384	23.964891
residential_acreage	runway	0.720597	0.8425	0.0284686	18.239723
retail	runway	0.8921371	0.9410	0.043425	18.328331
cemeteries	single_family	8.3246149	0.1057	0.6388504	108.47486
commercial	single_family	1.3109216	0.1682	0.8919334	1.9267307
communication	single_family	2.9726369	0.4513	0.1745853	50.614638
education	single_family	1.288009	0.5672	0.5412504	3.065064
farmland	single_family	3.4942566	0.0332*	1.1049399	11.05022
flood_control	single_family	6.3448e-8	0.9985	0	.
group_quarters	single_family	11.240287	0.0057*	2.0227364	62.461942
hotel_motel	single_family	10.11651	0.0015*	2.4256297	42.192662
improved_acreage	single_family	0.7689571	0.7941	0.1069164	5.5304438
industrial	single_family	2.4710711	0.0612	0.9585506	6.3702346
institutional_semi_public	single_family	1.0620337	0.8637	0.5341743	2.1115123
large_stadium	single_family	2.4886e-8	0.9978	0	.
mobile_home	single_family	1.4658793	0.5998	0.351331	6.1161746
multi_family	single_family	1.273174	0.3906	0.7335973	2.2096212
office	single_family	0.9314052	0.9293	0.1936427	4.4799806
parking	single_family	0.3224139	0.3011	0.0377229	2.7556378
parks_recreation	single_family	1.1395369	0.6779	0.6151947	2.1107861
railroad	single_family	4.4481999	0.0184*	1.2861802	15.383911
ranch_land	single_family	1.7085196	0.2420	0.6965824	4.1905152
residential_acreage	single_family	1.0539551	0.9428	0.2507793	4.4294782
retail	single_family	1.304852	0.5652	0.526951	3.2311142
runway	single_family	1.4626137	0.7977	0.0798585	26.787856
cemeteries	small_water_bodies	1.2921243	0.8969	0.0267441	62.428104
commercial	small_water_bodies	0.2034777	0.2866	0.0108786	3.8059171
communication	small_water_bodies	0.4614047	0.7092	0.0079147	26.898646
education	small_water_bodies	0.1999213	0.2984	0.0096201	4.1546715
farmland	small_water_bodies	0.5423691	0.7011	0.0238421	12.338023
flood_control	small_water_bodies	9.8482e-9	0.9984	0	.
group_quarters	small_water_bodies	1.744687	0.7455	0.06051	50.304614
hotel_motel	small_water_bodies	1.5702575	0.7846	0.0617246	39.946904
improved_acreage	small_water_bodies	0.1193555	0.2363	0.003541	4.0231207

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
industrial	small_water_bodies	0.383553	0.5381	0.0181583	8.1016941
institutional_semi_public	small_water_bodies	0.164846	0.2363	0.0083437	3.2568507
large_stadium	small_water_bodies	3.8628e-9	0.9975	0	.
mobile_home	small_water_bodies	0.2275298	0.3697	0.0089572	5.7797186
multi_family	small_water_bodies	0.1976186	0.2830	0.0102405	3.8135855
office	small_water_bodies	0.1445702	0.2511	0.005317	3.9308579
parking	small_water_bodies	0.0500442	0.1030	0.0013667	1.8324127
parks_recreation	small_water_bodies	0.1768759	0.2500	0.009241	3.3854651
railroad	small_water_bodies	0.6904376	0.8162	0.0303982	15.68198
ranch_land	small_water_bodies	0.2651918	0.3940	0.0125362	5.6098773
residential_acreage	small_water_bodies	0.1635921	0.2747	0.0063521	4.2131522
retail	small_water_bodies	0.2025356	0.3020	0.0097649	4.2008256
runway	small_water_bodies	0.227023	0.4777	0.0037876	13.607542
single_family	small_water_bodies	0.1552173	0.2134	0.0082525	2.9194229
cemeteries	timberland	89697430	0.9970	0	.
commercial	timberland	14125134	0.9973	0	.
communication	timberland	32030057	0.9972	0	.
education	timberland	13878251	0.9973	0	.
farmland	timberland	37650490	0.9971	0	.
flood_control	timberland	0.6836483	1.0000	0	.
group_quarters	timberland	121113688	0.9970	0	.
hotel_motel	timberland	109005035	0.9970	0	.
improved_acreage	timberland	8285485.5	0.9974	0	.
industrial	timberland	26625703	0.9972	0	.
institutional_semi_public	timberland	11443376	0.9973	0	.
large_stadium	timberland	0.2681508	0.9999	0	.
mobile_home	timberland	15794797	0.9973	0	.
multi_family	timberland	13718405	0.9973	0	.
office	timberland	10035858	0.9974	0	.
parking	timberland	3473998.6	0.9975	0	.
parks_recreation	timberland	12278470	0.9973	0	.
railroad	timberland	47929195	0.9971	0	.
ranch_land	timberland	18409238	0.9973	0	.
residential_acreage	timberland	11356328	0.9973	0	.
retail	timberland	14059734	0.9973	0	.
runway	timberland	15759611	0.9973	0	.
single_family	timberland	10774964	0.9973	0	.
small_water_bodies	timberland	69418575	0.9970	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
cemeteries	transit	67876656	0.9984	0	.
commercial	transit	10688900	0.9986	0	.
communication	transit	24238077	0.9985	0	.
education	transit	10502076	0.9986	0	.
farmland	transit	28491222	0.9985	0	.
flood_control	transit	0.5173366	1.0000	0	.
group_quarters	transit	91650253	0.9984	0	.
hotel_motel	transit	82487284	0.9984	0	.
improved_acreage	transit	6269868.1	0.9986	0	.
industrial	transit	20148445	0.9985	0	.
institutional_semi_public	transit	8659535.5	0.9986	0	.
large_stadium	transit	0.2029175	0.9999	0	.
mobile_home	transit	11952383	0.9986	0	.
multi_family	transit	10381116	0.9986	0	.
office	transit	7594426.1	0.9986	0	.
parking	transit	2628875.9	0.9987	0	.
parks_recreation	transit	9291475.8	0.9986	0	.
railroad	transit	36269418	0.9985	0	.
ranch_land	transit	13930806	0.9985	0	.
residential_acreage	transit	8593664.3	0.9986	0	.
retail	transit	10639410	0.9986	0	.
runway	transit	11925756	0.9986	0	.
single_family	transit	8153729.3	0.9986	0	.
small_water_bodies	transit	52531057	0.9984	0	.
timberland	transit	0.7567291	1.0000	0	.
cemeteries	under_construction	1.0087672	0.9961	0.0298654	34.073278
commercial	under_construction	0.158856	0.1418	0.0136497	1.8487754
communication	under_construction	0.3602207	0.5912	0.00868	14.949224
education	under_construction	0.1560794	0.1559	0.0119981	2.0303788
farmland	under_construction	0.4234299	0.5291	0.0291403	6.1527416
flood_control	under_construction	7.6885e-9	0.9983	0	.
group_quarters	under_construction	1.3620848	0.8378	0.0707175	26.235008
hotel_motel	under_construction	1.2259069	0.8866	0.0746814	20.123443
improved_acreage	under_construction	0.0931813	0.1373	0.0040739	2.1312923
industrial	under_construction	0.2994415	0.3623	0.022367	4.0088172
institutional_semi_public	under_construction	0.128696	0.1106	0.0103716	1.5969291
large_stadium	under_construction	3.0157e-9	0.9975	0	.
mobile_home	under_construction	0.1776335	0.2313	0.01049	3.0079903



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
multi_family	under_construction	0.1542817	0.1400	0.0128921	1.8463201
office	under_construction	0.1128666	0.1385	0.0062962	2.023277
parking	under_construction	0.0390697	0.0491*	0.001547	0.9866869
parks_recreation	under_construction	0.1380878	0.1194	0.0114293	1.6683682
railroad	under_construction	0.5390277	0.6568	0.0352881	8.2336784
ranch_land	under_construction	0.2070364	0.2306	0.0157662	2.7187336
residential_acreage	under_construction	0.127717	0.1531	0.0075903	2.1490003
retail	under_construction	0.1581204	0.1630	0.0118462	2.1105523
runway	under_construction	0.1772378	0.3683	0.004089	7.6823848
single_family	under_construction	0.1211788	0.0913	0.0104634	1.403398
small_water_bodies	under_construction	0.7807044	0.8984	0.0174599	34.908535
timberland	under_construction	1.1246e-8	0.9970	0	.
transit	under_construction	1.4862e-8	0.9984	0	.
cemeteries	utilities	10.787123	0.1035	0.6160536	188.88294
commercial	utilities	1.6987058	0.4404	0.4420426	6.5278804
communication	utilities	3.8519738	0.3972	0.1697996	87.383588
education	utilities	1.6690154	0.5196	0.3510599	7.9348638
farmland	utilities	4.527894	0.0880	0.7987108	25.668646
flood_control	utilities	8.2216e-8	0.9985	0	.
group_quarters	utilities	14.56528	0.0155*	1.6639211	127.49846
hotel_motel	utilities	13.109079	0.0083*	1.939923	88.584933
improved_acreage	utilities	0.9964226	0.9976	0.0958581	10.357585
industrial	utilities	3.2020396	0.1502	0.6560112	15.629394
institutional_semi_public	utilities	1.3761943	0.6694	0.3177408	5.960553
large_stadium	utilities	3.2248e-8	0.9978	0	.
mobile_home	utilities	1.8995016	0.5127	0.2782087	12.969063
multi_family	utilities	1.6497921	0.4864	0.4028986	6.7555804
office	utilities	1.2069246	0.8561	0.1579838	9.2203588
parking	utilities	0.4177873	0.4927	0.0345076	5.0581953
parks_recreation	utilities	1.4766238	0.5878	0.3607044	6.0448879
railroad	utilities	5.7640237	0.0550	0.9635074	34.482317
ranch_land	utilities	2.2139174	0.3144	0.4705973	10.41534
residential_acreage	utilities	1.3657259	0.7508	0.1994609	9.3512442
retail	utilities	1.6908408	0.5122	0.3515156	8.1331881
runway	utilities	1.8952701	0.6930	0.0792661	45.31635
single_family	utilities	1.2958104	0.7052	0.3383678	4.9624241
small_water_bodies	utilities	8.3483627	0.1916	0.3453892	201.7873
timberland	utilities	1.2026e-7	0.9974	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
transit	utilities	1.5892e-7	0.9986	0	.
under_construction	utilities	10.693372	0.0937	0.6695728	170.77785
cemeteries	vacant	5.8057409	0.1810	0.4413178	76.377214
commercial	vacant	0.914261	0.6850	0.5928761	1.4098615
communication	vacant	2.0731721	0.6161	0.1199451	35.833431
education	vacant	0.8982813	0.8159	0.3640911	2.2162293
farmland	vacant	2.4369594	0.1394	0.7479941	7.9395957
flood_control	vacant	4.425e-8	0.9985	0	.
group_quarters	vacant	7.8391844	0.0202*	1.379343	44.552235
hotel_motel	vacant	7.0554418	0.0078*	1.6710091	29.789939
improved_acreage	vacant	0.536285	0.5359	0.0745759	3.8564921
industrial	vacant	1.7233708	0.2690	0.6564765	4.5241635
institutional_semi_public	vacant	0.740682	0.4162	0.3592354	1.5271597
large_stadium	vacant	1.7356e-8	0.9977	0	.
mobile_home	vacant	1.0223314	0.9762	0.2397921	4.3586158
multi_family	vacant	0.8879352	0.7021	0.4829057	1.6326766
office	vacant	0.6495793	0.5927	0.1337182	3.1555401
parking	vacant	0.2248575	0.1739	0.0261713	1.9319218
parks_recreation	vacant	0.7947342	0.4942	0.4113052	1.5356054
railroad	vacant	3.1022571	0.0767	0.8858554	10.864074
ranch_land	vacant	1.1915532	0.7055	0.4801549	2.9569609
residential_acreage	vacant	0.7350478	0.6776	0.1722426	3.1368268
retail	vacant	0.910028	0.8408	0.362726	2.283131
runway	vacant	1.0200539	0.9893	0.0558314	18.636659
single_family	vacant	0.6974186	0.1039	0.4517077	1.0767862
small_water_bodies	vacant	4.4931751	0.3162	0.237949	84.844316
timberland	vacant	6.4726e-8	0.9973	0	.
transit	vacant	8.5534e-8	0.9986	0	.
under_construction	vacant	5.7552835	0.1632	0.4917108	67.363357
utilities	vacant	0.5382103	0.3722	0.1380297	2.0986086
cemeteries	water	3.7096e-7	0.9987	0	.
commercial	water	5.8418e-8	0.9985	0	.
communication	water	1.3247e-7	0.9986	0	.
education	water	5.7397e-8	0.9985	0	.
farmland	water	1.5571e-7	0.9986	0	.
flood_control	water	2.827e-15	0.9979	0	.
group_quarters	water	5.0089e-7	0.9987	0	.
hotel_motel	water	4.5082e-7	0.9987	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
improved_acreage	water	3.4267e-8	0.9985	0	.
industrial	water	1.1012e-7	0.9986	0	.
institutional_semi_public	water	4.7327e-8	0.9985	0	.
large_stadium	water	1.109e-15	0.9975	0	.
mobile_home	water	6.5323e-8	0.9985	0	.
multi_family	water	5.6736e-8	0.9985	0	.
office	water	4.1506e-8	0.9985	0	.
parking	water	1.4368e-8	0.9984	0	.
parks_recreation	water	5.078e-8	0.9985	0	.
railroad	water	1.9822e-7	0.9986	0	.
ranch_land	water	7.6136e-8	0.9985	0	.
residential_acreage	water	4.6967e-8	0.9985	0	.
retail	water	5.8147e-8	0.9985	0	.
runway	water	6.5177e-8	0.9985	0	.
single_family	water	4.4562e-8	0.9985	0	.
small_water_bodies	water	2.871e-7	0.9987	0	.
timberland	water	4.136e-15	0.9974	0	.
transit	water	5.465e-15	0.9979	0	.
under_construction	water	3.6774e-7	0.9987	0	.
utilities	water	3.439e-8	0.9985	0	.
vacant	water	6.3896e-8	0.9985	0	.

### Odds Ratios for Modeled Fatality Rate

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
average	above_average	1.0230396	0.9130	0.679925	1.5393023
below_average	above_average	1.4113056	0.1110	0.9239266	2.155781
below_average	average	1.3795219	0.1303	0.9093294	2.0928396
higher	above_average	1.1359058	0.5730	0.7292491	1.7693296
higher	average	1.1103244	0.6613	0.6952141	1.7732958
higher	below_average	0.8048617	0.3816	0.4949309	1.3088745
highest	above_average	0.981208	0.9311	0.6381008	1.5088041
highest	average	0.9591104	0.8628	0.5972498	1.5402147
highest	below_average	0.6952484	0.1471	0.4253537	1.1363963
highest	higher	0.863811	0.5462	0.5369272	1.3897033
lowest	above_average	1.6302209	0.0357*	1.0331286	2.5724004
lowest	average	1.5935071	0.0389*	1.0240125	2.4797207

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
lowest	below_average	1.1551155	0.5039	0.7568002	1.7630702
lowest	higher	1.4351726	0.1751	0.8513319	2.4194095
lowest	highest	1.6614428	0.0606	0.9775909	2.8236679
not_applicable	above_average	11.664386	0.0363*	1.1695446	116.33408
not_applicable	average	11.401695	0.0357*	1.1765086	110.49528
not_applicable	below_average	8.2649611	0.0644	0.8811539	77.522875
not_applicable	higher	10.268796	0.0522	0.9782731	107.79013
not_applicable	highest	11.887781	0.0400*	1.1200021	126.17775
not_applicable	lowest	7.1550951	0.0430*	1.0637619	48.126732
above_average	average	0.9774792	0.9130	0.649645	1.4707505
above_average	below_average	0.7085638	0.1110	0.463869	1.0823371
average	below_average	0.7248888	0.1303	0.4778197	1.0997115
above_average	higher	0.8803547	0.5730	0.5651858	1.3712735
average	higher	0.9006377	0.6613	0.5639217	1.4384059
below_average	higher	1.2424495	0.3816	0.7640152	2.0204842
above_average	highest	1.0191519	0.9311	0.6627766	1.5671505
average	highest	1.0426328	0.8628	0.6492601	1.6743414
below_average	highest	1.4383348	0.1471	0.8799747	2.3509846
higher	highest	1.1576606	0.5462	0.719578	1.8624499
above_average	lowest	0.6134138	0.0357*	0.388742	0.9679338
average	lowest	0.6275466	0.0389*	0.4032712	0.9765506
below_average	lowest	0.8657143	0.5039	0.5671924	1.3213528
higher	lowest	0.6967803	0.1751	0.413324	1.17463
highest	lowest	0.6018865	0.0606	0.3541493	1.0229227
above_average	not_applicable	0.085731	0.0363*	0.0085959	0.8550336
average	not_applicable	0.0877063	0.0357*	0.0090502	0.8499726
below_average	not_applicable	0.1209927	0.0644	0.0128994	1.1348756
higher	not_applicable	0.0973824	0.0522	0.0092773	1.0222094
highest	not_applicable	0.08412	0.0400*	0.0079253	0.8928555
lowest	not_applicable	0.1397605	0.0430*	0.0207785	0.94006

### Odds Ratios for Strava

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
>75	<25	0.8199589	0.2952	0.5654509	1.1890203
25_50	<25	0.807306	0.2592	0.556617	1.1709002
25_50	>75	0.9845688	0.9290	0.6993174	1.3861744

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
50_75	<25	0.9653672	0.8666	0.6398228	1.45655
50_75	>75	1.1773361	0.3865	0.8136328	1.7036189
50_75	25_50	1.1957885	0.3180	0.8418617	1.6985096
<25	>75	1.2195733	0.2952	0.8410285	1.7685001
<25	25_50	1.2386877	0.2592	0.8540438	1.7965675
>75	25_50	1.015673	0.9290	0.72141	1.4299659
<25	50_75	1.0358752	0.8666	0.6865538	1.5629328
>75	50_75	0.8493751	0.3865	0.5869858	1.2290556
25_50	50_75	0.8362683	0.3180	0.5887515	1.1878436

### Odds Ratios for Roadway Part

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Entrance/On-Ramp	Connector/Flyover	224567639	0.9983	0	.
Exit/Off-Ramp	Connector/Flyover	2.0034602	0.9999	0	.
Exit/Off-Ramp	Entrance/On-Ramp	8.9214e-9	0.9953	0	.
Others	Connector/Flyover	9.7965025	0.9998	0	.
Others	Entrance/On-Ramp	4.3624e-8	0.9976	0	.
Others	Exit/Off-Ramp	4.8897913	0.9998	0	.
Proper/Main Lane	Connector/Flyover	390804997	0.9982	0	.
Proper/Main Lane	Entrance/On-Ramp	1.7402552	0.7004	0.1034978	29.261372
Proper/Main Lane	Exit/Off-Ramp	195065012	0.9952	0	.
Proper/Main Lane	Others	39892298	0.9976	0	.
Service/Frontage Road	Connector/Flyover	94501690	0.9984	0	.
Service/Frontage Road	Entrance/On-Ramp	0.4208162	0.5332	0.0276537	6.4037049
Service/Frontage Road	Exit/Off-Ramp	47169237	0.9955	0	.
Service/Frontage Road	Others	9646472.3	0.9977	0	.
Service/Frontage Road	Proper/Main Lane	0.2418129	0.0031*	0.0944323	0.6192108
Connector/Flyover	Entrance/On-Ramp	4.453e-9	0.9983	0	.
Connector/Flyover	Exit/Off-Ramp	0.4991364	0.9999	0	.
Entrance/On-Ramp	Exit/Off-Ramp	112089890	0.9953	0	.
Connector/Flyover	Others	0.1020772	0.9998	0	.
Entrance/On-Ramp	Others	22923246	0.9976	0	.
Exit/Off-Ramp	Others	0.2045077	0.9998	0	.
Connector/Flyover	Proper/Main Lane	2.5588e-9	0.9982	0	.
Entrance/On-Ramp	Proper/Main Lane	0.5746284	0.7004	0.0341747	9.6620397
Exit/Off-Ramp	Proper/Main Lane	5.1265e-9	0.9952	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
Others	Proper/Main Lane	2.5067e-8	0.9976	0	.
Connector/Flyover	Service/Frontage Road	1.0582e-8	0.9984	0	.
Entrance/On-Ramp	Service/Frontage Road	2.3763346	0.5332	0.1561596	36.161506
Exit/Off-Ramp	Service/Frontage Road	2.12e-8	0.9955	0	.
Others	Service/Frontage Road	1.0366e-7	0.9977	0	.
Proper/Main Lane	Service/Frontage Road	4.1354286	0.0031*	1.6149589	10.589601

Normal approximations used for ratio confidence limits effects: Year Month Day-of-week Holiday County School Zone Rural/Urban Roadway Classification Speed Traffic Control Lane Numbers Roadway Type Weather Surface Condition Light Condition Curve Grade Hit and Run Charges Male Female Driver Age Pedalcyclist Age Driver Alcohol Pedalcyclist Alcohol Driver Drugs Pedalcyclist Drugs SUV Van Truck or Car Passenger Car Car Truck SUV Freight Truck Emergency Vehicle Crash Location Crash Group Bicyclist Position Bicyclist Direction Access Control Roadway Width Lane Width Median Type Signalized Street Parking Bike Facilities Avg Daily Traffic Avg Truck Traffic Population Density sqMi Zero Vehicle Ownership Fraction One Vehicle Ownership Fraction Bike Walk Transit Transit Stops Schools Parks Social Vulnerability Development Type Modeled Fatality Rate Strava Roadway Part

Tests and confidence intervals on odds ratios are Wald based.

**APPENDIX C**  
**PEDESTRIAN SIGNIFICANT CRASH MODEL DETAILS**

## APPENDIX C. PEDESTRIAN SIGNIFICANT CRASH MODEL DETAILS

### Nominal Logistic Fit for Severity Effect Summary

Source	FDR LogWorth	FDR PValue
Drug Positive	39.845	0.00000
Alcohol Positive	19.462	0.00000
Speed	18.641	0.00000
Pedestrian Age	17.742	0.00000
Light Condition	12.511	0.00000
Traffic Control	4.131	0.00007
Crash Group	3.904	0.00012
Driver Age	3.724	0.00019
Motorist Maneuver	3.010	0.00098
Freight Truck	2.545	0.00285
PBCAT Intersection	2.347	0.00449
Pedestrian Position	2.304	0.00496
Transit Stops	1.882	0.01311

Converged in Gradient, 14 iterations

### Whole Model Test

Model	-LogLikelihood	DF	ChiSquare	Prob>ChiSq
Difference	775.4454	71	1550.891	<.0001*
Full	3565.0450			
Reduced	4340.4904			

RSquare (U)	0.1787
AICc	7279.68
BIC	7785.76
Observations (or Sum Wgts)	7047



## Lack Of Fit

Source	DF	-LogLikelihood	ChiSquare
Lack Of Fit	5297	2770.4652	5540.93
Saturated	5368	794.5798	<b>Prob&gt;ChiSq</b>
Fitted	71	3565.0450	0.0096*

## Parameter Estimates

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Intercept	Biased	0.42456393	128.77854	0.00	0.9974
Speed[59+]		0.84314287	0.1087035	60.16	<.0001*
Speed[51-58]		0.30986861	0.1832007	2.86	0.0908
Speed[43-50]		0.3823034	0.0907839	17.73	<.0001*
Speed[33-42]		-0.0255419	0.0690703	0.14	0.7115
Speed[24-32]		-0.1888327	0.0742713	6.46	0.0110*
Speed[1-23]		-1.026868	0.1875533	29.98	<.0001*
Traffic Control[CENTER STRIPE DIVIDER]	Unstable	1.45113573	52.229368	0.00	0.9778
Traffic Control[CROSSWALK PRESENT]	Unstable	1.17693749	52.229387	0.00	0.9820
Traffic Control[FLAGMAN]	Unstable	0.3273084	52.234595	0.00	0.9950
Traffic Control[FLASHING RED LIGHT]	Unstable	-12.594637	835.66298	0.00	0.9880
Traffic Control[FLASHING YELLOW LIGHT]	Unstable	-0.3688989	52.239244	0.00	0.9944
Traffic Control[INOPERATIVE]	Unstable	0.66649259	52.234557	0.00	0.9898
Traffic Control[MARKED LANES]	Unstable	1.31802351	52.229288	0.00	0.9799
Traffic Control[NO PASSING ZONE]	Unstable	1.02470475	52.231179	0.00	0.9843
Traffic Control[NONE]	Unstable	1.10394722	52.229298	0.00	0.9831
Traffic Control[OFFICER]	Unstable	0.78517504	52.23118	0.00	0.9880
Traffic Control[OTHER EXPLAIN IN NARRATIVE]	Unstable	0.82340039	52.229701	0.00	0.9874
Traffic Control[RR GATESIGNAL]	Unstable	2.63653735	52.243018	0.00	0.9598
Traffic Control[SIGNAL LIGHT]	Unstable	1.03807799	52.229327	0.00	0.9841
Traffic Control[SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA]	Unstable	-2.2624735	52.263157	0.00	0.9655
Traffic Control[STOP SIGN]	Unstable	0.60444745	52.229419	0.00	0.9908
Traffic Control[WARNING SIGN]	Unstable	1.81162501	52.232628	0.00	0.9723
Light Condition[dark lighted]		0.0508001	0.1306452	0.15	0.6974
Light Condition[dark not lighted]		0.11459513	0.1379356	0.69	0.4061
Light Condition[dark unknown lighting]		-0.1483216	0.2587286	0.33	0.5665
Light Condition[dawn]		-0.3857828	0.2837789	1.85	0.1740

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Light Condition[daylight]		-0.4542991	0.1292743	12.35	0.0004*
Light Condition[dusk]		-0.5038735	0.227435	4.91	0.0267*
Driver Age[driver_16_25]		-0.215636	0.1209769	3.18	0.0747
Driver Age[driver_26_60]		-0.2422577	0.1131577	4.58	0.0323*
Driver Age[driver_<16]		1.17242054	0.4206104	7.77	0.0053*
Driver Age[driver_>60]		-0.1833311	0.1289789	2.02	0.1552
Pedestrian Age[pedestrian_16_25]		-0.2144732	0.0728729	8.66	0.0032*
Pedestrian Age[pedestrian_26_60]		0.20060926	0.0580562	11.94	0.0005*
Pedestrian Age[pedestrian_<16]		-0.1851887	0.0817637	5.13	0.0235*
Pedestrian Age[pedestrian_>60]		0.66615204	0.0800434	69.26	<.0001*
Alcohol Positive[0]		-0.9135446	0.1095361	69.56	<.0001*
Drug Positive[0]		-1.773667	0.2141808	68.58	<.0001*
Freight Truck[0]		-0.2713826	0.0881373	9.48	0.0021*
Crash Group[backing_vehicle]	Biased	0.10491027	117.71155	0.00	0.9993
Crash Group[bicyclist_failed_to_yield_midblock]	Biased	-13.826794	1883.3798	0.00	0.9941
Crash Group[bus_related]	Biased	1.05873782	117.71163	0.00	0.9928
Crash Group[crossing_driveway_or_alley]	Biased	-0.2697214	117.71171	0.00	0.9982
Crash Group[crossing_expressway]	Biased	1.38994967	117.71142	0.00	0.9906
Crash Group[crossing_roadway_vehicle_not_turning]	Biased	1.10251708	117.71125	0.00	0.9925
Crash Group[crossing_roadway_vehicle_turning]	Biased	0.72314655	117.71135	0.00	0.9951
Crash Group[dash_dart_out]	Biased	1.05793205	117.71128	0.00	0.9928
Crash Group[insufficient_details]	Biased	1.49519986	117.71151	0.00	0.9899
Crash Group[multiple_threat_trapped]	Biased	0.96534931	117.7114	0.00	0.9935
Crash Group[off_roadway]	Biased	1.20300859	117.71225	0.00	0.9918
Crash Group[pedestrian_in_roadway_circumstances_unknown]	Biased	1.25573499	117.71132	0.00	0.9915
Crash Group[unique_midblock]	Biased	0.63383533	117.71153	0.00	0.9957
Crash Group[unusual_circumstances]	Biased	0.91578489	117.71128	0.00	0.9938
Crash Group[waiting_to_cross]	Biased	0.31874559	117.71287	0.00	0.9978
Crash Group[walking_along_roadway]	Biased	1.02971822	117.7113	0.00	0.9930
Motorist Maneuver[left_turn]	Biased	-0.5780186	0.1815978	10.13	0.0015*
Motorist Maneuver[not_applicable]	Biased	1.7739078	0.8002719	4.91	0.0266*
Motorist Maneuver[right_turn]	Biased	-0.7903508	0.2009657	15.47	<.0001*
Motorist Maneuver[straight]	Zeroed	0	0	.	.
Pedestrian Position[blank]	Biased	-1.1471304	0.8820043	1.69	0.1934
Pedestrian Position[crosswalk_area]	Biased	-0.1127735	0.1149828	0.96	0.3267
Pedestrian Position[driveway_alley]	Biased	0.86169651	0.4389714	3.85	0.0496*
Pedestrian Position[intersection_proper]	Biased	0.09415609	0.2516443	0.14	0.7083
Pedestrian Position[non_roadway_parking_lot_other]	Biased	-0.6126938	0.286824	4.56	0.0327*

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Pedestrian Position[other_unknown]	Biased	0.47578322	0.2460675	3.74	0.0532
Pedestrian Position[paved_shoulder_bike_lane_parking_lane]	Biased	-0.1692903	0.1460448	1.34	0.2464
Pedestrian Position[sidewalk_shared_use_path_driveway_crossing]	Biased	0.29283818	0.1769063	2.74	0.0979
Pedestrian Position[travel_lane]	Zeroed	0	0	.	.
PBCAT Intersection[far]		0.0852978	0.191191	0.20	0.6555
PBCAT Intersection[near]		-0.3130989	0.1946442	2.59	0.1077
PBCAT Intersection[not_applicable]		0.22832708	0.5298516	0.19	0.6665
Transit Stops[0]		0.13315691	0.0509354	6.83	0.0089*
Transit Stops[1_2]		0.0723173	0.0519099	1.94	0.1636

For log odds of Fatal/Serious/Not Serious

### Effect Likelihood Ratio Tests

Source	Nparm	DF	L-R ChiSquare	Prob>ChiSq
Speed	6	6	103.245091	<.0001*
Traffic Control	16	16	48.9132739	<.0001*
Light Condition	6	6	72.6170582	<.0001*
Driver Age	4	4	23.188511	0.0001*
Pedestrian Age	4	4	91.755848	<.0001*
Alcohol Positive	1	1	88.4136201	<.0001*
Drug Positive	1	1	182.951928	<.0001*
Freight Truck	1	1	9.38152117	0.0022*
Crash Group	16	16	47.0369991	<.0001*
Motorist Maneuver	4	3	17.0926674	0.0007*
Pedestrian Position	9	8	22.1864939	0.0046*
PBCAT Intersection	3	3	13.4243405	0.0038*
Transit Stops	2	2	8.66904076	0.0131*

### Odds Ratios

For Severity odds of Fatal/Serious versus Not Serious

#### Odds Ratios for Speed

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
51-58	59+	0.5866809	0.0174*	0.3779868	0.910599
43-50	59+	0.6307539	0.0010*	0.4795501	0.8296329

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
43-50	51-58	1.0751227	0.7464	0.6931542	1.6675782
33-42	59+	0.4195029	<.0001*	0.3275071	0.5373401
33-42	51-58	0.7150445	0.1193	0.4688595	1.0904942
33-42	43-50	0.6650817	<.0001*	0.5489018	0.8058521
24-32	59+	0.3563024	<.0001*	0.2747745	0.4620202
24-32	51-58	0.6073189	0.0230*	0.3950424	0.9336624
24-32	43-50	0.5648833	<.0001*	0.4583907	0.6961162
24-32	33-42	0.8493442	0.0315*	0.7318774	0.9856645
1-23	59+	0.154122	<.0001*	0.0956177	0.2484224
1-23	51-58	0.2627016	<.0001*	0.1461091	0.4723328
1-23	43-50	0.2443457	<.0001*	0.1554245	0.3841402
1-23	33-42	0.3673919	<.0001*	0.2396081	0.5633234
1-23	24-32	0.4325595	0.0001*	0.2824445	0.6624584
unknown	59+	0.3207109	<.0001*	0.2148834	0.4786573
unknown	51-58	0.5466531	0.0245*	0.322951	0.9253094
unknown	43-50	0.5084565	0.0003*	0.3514741	0.7355536
unknown	33-42	0.7645023	0.1204	0.5447475	1.0729077
unknown	24-32	0.9001089	0.5449	0.6402196	1.265497
unknown	1-23	2.0808902	0.0059*	1.234701	3.5070062
59+	51-58	1.7045042	0.0174*	1.0981782	2.6455948
59+	43-50	1.5854043	0.0010*	1.2053525	2.0852879
51-58	43-50	0.9301264	0.7464	0.599672	1.4426804
59+	33-42	2.3837737	<.0001*	1.8610188	3.053369
51-58	33-42	1.3985144	0.1193	0.9170155	2.1328349
43-50	33-42	1.5035746	<.0001*	1.2409225	1.8218193
59+	24-32	2.8066049	<.0001*	2.1644073	3.6393478
51-58	24-32	1.6465814	0.0230*	1.071051	2.5313737
43-50	24-32	1.7702771	<.0001*	1.4365418	2.1815453
33-42	24-32	1.1773789	0.0315*	1.014544	1.366349
59+	1-23	6.4883672	<.0001*	4.0254022	10.458311
51-58	1-23	3.8066009	<.0001*	2.1171514	6.8442013
43-50	1-23	4.092563	<.0001*	2.6032164	6.4339916
33-42	1-23	2.7218889	<.0001*	1.7751793	4.1734821
24-32	1-23	2.3118206	0.0001*	1.5095287	3.5405188
59+	unknown	3.1180728	<.0001*	2.0891775	4.6536867
51-58	unknown	1.8293136	0.0245*	1.0807196	3.0964447
43-50	unknown	1.9667366	0.0003*	1.3595203	2.8451601
33-42	unknown	1.3080406	0.1204	0.9320467	1.835713

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
24-32	unknown	1.1109767	0.5449	0.7902034	1.5619641
1-23	unknown	0.4805635	0.0059*	0.2851435	0.8099127

### Odds Ratios for Traffic Control

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
CROSSWALK PRESENT	CENTER STRIPE DIVIDER	0.7601814	0.1230	0.5365095	1.0771025
FLAGMAN	CENTER STRIPE DIVIDER	0.3250334	0.1638	0.0668109	1.5812792
FLAGMAN	CROSSWALK PRESENT	0.4275735	0.2950	0.0871854	2.0969003
FLASHING RED LIGHT	CENTER STRIPE DIVIDER	7.9433e-7	0.9874	0	.
FLASHING RED LIGHT	CROSSWALK PRESENT	1.0449e-6	0.9876	0	.
FLASHING RED LIGHT	FLAGMAN	2.4438e-6	0.9884	0	.
FLASHING YELLOW LIGHT	CENTER STRIPE DIVIDER	0.1620201	0.0963	0.0189711	1.3837091
FLASHING YELLOW LIGHT	CROSSWALK PRESENT	0.2131335	0.1568	0.0250816	1.8111244
FLASHING YELLOW LIGHT	FLAGMAN	0.4984723	0.6063	0.0353053	7.0378808
FLASHING YELLOW LIGHT	FLASHING RED LIGHT	203971.95	0.9890	0	.
INOPERATIVE	CENTER STRIPE DIVIDER	0.4562825	0.3269	0.095064	2.1900376
INOPERATIVE	CROSSWALK PRESENT	0.6002285	0.5247	0.1245258	2.8931691
INOPERATIVE	FLAGMAN	1.4038019	0.7632	0.1545879	12.747822
INOPERATIVE	FLASHING RED LIGHT	574427.58	0.9881	0	.
INOPERATIVE	FLASHING YELLOW LIGHT	2.8162087	0.4418	0.2012999	39.399075
MARKED LANES	CENTER STRIPE DIVIDER	0.8753669	0.2736	0.6897479	1.110938
MARKED LANES	CROSSWALK PRESENT	1.1515237	0.3383	0.8626977	1.537047
MARKED LANES	FLAGMAN	2.6931597	0.2167	0.5592333	12.969737
MARKED LANES	FLASHING RED LIGHT	1102025.3	0.9875	0	.
MARKED LANES	FLASHING YELLOW LIGHT	5.4028277	0.1217	0.6381574	45.741923
MARKED LANES	INOPERATIVE	1.9184756	0.4120	0.4045193	9.0985734
NO PASSING ZONE	CENTER STRIPE DIVIDER	0.6528349	0.3835	0.2502102	1.7033413
NO PASSING ZONE	CROSSWALK PRESENT	0.8587884	0.7600	0.3233826	2.2806341
NO PASSING ZONE	FLAGMAN	2.0085164	0.4518	0.3265877	12.352388
NO PASSING ZONE	FLASHING RED LIGHT	821873.25	0.9878	0	.
NO PASSING ZONE	FLASHING YELLOW LIGHT	4.0293445	0.2412	0.3918994	41.428024
NO PASSING ZONE	INOPERATIVE	1.4307691	0.6989	0.2329075	8.7893292
NO PASSING ZONE	MARKED LANES	0.7457844	0.5410	0.2912139	1.909917
NONE	CENTER STRIPE DIVIDER	0.7066721	0.0072*	0.5486989	0.9101266
NONE	CROSSWALK PRESENT	0.9296099	0.6309	0.6902442	1.2519837
NONE	FLAGMAN	2.1741523	0.3332	0.451003	10.480945

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
NONE	FLASHING RED LIGHT	889650.47	0.9877	0	.
NONE	FLASHING YELLOW LIGHT	4.3616314	0.1769	0.514221	36.995437
NONE	INOPERATIVE	1.54876	0.5819	0.3263913	7.3490243
NONE	MARKED LANES	0.8072868	0.0099*	0.6860262	0.9499812
NONE	NO PASSING ZONE	1.0824668	0.8695	0.4205164	2.7864176
OFFICER	CENTER STRIPE DIVIDER	0.5137797	0.1792	0.1944354	1.3576207
OFFICER	CROSSWALK PRESENT	0.6758646	0.4357	0.2523806	1.8099369
OFFICER	FLAGMAN	1.5806982	0.6144	0.2662153	9.3856628
OFFICER	FLASHING RED LIGHT	646812.51	0.9880	0	.
OFFICER	FLASHING YELLOW LIGHT	3.1710856	0.3328	0.3068789	32.767926
OFFICER	INOPERATIVE	1.1260123	0.8981	0.1829713	6.9295217
OFFICER	MARKED LANES	0.5869307	0.2736	0.226113	1.5235197
OFFICER	NO PASSING ZONE	0.7869979	0.7228	0.2095295	2.9559834
OFFICER	NONE	0.7270412	0.5138	0.2792461	1.8929141
OTHER EXPLAIN IN NARRATIVE	CENTER STRIPE DIVIDER	0.5337993	0.0149*	0.3219708	0.8849923
OTHER EXPLAIN IN NARRATIVE	CROSSWALK PRESENT	0.7021999	0.1819	0.4178493	1.1800542
OTHER EXPLAIN IN NARRATIVE	FLAGMAN	1.6422906	0.5500	0.3228985	8.3528378
OTHER EXPLAIN IN NARRATIVE	FLASHING RED LIGHT	672015.78	0.9879	0	.
OTHER EXPLAIN IN NARRATIVE	FLASHING YELLOW LIGHT	3.294648	0.2835	0.3728184	29.115264
OTHER EXPLAIN IN NARRATIVE	INOPERATIVE	1.1698877	0.8492	0.2321023	5.8966986
OTHER EXPLAIN IN NARRATIVE	MARKED LANES	0.6098007	0.0378*	0.3823621	0.9725255
OTHER EXPLAIN IN NARRATIVE	NO PASSING ZONE	0.8176635	0.7044	0.289011	2.3133156
OTHER EXPLAIN IN NARRATIVE	NONE	0.7553706	0.2424	0.4719296	1.2090461
OTHER EXPLAIN IN NARRATIVE	OFFICER	1.0389653	0.9428	0.3657731	2.9511435
RR GATESIGNAL	CENTER STRIPE DIVIDER	3.2720007	0.3548	0.2657194	40.290577
RR GATESIGNAL	CROSSWALK PRESENT	4.3042369	0.2554	0.3479149	53.249957
RR GATESIGNAL	FLAGMAN	10.06666	0.1253	0.5255764	192.8124
RR GATESIGNAL	FLASHING RED LIGHT	4119218.7	0.9863	0	.
RR GATESIGNAL	FLASHING YELLOW LIGHT	20.195025	0.0733	0.7530911	541.55337
RR GATESIGNAL	INOPERATIVE	7.1709975	0.1897	0.3775546	136.20071
RR GATESIGNAL	MARKED LANES	3.7378622	0.3020	0.3057215	45.70046
RR GATESIGNAL	NO PASSING ZONE	5.0119878	0.2368	0.3470422	72.38319
RR GATESIGNAL	NONE	4.630154	0.2303	0.3785853	56.627461
RR GATESIGNAL	OFFICER	6.3684895	0.1752	0.4381738	92.560659
RR GATESIGNAL	OTHER EXPLAIN IN NARRATIVE	6.1296458	0.1622	0.4822626	77.908914
SIGNAL LIGHT	CENTER STRIPE DIVIDER	0.6616241	0.0073*	0.4892132	0.8947968
SIGNAL LIGHT	CROSSWALK PRESENT	0.8703503	0.2909	0.6726396	1.1261746
SIGNAL LIGHT	FLAGMAN	2.0355572	0.3783	0.4187364	9.8952304

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
SIGNAL LIGHT	FLASHING RED LIGHT	832938.18	0.9877	0	.
SIGNAL LIGHT	FLASHING YELLOW LIGHT	4.0835918	0.1966	0.4824952	34.561429
SIGNAL LIGHT	INOPERATIVE	1.4500317	0.6415	0.3033987	6.9301285
SIGNAL LIGHT	MARKED LANES	0.7558249	0.0168*	0.6008661	0.9507465
SIGNAL LIGHT	NO PASSING ZONE	1.0134631	0.9782	0.3877726	2.6487361
SIGNAL LIGHT	NONE	0.9362533	0.6017	0.7311156	1.1989489
SIGNAL LIGHT	OFFICER	1.2877583	0.6089	0.4887135	3.3932381
SIGNAL LIGHT	OTHER EXPLAIN IN NARRATIVE	1.2394622	0.3924	0.7578066	2.0272541
SIGNAL LIGHT	RR GATESIGNAL	0.2022078	0.2119	0.0164414	2.4868954
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	CENTER STRIPE DIVIDER	0.0243893	0.0644	0.0004761	1.2493007
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	CROSSWALK PRESENT	0.0320836	0.0869	0.0006251	1.6467075
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	FLAGMAN	0.0750364	0.2284	0.0011095	5.0747485
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	FLASHING RED LIGHT	30704.461	0.9907	0	.
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	FLASHING YELLOW LIGHT	0.1505328	0.4062	0.0017259	13.12936
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	INOPERATIVE	0.0534523	0.1743	0.0007814	3.6563426
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	MARKED LANES	0.0278618	0.0743	0.0005462	1.42115
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	NO PASSING ZONE	0.0373591	0.1107	0.0006582	2.120345
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	NONE	0.0345129	0.0934	0.0006758	1.7624952
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	OFFICER	0.0474704	0.1384	0.0008431	2.6727518
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	OTHER EXPLAIN IN NARRATIVE	0.0456901	0.1261	0.0008759	2.3833713
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	RR GATESIGNAL	0.007454	0.0393*	0.0000707	0.785811
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	SIGNAL LIGHT	0.0368628	0.1001	0.0007214	1.8836037
STOP SIGN	CENTER STRIPE DIVIDER	0.4288328	<.0001*	0.2981566	0.6167818
STOP SIGN	CROSSWALK PRESENT	0.564119	0.0012*	0.3987467	0.7980761
STOP SIGN	FLAGMAN	1.3193498	0.7330	0.268406	6.4852649
STOP SIGN	FLASHING RED LIGHT	539870.28	0.9881	0	.
STOP SIGN	FLASHING YELLOW LIGHT	2.6467869	0.3743	0.309089	22.664931
STOP SIGN	INOPERATIVE	0.9398405	0.9385	0.1941428	4.5497437
STOP SIGN	MARKED LANES	0.4898892	<.0001*	0.3606659	0.665412
STOP SIGN	NO PASSING ZONE	0.6568778	0.4007	0.2464771	1.7506224
STOP SIGN	NONE	0.6068341	0.0015*	0.4460084	0.8256519
STOP SIGN	OFFICER	0.8346627	0.7199	0.3107864	2.2416097
STOP SIGN	OTHER EXPLAIN IN NARRATIVE	0.8033595	0.4191	0.4723379	1.3663662
STOP SIGN	RR GATESIGNAL	0.1310613	0.1135	0.0105809	1.6234036
STOP SIGN	SIGNAL LIGHT	0.6481517	0.0063*	0.4747364	0.8849134
STOP SIGN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	17.582796	0.1539	0.3418306	904.40914
WARNING SIGN	CENTER STRIPE DIVIDER	1.4340309	0.5757	0.4057828	5.0678452
WARNING SIGN	CROSSWALK PRESENT	1.8864326	0.3280	0.528803	6.7295911

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
WARNING SIGN	FLAGMAN	4.4119493	0.1414	0.6100908	31.905572
WARNING SIGN	FLASHING RED LIGHT	1805344	0.9871	0	.
WARNING SIGN	FLASHING YELLOW LIGHT	8.8509426	0.0835	0.7491401	104.57214
WARNING SIGN	INOPERATIVE	3.1428575	0.2594	0.4295363	22.995851
WARNING SIGN	MARKED LANES	1.6382056	0.4383	0.4702208	5.7073563
WARNING SIGN	NO PASSING ZONE	2.196621	0.3208	0.4646315	10.384883
WARNING SIGN	NONE	2.0292734	0.2670	0.5817169	7.0789593
WARNING SIGN	OFFICER	2.7911396	0.1924	0.5963833	13.06284
WARNING SIGN	OTHER EXPLAIN IN NARRATIVE	2.6864608	0.1426	0.7168278	10.068069
WARNING SIGN	RR GATESIGNAL	0.4382734	0.5628	0.0268139	7.163582
WARNING SIGN	SIGNAL LIGHT	2.1674406	0.2290	0.6145651	7.6441023
WARNING SIGN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	58.79745	0.0522	0.9616348	3595.0654
WARNING SIGN	STOP SIGN	3.344033	0.0635	0.9345065	11.96627
YIELD SIGN	CENTER STRIPE DIVIDER	0.370486	0.1309	0.1021434	1.3437959
YIELD SIGN	CROSSWALK PRESENT	0.4873653	0.2751	0.1340455	1.771972
YIELD SIGN	FLAGMAN	1.1398399	0.8986	0.1522668	8.5326197
YIELD SIGN	FLASHING RED LIGHT	466415.87	0.9883	0	.
YIELD SIGN	FLASHING YELLOW LIGHT	2.2866667	0.5134	0.1914501	27.31179
YIELD SIGN	INOPERATIVE	0.8119664	0.8387	0.109273	6.0334147
YIELD SIGN	MARKED LANES	0.4232352	0.1857	0.118443	1.5123563
YIELD SIGN	NO PASSING ZONE	0.5675034	0.4805	0.1176019	2.7385633
YIELD SIGN	NONE	0.5242687	0.3210	0.1464364	1.8769766
YIELD SIGN	OFFICER	0.721099	0.6851	0.148487	3.5018801
YIELD SIGN	OTHER EXPLAIN IN NARRATIVE	0.6940549	0.5949	0.1806585	2.6664245
YIELD SIGN	RR GATESIGNAL	0.1132292	0.1280	0.0068514	1.8712748
YIELD SIGN	SIGNAL LIGHT	0.5599646	0.3748	0.1556075	2.0150724
YIELD SIGN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	15.190492	0.1966	0.2445044	943.74986
YIELD SIGN	STOP SIGN	0.8639406	0.8250	0.2363286	3.158287
YIELD SIGN	WARNING SIGN	0.2583529	0.1352	0.0437563	1.5254082
CENTER STRIPE DIVIDER	CROSSWALK PRESENT	1.3154755	0.1230	0.9284167	1.8639
CENTER STRIPE DIVIDER	FLAGMAN	3.0766069	0.1638	0.6323994	14.967613
CROSSWALK PRESENT	FLAGMAN	2.3387792	0.2950	0.4768944	11.46981
CENTER STRIPE DIVIDER	FLASHING RED LIGHT	1258929.7	0.9874	0	.
CROSSWALK PRESENT	FLASHING RED LIGHT	957014.87	0.9876	0	.
FLAGMAN	FLASHING RED LIGHT	409194.19	0.9884	0	.
CENTER STRIPE DIVIDER	FLASHING YELLOW LIGHT	6.1720725	0.0963	0.7226953	52.711677
CROSSWALK PRESENT	FLASHING YELLOW LIGHT	4.6918945	0.1568	0.5521432	39.869865
FLAGMAN	FLASHING YELLOW LIGHT	2.0061297	0.6063	0.1420882	28.324348



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
FLASHING RED LIGHT	FLASHING YELLOW LIGHT	4.9026e-6	0.9890	0	.
CENTER STRIPE DIVIDER	INOPERATIVE	2.1916247	0.3269	0.4566132	10.51923
CROSSWALK PRESENT	INOPERATIVE	1.6660323	0.5247	0.3456417	8.0304638
FLAGMAN	INOPERATIVE	0.7123512	0.7632	0.0784448	6.4688095
FLASHING RED LIGHT	INOPERATIVE	1.7409e-6	0.9881	0	.
FLASHING YELLOW LIGHT	INOPERATIVE	0.3550873	0.4418	0.0253813	4.9677115
CENTER STRIPE DIVIDER	MARKED LANES	1.1423782	0.2736	0.9001402	1.4498052
CROSSWALK PRESENT	MARKED LANES	0.8684146	0.3383	0.6505982	1.1591546
FLAGMAN	MARKED LANES	0.3713111	0.2167	0.0771026	1.7881624
FLASHING RED LIGHT	MARKED LANES	9.0742e-7	0.9875	0	.
FLASHING YELLOW LIGHT	MARKED LANES	0.1850883	0.1217	0.0218618	1.5670115
INOPERATIVE	MARKED LANES	0.5212472	0.4120	0.1099073	2.4720698
CENTER STRIPE DIVIDER	NO PASSING ZONE	1.5317808	0.3835	0.5870814	3.9966389
CROSSWALK PRESENT	NO PASSING ZONE	1.1644312	0.7600	0.4384745	3.092312
FLAGMAN	NO PASSING ZONE	0.4978799	0.4518	0.080956	3.0619644
FLASHING RED LIGHT	NO PASSING ZONE	1.2167e-6	0.9878	0	.
FLASHING YELLOW LIGHT	NO PASSING ZONE	0.2481793	0.2412	0.0241383	2.5516754
INOPERATIVE	NO PASSING ZONE	0.6989248	0.6989	0.1137743	4.2935508
MARKED LANES	NO PASSING ZONE	1.3408701	0.5410	0.523583	3.4339023
CENTER STRIPE DIVIDER	NONE	1.4150835	0.0072*	1.0987482	1.8224932
CROSSWALK PRESENT	NONE	1.0757201	0.6309	0.7987325	1.4487625
FLAGMAN	NONE	0.4599494	0.3332	0.0954112	2.21728
FLASHING RED LIGHT	NONE	1.124e-6	0.9877	0	.
FLASHING YELLOW LIGHT	NONE	0.229272	0.1769	0.0270304	1.9446893
INOPERATIVE	NONE	0.6456778	0.5819	0.1360725	3.0638071
MARKED LANES	NONE	1.2387172	0.0099*	1.0526524	1.4576704
NO PASSING ZONE	NONE	0.9238159	0.8695	0.3588838	2.3780286
CENTER STRIPE DIVIDER	OFFICER	1.9463595	0.1792	0.7365827	5.1430953
CROSSWALK PRESENT	OFFICER	1.4795862	0.4357	0.5525055	3.9622692
FLAGMAN	OFFICER	0.6326318	0.6144	0.1065455	3.7563585
FLASHING RED LIGHT	OFFICER	1.546e-6	0.9880	0	.
FLASHING YELLOW LIGHT	OFFICER	0.3153494	0.3328	0.0305176	3.2586148
INOPERATIVE	OFFICER	0.8880898	0.8981	0.1443101	5.4653376
MARKED LANES	OFFICER	1.7037786	0.2736	0.6563748	4.4225666
NO PASSING ZONE	OFFICER	1.2706514	0.7228	0.3382969	4.7725979
NONE	OFFICER	1.3754379	0.5138	0.528286	3.5810707
CENTER STRIPE DIVIDER	OTHER EXPLAIN IN NARRATIVE	1.8733632	0.0149*	1.1299533	3.1058715
CROSSWALK PRESENT	OTHER EXPLAIN IN NARRATIVE	1.4240958	0.1819	0.8474187	2.3932076

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
FLAGMAN	OTHER EXPLAIN IN NARRATIVE	0.6089056	0.5500	0.1197198	3.0969488
FLASHING RED LIGHT	OTHER EXPLAIN IN NARRATIVE	1.4881e-6	0.9879	0	.
FLASHING YELLOW LIGHT	OTHER EXPLAIN IN NARRATIVE	0.3035226	0.2835	0.0343462	2.6822712
INOPERATIVE	OTHER EXPLAIN IN NARRATIVE	0.8547829	0.8492	0.1695864	4.308445
MARKED LANES	OTHER EXPLAIN IN NARRATIVE	1.6398801	0.0378*	1.0282507	2.615322
NO PASSING ZONE	OTHER EXPLAIN IN NARRATIVE	1.2229969	0.7044	0.43228	3.4600759
NONE	OTHER EXPLAIN IN NARRATIVE	1.3238535	0.2424	0.8270983	2.1189599
OFFICER	OTHER EXPLAIN IN NARRATIVE	0.962496	0.9428	0.3388517	2.7339352
CENTER STRIPE DIVIDER	RR GATESIGNAL	0.3056234	0.3548	0.0248197	3.7633683
CROSSWALK PRESENT	RR GATESIGNAL	0.2323292	0.2554	0.0187794	2.8742658
FLAGMAN	RR GATESIGNAL	0.0993378	0.1253	0.0051864	1.9026731
FLASHING RED LIGHT	RR GATESIGNAL	2.4276e-7	0.9863	0	.
FLASHING YELLOW LIGHT	RR GATESIGNAL	0.0495171	0.0733	0.0018465	1.3278605
INOPERATIVE	RR GATESIGNAL	0.1394506	0.1897	0.0073421	2.6486236
MARKED LANES	RR GATESIGNAL	0.2675326	0.3020	0.0218816	3.2709507
NO PASSING ZONE	RR GATESIGNAL	0.1995216	0.2368	0.0138154	2.8814939
NONE	RR GATESIGNAL	0.2159755	0.2303	0.0176593	2.6414124
OFFICER	RR GATESIGNAL	0.1570231	0.1752	0.0108037	2.2821993
OTHER EXPLAIN IN NARRATIVE	RR GATESIGNAL	0.1631416	0.1622	0.0128355	2.073559
CENTER STRIPE DIVIDER	SIGNAL LIGHT	1.5114323	0.0073*	1.1175721	2.0440985
CROSSWALK PRESENT	SIGNAL LIGHT	1.1489627	0.2909	0.8879618	1.4866803
FLAGMAN	SIGNAL LIGHT	0.491266	0.3783	0.1010588	2.3881373
FLASHING RED LIGHT	SIGNAL LIGHT	0.0000012	0.9877	0	.
FLASHING YELLOW LIGHT	SIGNAL LIGHT	0.2448825	0.1966	0.028934	2.0725597
INOPERATIVE	SIGNAL LIGHT	0.6896401	0.6415	0.1442975	3.2959932
MARKED LANES	SIGNAL LIGHT	1.3230577	0.0168*	1.0518051	1.6642644
NO PASSING ZONE	SIGNAL LIGHT	0.9867158	0.9782	0.3775386	2.5788308
NONE	SIGNAL LIGHT	1.068087	0.6017	0.8340639	1.3677728
OFFICER	SIGNAL LIGHT	0.7765432	0.6089	0.2947038	2.0461884
OTHER EXPLAIN IN NARRATIVE	SIGNAL LIGHT	0.8068015	0.3924	0.4932781	1.3195978
RR GATESIGNAL	SIGNAL LIGHT	4.9454075	0.2119	0.4021078	60.822139
CENTER STRIPE DIVIDER	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	41.001522	0.0644	0.8004478	2100.2304
CROSSWALK PRESENT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	31.168593	0.0869	0.6072724	1599.7454
FLAGMAN	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	13.326864	0.2284	0.1970541	901.30229
FLASHING RED LIGHT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	3.2569e-5	0.9907	0	.
FLASHING YELLOW LIGHT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	6.6430721	0.4062	0.0761652	579.40399
INOPERATIVE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	18.708277	0.1743	0.2734973	1279.7186
MARKED LANES	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	35.891374	0.0743	0.7036555	1830.7122

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
NO PASSING ZONE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	26.767226	0.1107	0.4716214	1519.194
NONE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	28.974632	0.0934	0.5673774	1479.6664
OFFICER	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	21.06575	0.1384	0.3741462	1186.076
OTHER EXPLAIN IN NARRATIVE	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	21.886584	0.1261	0.4195737	1141.6887
RR GATESIGNAL	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	134.15701	0.0393*	1.2725706	14143.108
SIGNAL LIGHT	SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	27.127595	0.1001	0.5308972	1386.156
CENTER STRIPE DIVIDER	STOP SIGN	2.3319114	<.0001*	1.621319	3.3539425
CROSSWALK PRESENT	STOP SIGN	1.7726756	0.0012*	1.2530133	2.5078575
FLAGMAN	STOP SIGN	0.7579491	0.7330	0.1541957	3.7256993
FLASHING RED LIGHT	STOP SIGN	1.8523e-6	0.9881	0	.
FLASHING YELLOW LIGHT	STOP SIGN	0.3778166	0.3743	0.044121	3.2353141
INOPERATIVE	STOP SIGN	1.0640104	0.9385	0.2197926	5.1508471
MARKED LANES	STOP SIGN	2.0412779	<.0001*	1.5028283	2.7726491
NO PASSING ZONE	STOP SIGN	1.5223532	0.4007	0.5712254	4.0571712
NONE	STOP SIGN	1.6478967	0.0015*	1.2111642	2.2421102
OFFICER	STOP SIGN	1.1980888	0.7199	0.446108	3.217644
OTHER EXPLAIN IN NARRATIVE	STOP SIGN	1.2447727	0.4191	0.7318682	2.1171285
RR GATESIGNAL	STOP SIGN	7.6300157	0.1135	0.6159898	94.509913
SIGNAL LIGHT	STOP SIGN	1.5428487	0.0063*	1.1300541	2.1064321
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	STOP SIGN	0.0568738	0.1539	0.0011057	2.9254257
CENTER STRIPE DIVIDER	WARNING SIGN	0.697335	0.5757	0.1973225	2.4643723
CROSSWALK PRESENT	WARNING SIGN	0.5301011	0.3280	0.1485974	1.8910635
FLAGMAN	WARNING SIGN	0.2266572	0.1414	0.0313425	1.6391002
FLASHING RED LIGHT	WARNING SIGN	5.5391e-7	0.9871	0	.
FLASHING YELLOW LIGHT	WARNING SIGN	0.1129823	0.0835	0.0095628	1.3348638
INOPERATIVE	WARNING SIGN	0.3181818	0.2594	0.0434861	2.3280918
MARKED LANES	WARNING SIGN	0.610424	0.4383	0.1752125	2.1266605
NO PASSING ZONE	WARNING SIGN	0.4552447	0.3208	0.0962938	2.1522432
NONE	WARNING SIGN	0.4927872	0.2670	0.1412637	1.7190492
OFFICER	WARNING SIGN	0.3582766	0.1924	0.076553	1.6767739
OTHER EXPLAIN IN NARRATIVE	WARNING SIGN	0.372237	0.1426	0.0993239	1.3950352
RR GATESIGNAL	WARNING SIGN	2.2816807	0.5628	0.139595	37.294088
SIGNAL LIGHT	WARNING SIGN	0.4613737	0.2290	0.1308198	1.6271668
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	WARNING SIGN	0.0170075	0.0522	0.0002782	1.0398958
STOP SIGN	WARNING SIGN	0.2990401	0.0635	0.0835682	1.0700836
CENTER STRIPE DIVIDER	YIELD SIGN	2.699157	0.1309	0.7441606	9.790156
CROSSWALK PRESENT	YIELD SIGN	2.0518489	0.2751	0.564343	7.4601507
FLAGMAN	YIELD SIGN	0.8773162	0.8986	0.1171973	6.5674183

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
FLASHING RED LIGHT	YIELD SIGN	2.144e-6	0.9883	0	.
FLASHING YELLOW LIGHT	YIELD SIGN	0.4373178	0.5134	0.0366142	5.2232935
INOPERATIVE	YIELD SIGN	1.2315781	0.8387	0.1657436	9.1513909
MARKED LANES	YIELD SIGN	2.3627526	0.1857	0.6612198	8.44288
NO PASSING ZONE	YIELD SIGN	1.762104	0.4805	0.365155	8.5032674
NONE	YIELD SIGN	1.907419	0.3210	0.5327717	6.8289049
OFFICER	YIELD SIGN	1.3867721	0.6851	0.2855609	6.7345948
OTHER EXPLAIN IN NARRATIVE	YIELD SIGN	1.4408081	0.5949	0.3750341	5.5353055
RR GATESIGNAL	YIELD SIGN	8.8316436	0.1280	0.534395	145.95556
SIGNAL LIGHT	YIELD SIGN	1.7858273	0.3748	0.4962601	6.4264269
SIGNAL LIGHT WITH RED LIGHT RUNNING CAMERA	YIELD SIGN	0.0658307	0.1966	0.0010596	4.0899051
STOP SIGN	YIELD SIGN	1.157487	0.8250	0.3166273	4.2313973
WARNING SIGN	YIELD SIGN	3.8706745	0.1352	0.6555622	22.85385

### Odds Ratios for Light Condition

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
dark not lighted	dark lighted	1.0658739	0.4864	0.8906033	1.2756378
dark unknown lighting	dark lighted	0.8194502	0.4688	0.4781646	1.4043252
dark unknown lighting	dark not lighted	0.7688059	0.3471	0.4444423	1.3298971
dawn	dark lighted	0.6462409	0.1562	0.3534646	1.1815253
dawn	dark not lighted	0.6063015	0.1088	0.3289407	1.1175311
dawn	dark unknown lighting	0.7886275	0.5583	0.3560779	1.7466218
daylight	dark lighted	0.6034457	<.0001*	0.5248894	0.6937589
daylight	dark not lighted	0.5661511	<.0001*	0.4743822	0.6756726
daylight	dark unknown lighting	0.7364032	0.2658	0.4296231	1.2622452
daylight	dawn	0.9337782	0.8230	0.5123505	1.7018462
dusk	dark lighted	0.5742597	0.0172*	0.3638562	0.9063311
dusk	dark not lighted	0.5387689	0.0097*	0.337216	0.8607893
dusk	dark unknown lighting	0.7007866	0.3135	0.3510031	1.3991383
dusk	dawn	0.8886154	0.7546	0.4238054	1.8632073
dusk	daylight	0.9516344	0.8296	0.6059097	1.4946255
unknown	dark lighted	3.5825743	0.0747	0.8806326	14.574566
unknown	dark not lighted	3.3611615	0.0912	0.8234168	13.720156
unknown	dark unknown lighting	4.3719246	0.0530	0.9810401	19.483122
unknown	dawn	5.5437129	0.0272*	1.2122503	25.35182
unknown	daylight	5.9368628	0.0128*	1.4596323	24.14741

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
unknown	dusk	6.2385963	0.0146*	1.4361549	27.100199
dark lighted	dark not lighted	0.9381973	0.4864	0.7839216	1.1228344
dark lighted	dark unknown lighting	1.2203305	0.4688	0.7120858	2.0913302
dark not lighted	dark unknown lighting	1.3007184	0.3471	0.7519379	2.2500108
dark lighted	dawn	1.5474105	0.1562	0.8463636	2.8291376
dark not lighted	dawn	1.6493444	0.1088	0.8948297	3.0400613
dark unknown lighting	dawn	1.2680257	0.5583	0.5725338	2.8083745
dark lighted	daylight	1.6571499	<.0001*	1.441423	1.9051631
dark not lighted	daylight	1.7663129	<.0001*	1.4800067	2.1080048
dark unknown lighting	daylight	1.3579518	0.2658	0.7922391	2.3276218
dawn	daylight	1.0709181	0.8230	0.5875972	1.951789
dark lighted	dusk	1.7413725	0.0172*	1.1033496	2.7483386
dark not lighted	dusk	1.8560835	0.0097*	1.1617245	2.9654586
dark unknown lighting	dusk	1.426968	0.3135	0.7147256	2.8489779
dawn	dusk	1.1253462	0.7546	0.5367089	2.3595734
daylight	dusk	1.0508237	0.8296	0.6690639	1.6504111
dark lighted	unknown	0.2791289	0.0747	0.0686127	1.1355473
dark not lighted	unknown	0.2975162	0.0912	0.0728855	1.2144518
dark unknown lighting	unknown	0.2287322	0.0530	0.0513265	1.0193263
dawn	unknown	0.1803845	0.0272*	0.0394449	0.8249121
daylight	unknown	0.1684391	0.0128*	0.0414123	0.685104
dusk	unknown	0.1602925	0.0146*	0.0369001	0.6963037

### Odds Ratios for Driver Age

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
driver_26_60	driver_16_25	0.9737296	0.7396	0.8322915	1.1392034
driver_<16	driver_16_25	4.007055	0.0087*	1.4204221	11.304026
driver_<16	driver_26_60	4.1151619	0.0072*	1.4670145	11.543552
driver_>60	driver_16_25	1.0328324	0.7754	0.827309	1.2894127
driver_>60	driver_26_60	1.0606973	0.5497	0.8744647	1.2865915
driver_>60	driver_<16	0.2577535	0.0109*	0.0908048	0.7316449
unknown	driver_16_25	0.7293805	0.0013*	0.6014548	0.8845152
unknown	driver_26_60	0.7490585	0.0004*	0.6381544	0.8792366
unknown	driver_<16	0.1820241	0.0013*	0.0645226	0.5135064
unknown	driver_>60	0.7061944	0.0023*	0.5645829	0.8833256
driver_16_25	driver_26_60	1.0269792	0.7396	0.8778064	1.2015021

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
driver_16_25	driver_<16	0.2495598	0.0087*	0.0884641	0.7040161
driver_26_60	driver_<16	0.2430038	0.0072*	0.0866285	0.6816565
driver_16_25	driver_>60	0.9682113	0.7754	0.7755469	1.2087382
driver_26_60	driver_>60	0.942776	0.5497	0.7772475	1.1435567
driver_<16	driver_>60	3.8796759	0.0109*	1.3667833	11.012634
driver_16_25	unknown	1.3710266	0.0013*	1.1305629	1.6626354
driver_26_60	unknown	1.3350091	0.0004*	1.1373502	1.567019
driver_<16	unknown	5.4937788	0.0013*	1.9473952	15.498449
driver_>60	unknown	1.4160407	0.0023*	1.1320854	1.771219

### Odds Ratios for Pedestrian Age

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
pedestrian_26_60	pedestrian_16_25	1.5144956	<.0001*	1.2896459	1.7785478
pedestrian_<16	pedestrian_16_25	1.0297175	0.7901	0.829944	1.2775779
pedestrian_<16	pedestrian_26_60	0.6799079	<.0001*	0.5634109	0.8204931
pedestrian_>60	pedestrian_16_25	2.4124075	<.0001*	1.9486549	2.9865268
pedestrian_>60	pedestrian_26_60	1.5928785	<.0001*	1.3313695	1.9057535
pedestrian_>60	pedestrian_<16	2.3427858	<.0001*	1.8626619	2.9466675
unknown	pedestrian_16_25	0.7767581	0.2218	0.5179185	1.1649578
unknown	pedestrian_26_60	0.5128824	0.0008*	0.3474621	0.7570563
unknown	pedestrian_<16	0.754341	0.1855	0.4969587	1.1450255
unknown	pedestrian_>60	0.3219846	<.0001*	0.212439	0.4880181
pedestrian_16_25	pedestrian_26_60	0.6602858	<.0001*	0.5622565	0.7754066
pedestrian_16_25	pedestrian_<16	0.9711401	0.7901	0.7827311	1.2049006
pedestrian_26_60	pedestrian_<16	1.4707875	<.0001*	1.2187792	1.7749037
pedestrian_16_25	pedestrian_>60	0.4145237	<.0001*	0.3348371	0.5131745
pedestrian_26_60	pedestrian_>60	0.6277943	<.0001*	0.5247268	0.7511063
pedestrian_<16	pedestrian_>60	0.4268423	<.0001*	0.3393664	0.5368661
pedestrian_16_25	unknown	1.287402	0.2218	0.8584002	1.9308057
pedestrian_26_60	unknown	1.9497647	0.0008*	1.3209057	2.878012
pedestrian_<16	unknown	1.3256604	0.1855	0.873343	2.0122398
pedestrian_>60	unknown	3.1057384	<.0001*	2.0491042	4.707233

### Odds Ratios for Alcohol Positive

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	6.215768	<.0001*	4.0459468	9.5492535
0	1	0.1608812	<.0001*	0.1047202	0.2471609

### Odds Ratios for Drug Positive

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	34.72063	<.0001*	14.995661	80.391397
0	1	0.0288013	<.0001*	0.0124391	0.066686

### Odds Ratios for Freight Truck

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1	0	1.7207585	0.0021*	1.2180768	2.4308893
0	1	0.5811391	0.0021*	0.4113721	0.8209663

### Odds Ratios for Crash Group

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_failed_to_yield_midblock	backing_vehicle	8.903e-7	0.9944	0	.
bus_related	backing_vehicle	2.5956256	0.0261*	1.1203563	6.0135084
bus_related	bicyclist_failed_to_yield_midblock	2915441.8	0.9941	0	.
crossing_driveway_or_alley	backing_vehicle	0.6875424	0.4000	0.2873596	1.645028
crossing_driveway_or_alley	bicyclist_failed_to_yield_midblock	772257	0.9946	0	.
crossing_driveway_or_alley	bus_related	0.2648851	0.0054*	0.1039915	0.6747099
crossing_expressway	backing_vehicle	3.6148104	0.0003*	1.7980588	7.2672007
crossing_expressway	bicyclist_failed_to_yield_midblock	4060204	0.9939	0	.
crossing_expressway	bus_related	1.3926548	0.3940	0.6502952	2.9824724
crossing_expressway	crossing_driveway_or_alley	5.2575814	<.0001*	2.3547913	11.738689
crossing_roadway_vehicle_not_turning	backing_vehicle	2.7117842	0.0006*	1.5343924	4.7926291
crossing_roadway_vehicle_not_turning	bicyclist_failed_to_yield_midblock	3045912.8	0.9940	0	.
crossing_roadway_vehicle_not_turning	bus_related	1.0447517	0.8923	0.5543553	1.9689649
crossing_roadway_vehicle_not_turning	crossing_driveway_or_alley	3.9441699	0.0001*	1.9549432	7.957508
crossing_roadway_vehicle_not_turning	crossing_expressway	0.7501871	0.2011	0.4828166	1.1656202
crossing_roadway_vehicle_turning	backing_vehicle	1.8556523	0.0562	0.9838386	3.5000104
crossing_roadway_vehicle_turning	bicyclist_failed_to_yield_midblock	2084293.8	0.9942	0	.
crossing_roadway_vehicle_turning	bus_related	0.7149153	0.3428	0.3574	1.4300609
crossing_roadway_vehicle_turning	crossing_driveway_or_alley	2.698964	0.0088*	1.2834361	5.6757063

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
crossing_roadway_vehicle_turning	crossing_expressway	0.5133471	0.0127*	0.3037617	0.8675393
crossing_roadway_vehicle_turning	crossing_roadway_vehicle_not_turning	0.684292	0.0199*	0.4972533	0.9416842
dash_dart_out	backing_vehicle	2.5935349	0.0015*	1.4382537	4.6767988
dash_dart_out	bicyclist_failed_to_yield_midblock	2913093.6	0.9941	0	.
dash_dart_out	bus_related	0.9991946	0.9981	0.521339	1.9150491
dash_dart_out	crossing_driveway_or_alley	3.7721815	0.0003*	1.8378417	7.7424259
dash_dart_out	crossing_expressway	0.7174747	0.1633	0.4498515	1.1443108
dash_dart_out	crossing_roadway_vehicle_not_turning	0.9563943	0.6878	0.7694675	1.1887312
dash_dart_out	crossing_roadway_vehicle_turning	1.3976406	0.0702	0.9727732	2.0080726
insufficient_details	backing_vehicle	4.0160129	0.0003*	1.8895401	8.5356006
insufficient_details	bicyclist_failed_to_yield_midblock	4510840.1	0.9939	0	.
insufficient_details	bus_related	1.5472235	0.2907	0.6885962	3.476494
insufficient_details	crossing_driveway_or_alley	5.8411126	<.0001*	2.4900419	13.702017
insufficient_details	crossing_expressway	1.1109885	0.7546	0.5742067	2.1495665
insufficient_details	crossing_roadway_vehicle_not_turning	1.4809485	0.1375	0.8820273	2.4865541
insufficient_details	crossing_roadway_vehicle_turning	2.1642055	0.0107*	1.1966629	3.914039
insufficient_details	dash_dart_out	1.5484707	0.1159	0.8977175	2.6709533
multiple_threat_trapped	backing_vehicle	2.3641984	0.0149*	1.182814	4.7255394
multiple_threat_trapped	bicyclist_failed_to_yield_midblock	2655499.7	0.9941	0	.
multiple_threat_trapped	bus_related	0.9108396	0.8054	0.4333254	1.9145629
multiple_threat_trapped	crossing_driveway_or_alley	3.4386218	0.0026*	1.5371043	7.6924642
multiple_threat_trapped	crossing_expressway	0.6540311	0.1585	0.3625037	1.1800063
multiple_threat_trapped	crossing_roadway_vehicle_not_turning	0.8718239	0.5166	0.5759862	1.3196097
multiple_threat_trapped	crossing_roadway_vehicle_turning	1.2740525	0.3402	0.7745124	2.0957828
multiple_threat_trapped	dash_dart_out	0.9115738	0.6834	0.5842066	1.422385
multiple_threat_trapped	insufficient_details	0.5886929	0.1097	0.3075705	1.1267641
off_roadway	backing_vehicle	2.9984585	0.0411*	1.0454718	8.5997094
off_roadway	bicyclist_failed_to_yield_midblock	3367909.2	0.9940	0	.
off_roadway	bus_related	1.1551969	0.8077	0.3615304	3.6911965
off_roadway	crossing_driveway_or_alley	4.3611249	0.0148*	1.3350331	14.246396
off_roadway	crossing_expressway	0.8294926	0.7296	0.2873516	2.3944809
off_roadway	crossing_roadway_vehicle_not_turning	1.1057143	0.8417	0.4123862	2.9647066
off_roadway	crossing_roadway_vehicle_turning	1.6158515	0.3589	0.5797091	4.5039421
off_roadway	dash_dart_out	1.1561281	0.7755	0.4265387	3.1336713
off_roadway	insufficient_details	0.7466257	0.6021	0.2489112	2.2395538
off_roadway	multiple_threat_trapped	1.268277	0.6607	0.438868	3.6651716
pedestrian_in_roadway_circumstances_unknown	backing_vehicle	3.1607986	0.0003*	1.6926294	5.9024425
pedestrian_in_roadway_circumstances_unknown	bicyclist_failed_to_yield_midblock	3550251.8	0.9940	0	.



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
pedestrian_in_roadway_circumstances_unknown	bus_related	1.2177406	0.5759	0.6106998	2.4281849
pedestrian_in_roadway_circumstances_unknown	crossing_driveway_or_alley	4.5972414	<.0001*	2.1811887	9.6895002
pedestrian_in_roadway_circumstances_unknown	crossing_expressway	0.8744023	0.6033	0.5270764	1.4506046
pedestrian_in_roadway_circumstances_unknown	crossing_roadway_vehicle_not_turning	1.1655789	0.3282	0.8573219	1.5846722
pedestrian_in_roadway_circumstances_unknown	crossing_roadway_vehicle_turning	1.7033356	0.0119*	1.1247634	2.5795222
pedestrian_in_roadway_circumstances_unknown	dash_dart_out	1.2187222	0.2633	0.8617754	1.7235162
pedestrian_in_roadway_circumstances_unknown	insufficient_details	0.7870489	0.4199	0.4398128	1.4084312
pedestrian_in_roadway_circumstances_unknown	multiple_threat_trapped	1.336943	0.2555	0.8104296	2.2055175
pedestrian_in_roadway_circumstances_unknown	off_roadway	1.0541412	0.9192	0.3804928	2.9204587
unique_midblock	backing_vehicle	1.697107	0.1758	0.7891372	3.649774
unique_midblock	bicyclist_failed_to_yield_midblock	1906213.6	0.9942	0	.
unique_midblock	bus_related	0.6538335	0.3150	0.2854611	1.497571
unique_midblock	crossing_driveway_or_alley	2.4683669	0.0414*	1.0357465	5.8825545
unique_midblock	crossing_expressway	0.4694872	0.0309*	0.2362517	0.9329802
unique_midblock	crossing_roadway_vehicle_not_turning	0.6258267	0.0968	0.3599141	1.0882017
unique_midblock	crossing_roadway_vehicle_turning	0.9145609	0.7771	0.4928462	1.6971252
unique_midblock	dash_dart_out	0.6543606	0.1468	0.3689727	1.1604863
unique_midblock	insufficient_details	0.4225851	0.0227*	0.2014578	0.8864295
unique_midblock	multiple_threat_trapped	0.7178361	0.3399	0.3633505	1.4181587
unique_midblock	off_roadway	0.5659932	0.3156	0.1862321	1.7201563
unique_midblock	pedestrian_in_roadway_circumstances_unknown	0.5369235	0.0452*	0.2921295	0.9868461
unusual_circumstances	backing_vehicle	2.2498749	0.0053*	1.2718933	3.9798441
unusual_circumstances	bicyclist_failed_to_yield_midblock	2527090	0.9941	0	.
unusual_circumstances	bus_related	0.8667949	0.6687	0.4503754	1.6682379
unusual_circumstances	crossing_driveway_or_alley	3.2723433	0.0007*	1.6462458	6.5046366
unusual_circumstances	crossing_expressway	0.6224047	0.0332*	0.4023269	0.9628676
unusual_circumstances	crossing_roadway_vehicle_not_turning	0.8296659	0.0852	0.6707338	1.0262573
unusual_circumstances	crossing_roadway_vehicle_turning	1.2124442	0.2806	0.8544657	1.720398
unusual_circumstances	dash_dart_out	0.8674936	0.2898	0.6667338	1.128704
unusual_circumstances	insufficient_details	0.560226	0.0322*	0.3296751	0.9520075
unusual_circumstances	multiple_threat_trapped	0.9516439	0.8275	0.6093754	1.4861546
unusual_circumstances	off_roadway	0.7503439	0.5616	0.2845056	1.9789272
unusual_circumstances	pedestrian_in_roadway_circumstances_unknown	0.7118058	0.0453*	0.5102856	0.9929098
unusual_circumstances	unique_midblock	1.3257119	0.3226	0.7582817	2.317756
waiting_to_cross	backing_vehicle	1.2384187	0.7640	0.3067125	5.0003863
waiting_to_cross	bicyclist_failed_to_yield_midblock	1391008.7	0.9944	0	.
waiting_to_cross	bus_related	0.4771176	0.3119	0.1137121	2.0019081
waiting_to_cross	crossing_driveway_or_alley	1.8012251	0.4150	0.4375682	7.4146428

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
waiting_to_cross	crossing_expressway	0.3425958	0.1205	0.0886135	1.3245364
waiting_to_cross	crossing_roadway_vehicle_not_turning	0.4566804	0.2352	0.1252145	1.665598
waiting_to_cross	crossing_roadway_vehicle_turning	0.6673765	0.5421	0.1818546	2.4491626
waiting_to_cross	dash_dart_out	0.4775022	0.2667	0.1295525	1.7599689
waiting_to_cross	insufficient_details	0.3083702	0.0953	0.0774147	1.2283479
waiting_to_cross	multiple_threat_trapped	0.5238218	0.3484	0.1355758	2.0238813
waiting_to_cross	off_roadway	0.4130185	0.2809	0.0827901	2.0604429
waiting_to_cross	pedestrian_in_roadway_circumstances_unknown	0.3918056	0.1633	0.104927	1.4630324
waiting_to_cross	unique_midblock	0.7297234	0.6569	0.1817028	2.9305897
waiting_to_cross	unusual_circumstances	0.5504389	0.3626	0.1522452	1.9900986
walking_along_roadway	backing_vehicle	2.521384	0.0025*	1.3836525	4.5946343
walking_along_roadway	bicyclist_failed_to_yield_midblock	2832052.7	0.9941	0	.
walking_along_roadway	bus_related	0.9713974	0.9327	0.4953734	1.904852
walking_along_roadway	crossing_driveway_or_alley	3.6672412	0.0004*	1.7783128	7.5625941
walking_along_roadway	crossing_expressway	0.6975149	0.1398	0.4323954	1.12519
walking_along_roadway	crossing_roadway_vehicle_not_turning	0.9297878	0.5913	0.7128226	1.2127918
walking_along_roadway	crossing_roadway_vehicle_turning	1.3587589	0.1236	0.9197842	2.0072379
walking_along_roadway	dash_dart_out	0.9721805	0.8591	0.7119309	1.3275655
walking_along_roadway	insufficient_details	0.6278326	0.1016	0.3596079	1.0961212
walking_along_roadway	multiple_threat_trapped	1.0664858	0.7914	0.6618532	1.7184957
walking_along_roadway	off_roadway	0.8408934	0.7348	0.3085521	2.2916769
walking_along_roadway	pedestrian_in_roadway_circumstances_unknown	0.7977047	0.2281	0.5523657	1.1520136
walking_along_roadway	unique_midblock	1.4856953	0.1796	0.8333627	2.6486555
walking_along_roadway	unusual_circumstances	1.1206774	0.4161	0.8515528	1.4748561
walking_along_roadway	waiting_to_cross	2.0359705	0.2857	0.5519488	7.510073
working_or_playing_in_roadway	backing_vehicle	2.0897304	0.0467*	1.0109435	4.3197007
working_or_playing_in_roadway	bicyclist_failed_to_yield_midblock	2347213.5	0.9942	0	.
working_or_playing_in_roadway	bus_related	0.805097	0.5880	0.3674812	1.7638484
working_or_playing_in_roadway	crossing_driveway_or_alley	3.0394202	0.0086*	1.3264159	6.9646898
working_or_playing_in_roadway	crossing_expressway	0.5781024	0.0853	0.3096727	1.0792116
working_or_playing_in_roadway	crossing_roadway_vehicle_not_turning	0.7706109	0.2927	0.4742824	1.2520835
working_or_playing_in_roadway	crossing_roadway_vehicle_turning	1.1261433	0.6707	0.6512357	1.9473727
working_or_playing_in_roadway	dash_dart_out	0.805746	0.4062	0.4840003	1.3413765
working_or_playing_in_roadway	insufficient_details	0.5203495	0.0642	0.2605267	1.0392934
working_or_playing_in_roadway	multiple_threat_trapped	0.8839065	0.6983	0.4735913	1.6497152
working_or_playing_in_roadway	off_roadway	0.6969349	0.5128	0.2363613	2.0549819
working_or_playing_in_roadway	pedestrian_in_roadway_circumstances_unknown	0.66114	0.1398	0.3817453	1.1450202
working_or_playing_in_roadway	unique_midblock	1.2313486	0.5658	0.6052338	2.5051796

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
working_or_playing_in_roadway	unusual_circumstances	0.9288207	0.7691	0.5673598	1.5205657
working_or_playing_in_roadway	waiting_to_cross	1.6874183	0.4527	0.430689	6.6112226
working_or_playing_in_roadway	walking_along_roadway	0.8288029	0.4824	0.4908286	1.3994992
backing_vehicle	bicyclist_failed_to_yield_midblock	1123213.6	0.9944	0	.
backing_vehicle	bus_related	0.3852636	0.0261*	0.1662923	0.8925732
bicyclist_failed_to_yield_midblock	bus_related	3.43e-7	0.9941	0	.
backing_vehicle	crossing_driveway_or_alley	1.4544556	0.4000	0.6078924	3.47996
bicyclist_failed_to_yield_midblock	crossing_driveway_or_alley	1.2949e-6	0.9946	0	.
bus_related	crossing_driveway_or_alley	3.7752223	0.0054*	1.4821185	9.6161697
backing_vehicle	crossing_expressway	0.2766397	0.0003*	0.1376046	0.5561553
bicyclist_failed_to_yield_midblock	crossing_expressway	2.4629e-7	0.9939	0	.
bus_related	crossing_expressway	0.718053	0.3940	0.3352923	1.5377632
crossing_driveway_or_alley	crossing_expressway	0.1902015	<.0001*	0.0851884	0.4246661
backing_vehicle	crossing_roadway_vehicle_not_turning	0.3687609	0.0006*	0.2086537	0.6517238
bicyclist_failed_to_yield_midblock	crossing_roadway_vehicle_not_turning	3.2831e-7	0.9940	0	.
bus_related	crossing_roadway_vehicle_not_turning	0.9571652	0.8923	0.5078811	1.8038972
crossing_driveway_or_alley	crossing_roadway_vehicle_not_turning	0.2535388	0.0001*	0.1256675	0.5115238
crossing_expressway	crossing_roadway_vehicle_not_turning	1.3330007	0.2011	0.8579124	2.0711799
backing_vehicle	crossing_roadway_vehicle_turning	0.5388941	0.0562	0.2857134	1.0164268
bicyclist_failed_to_yield_midblock	crossing_roadway_vehicle_turning	4.7978e-7	0.9942	0	.
bus_related	crossing_roadway_vehicle_turning	1.3987672	0.3428	0.6992709	2.7979853
crossing_driveway_or_alley	crossing_roadway_vehicle_turning	0.3705125	0.0088*	0.1761895	0.7791584
crossing_expressway	crossing_roadway_vehicle_turning	1.9479999	0.0127*	1.1526855	3.2920543
crossing_roadway_vehicle_not_turning	crossing_roadway_vehicle_turning	1.4613644	0.0199*	1.0619272	2.0110475
backing_vehicle	dash_dart_out	0.3855741	0.0015*	0.2138215	0.6952876
bicyclist_failed_to_yield_midblock	dash_dart_out	3.4328e-7	0.9941	0	.
bus_related	dash_dart_out	1.0008061	0.9981	0.5221798	1.9181377
crossing_driveway_or_alley	dash_dart_out	0.2650986	0.0003*	0.1291585	0.5441165
crossing_expressway	dash_dart_out	1.3937774	0.1633	0.8738885	2.2229559
crossing_roadway_vehicle_not_turning	dash_dart_out	1.0455939	0.6878	0.8412331	1.2996
crossing_roadway_vehicle_turning	dash_dart_out	0.7154915	0.0702	0.49799	1.0279889
backing_vehicle	insufficient_details	0.2490032	0.0003*	0.1171564	0.5292293
bicyclist_failed_to_yield_midblock	insufficient_details	2.2169e-7	0.9939	0	.
bus_related	insufficient_details	0.646319	0.2907	0.2876461	1.4522299
crossing_driveway_or_alley	insufficient_details	0.1712003	<.0001*	0.072982	0.4015997
crossing_expressway	insufficient_details	0.9000993	0.7546	0.4652101	1.7415331
crossing_roadway_vehicle_not_turning	insufficient_details	0.6752429	0.1375	0.402163	1.1337518
crossing_roadway_vehicle_turning	insufficient_details	0.4620633	0.0107*	0.2554906	0.8356572

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
dash_dart_out	insufficient_details	0.6457985	0.1159	0.3743982	1.1139361
backing_vehicle	multiple_threat_trapped	0.4229763	0.0149*	0.2116161	0.8454414
bicyclist_failed_to_yield_midblock	multiple_threat_trapped	3.7658e-7	0.9941	0	.
bus_related	multiple_threat_trapped	1.0978882	0.8054	0.5223124	2.3077346
crossing_driveway_or_alley	multiple_threat_trapped	0.2908142	0.0026*	0.1299974	0.6505739
crossing_expressway	multiple_threat_trapped	1.5289793	0.1585	0.8474531	2.7585922
crossing_roadway_vehicle_not_turning	multiple_threat_trapped	1.1470206	0.5166	0.7577998	1.7361526
crossing_roadway_vehicle_turning	multiple_threat_trapped	0.784897	0.3402	0.4771487	1.2911349
dash_dart_out	multiple_threat_trapped	1.0970039	0.6834	0.7030445	1.7117231
insufficient_details	multiple_threat_trapped	1.6986784	0.1097	0.8874972	3.2512874
backing_vehicle	off_roadway	0.3335047	0.0411*	0.116283	0.956506
bicyclist_failed_to_yield_midblock	off_roadway	2.9692e-7	0.9940	0	.
bus_related	off_roadway	0.8656533	0.8077	0.2709149	2.766019
crossing_driveway_or_alley	off_roadway	0.2292986	0.0148*	0.0701932	0.7490451
crossing_expressway	off_roadway	1.2055563	0.7296	0.4176271	3.4800568
crossing_roadway_vehicle_not_turning	off_roadway	0.9043928	0.8417	0.3373015	2.4249116
crossing_roadway_vehicle_turning	off_roadway	0.6188688	0.3589	0.2220277	1.7250033
dash_dart_out	off_roadway	0.8649561	0.7755	0.3191145	2.3444531
insufficient_details	off_roadway	1.3393592	0.6021	0.4465175	4.0174974
multiple_threat_trapped	off_roadway	0.7884713	0.6607	0.2728385	2.2785894
backing_vehicle	pedestrian_in_roadway_circumstances_unknown	0.3163757	0.0003*	0.1694214	0.5907968
bicyclist_failed_to_yield_midblock	pedestrian_in_roadway_circumstances_unknown	2.8167e-7	0.9940	0	.
bus_related	pedestrian_in_roadway_circumstances_unknown	0.821193	0.5759	0.4118302	1.6374656
crossing_driveway_or_alley	pedestrian_in_roadway_circumstances_unknown	0.2175218	<.0001*	0.1032045	0.4584656
crossing_expressway	pedestrian_in_roadway_circumstances_unknown	1.1436383	0.6033	0.6893677	1.8972583
crossing_roadway_vehicle_not_turning	pedestrian_in_roadway_circumstances_unknown	0.8579427	0.3282	0.6310453	1.166423
crossing_roadway_vehicle_turning	pedestrian_in_roadway_circumstances_unknown	0.5870834	0.0119*	0.3876687	0.8890759
dash_dart_out	pedestrian_in_roadway_circumstances_unknown	0.8205315	0.2633	0.5802092	1.1603952
insufficient_details	pedestrian_in_roadway_circumstances_unknown	1.270569	0.4199	0.7100098	2.2736948
multiple_threat_trapped	pedestrian_in_roadway_circumstances_unknown	0.747975	0.2555	0.4534083	1.2339135
off_roadway	pedestrian_in_roadway_circumstances_unknown	0.9486395	0.9192	0.342412	2.6281703
backing_vehicle	unique_midblock	0.589238	0.1758	0.2739896	1.2672068
bicyclist_failed_to_yield_midblock	unique_midblock	5.246e-7	0.9942	0	.
bus_related	unique_midblock	1.5294413	0.3150	0.667748	3.5031041
crossing_driveway_or_alley	unique_midblock	0.4051262	0.0414*	0.1699942	0.9654872
crossing_expressway	unique_midblock	2.1299837	0.0309*	1.0718341	4.2327731
crossing_roadway_vehicle_not_turning	unique_midblock	1.5978864	0.0968	0.9189473	2.7784411
crossing_roadway_vehicle_turning	unique_midblock	1.0934209	0.7771	0.5892317	2.0290307

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
dash_dart_out	unique_midblock	1.5282094	0.1468	0.8617077	2.7102276
insufficient_details	unique_midblock	2.3663875	0.0227*	1.1281213	4.9638189
multiple_threat_trapped	unique_midblock	1.3930756	0.3399	0.7051397	2.7521634
off_roadway	unique_midblock	1.7668058	0.3156	0.5813425	5.3696445
pedestrian_in_roadway_circumstances_unknown	unique_midblock	1.8624627	0.0452*	1.0133292	3.4231396
backing_vehicle	unusual_circumstances	0.4444692	0.0053*	0.2512661	0.7862295
bicyclist_failed_to_yield_midblock	unusual_circumstances	3.9571e-7	0.9941	0	.
bus_related	unusual_circumstances	1.1536755	0.6687	0.5994349	2.2203698
crossing_driveway_or_alley	unusual_circumstances	0.3055914	0.0007*	0.1537365	0.6074427
crossing_expressway	unusual_circumstances	1.6066717	0.0332*	1.0385644	2.4855407
crossing_roadway_vehicle_not_turning	unusual_circumstances	1.2053044	0.0852	0.9744145	1.4909043
crossing_roadway_vehicle_turning	unusual_circumstances	0.8247802	0.2806	0.5812609	1.170322
dash_dart_out	unusual_circumstances	1.1527463	0.2898	0.8859719	1.4998489
insufficient_details	unusual_circumstances	1.7849938	0.0322*	1.0504119	3.0332891
multiple_threat_trapped	unusual_circumstances	1.0508133	0.8275	0.6728775	1.6410246
off_roadway	unusual_circumstances	1.3327223	0.5616	0.5053243	3.5148691
pedestrian_in_roadway_circumstances_unknown	unusual_circumstances	1.4048775	0.0453*	1.0071409	1.9596869
unique_midblock	unusual_circumstances	0.7543117	0.3226	0.4314518	1.3187711
backing_vehicle	waiting_to_cross	0.8074813	0.7640	0.1999846	3.2603825
bicyclist_failed_to_yield_midblock	waiting_to_cross	7.189e-7	0.9944	0	.
bus_related	waiting_to_cross	2.0959192	0.3119	0.4995234	8.7941366
crossing_driveway_or_alley	waiting_to_cross	0.5551777	0.4150	0.1348683	2.2853581
crossing_expressway	waiting_to_cross	2.918892	0.1205	0.7549812	11.284958
crossing_roadway_vehicle_not_turning	waiting_to_cross	2.1897152	0.2352	0.600385	7.9862968
crossing_roadway_vehicle_turning	waiting_to_cross	1.4984046	0.5421	0.4083028	5.4989
dash_dart_out	waiting_to_cross	2.0942311	0.2667	0.5681918	7.7188784
insufficient_details	waiting_to_cross	3.2428555	0.0953	0.8141016	12.917443
multiple_threat_trapped	waiting_to_cross	1.9090461	0.3484	0.4941001	7.3759486
off_roadway	waiting_to_cross	2.4211993	0.2809	0.4853325	12.078741
pedestrian_in_roadway_circumstances_unknown	waiting_to_cross	2.5522859	0.1633	0.6835119	9.530432
unique_midblock	waiting_to_cross	1.3703823	0.6569	0.3412282	5.5034939
unusual_circumstances	waiting_to_cross	1.816732	0.3626	0.5024877	6.5683507
backing_vehicle	walking_along_roadway	0.3966076	0.0025*	0.2176452	0.7227248
bicyclist_failed_to_yield_midblock	walking_along_roadway	3.531e-7	0.9941	0	.
bus_related	walking_along_roadway	1.0294448	0.9327	0.5249752	2.0186794
crossing_driveway_or_alley	walking_along_roadway	0.2726845	0.0004*	0.1322298	0.5623308
crossing_expressway	walking_along_roadway	1.4336612	0.1398	0.8887388	2.312698
crossing_roadway_vehicle_not_turning	walking_along_roadway	1.0755142	0.5913	0.8245439	1.4028735

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
crossing_roadway_vehicle_turning	walking_along_roadway	0.7359658	0.1236	0.498197	1.0872116
dash_dart_out	walking_along_roadway	1.0286156	0.8591	0.7532585	1.4046307
insufficient_details	walking_along_roadway	1.5927811	0.1016	0.9123079	2.7808066
multiple_threat_trapped	walking_along_roadway	0.937659	0.7914	0.5819043	1.5109091
off_roadway	walking_along_roadway	1.1892114	0.7348	0.4363617	3.2409438
pedestrian_in_roadway_circumstances_unknown	walking_along_roadway	1.2535967	0.2281	0.8680453	1.8103947
unique_midblock	walking_along_roadway	0.6730855	0.1796	0.37755	1.1999578
unusual_circumstances	walking_along_roadway	0.8923174	0.4161	0.6780323	1.1743253
waiting_to_cross	walking_along_roadway	0.4911662	0.2857	0.1331545	1.8117621
backing_vehicle	working_or_playing_in_roadway	0.4785306	0.0467*	0.2314975	0.989175
bicyclist_failed_to_yield_midblock	working_or_playing_in_roadway	4.2604e-7	0.9942	0	.
bus_related	working_or_playing_in_roadway	1.2420863	0.5880	0.5669421	2.7212274
crossing_driveway_or_alley	working_or_playing_in_roadway	0.3290101	0.0086*	0.1435814	0.7539114
crossing_expressway	working_or_playing_in_roadway	1.7297975	0.0853	0.9266024	3.2292161
crossing_roadway_vehicle_not_turning	working_or_playing_in_roadway	1.2976718	0.2927	0.7986688	2.1084486
crossing_roadway_vehicle_turning	working_or_playing_in_roadway	0.8879865	0.6707	0.5135124	1.5355422
dash_dart_out	working_or_playing_in_roadway	1.2410859	0.4062	0.7455029	2.0661144
insufficient_details	working_or_playing_in_roadway	1.9217852	0.0642	0.9621922	3.8383788
multiple_threat_trapped	working_or_playing_in_roadway	1.1313414	0.6983	0.6061652	2.1115254
off_roadway	working_or_playing_in_roadway	1.4348542	0.5128	0.4866223	4.2308104
pedestrian_in_roadway_circumstances_unknown	working_or_playing_in_roadway	1.5125389	0.1398	0.8733471	2.6195475
unique_midblock	working_or_playing_in_roadway	0.8121177	0.5658	0.399173	1.652254
unusual_circumstances	working_or_playing_in_roadway	1.0766341	0.7691	0.65765	1.7625499
waiting_to_cross	working_or_playing_in_roadway	0.5926213	0.4527	0.151258	2.3218613
walking_along_roadway	working_or_playing_in_roadway	1.2065595	0.4824	0.7145413	2.037371

### Odds Ratios for Motorist Maneuver

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
not_applicable	left_turn	10.505789	0.0085*	1.8225819	60.55783
right_turn	left_turn	0.8086961	0.2053	0.5822208	1.1232668
right_turn	not_applicable	0.0769762	0.0046*	0.0130853	0.452825
straight	left_turn	1.7825032	0.0015*	1.2486882	2.5445244
straight	not_applicable	0.1696687	0.0266*	0.0353516	0.8143185
straight	right_turn	2.2041695	<.0001*	1.4865609	3.2681897
unknown	left_turn	1.1882484	0.8102	0.2907092	4.8568603
unknown	not_applicable	0.1131042	0.1378	0.0063603	2.0113199

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
unknown	right_turn	1.4693386	0.5961	0.3541606	6.0959797
unknown	straight	0.6666178	0.5652	0.1673811	2.6548954
left_turn	not_applicable	0.0951856	0.0085*	0.0165131	0.5486722
left_turn	right_turn	1.2365585	0.2053	0.8902605	1.7175613
not_applicable	right_turn	12.991023	0.0046*	2.2083588	76.421765
left_turn	straight	0.5610088	0.0015*	0.3930008	0.8008404
not_applicable	straight	5.8938404	0.0266*	1.2280207	28.28727
right_turn	straight	0.4536856	<.0001*	0.3059798	0.6726936
left_turn	unknown	0.8415749	0.8102	0.2058943	3.4398631
not_applicable	unknown	8.8414083	0.1378	0.497186	157.22588
right_turn	unknown	0.6805783	0.5961	0.1640425	2.8235775
straight	unknown	1.5001099	0.5652	0.3766627	5.9743901

### Odds Ratios for Pedestrian Position

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
crosswalk_area	blank	2.8132966	0.2586	0.4676452	16.924449
driveway_alley	blank	7.4545675	0.0944	0.7079394	78.496231
driveway_alley	crosswalk_area	2.6497624	0.0314*	1.0908664	6.4363889
intersection_proper	blank	3.460062	0.2120	0.4925303	24.307192
intersection_proper	crosswalk_area	1.2298959	0.4201	0.7437138	2.0339059
intersection_proper	driveway_alley	0.4641533	0.1291	0.1722643	1.2506265
non_roadway_parking_lot_other	blank	1.7064865	0.6126	0.215665	13.502871
non_roadway_parking_lot_other	crosswalk_area	0.606579	0.1054	0.3311986	1.1109286
non_roadway_parking_lot_other	driveway_alley	0.2289182	0.0018*	0.0905547	0.578695
non_roadway_parking_lot_other	intersection_proper	0.4931954	0.0629	0.2341679	1.0387488
other_unknown	blank	5.0678347	0.1058	0.7091084	36.218651
other_unknown	crosswalk_area	1.8013865	0.0268*	1.0698722	3.0330665
other_unknown	driveway_alley	0.6798295	0.4338	0.2586269	1.7870073
other_unknown	intersection_proper	1.4646658	0.2734	0.739823	2.8996749
other_unknown	non_roadway_parking_lot_other	2.9697478	0.0029*	1.4507244	6.0793091
paved_shoulder_bike_lane_parking_lane	blank	2.6587077	0.2964	0.4242238	16.662731
paved_shoulder_bike_lane_parking_lane	crosswalk_area	0.9450506	0.7603	0.6573043	1.3587627
paved_shoulder_bike_lane_parking_lane	driveway_alley	0.3566548	0.0237*	0.1459773	0.871387
paved_shoulder_bike_lane_parking_lane	intersection_proper	0.7683988	0.3631	0.4355339	1.355662
paved_shoulder_bike_lane_parking_lane	non_roadway_parking_lot_other	1.558001	0.1539	0.8469673	2.8659511
paved_shoulder_bike_lane_parking_lane	other_unknown	0.524624	0.0196*	0.3051878	0.9018392

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
sidewalk_shared_use_path_driveway_crossing	blank	4.2205633	0.1350	0.6387857	27.885963
sidewalk_shared_use_path_driveway_crossing	crosswalk_area	1.5002198	0.0450*	1.0090818	2.2304034
sidewalk_shared_use_path_driveway_crossing	driveway_alley	0.5661714	0.2175	0.2292325	1.3983621
sidewalk_shared_use_path_driveway_crossing	intersection_proper	1.2197941	0.5083	0.6770229	2.1977065
sidewalk_shared_use_path_driveway_crossing	non_roadway_parking_lot_other	2.4732474	0.0043*	1.327708	4.6071521
sidewalk_shared_use_path_driveway_crossing	other_unknown	0.8328139	0.5227	0.4752683	1.4593422
sidewalk_shared_use_path_driveway_crossing	paved_shoulder_bike_lane_parking_lane	1.5874492	0.0320*	1.0405678	2.4217498
travel_lane	blank	3.1491432	0.1934	0.5590221	17.740092
travel_lane	crosswalk_area	1.1193783	0.3267	0.8935181	1.4023307
travel_lane	driveway_alley	0.4224448	0.0496*	0.1786968	0.9986725
travel_lane	intersection_proper	0.9101407	0.7083	0.5557872	1.4904195
travel_lane	non_roadway_parking_lot_other	1.8453959	0.0327*	1.0518275	3.2376848
travel_lane	other_unknown	0.6213982	0.0532	0.3836339	1.0065214
travel_lane	paved_shoulder_bike_lane_parking_lane	1.1844639	0.2464	0.8896277	1.5770133
travel_lane	sidewalk_shared_use_path_driveway_crossing	0.7461429	0.0979	0.5275201	1.0553705
unpaved_right_of_way	blank	4.325572	0.1742	0.5230202	35.774091
unpaved_right_of_way	crosswalk_area	1.5375457	0.2238	0.7688541	3.0747661
unpaved_right_of_way	driveway_alley	0.5802579	0.3200	0.1985144	1.696095
unpaved_right_of_way	intersection_proper	1.2501429	0.5939	0.5501787	2.8406355
unpaved_right_of_way	non_roadway_parking_lot_other	2.5347824	0.0321*	1.0828153	5.933719
unpaved_right_of_way	other_unknown	0.8535346	0.6986	0.3828484	1.9028975
unpaved_right_of_way	paved_shoulder_bike_lane_parking_lane	1.6269453	0.1703	0.8114431	3.2620294
unpaved_right_of_way	sidewalk_shared_use_path_driveway_crossing	1.0248803	0.9470	0.4962513	2.1166282
unpaved_right_of_way	travel_lane	1.3735711	0.3467	0.7091505	2.6605038
blank	crosswalk_area	0.3554549	0.2586	0.0590861	2.1383731
blank	driveway_alley	0.1341459	0.0944	0.0127395	1.4125502
crosswalk_area	driveway_alley	0.3773923	0.0314*	0.1553666	0.9167025
blank	intersection_proper	0.2890122	0.2120	0.0411401	2.0303318
crosswalk_area	intersection_proper	0.8130769	0.4201	0.4916648	1.3446032
driveway_alley	intersection_proper	2.1544607	0.1291	0.7995993	5.8050338
blank	non_roadway_parking_lot_other	0.5859994	0.6126	0.0740583	4.6368218
crosswalk_area	non_roadway_parking_lot_other	1.64859	0.1054	0.9001479	3.0193361
driveway_alley	non_roadway_parking_lot_other	4.3683717	0.0018*	1.7280258	11.043048
intersection_proper	non_roadway_parking_lot_other	2.0275941	0.0629	0.9626966	4.2704396
blank	other_unknown	0.1973229	0.1058	0.0276101	1.4102217
crosswalk_area	other_unknown	0.5551279	0.0268*	0.3296993	0.9346911
driveway_alley	other_unknown	1.4709571	0.4338	0.5595948	3.8665743
intersection_proper	other_unknown	0.6827496	0.2734	0.3448663	1.3516747



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
non_roadway_parking_lot_other	other_unknown	0.3367289	0.0029*	0.1644924	0.6893108
blank	paved_shoulder_bike_lane_parking_lane	0.3761226	0.2964	0.0600142	2.3572466
crosswalk_area	paved_shoulder_bike_lane_parking_lane	1.0581444	0.7603	0.7359637	1.5213653
driveway_alley	paved_shoulder_bike_lane_parking_lane	2.8038312	0.0237*	1.1475957	6.8503824
intersection_proper	paved_shoulder_bike_lane_parking_lane	1.3014075	0.3631	0.737647	2.2960324
non_roadway_parking_lot_other	paved_shoulder_bike_lane_parking_lane	0.6418481	0.1539	0.3489243	1.1806831
other_unknown	paved_shoulder_bike_lane_parking_lane	1.9061271	0.0196*	1.1088451	3.276671
blank	sidewalk_shared_use_path_driveway_crossing	0.2369352	0.1350	0.0358603	1.5654702
crosswalk_area	sidewalk_shared_use_path_driveway_crossing	0.666569	0.0450*	0.4483494	0.991
driveway_alley	sidewalk_shared_use_path_driveway_crossing	1.7662494	0.2175	0.7151223	4.3623823
intersection_proper	sidewalk_shared_use_path_driveway_crossing	0.8198105	0.5083	0.4550198	1.4770548
non_roadway_parking_lot_other	sidewalk_shared_use_path_driveway_crossing	0.4043267	0.0043*	0.2170538	0.7531777
other_unknown	sidewalk_shared_use_path_driveway_crossing	1.2007484	0.5227	0.6852402	2.1040748
paved_shoulder_bike_lane_parking_lane	sidewalk_shared_use_path_driveway_crossing	0.6299414	0.0320*	0.4129246	0.9610138
blank	travel_lane	0.3175467	0.1934	0.0563695	1.7888381
crosswalk_area	travel_lane	0.893353	0.3267	0.7130986	1.1191715
driveway_alley	travel_lane	2.3671732	0.0496*	1.0013292	5.5960706
intersection_proper	travel_lane	1.0987312	0.7083	0.670952	1.7992499
non_roadway_parking_lot_other	travel_lane	0.5418891	0.0327*	0.3088627	0.9507262
other_unknown	travel_lane	1.6092741	0.0532	0.9935208	2.6066521
paved_shoulder_bike_lane_parking_lane	travel_lane	0.8442638	0.2464	0.6341101	1.1240657
sidewalk_shared_use_path_driveway_crossing	travel_lane	1.3402259	0.0979	0.9475346	1.8956622
blank	unpaved_right_of_way	0.2311833	0.1742	0.0279532	1.9119719
crosswalk_area	unpaved_right_of_way	0.6503872	0.2238	0.325228	1.3006368
driveway_alley	unpaved_right_of_way	1.7233715	0.3200	0.5895896	5.037418
intersection_proper	unpaved_right_of_way	0.7999086	0.5939	0.3520339	1.8175911
non_roadway_parking_lot_other	unpaved_right_of_way	0.3945112	0.0321*	0.1685284	0.9235185
other_unknown	unpaved_right_of_way	1.1715987	0.6986	0.5255144	2.612
paved_shoulder_bike_lane_parking_lane	unpaved_right_of_way	0.6146488	0.1703	0.3065576	1.2323724
sidewalk_shared_use_path_driveway_crossing	unpaved_right_of_way	0.9757237	0.9470	0.4724495	2.0151079
travel_lane	unpaved_right_of_way	0.7280293	0.3467	0.3758687	1.410138

### Odds Ratios for PBCAT Intersection

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
near	far	0.6713957	0.0003*	0.5402874	0.8343192
not_applicable	far	1.1537636	0.8396	0.2888498	4.6085216

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
not_applicable	near	1.7184555	0.4452	0.4279792	6.9000777
unknown	far	0.9177559	0.6710	0.6176722	1.3636293
unknown	near	1.3669375	0.1289	0.9131453	2.046244
unknown	not_applicable	0.7954454	0.7525	0.1917729	3.2993879
far	near	1.4894347	0.0003*	1.198582	1.8508669
far	not_applicable	0.8667287	0.8396	0.2169893	3.4620072
near	not_applicable	0.5819179	0.4452	0.1449259	2.3365624
far	unknown	1.0896143	0.6710	0.7333371	1.6189818
near	unknown	0.7315623	0.1289	0.4887003	1.095116
not_applicable	unknown	1.2571574	0.7525	0.3030865	5.2144998

### Odds Ratios for Transit Stops

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
1_2	0	0.9409742	0.3896	0.8192015	1.0808481
3+	0	0.7127453	0.0038*	0.5668678	0.896163
3+	1_2	0.7574547	0.0187*	0.6009175	0.9547694
0	1_2	1.0627284	0.3896	0.9251994	1.2207009
0	3+	1.4030257	0.0038*	1.1158685	1.7640799
1_2	3+	1.3202109	0.0187*	1.0473733	1.6641219

Normal approximations used for ratio confidence limits effects: Speed Traffic Control Light Condition Driver Age Pedestrian Age Alcohol Positive Drug Positive Freight Truck Crash Group Motorist Maneuver Pedestrian Position PBCAT Intersection Transit Stops  
Tests and confidence intervals on odds ratios are Wald based.

**APPENDIX D**  
**PEDALCYCLIST SIGNIFICANT CRASH MODEL DETAILS**

## APPENDIX D. PEDALCYCLIST SIGNIFICANT CRASH MODEL DETAILS

### Nominal Logistic Fit for Severity Effect Summary

Source	LogWorth		PValue
Pedalcyclist Age	6.050		0.00000
Bicyclist Direction	3.658		0.00022
Speed	3.577		0.00027
Crash Group	3.333		0.00046
Light Condition	3.247		0.00057
Driver Age	1.234		0.05836

Converged in Gradient, 14 iterations

### Whole Model Test

Model	-LogLikelihood	DF	ChiSquare	Prob>ChiSq
Difference	118.0150	44	236.0301	<.0001*
Full	1113.6454			
Reduced	1231.6604			

RSquare (U) 0.0958  
 AICc 2318.71  
 BIC 2586.94  
 Observations (or Sum Wgts) 2958

### Lack Of Fit

Source	DF	-LogLikelihood	ChiSquare
Lack Of Fit	1413	606.6694	1213.339
Saturated	1457	506.9761	<b>Prob&gt;ChiSq</b>
Fitted	44	1113.6454	1.0000

## Parameter Estimates

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Intercept	Unstable	-4.5430592	222.28731	0.00	0.9837
Speed[59+]		1.22523893	0.3117594	15.45	<.0001*
Speed[51-58]		0.36170297	0.3324355	1.18	0.2766
Speed[43-50]		-0.0285792	0.1687101	0.03	0.8655
Speed[33-42]		-0.236033	0.1339847	3.10	0.0781
Speed[24-32]		-0.2008093	0.1397807	2.06	0.1508
Speed[1-23]		-1.2114322	0.4138735	8.57	0.0034*
Light Condition[dark lighted]	Unstable	1.80543742	193.13769	0.00	0.9925
Light Condition[dark not lighted]	Unstable	2.37193684	193.13771	0.00	0.9902
Light Condition[dark unknown lighting]	Unstable	2.23949183	193.13821	0.00	0.9907
Light Condition[dawn]	Unstable	2.09581239	193.13808	0.00	0.9913
Light Condition[daylight]	Unstable	1.54098196	193.13767	0.00	0.9936
Light Condition[dusk]	Unstable	2.10309142	193.13783	0.00	0.9913
Driver Age[driver_16_25]		0.21882728	0.2479273	0.78	0.3774
Driver Age[driver_26_60]		-0.0183633	0.2361242	0.01	0.9380
Driver Age[driver_<16]		0.33402536	0.8911271	0.14	0.7078
Driver Age[driver_>60]		-0.3178678	0.2596894	1.50	0.2209
Pedalcyclist Age[pedalcyclist_16_25]		-0.0273078	0.1574648	0.03	0.8623
Pedalcyclist Age[pedalcyclist_26_60]		0.43514821	0.1307994	11.07	0.0009*
Pedalcyclist Age[pedalcyclist_<16]		-0.2012092	0.1564126	1.65	0.1983
Pedalcyclist Age[pedalcyclist_>60]		0.74113197	0.1770109	17.53	<.0001*
Crash Group[backing_vehicle]	Unstable	-0.0937344	110.04735	0.00	0.9993
Crash Group[bicyclist_failed_to_yield_midblock]	Unstable	1.1479641	110.04317	0.00	0.9917
Crash Group[bicyclist_failed_to_yield_sign_controlled_intersection]	Unstable	1.09745499	110.043	0.00	0.9920
Crash Group[bicyclist_failed_to_yield_signalized_intersection]	Unstable	0.86351694	110.04303	0.00	0.9937
Crash Group[bicyclist_left_turn_merge]	Unstable	1.3740543	110.04328	0.00	0.9900
Crash Group[bicyclist_overtaking_motorist]	Unstable	0.55234576	110.04444	0.00	0.9960
Crash Group[bicyclist_right_turn_merge]	Unstable	1.37128645	110.04495	0.00	0.9901
Crash Group[crossing_paths_other_circumstances]	Unstable	1.32777126	110.04304	0.00	0.9904
Crash Group[crossing_roadway_vehicle_not_turning]	Unstable	-11.518487	1911.1355	0.00	0.9952
Crash Group[head_on]	Unstable	2.03712627	110.04322	0.00	0.9852
Crash Group[insufficient_details]	Unstable	2.95228799	110.04411	0.00	0.9786
Crash Group[loss_of_control_turning_error]	Unstable	1.32912391	110.04308	0.00	0.9904
Crash Group[motorist_failed_to_yield_midblock]	Unstable	0.64369181	110.04322	0.00	0.9953

Term		Estimate	Std Error	ChiSquare	Prob>ChiSq
Crash Group[motorist_failed_to_yield_sign_controlled_intersection]	Unstable	0.59492592	110.04297	0.00	0.9957
Crash Group[motorist_failed_to_yield_signalized_intersection]	Unstable	0.62164234	110.04317	0.00	0.9955
Crash Group[motorist_left_turn_merge]	Unstable	0.84665592	110.04296	0.00	0.9939
Crash Group[motorist_overtaking_bicyclist]	Unstable	1.34603016	110.04291	0.00	0.9902
Crash Group[motorist_right_turn_merge]	Unstable	0.52476155	110.04317	0.00	0.9962
Crash Group[non_roadway]	Unstable	1.71650671	110.04601	0.00	0.9876
Crash Group[other_unusual_circumstances]	Unstable	2.15852934	110.04587	0.00	0.9844
Crash Group[parallel_paths_other_circumstances]	Unstable	1.08269403	110.04338	0.00	0.9921
Bicyclist Direction[facing_traffic]		-0.502047	0.1509633	11.06	0.0009*
Bicyclist Direction[not_applicable]		0.46753906	0.2161972	4.68	0.0306*
Bicyclist Direction[unknown]		-0.1173273	0.2103079	0.31	0.5769

For log odds of Fatal/Serious/Not Serious

### Effect Likelihood Ratio Tests

Source	Nparm	DF	L-R ChiSquare	Prob>ChiSq
Speed	6	6	25.5930941	0.0003*
Light Condition	6	6	23.8069762	0.0006*
Driver Age	4	4	9.11195575	0.0584
Pedalcyclist Age	4	4	33.6212916	<.0001*
Crash Group	21	21	49.2457042	0.0005*
Bicyclist Direction	3	3	19.45911	0.0002*

### Odds Ratios

For Severity odds of Fatal/Serious versus Not Serious

#### Odds Ratios for Speed

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
51-58	59+	0.4216684	0.0851	0.157813	1.1266773
43-50	59+	0.285413	0.0009*	0.1360577	0.5987207
43-50	51-58	0.6768659	0.3268	0.3102593	1.4766596
33-42	59+	0.2319411	<.0001*	0.1150059	0.4677729
33-42	51-58	0.5500555	0.1175	0.2602128	1.162745
33-42	43-50	0.8126507	0.2284	0.5798074	1.1390009
24-32	59+	0.2402565	<.0001*	0.1183039	0.4879229

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
24-32	51-58	0.5697758	0.1486	0.2656088	1.2222657
24-32	43-50	0.8417854	0.3482	0.5873911	1.2063559
24-32	33-42	1.0358514	0.7926	0.7966674	1.3468459
1-23	59+	0.0874515	<.0001*	0.0276685	0.2764067
1-23	51-58	0.207394	0.0090*	0.0636535	0.6757243
1-23	43-50	0.3064033	0.0178*	0.1152115	0.8148751
1-23	33-42	0.3770418	0.0435*	0.1462757	0.9718672
1-23	24-32	0.3639922	0.0355*	0.1418709	0.9338797
unknown	59+	0.321317	0.0084*	0.1381625	0.7472694
unknown	51-58	0.7620134	0.5493	0.3130751	1.8547128
unknown	43-50	1.1257967	0.6903	0.6285587	2.016388
unknown	33-42	1.385339	0.2296	0.8139891	2.3577271
unknown	24-32	1.3373916	0.2872	0.7829325	2.2845089
unknown	1-23	3.6742315	0.0140*	1.3013027	10.374202
59+	51-58	2.3715315	0.0851	0.8875656	6.3366156
59+	43-50	3.5036949	0.0009*	1.6702279	7.349822
51-58	43-50	1.4773976	0.3268	0.6772041	3.2231102
59+	33-42	4.3114401	<.0001*	2.1377895	8.6952039
51-58	33-42	1.8179982	0.1175	0.8600338	3.843009
43-50	33-42	1.230541	0.2284	0.8779624	1.7247105
59+	24-32	4.1622186	<.0001*	2.0495041	8.4528077
51-58	24-32	1.7550762	0.1486	0.8181527	3.7649361
43-50	24-32	1.1879512	0.3482	0.8289428	1.7024433
33-42	24-32	0.9653894	0.7926	0.7424754	1.255229
59+	1-23	11.434912	<.0001*	3.6178577	36.142164
51-58	1-23	4.8217414	0.0090*	1.4798934	15.710044
43-50	1-23	3.2636722	0.0178*	1.2271819	8.6796882
33-42	1-23	2.6522256	0.0435*	1.0289472	6.8364058
24-32	1-23	2.7473117	0.0355*	1.0708017	7.048664
59+	unknown	3.1121914	0.0084*	1.3382055	7.2378537
51-58	unknown	1.3123129	0.5493	0.539167	3.1941218
43-50	unknown	0.8882598	0.6903	0.4959363	1.5909412
33-42	unknown	0.721845	0.2296	0.4241373	1.2285177
24-32	unknown	0.7477242	0.2872	0.4377308	1.2772493
1-23	unknown	0.2721658	0.0140*	0.096393	0.7684607

## Odds Ratios for Light Condition

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
dark not lighted	dark lighted	1.7620879	0.0070*	1.1673104	2.6599213
dark unknown lighting	dark lighted	1.5435028	0.4366	0.5170752	4.6074553
dark unknown lighting	dark not lighted	0.8759511	0.8155	0.2879397	2.6647604
dawn	dark lighted	1.3369287	0.5580	0.5060609	3.5319431
dawn	dark not lighted	0.7587185	0.5855	0.2812924	2.0464602
dawn	dark unknown lighting	0.8661654	0.8428	0.2093904	3.5829841
daylight	dark lighted	0.7676238	0.0782	0.5719057	1.0303209
daylight	dark not lighted	0.4356331	<.0001*	0.3030325	0.6262568
daylight	dark unknown lighting	0.4973258	0.2050	0.1688612	1.4647119
daylight	dawn	0.5741696	0.2521	0.2221497	1.4840029
dusk	dark lighted	1.3466958	0.3695	0.7030209	2.5797091
dusk	dark not lighted	0.7642614	0.4408	0.3858218	1.5138995
dusk	dark unknown lighting	0.8724932	0.8272	0.2564492	2.9684018
dusk	dawn	1.0073056	0.9898	0.3315218	3.0606271
dusk	daylight	1.7543694	0.0715	0.9519879	3.2330369
unknown	dark lighted	8.6357e-7	0.9918	0	.
unknown	dark not lighted	4.9008e-7	0.9914	0	.
unknown	dark unknown lighting	5.5949e-7	0.9915	0	.
unknown	dawn	6.4594e-7	0.9916	0	.
unknown	daylight	1.125e-6	0.9919	0	.
unknown	dusk	6.4125e-7	0.9916	0	.
dark lighted	dark not lighted	0.5675086	0.0070*	0.375951	0.8566702
dark lighted	dark unknown lighting	0.647877	0.4366	0.2170395	1.9339545
dark not lighted	dark unknown lighting	1.1416162	0.8155	0.3752683	3.4729492
dark lighted	dawn	0.747983	0.5580	0.2831303	1.9760467
dark not lighted	dawn	1.3180119	0.5855	0.4886486	3.5550193
dark unknown lighting	dawn	1.154514	0.8428	0.279097	4.7757683
dark lighted	daylight	1.3027214	0.0782	0.9705714	1.7485401
dark not lighted	daylight	2.2955096	<.0001*	1.5967889	3.2999755
dark unknown lighting	daylight	2.0107542	0.2050	0.6827281	5.9220239
dawn	daylight	1.7416456	0.2521	0.6738531	4.5014697
dark lighted	dusk	0.7425582	0.3695	0.3876406	1.4224328
dark not lighted	dusk	1.3084529	0.4408	0.6605458	2.59187
dark unknown lighting	dusk	1.1461407	0.8272	0.3368816	3.8994071
dawn	dusk	0.9927474	0.9898	0.3267304	3.016393



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
daylight	dusk	0.5700054	0.0715	0.3093067	1.0504335
dark lighted	unknown	1157981.9	0.9918	0	.
dark not lighted	unknown	2040465.8	0.9914	0	.
dark unknown lighting	unknown	1787348.3	0.9915	0	.
dawn	unknown	1548139.2	0.9916	0	.
daylight	unknown	888894.48	0.9919	0	.
dusk	unknown	1559449.3	0.9916	0	.

### Odds Ratios for Driver Age

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
driver_26_60	driver_16_25	0.7888409	0.1067	0.5913307	1.0523215
driver_<16	driver_16_25	1.1220957	0.9180	0.1252219	10.054944
driver_<16	driver_26_60	1.4224613	0.7519	0.1600289	12.643943
driver_>60	driver_16_25	0.5846774	0.0078*	0.393842	0.8679816
driver_>60	driver_26_60	0.7411854	0.0854	0.5269013	1.0426162
driver_>60	driver_<16	0.5210584	0.5619	0.057581	4.7151262
unknown	driver_16_25	0.6469742	0.0240*	0.4432719	0.9442864
unknown	driver_26_60	0.8201581	0.2376	0.5901987	1.1397166
unknown	driver_<16	0.5765767	0.6233	0.0640449	5.1907445
unknown	driver_>60	1.1065491	0.6411	0.7229571	1.6936703
driver_16_25	driver_26_60	1.2676827	0.1067	0.9502799	1.6911012
driver_16_25	driver_<16	0.8911896	0.9180	0.0994536	7.9858265
driver_26_60	driver_<16	0.7030068	0.7519	0.0790893	6.2488713
driver_16_25	driver_>60	1.7103449	0.0078*	1.1520981	2.539089
driver_26_60	driver_>60	1.34919	0.0854	0.9591257	1.8978886
driver_<16	driver_>60	1.9191706	0.5619	0.2120834	17.366828
driver_16_25	unknown	1.5456566	0.0240*	1.0590007	2.2559515
driver_26_60	unknown	1.2192771	0.2376	0.8774111	1.6943446
driver_<16	unknown	1.7343746	0.6233	0.1926506	15.614046
driver_>60	unknown	0.9037105	0.6411	0.5904337	1.383208

### Odds Ratios for Pedalcyclist Age

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
pedalcyclist_26_60	pedalcyclist_16_25	1.5879693	0.0038*	1.1607911	2.1723516
pedalcyclist_<16	pedalcyclist_16_25	0.8403798	0.3796	0.5701751	1.2386339

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
pedalcyclist_<16	pedalcyclist_26_60	0.5292167	0.0001*	0.3831512	0.7309655
pedalcyclist_>60	pedalcyclist_16_25	2.1563992	0.0006*	1.3922215	3.3400269
pedalcyclist_>60	pedalcyclist_26_60	1.3579603	0.1037	0.9393068	1.9632096
pedalcyclist_>60	pedalcyclist_<16	2.5659817	<.0001*	1.6575245	3.9723467
unknown	pedalcyclist_16_25	0.3983376	0.0771	0.1435639	1.105242
unknown	pedalcyclist_26_60	0.2508472	0.0066*	0.0924867	0.6803606
unknown	pedalcyclist_<16	0.4739971	0.1493	0.1718427	1.3074353
unknown	pedalcyclist_>60	0.1847235	0.0015*	0.0650646	0.5244448
pedalcyclist_16_25	pedalcyclist_26_60	0.6297351	0.0038*	0.4603306	0.8614814
pedalcyclist_16_25	pedalcyclist_<16	1.1899382	0.3796	0.8073411	1.7538472
pedalcyclist_26_60	pedalcyclist_<16	1.8895853	0.0001*	1.3680537	2.609936
pedalcyclist_16_25	pedalcyclist_>60	0.463736	0.0006*	0.2993988	0.7182765
pedalcyclist_26_60	pedalcyclist_>60	0.7363986	0.1037	0.50937	1.0646149
pedalcyclist_<16	pedalcyclist_>60	0.3897144	<.0001*	0.2517404	0.6033093
pedalcyclist_16_25	unknown	2.5104333	0.0771	0.9047792	6.9655394
pedalcyclist_26_60	unknown	3.986491	0.0066*	1.4698088	10.812366
pedalcyclist_<16	unknown	2.1097174	0.1493	0.7648562	5.8192739
pedalcyclist_>60	unknown	5.4134964	0.0015*	1.9067785	15.369348

### Odds Ratios for Crash Group

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_failed_to_yield_midblock	backing_vehicle	3.4614879	0.2507	0.4160311	28.800489
bicyclist_failed_to_yield_sign_controlled_intersection	backing_vehicle	3.2909933	0.2636	0.4077266	26.563475
bicyclist_failed_to_yield_sign_controlled_intersection	bicyclist_failed_to_yield_midblock	0.9507453	0.8903	0.4637294	1.9492328
bicyclist_failed_to_yield_signalized_intersection	backing_vehicle	2.6045278	0.3713	0.3193599	21.241131
bicyclist_failed_to_yield_signalized_intersection	bicyclist_failed_to_yield_midblock	0.7524301	0.4571	0.3554977	1.5925588
bicyclist_failed_to_yield_signalized_intersection	bicyclist_failed_to_yield_sign_controlled_intersection	0.7914108	0.4349	0.4399486	1.423646
bicyclist_left_turn_merge	backing_vehicle	4.3396284	0.1808	0.505604	37.247283
bicyclist_left_turn_merge	bicyclist_failed_to_yield_midblock	1.2536887	0.6195	0.5135849	3.0603223
bicyclist_left_turn_merge	bicyclist_failed_to_yield_sign_controlled_intersection	1.3186379	0.4693	0.6234212	2.789135
bicyclist_left_turn_merge	bicyclist_failed_to_yield_signalized_intersection	1.6661863	0.1946	0.7704036	3.6035356
bicyclist_overtaking_motorist	backing_vehicle	1.908047	0.5959	0.1752521	20.773749
bicyclist_overtaking_motorist	bicyclist_failed_to_yield_midblock	0.5512216	0.3929	0.1405849	2.1612934
bicyclist_overtaking_motorist	bicyclist_failed_to_yield_sign_controlled_intersection	0.5797785	0.4064	0.1601031	2.0995407
bicyclist_overtaking_motorist	bicyclist_failed_to_yield_signalized_intersection	0.7325885	0.6386	0.1999426	2.6841998
bicyclist_overtaking_motorist	bicyclist_left_turn_merge	0.4396798	0.2414	0.1111854	1.7387018

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_right_turn_merge	backing_vehicle	4.3276336	0.2482	0.3600839	52.011244
bicyclist_right_turn_merge	bicyclist_failed_to_yield_midblock	1.2502235	0.7743	0.2717131	5.752608
bicyclist_right_turn_merge	bicyclist_failed_to_yield_sign_controlled_intersection	1.3149932	0.7127	0.3061867	5.6475574
bicyclist_right_turn_merge	bicyclist_failed_to_yield_signalized_intersection	1.6615809	0.4978	0.382834	7.2116151
bicyclist_right_turn_merge	bicyclist_left_turn_merge	0.997236	0.9972	0.2138198	4.651018
bicyclist_right_turn_merge	bicyclist_overtaking_motorist	2.2680959	0.3886	0.3525433	14.591849
crossing_paths_other_circumstances	backing_vehicle	4.1433544	0.1846	0.5073059	33.840304
crossing_paths_other_circumstances	bicyclist_failed_to_yield_midblock	1.1969865	0.6158	0.5930064	2.4161236
crossing_paths_other_circumstances	bicyclist_failed_to_yield_sign_controlled_intersection	1.2589981	0.4550	0.6880543	2.3037081
crossing_paths_other_circumstances	bicyclist_failed_to_yield_signalized_intersection	1.5908275	0.1450	0.8520599	2.970134
crossing_paths_other_circumstances	bicyclist_left_turn_merge	0.9547717	0.9090	0.4318908	2.1106934
crossing_paths_other_circumstances	bicyclist_overtaking_motorist	2.1715159	0.2453	0.5869669	8.0336408
crossing_paths_other_circumstances	bicyclist_right_turn_merge	0.957418	0.9539	0.2187173	4.1910239
crossing_roadway_vehicle_not_turning	backing_vehicle	1.0922e-5	0.9954	0	.
crossing_roadway_vehicle_not_turning	bicyclist_failed_to_yield_midblock	3.1552e-6	0.9949	0	.
crossing_roadway_vehicle_not_turning	bicyclist_failed_to_yield_sign_controlled_intersection	3.3187e-6	0.9950	0	.
crossing_roadway_vehicle_not_turning	bicyclist_failed_to_yield_signalized_intersection	4.1934e-6	0.9951	0	.
crossing_roadway_vehicle_not_turning	bicyclist_left_turn_merge	2.5168e-6	0.9949	0	.
crossing_roadway_vehicle_not_turning	bicyclist_overtaking_motorist	5.7241e-6	0.9952	0	.
crossing_roadway_vehicle_not_turning	bicyclist_right_turn_merge	2.5237e-6	0.9949	0	.
crossing_roadway_vehicle_not_turning	crossing_paths_other_circumstances	2.636e-6	0.9949	0	.
head_on	backing_vehicle	8.4221126	0.0514	0.9870157	71.865098
head_on	bicyclist_failed_to_yield_midblock	2.4330903	0.0427*	1.0296126	5.7496656
head_on	bicyclist_failed_to_yield_sign_controlled_intersection	2.55914	0.0123*	1.2263245	5.3405096
head_on	bicyclist_failed_to_yield_signalized_intersection	3.2336429	0.0020*	1.5342595	6.8153048
head_on	bicyclist_left_turn_merge	1.9407451	0.1471	0.7919373	4.7560475
head_on	bicyclist_overtaking_motorist	4.4139964	0.0345*	1.1141358	17.487424
head_on	bicyclist_right_turn_merge	1.9461242	0.3942	0.4206706	9.0032426
head_on	crossing_paths_other_circumstances	2.0326798	0.0643	0.9587087	4.309742
head_on	crossing_roadway_vehicle_not_turning	771130.8	0.9946	0	.
insufficient_details	backing_vehicle	21.031523	0.0103*	2.0533018	215.42131
insufficient_details	bicyclist_failed_to_yield_midblock	6.0758621	0.0038*	1.7924137	20.595748
insufficient_details	bicyclist_failed_to_yield_sign_controlled_intersection	6.390631	0.0019*	1.9820903	20.604593
insufficient_details	bicyclist_failed_to_yield_signalized_intersection	8.0749853	0.0005*	2.4950096	26.134324
insufficient_details	bicyclist_left_turn_merge	4.846388	0.0159*	1.3435633	17.481482
insufficient_details	bicyclist_overtaking_motorist	11.02254	0.0043*	2.1210321	57.281726
insufficient_details	bicyclist_right_turn_merge	4.8598207	0.0829	0.813741	29.023803
insufficient_details	crossing_paths_other_circumstances	5.0759654	0.0066*	1.5705639	16.405206

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
insufficient_details	crossing_roadway_vehicle_not_turning	1925651.7	0.9942	0	.
insufficient_details	head_on	2.4971791	0.1539	0.7097187	8.7864431
loss_of_control_turning_error	backing_vehicle	4.1489627	0.1859	0.5038016	34.167993
loss_of_control_turning_error	bicyclist_failed_to_yield_midblock	1.1986067	0.6342	0.568299	2.5279968
loss_of_control_turning_error	bicyclist_failed_to_yield_sign_controlled_intersection	1.2607023	0.4708	0.6717118	2.3661491
loss_of_control_turning_error	bicyclist_failed_to_yield_signalized_intersection	1.5929808	0.1661	0.8241362	3.079088
loss_of_control_turning_error	bicyclist_left_turn_merge	0.956064	0.9132	0.4260815	2.1452665
loss_of_control_turning_error	bicyclist_overtaking_motorist	2.1744552	0.2487	0.5810039	8.1380789
loss_of_control_turning_error	bicyclist_right_turn_merge	0.9587139	0.9557	0.2165844	4.2437611
loss_of_control_turning_error	crossing_paths_other_circumstances	1.0013536	0.9968	0.5139265	1.9510748
loss_of_control_turning_error	crossing_roadway_vehicle_not_turning	379880.09	0.9949	0	.
loss_of_control_turning_error	head_on	0.4926273	0.0789	0.2236432	1.0851286
loss_of_control_turning_error	insufficient_details	0.1972735	0.0081*	0.0593458	0.6557636
motorist_failed_to_yield_midblock	backing_vehicle	2.090548	0.5000	0.2453136	17.815527
motorist_failed_to_yield_midblock	bicyclist_failed_to_yield_midblock	0.6039449	0.2486	0.256421	1.4224633
motorist_failed_to_yield_midblock	bicyclist_failed_to_yield_sign_controlled_intersection	0.6352332	0.2248	0.3052886	1.3217693
motorist_failed_to_yield_midblock	bicyclist_failed_to_yield_signalized_intersection	0.8026591	0.5617	0.3819925	1.6865819
motorist_failed_to_yield_midblock	bicyclist_left_turn_merge	0.4817343	0.1065	0.1984467	1.1694224
motorist_failed_to_yield_midblock	bicyclist_overtaking_motorist	1.0956481	0.8959	0.2788581	4.3048593
motorist_failed_to_yield_midblock	bicyclist_right_turn_merge	0.4830695	0.3515	0.1045316	2.2323984
motorist_failed_to_yield_midblock	crossing_paths_other_circumstances	0.5045545	0.0753	0.2374184	1.0722641
motorist_failed_to_yield_midblock	crossing_roadway_vehicle_not_turning	191411.12	0.9952	0	.
motorist_failed_to_yield_midblock	head_on	0.2482213	0.0013*	0.106047	0.5810051
motorist_failed_to_yield_midblock	insufficient_details	0.0994007	0.0003*	0.0284296	0.3475423
motorist_failed_to_yield_midblock	loss_of_control_turning_error	0.5038725	0.0878	0.229379	1.1068469
motorist_failed_to_yield_sign_controlled_intersection	backing_vehicle	1.9910464	0.5172	0.2477215	16.002912
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_failed_to_yield_midblock	0.5751996	0.1255	0.2835089	1.1669987
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_failed_to_yield_sign_controlled_intersection	0.6049986	0.0656	0.3543484	1.0329477
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_failed_to_yield_signalized_intersection	0.7644558	0.3514	0.4345152	1.3449303
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_left_turn_merge	0.4588057	0.0393*	0.2187398	0.9623431
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_overtaking_motorist	1.0434997	0.9480	0.2902248	3.7518903
motorist_failed_to_yield_sign_controlled_intersection	bicyclist_right_turn_merge	0.4600774	0.2941	0.1078897	1.9619228
motorist_failed_to_yield_sign_controlled_intersection	crossing_paths_other_circumstances	0.4805397	0.0126*	0.2701842	0.8546706
motorist_failed_to_yield_sign_controlled_intersection	crossing_roadway_vehicle_not_turning	182300.73	0.9952	0	.
motorist_failed_to_yield_sign_controlled_intersection	head_on	0.236407	<.0001*	0.1179445	0.4738525
motorist_failed_to_yield_sign_controlled_intersection	insufficient_details	0.0946696	<.0001*	0.0297015	0.3017466
motorist_failed_to_yield_sign_controlled_intersection	loss_of_control_turning_error	0.4798902	0.0187*	0.2602488	0.8849016
motorist_failed_to_yield_sign_controlled_intersection	motorist_failed_to_yield_midblock	0.9524041	0.8919	0.471399	1.924216

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
motorist_failed_to_yield_signalized_intersection	backing_vehicle	2.044957	0.5108	0.2424511	17.248214
motorist_failed_to_yield_signalized_intersection	bicyclist_failed_to_yield_midblock	0.590774	0.2174	0.2559972	1.3633505
motorist_failed_to_yield_signalized_intersection	bicyclist_failed_to_yield_sign_controlled_intersection	0.6213799	0.1791	0.3103875	1.2439707
motorist_failed_to_yield_signalized_intersection	bicyclist_failed_to_yield_signalized_intersection	0.7851546	0.4991	0.3893684	1.5832507
motorist_failed_to_yield_signalized_intersection	bicyclist_left_turn_merge	0.4712286	0.0860	0.199645	1.1122562
motorist_failed_to_yield_signalized_intersection	bicyclist_overtaking_motorist	1.071754	0.9199	0.2774981	4.139331
motorist_failed_to_yield_signalized_intersection	bicyclist_right_turn_merge	0.4725347	0.3321	0.1038853	2.1493798
motorist_failed_to_yield_signalized_intersection	crossing_paths_other_circumstances	0.4935511	0.0534	0.2411031	1.0103255
motorist_failed_to_yield_signalized_intersection	crossing_roadway_vehicle_not_turning	187236.79	0.9952	0	.
motorist_failed_to_yield_signalized_intersection	head_on	0.2428081	0.0007*	0.1075805	0.5480152
motorist_failed_to_yield_signalized_intersection	insufficient_details	0.0972329	0.0002*	0.0283778	0.3331564
motorist_failed_to_yield_signalized_intersection	loss_of_control_turning_error	0.4928839	0.0652	0.2323637	1.0454926
motorist_failed_to_yield_signalized_intersection	motorist_failed_to_yield_midblock	0.9781918	0.9579	0.431247	2.2188196
motorist_failed_to_yield_signalized_intersection	motorist_failed_to_yield_sign_controlled_intersection	1.0270765	0.9368	0.5307472	1.9875492
motorist_left_turn_merge	backing_vehicle	2.5609809	0.3756	0.3198546	20.505015
motorist_left_turn_merge	bicyclist_failed_to_yield_midblock	0.7398497	0.4014	0.3660233	1.495472
motorist_left_turn_merge	bicyclist_failed_to_yield_sign_controlled_intersection	0.7781787	0.3489	0.4604288	1.3152134
motorist_left_turn_merge	bicyclist_failed_to_yield_signalized_intersection	0.9832803	0.9524	0.5654884	1.7097438
motorist_left_turn_merge	bicyclist_left_turn_merge	0.5901383	0.1527	0.2864568	1.2157618
motorist_left_turn_merge	bicyclist_overtaking_motorist	1.3422001	0.6492	0.3776728	4.7700054
motorist_left_turn_merge	bicyclist_right_turn_merge	0.591774	0.4772	0.1392824	2.5142913
motorist_left_turn_merge	crossing_paths_other_circumstances	0.6180936	0.1015	0.3475353	1.0992831
motorist_left_turn_merge	crossing_roadway_vehicle_not_turning	234484.07	0.9951	0	.
motorist_left_turn_merge	head_on	0.3040782	0.0010*	0.1497036	0.617644
motorist_left_turn_merge	insufficient_details	0.1217687	0.0004*	0.0382987	0.3871566
motorist_left_turn_merge	loss_of_control_turning_error	0.6172581	0.1162	0.3380843	1.1269603
motorist_left_turn_merge	motorist_failed_to_yield_midblock	1.2250285	0.5723	0.6056025	2.4780194
motorist_left_turn_merge	motorist_failed_to_yield_sign_controlled_intersection	1.2862487	0.3276	0.7770495	2.1291253
motorist_left_turn_merge	motorist_failed_to_yield_signalized_intersection	1.2523397	0.5070	0.6442311	2.4344598
motorist_overtaking_bicyclist	backing_vehicle	4.2197024	0.1727	0.532681	33.426925
motorist_overtaking_bicyclist	bicyclist_failed_to_yield_midblock	1.2190429	0.5698	0.6156889	2.4136631
motorist_overtaking_bicyclist	bicyclist_failed_to_yield_sign_controlled_intersection	1.2821972	0.3121	0.7918299	2.0762408
motorist_overtaking_bicyclist	bicyclist_failed_to_yield_signalized_intersection	1.6201411	0.0621	0.9758271	2.6898792
motorist_overtaking_bicyclist	bicyclist_left_turn_merge	0.9723649	0.9364	0.4884372	1.9357525
motorist_overtaking_bicyclist	bicyclist_overtaking_motorist	2.2115296	0.2137	0.6329385	7.7272333
motorist_overtaking_bicyclist	bicyclist_right_turn_merge	0.97506	0.9723	0.2340868	4.0614939
motorist_overtaking_bicyclist	crossing_paths_other_circumstances	1.0184266	0.9466	0.5970799	1.7371087
motorist_overtaking_bicyclist	crossing_roadway_vehicle_not_turning	386357.04	0.9949	0	.

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
motorist_overtaking_bicyclist	head_on	0.5010266	0.0425*	0.2569716	0.9768691
motorist_overtaking_bicyclist	insufficient_details	0.200637	0.0054*	0.0647548	0.6216559
motorist_overtaking_bicyclist	loss_of_control_turning_error	1.01705	0.9529	0.5804635	1.7820082
motorist_overtaking_bicyclist	motorist_failed_to_yield_midblock	2.0184671	0.0399*	1.0330604	3.9438248
motorist_overtaking_bicyclist	motorist_failed_to_yield_sign_controlled_intersection	2.119339	0.0014*	1.3377354	3.3576129
motorist_overtaking_bicyclist	motorist_failed_to_yield_signalized_intersection	2.0634675	0.0241*	1.0993318	3.8731694
motorist_overtaking_bicyclist	motorist_left_turn_merge	1.6476899	0.0225*	1.0729954	2.5301897
motorist_right_turn_merge	backing_vehicle	1.8561343	0.5692	0.2207248	15.60873
motorist_right_turn_merge	bicyclist_failed_to_yield_midblock	0.5362244	0.1396	0.2345675	1.2258162
motorist_right_turn_merge	bicyclist_failed_to_yield_sign_controlled_intersection	0.5640043	0.1043	0.2825832	1.125689
motorist_right_turn_merge	bicyclist_failed_to_yield_signalized_intersection	0.7126568	0.3479	0.3513228	1.4456211
motorist_right_turn_merge	bicyclist_left_turn_merge	0.4277173	0.0512	0.1821386	1.0044115
motorist_right_turn_merge	bicyclist_overtaking_motorist	0.9727928	0.9680	0.2527537	3.744063
motorist_right_turn_merge	bicyclist_right_turn_merge	0.4289028	0.2727	0.0944881	1.946886
motorist_right_turn_merge	crossing_paths_other_circumstances	0.4479786	0.0295*	0.2173735	0.9232259
motorist_right_turn_merge	crossing_roadway_vehicle_not_turning	169948.13	0.9952	0	.
motorist_right_turn_merge	head_on	0.2203882	0.0003*	0.096205	0.5048693
motorist_right_turn_merge	insufficient_details	0.0882549	0.0001*	0.0256344	0.3038469
motorist_right_turn_merge	loss_of_control_turning_error	0.4473731	0.0357*	0.2112275	0.9475218
motorist_right_turn_merge	motorist_failed_to_yield_midblock	0.8878697	0.7784	0.3878315	2.0326165
motorist_right_turn_merge	motorist_failed_to_yield_sign_controlled_intersection	0.9322406	0.8372	0.4772943	1.8208315
motorist_right_turn_merge	motorist_failed_to_yield_signalized_intersection	0.9076642	0.8107	0.4107797	2.0055867
motorist_right_turn_merge	motorist_left_turn_merge	0.7247747	0.3408	0.373725	1.4055748
motorist_right_turn_merge	motorist_overtaking_bicyclist	0.4398733	0.0095*	0.2364662	0.81825
non_roadway	backing_vehicle	6.1119211	0.1843	0.4223513	88.446701
non_roadway	bicyclist_failed_to_yield_midblock	1.7656919	0.5068	0.329524	9.4611253
non_roadway	bicyclist_failed_to_yield_sign_controlled_intersection	1.8571661	0.4958	0.3127951	11.026597
non_roadway	bicyclist_failed_to_yield_signalized_intersection	2.3466523	0.3514	0.3901604	14.114135
non_roadway	bicyclist_left_turn_merge	1.4083973	0.7174	0.2204433	8.9981545
non_roadway	bicyclist_overtaking_motorist	3.2032341	0.2799	0.3876952	26.465915
non_roadway	bicyclist_right_turn_merge	1.4123009	0.7624	0.1506753	13.237699
non_roadway	crossing_paths_other_circumstances	1.4751143	0.6674	0.2504874	8.6869133
non_roadway	crossing_roadway_vehicle_not_turning	559609.07	0.9947	0	.
non_roadway	head_on	0.7256993	0.7315	0.1162175	4.5314996
non_roadway	insufficient_details	0.2906076	0.2310	0.0384733	2.1950991
non_roadway	loss_of_control_turning_error	1.4731203	0.6720	0.2451656	8.8515004
non_roadway	motorist_failed_to_yield_midblock	2.9235976	0.2517	0.4668605	18.308302
non_roadway	motorist_failed_to_yield_sign_controlled_intersection	3.0697029	0.2163	0.5187913	18.163519

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
non_roadway	motorist_failed_to_yield_signalized_intersection	2.9887773	0.2419	0.4775963	18.703639
non_roadway	motorist_left_turn_merge	2.3865547	0.3371	0.4039826	14.098735
non_roadway	motorist_overtaking_bicyclist	1.4484247	0.6823	0.2457965	8.5352487
non_roadway	motorist_right_turn_merge	3.2928227	0.2013	0.5294032	20.480949
other_unusual_circumstances	backing_vehicle	9.5092382	0.0958	0.6717442	134.61316
other_unusual_circumstances	bicyclist_failed_to_yield_midblock	2.7471534	0.2526	0.4864441	15.514325
other_unusual_circumstances	bicyclist_failed_to_yield_sign_controlled_intersection	2.8894736	0.2284	0.5139481	16.244943
other_unusual_circumstances	bicyclist_failed_to_yield_signalized_intersection	3.6510412	0.1461	0.6367691	20.933965
other_unusual_circumstances	bicyclist_left_turn_merge	2.1912563	0.3963	0.3576047	13.427127
other_unusual_circumstances	bicyclist_overtaking_motorist	4.9837548	0.1322	0.6157503	40.337473
other_unusual_circumstances	bicyclist_right_turn_merge	2.1973298	0.4836	0.242814	19.884598
other_unusual_circumstances	crossing_paths_other_circumstances	2.2950579	0.3489	0.4035193	13.053382
other_unusual_circumstances	crossing_roadway_vehicle_not_turning	870668.3	0.9945	0	.
other_unusual_circumstances	head_on	1.1290799	0.8948	0.1866853	6.8287197
other_unusual_circumstances	insufficient_details	0.4521422	0.4348	0.0616793	3.3144456
other_unusual_circumstances	loss_of_control_turning_error	2.2919556	0.3538	0.3969839	13.232426
other_unusual_circumstances	motorist_failed_to_yield_midblock	4.5486821	0.0987	0.7532845	27.467056
other_unusual_circumstances	motorist_failed_to_yield_sign_controlled_intersection	4.7760002	0.0758	0.8501051	26.832186
other_unusual_circumstances	motorist_failed_to_yield_signalized_intersection	4.650092	0.0912	0.7815932	27.665741
other_unusual_circumstances	motorist_left_turn_merge	3.7131234	0.1364	0.660574	20.871675
other_unusual_circumstances	motorist_overtaking_bicyclist	2.2535329	0.3547	0.4033339	12.591082
other_unusual_circumstances	motorist_right_turn_merge	5.1231413	0.0726	0.8608859	30.487868
other_unusual_circumstances	non_roadway	1.555851	0.7159	0.1439197	16.8196
parallel_paths_other_circumstances	backing_vehicle	3.2427718	0.2885	0.3693665	28.469199
parallel_paths_other_circumstances	bicyclist_failed_to_yield_midblock	0.9368144	0.8901	0.3711083	2.3648656
parallel_paths_other_circumstances	bicyclist_failed_to_yield_sign_controlled_intersection	0.9853475	0.9715	0.4379943	2.2167174
parallel_paths_other_circumstances	bicyclist_failed_to_yield_signalized_intersection	1.2450517	0.6082	0.5385833	2.8782062
parallel_paths_other_circumstances	bicyclist_left_turn_merge	0.7472464	0.5512	0.2866162	1.9481702
parallel_paths_other_circumstances	bicyclist_overtaking_motorist	1.6995241	0.4631	0.4121398	7.0082575
parallel_paths_other_circumstances	bicyclist_right_turn_merge	0.7493175	0.7193	0.1553023	3.6153799
parallel_paths_other_circumstances	crossing_paths_other_circumstances	0.7826441	0.5711	0.3351838	1.8274503
parallel_paths_other_circumstances	crossing_roadway_vehicle_not_turning	296909.02	0.9950	0	.
parallel_paths_other_circumstances	head_on	0.3850307	0.0479*	0.1495759	0.9911263
parallel_paths_other_circumstances	insufficient_details	0.1541863	0.0053*	0.0414001	0.574236
parallel_paths_other_circumstances	loss_of_control_turning_error	0.7815862	0.5770	0.3287437	1.8582162
parallel_paths_other_circumstances	motorist_failed_to_yield_midblock	1.5511587	0.3617	0.6039377	3.9840094
parallel_paths_other_circumstances	motorist_failed_to_yield_sign_controlled_intersection	1.6286771	0.2332	0.7303627	3.6318795
parallel_paths_other_circumstances	motorist_failed_to_yield_signalized_intersection	1.5857408	0.3229	0.6356703	3.9557834

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
parallel_paths_other_circumstances	motorist_left_turn_merge	1.2662226	0.5606	0.5718292	2.8038434
parallel_paths_other_circumstances	motorist_overtaking_bicyclist	0.7684835	0.5005	0.3572363	1.6531548
parallel_paths_other_circumstances	motorist_right_turn_merge	1.7470567	0.2293	0.703473	4.3387696
parallel_paths_other_circumstances	non_roadway	0.5305651	0.5069	0.0816115	3.4492587
parallel_paths_other_circumstances	other_unusual_circumstances	0.3410128	0.2491	0.054734	2.1246353
parking_bus_related	backing_vehicle	6.9109e-6	0.9930	0	.
parking_bus_related	bicyclist_failed_to_yield_midblock	1.9965e-6	0.9923	0	.
parking_bus_related	bicyclist_failed_to_yield_sign_controlled_intersection	0.0000021	0.9923	0	.
parking_bus_related	bicyclist_failed_to_yield_signalized_intersection	2.6534e-6	0.9925	0	.
parking_bus_related	bicyclist_left_turn_merge	1.5925e-6	0.9922	0	.
parking_bus_related	bicyclist_overtaking_motorist	3.622e-6	0.9927	0	.
parking_bus_related	bicyclist_right_turn_merge	1.5969e-6	0.9922	0	.
parking_bus_related	crossing_paths_other_circumstances	1.6679e-6	0.9922	0	.
parking_bus_related	crossing_roadway_vehicle_not_turning	0.6327618	0.9998	0	.
parking_bus_related	head_on	8.2056e-7	0.9918	0	.
parking_bus_related	insufficient_details	3.286e-7	0.9913	0	.
parking_bus_related	loss_of_control_turning_error	1.6657e-6	0.9922	0	.
parking_bus_related	motorist_failed_to_yield_midblock	3.3058e-6	0.9926	0	.
parking_bus_related	motorist_failed_to_yield_sign_controlled_intersection	3.471e-6	0.9926	0	.
parking_bus_related	motorist_failed_to_yield_signalized_intersection	3.3795e-6	0.9926	0	.
parking_bus_related	motorist_left_turn_merge	2.6985e-6	0.9925	0	.
parking_bus_related	motorist_overtaking_bicyclist	1.6378e-6	0.9922	0	.
parking_bus_related	motorist_right_turn_merge	3.7233e-6	0.9927	0	.
parking_bus_related	non_roadway	1.1307e-6	0.9920	0	.
parking_bus_related	other_unusual_circumstances	7.2675e-7	0.9917	0	.
parking_bus_related	parallel_paths_other_circumstances	2.1312e-6	0.9924	0	.
backing_vehicle	bicyclist_failed_to_yield_midblock	0.2888931	0.2507	0.0347216	2.4036666
backing_vehicle	bicyclist_failed_to_yield_sign_controlled_intersection	0.3038596	0.2636	0.0376457	2.4526236
bicyclist_failed_to_yield_midblock	bicyclist_failed_to_yield_sign_controlled_intersection	1.0518064	0.8903	0.5130224	2.15643
backing_vehicle	bicyclist_failed_to_yield_signalized_intersection	0.3839468	0.3713	0.0470785	3.1312638
bicyclist_failed_to_yield_midblock	bicyclist_failed_to_yield_signalized_intersection	1.3290271	0.4571	0.6279203	2.8129574
bicyclist_failed_to_yield_sign_controlled_intersection	bicyclist_failed_to_yield_signalized_intersection	1.2635662	0.4349	0.7024218	2.2729926
backing_vehicle	bicyclist_left_turn_merge	0.2304345	0.1808	0.0268476	1.9778325
bicyclist_failed_to_yield_midblock	bicyclist_left_turn_merge	0.7976462	0.6195	0.326763	1.9470976
bicyclist_failed_to_yield_sign_controlled_intersection	bicyclist_left_turn_merge	0.7583583	0.4693	0.3585341	1.604052
bicyclist_failed_to_yield_signalized_intersection	bicyclist_left_turn_merge	0.600173	0.1946	0.2775052	1.298021
backing_vehicle	bicyclist_overtaking_motorist	0.5240961	0.5959	0.0481377	5.7060654
bicyclist_failed_to_yield_midblock	bicyclist_overtaking_motorist	1.8141524	0.3929	0.4626859	7.1131382



Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_failed_to_yield_sign_controlled_intersection	bicyclist_overtaking_motorist	1.7247968	0.4064	0.4762946	6.2459737
bicyclist_failed_to_yield_signalized_intersection	bicyclist_overtaking_motorist	1.3650229	0.6386	0.3725505	5.0014358
bicyclist_left_turn_merge	bicyclist_overtaking_motorist	2.2743824	0.2414	0.5751418	8.993983
backing_vehicle	bicyclist_right_turn_merge	0.2310732	0.2482	0.0192266	2.7771304
bicyclist_failed_to_yield_midblock	bicyclist_right_turn_merge	0.799857	0.7743	0.1738342	3.6803528
bicyclist_failed_to_yield_sign_controlled_intersection	bicyclist_right_turn_merge	0.7604602	0.7127	0.1770677	3.2659811
bicyclist_failed_to_yield_signalized_intersection	bicyclist_right_turn_merge	0.6018365	0.4978	0.1386652	2.6120985
bicyclist_left_turn_merge	bicyclist_right_turn_merge	1.0027717	0.9972	0.2150067	4.676836
bicyclist_overtaking_motorist	bicyclist_right_turn_merge	0.4408985	0.3886	0.0685314	2.8365307
backing_vehicle	crossing_paths_other_circumstances	0.2413503	0.1846	0.0295506	1.9711973
bicyclist_failed_to_yield_midblock	crossing_paths_other_circumstances	0.8354313	0.6158	0.4138861	1.6863225
bicyclist_failed_to_yield_sign_controlled_intersection	crossing_paths_other_circumstances	0.7942824	0.4550	0.4340828	1.4533736
bicyclist_failed_to_yield_signalized_intersection	crossing_paths_other_circumstances	0.6286037	0.1450	0.3366851	1.1736264
bicyclist_left_turn_merge	crossing_paths_other_circumstances	1.0473708	0.9090	0.473778	2.3154003
bicyclist_overtaking_motorist	crossing_paths_other_circumstances	0.4605078	0.2453	0.1244766	1.7036735
bicyclist_right_turn_merge	crossing_paths_other_circumstances	1.0444759	0.9539	0.2386052	4.572113
backing_vehicle	crossing_roadway_vehicle_not_turning	91560.258	0.9954	0	.
bicyclist_failed_to_yield_midblock	crossing_roadway_vehicle_not_turning	316934.73	0.9949	0	.
bicyclist_failed_to_yield_sign_controlled_intersection	crossing_roadway_vehicle_not_turning	301324.19	0.9950	0	.
bicyclist_failed_to_yield_signalized_intersection	crossing_roadway_vehicle_not_turning	238471.23	0.9951	0	.
bicyclist_left_turn_merge	crossing_roadway_vehicle_not_turning	397337.5	0.9949	0	.
bicyclist_overtaking_motorist	crossing_roadway_vehicle_not_turning	174701.27	0.9952	0	.
bicyclist_right_turn_merge	crossing_roadway_vehicle_not_turning	396239.25	0.9949	0	.
crossing_paths_other_circumstances	crossing_roadway_vehicle_not_turning	379366.59	0.9949	0	.
backing_vehicle	head_on	0.1187351	0.0514	0.013915	1.0131551
bicyclist_failed_to_yield_midblock	head_on	0.411	0.0427*	0.1739232	0.9712391
bicyclist_failed_to_yield_sign_controlled_intersection	head_on	0.3907563	0.0123*	0.187248	0.8154449
bicyclist_failed_to_yield_signalized_intersection	head_on	0.3092487	0.0020*	0.1467286	0.6517802
bicyclist_left_turn_merge	head_on	0.515266	0.1471	0.2102586	1.2627262
bicyclist_overtaking_motorist	head_on	0.2265521	0.0345*	0.057184	0.8975567
bicyclist_right_turn_merge	head_on	0.5138418	0.3942	0.1110711	2.3771569
crossing_paths_other_circumstances	head_on	0.4919614	0.0643	0.2320325	1.0430697
crossing_roadway_vehicle_not_turning	head_on	1.2968e-6	0.9946	0	.
backing_vehicle	insufficient_details	0.0475477	0.0103*	0.0046421	0.4870205
bicyclist_failed_to_yield_midblock	insufficient_details	0.1645857	0.0038*	0.0485537	0.5579069
bicyclist_failed_to_yield_sign_controlled_intersection	insufficient_details	0.1564791	0.0019*	0.0485329	0.5045179
bicyclist_failed_to_yield_signalized_intersection	insufficient_details	0.1238392	0.0005*	0.0382639	0.4008001
bicyclist_left_turn_merge	insufficient_details	0.2063392	0.0159*	0.0572034	0.7442895

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_overtaking_motorist	insufficient_details	0.0907232	0.0043*	0.0174576	0.4714686
bicyclist_right_turn_merge	insufficient_details	0.2057689	0.0829	0.0344545	1.2288923
crossing_paths_other_circumstances	insufficient_details	0.1970069	0.0066*	0.0609563	0.636714
crossing_roadway_vehicle_not_turning	insufficient_details	5.193e-7	0.9942	0	.
head_on	insufficient_details	0.4004519	0.1539	0.1138117	1.4090089
backing_vehicle	loss_of_control_turning_error	0.2410241	0.1859	0.0292672	1.9849081
bicyclist_failed_to_yield_midblock	loss_of_control_turning_error	0.834302	0.6342	0.3955701	1.7596371
bicyclist_failed_to_yield_sign_controlled_intersection	loss_of_control_turning_error	0.7932087	0.4708	0.4226276	1.4887338
bicyclist_failed_to_yield_signalized_intersection	loss_of_control_turning_error	0.627754	0.1661	0.3247715	1.2133917
bicyclist_left_turn_merge	loss_of_control_turning_error	1.045955	0.9132	0.4661425	2.3469687
bicyclist_overtaking_motorist	loss_of_control_turning_error	0.4598853	0.2487	0.1228791	1.7211589
bicyclist_right_turn_merge	loss_of_control_turning_error	1.043064	0.9557	0.23564	4.6171379
crossing_paths_other_circumstances	loss_of_control_turning_error	0.9986483	0.9968	0.512538	1.9458036
crossing_roadway_vehicle_not_turning	loss_of_control_turning_error	2.6324e-6	0.9949	0	.
head_on	loss_of_control_turning_error	2.0299321	0.0789	0.9215498	4.4714074
insufficient_details	loss_of_control_turning_error	5.069104	0.0081*	1.5249399	16.850379
backing_vehicle	motorist_failed_to_yield_midblock	0.4783435	0.5000	0.0561308	4.076415
bicyclist_failed_to_yield_midblock	motorist_failed_to_yield_midblock	1.6557802	0.2486	0.7030058	3.8998366
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_failed_to_yield_midblock	1.5742251	0.2248	0.7565617	3.2755887
bicyclist_failed_to_yield_signalized_intersection	motorist_failed_to_yield_midblock	1.2458589	0.5617	0.5929152	2.6178522
bicyclist_left_turn_merge	motorist_failed_to_yield_midblock	2.0758329	0.1065	0.855123	5.0391376
bicyclist_overtaking_motorist	motorist_failed_to_yield_midblock	0.9127018	0.8959	0.2322956	3.5860537
bicyclist_right_turn_merge	motorist_failed_to_yield_midblock	2.0700953	0.3515	0.4479487	9.5664846
crossing_paths_other_circumstances	motorist_failed_to_yield_midblock	1.9819465	0.0753	0.932606	4.2119737
crossing_roadway_vehicle_not_turning	motorist_failed_to_yield_midblock	5.2244e-6	0.9952	0	.
head_on	motorist_failed_to_yield_midblock	4.0286626	0.0013*	1.7211553	9.4297835
insufficient_details	motorist_failed_to_yield_midblock	10.060292	0.0003*	2.8773476	35.174574
loss_of_control_turning_error	motorist_failed_to_yield_midblock	1.9846292	0.0878	0.9034673	4.3595966
backing_vehicle	motorist_failed_to_yield_sign_controlled_intersection	0.5022485	0.5172	0.0624886	4.0367908
bicyclist_failed_to_yield_midblock	motorist_failed_to_yield_sign_controlled_intersection	1.738527	0.1255	0.856899	3.5272255
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_failed_to_yield_sign_controlled_intersection	1.6528963	0.0656	0.9681032	2.8220815
bicyclist_failed_to_yield_signalized_intersection	motorist_failed_to_yield_sign_controlled_intersection	1.30812	0.3514	0.7435329	2.3014152
bicyclist_left_turn_merge	motorist_failed_to_yield_sign_controlled_intersection	2.1795717	0.0393*	1.0391305	4.5716422
bicyclist_overtaking_motorist	motorist_failed_to_yield_sign_controlled_intersection	0.9583137	0.9480	0.2665323	3.445605
bicyclist_right_turn_merge	motorist_failed_to_yield_sign_controlled_intersection	2.1735473	0.2941	0.5097041	9.2687274
crossing_paths_other_circumstances	motorist_failed_to_yield_sign_controlled_intersection	2.0809933	0.0126*	1.1700415	3.7011793
crossing_roadway_vehicle_not_turning	motorist_failed_to_yield_sign_controlled_intersection	5.4854e-6	0.9952	0	.
head_on	motorist_failed_to_yield_sign_controlled_intersection	4.2299931	<.0001*	2.1103615	8.4785668

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
insufficient_details	motorist_failed_to_yield_sign_controlled_intersection	10.56305	<.0001*	3.3140388	33.668292
loss_of_control_turning_error	motorist_failed_to_yield_sign_controlled_intersection	2.0838101	0.0187*	1.1300691	3.8424769
motorist_failed_to_yield_midblock	motorist_failed_to_yield_sign_controlled_intersection	1.0499745	0.8919	0.5196922	2.1213452
backing_vehicle	motorist_failed_to_yield_signalized_intersection	0.4890078	0.5108	0.057977	4.1245422
bicyclist_failed_to_yield_midblock	motorist_failed_to_yield_signalized_intersection	1.6926947	0.2174	0.7334871	3.9062927
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_failed_to_yield_signalized_intersection	1.6093215	0.1791	0.8038775	3.2217792
bicyclist_failed_to_yield_signalized_intersection	motorist_failed_to_yield_signalized_intersection	1.2736345	0.4991	0.6316119	2.5682619
bicyclist_left_turn_merge	motorist_failed_to_yield_signalized_intersection	2.1221123	0.0860	0.8990734	5.0088908
bicyclist_overtaking_motorist	motorist_failed_to_yield_signalized_intersection	0.9330499	0.9199	0.2415849	3.6036277
bicyclist_right_turn_merge	motorist_failed_to_yield_signalized_intersection	2.1162467	0.3321	0.4652505	9.6259979
crossing_paths_other_circumstances	motorist_failed_to_yield_signalized_intersection	2.0261327	0.0534	0.98978	4.1476024
crossing_roadway_vehicle_not_turning	motorist_failed_to_yield_signalized_intersection	5.3408e-6	0.9952	0	.
head_on	motorist_failed_to_yield_signalized_intersection	4.118479	0.0007*	1.8247669	9.2953622
insufficient_details	motorist_failed_to_yield_signalized_intersection	10.28458	0.0002*	3.0015935	35.238808
loss_of_control_turning_error	motorist_failed_to_yield_signalized_intersection	2.0288752	0.0652	0.9564869	4.3035976
motorist_failed_to_yield_midblock	motorist_failed_to_yield_signalized_intersection	1.0222944	0.9579	0.4506901	2.3188567
motorist_failed_to_yield_sign_controlled_intersection	motorist_failed_to_yield_signalized_intersection	0.9736373	0.9368	0.5031322	1.8841363
backing_vehicle	motorist_left_turn_merge	0.3904754	0.3756	0.0487686	3.1264206
bicyclist_failed_to_yield_midblock	motorist_left_turn_merge	1.3516258	0.4014	0.6686852	2.7320663
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_left_turn_merge	1.2850518	0.3489	0.7603329	2.1718885
bicyclist_failed_to_yield_signalized_intersection	motorist_left_turn_merge	1.017004	0.9524	0.584883	1.768383
bicyclist_left_turn_merge	motorist_left_turn_merge	1.6945181	0.1527	0.8225295	3.4909282
bicyclist_overtaking_motorist	motorist_left_turn_merge	0.7450454	0.6492	0.2096434	2.6477947
bicyclist_right_turn_merge	motorist_left_turn_merge	1.6898344	0.4772	0.3977264	7.1796599
crossing_paths_other_circumstances	motorist_left_turn_merge	1.6178779	0.1015	0.9096838	2.8774052
crossing_roadway_vehicle_not_turning	motorist_left_turn_merge	4.2647e-6	0.9951	0	.
head_on	motorist_left_turn_merge	3.2886276	0.0010*	1.6190555	6.6798645
insufficient_details	motorist_left_turn_merge	8.2122921	0.0004*	2.5829341	26.110516
loss_of_control_turning_error	motorist_left_turn_merge	1.6200678	0.1162	0.8873427	2.957842
motorist_failed_to_yield_midblock	motorist_left_turn_merge	0.8163075	0.5723	0.4035481	1.651248
motorist_failed_to_yield_sign_controlled_intersection	motorist_left_turn_merge	0.7774546	0.3276	0.4696764	1.2869193
motorist_failed_to_yield_signalized_intersection	motorist_left_turn_merge	0.7985054	0.5070	0.4107688	1.5522379
backing_vehicle	motorist_overtaking_bicyclist	0.2369835	0.1727	0.029916	1.8772962
bicyclist_failed_to_yield_midblock	motorist_overtaking_bicyclist	0.8203157	0.5698	0.414308	1.6241968
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_overtaking_bicyclist	0.7799112	0.3121	0.4816397	1.2628974
bicyclist_failed_to_yield_signalized_intersection	motorist_overtaking_bicyclist	0.6172302	0.0621	0.3717639	1.0247717
bicyclist_left_turn_merge	motorist_overtaking_bicyclist	1.0284205	0.9364	0.516595	2.0473461
bicyclist_overtaking_motorist	motorist_overtaking_bicyclist	0.4521757	0.2137	0.1294124	1.5799324

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
bicyclist_right_turn_merge	motorist_overtaking_bicyclist	1.0255779	0.9723	0.2462148	4.2719203
crossing_paths_other_circumstances	motorist_overtaking_bicyclist	0.9819068	0.9466	0.5756692	1.6748176
crossing_roadway_vehicle_not_turning	motorist_overtaking_bicyclist	2.5883e-6	0.9949	0	.
head_on	motorist_overtaking_bicyclist	1.9959021	0.0425*	1.0236786	3.8914803
insufficient_details	motorist_overtaking_bicyclist	4.9841248	0.0054*	1.6086071	15.442864
loss_of_control_turning_error	motorist_overtaking_bicyclist	0.9832359	0.9529	0.5611646	1.7227613
motorist_failed_to_yield_midblock	motorist_overtaking_bicyclist	0.4954255	0.0399*	0.253561	0.9679976
motorist_failed_to_yield_sign_controlled_intersection	motorist_overtaking_bicyclist	0.4718452	0.0014*	0.2978306	0.747532
motorist_failed_to_yield_signalized_intersection	motorist_overtaking_bicyclist	0.4846212	0.0241*	0.2581865	0.9096435
motorist_left_turn_merge	motorist_overtaking_bicyclist	0.6069103	0.0225*	0.3952273	0.9319704
backing_vehicle	motorist_right_turn_merge	0.5387541	0.5692	0.0640667	4.5305276
bicyclist_failed_to_yield_midblock	motorist_right_turn_merge	1.8648909	0.1396	0.815783	4.2631658
bicyclist_failed_to_yield_sign_controlled_intersection	motorist_right_turn_merge	1.7730362	0.1043	0.8883449	3.5387803
bicyclist_failed_to_yield_signalized_intersection	motorist_right_turn_merge	1.4032001	0.3479	0.6917442	2.8463853
bicyclist_left_turn_merge	motorist_right_turn_merge	2.3379927	0.0512	0.9956079	5.4903239
bicyclist_overtaking_motorist	motorist_right_turn_merge	1.0279682	0.9680	0.2670895	3.9564209
bicyclist_right_turn_merge	motorist_right_turn_merge	2.3315305	0.2727	0.5136407	10.583339
crossing_paths_other_circumstances	motorist_right_turn_merge	2.2322492	0.0295*	1.0831585	4.6003764
crossing_roadway_vehicle_not_turning	motorist_right_turn_merge	5.8841e-6	0.9952	0	.
head_on	motorist_right_turn_merge	4.5374479	0.0003*	1.9807106	10.394468
insufficient_details	motorist_right_turn_merge	11.33082	0.0001*	3.2911312	39.010137
loss_of_control_turning_error	motorist_right_turn_merge	2.2352707	0.0357*	1.0553847	4.7342312
motorist_failed_to_yield_midblock	motorist_right_turn_merge	1.1262914	0.7784	0.4919767	2.5784395
motorist_failed_to_yield_sign_controlled_intersection	motorist_right_turn_merge	1.0726845	0.8372	0.5491996	2.0951434
motorist_failed_to_yield_signalized_intersection	motorist_right_turn_merge	1.101729	0.8107	0.4986072	2.4343949
motorist_left_turn_merge	motorist_right_turn_merge	1.379739	0.3408	0.7114527	2.6757643
motorist_overtaking_bicyclist	motorist_right_turn_merge	2.273382	0.0095*	1.2221205	4.2289333
backing_vehicle	non_roadway	0.1636147	0.1843	0.0113062	2.3676972
bicyclist_failed_to_yield_midblock	non_roadway	0.5663502	0.5068	0.1056957	3.0346804
bicyclist_failed_to_yield_sign_controlled_intersection	non_roadway	0.5384548	0.4958	0.0906898	3.1969808
bicyclist_failed_to_yield_signalized_intersection	non_roadway	0.426139	0.3514	0.070851	2.5630482
bicyclist_left_turn_merge	non_roadway	0.7100269	0.7174	0.1111339	4.5363136
bicyclist_overtaking_motorist	non_roadway	0.3121845	0.2799	0.0377844	2.5793458
bicyclist_right_turn_merge	non_roadway	0.7080644	0.7624	0.0755418	6.636789
crossing_paths_other_circumstances	non_roadway	0.6779136	0.6674	0.1151157	3.9922173
crossing_roadway_vehicle_not_turning	non_roadway	1.787e-6	0.9947	0	.
head_on	non_roadway	1.3779812	0.7315	0.2206775	8.6045579
insufficient_details	non_roadway	3.4410659	0.2310	0.4555603	25.992025

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
loss_of_control_turning_error	non_roadway	0.6788312	0.6720	0.1129752	4.0788757
motorist_failed_to_yield_midblock	non_roadway	0.3420443	0.2517	0.05462	2.1419675
motorist_failed_to_yield_sign_controlled_intersection	non_roadway	0.3257644	0.2163	0.0550554	1.9275573
motorist_failed_to_yield_signalized_intersection	non_roadway	0.334585	0.2419	0.0534655	2.0938184
motorist_left_turn_merge	non_roadway	0.4190141	0.3371	0.0709284	2.4753542
motorist_overtaking_bicyclist	non_roadway	0.6904052	0.6823	0.1171612	4.0684065
motorist_right_turn_merge	non_roadway	0.3036908	0.2013	0.0488259	1.8889193
backing_vehicle	other_unusual_circumstances	0.1051609	0.0958	0.0074287	1.4886618
bicyclist_failed_to_yield_midblock	other_unusual_circumstances	0.3640132	0.2526	0.0644566	2.0557347
bicyclist_failed_to_yield_sign_controlled_intersection	other_unusual_circumstances	0.3460838	0.2284	0.0615576	1.9457216
bicyclist_failed_to_yield_signalized_intersection	other_unusual_circumstances	0.2738945	0.1461	0.0477693	1.570428
bicyclist_left_turn_merge	other_unusual_circumstances	0.4563592	0.3963	0.0744761	2.7963835
bicyclist_overtaking_motorist	other_unusual_circumstances	0.2006519	0.1322	0.0247908	1.6240349
bicyclist_right_turn_merge	other_unusual_circumstances	0.4550978	0.4836	0.0502902	4.1183791
crossing_paths_other_circumstances	other_unusual_circumstances	0.4357189	0.3489	0.0766085	2.4781965
crossing_roadway_vehicle_not_turning	other_unusual_circumstances	1.1485e-6	0.9945	0	.
head_on	other_unusual_circumstances	0.8856769	0.8948	0.1464403	5.3566086
insufficient_details	other_unusual_circumstances	2.2116938	0.4348	0.3017096	16.212907
loss_of_control_turning_error	other_unusual_circumstances	0.4363086	0.3538	0.0755719	2.5189936
motorist_failed_to_yield_midblock	other_unusual_circumstances	0.2198439	0.0987	0.0364073	1.3275196
motorist_failed_to_yield_sign_controlled_intersection	other_unusual_circumstances	0.2093802	0.0758	0.0372687	1.1763251
motorist_failed_to_yield_signalized_intersection	other_unusual_circumstances	0.2150495	0.0912	0.0361458	1.2794379
motorist_left_turn_merge	other_unusual_circumstances	0.269315	0.1364	0.0479118	1.513835
motorist_overtaking_bicyclist	other_unusual_circumstances	0.4437477	0.3547	0.0794213	2.4793351
motorist_right_turn_merge	other_unusual_circumstances	0.1951927	0.0726	0.0327999	1.1615941
non_roadway	other_unusual_circumstances	0.6427351	0.7159	0.0594544	6.9483181
backing_vehicle	parallel_paths_other_circumstances	0.3083782	0.2885	0.0351257	2.7073379
bicyclist_failed_to_yield_midblock	parallel_paths_other_circumstances	1.0674473	0.8901	0.422857	2.6946311
bicyclist_failed_to_yield_sign_controlled_intersection	parallel_paths_other_circumstances	1.0148704	0.9715	0.4511175	2.2831347
bicyclist_failed_to_yield_signalized_intersection	parallel_paths_other_circumstances	0.8031795	0.6082	0.3474386	1.856723
bicyclist_left_turn_merge	parallel_paths_other_circumstances	1.3382466	0.5512	0.5133022	3.4889858
bicyclist_overtaking_motorist	parallel_paths_other_circumstances	0.5884	0.4631	0.1426888	2.4263609
bicyclist_right_turn_merge	parallel_paths_other_circumstances	1.3345477	0.7193	0.2765961	6.4390549
crossing_paths_other_circumstances	parallel_paths_other_circumstances	1.27772	0.5711	0.5472105	2.9834375
crossing_roadway_vehicle_not_turning	parallel_paths_other_circumstances	3.368e-6	0.9950	0	.
head_on	parallel_paths_other_circumstances	2.5971956	0.0479*	1.0089532	6.6855676
insufficient_details	parallel_paths_other_circumstances	6.4856624	0.0053*	1.7414442	24.15456
loss_of_control_turning_error	parallel_paths_other_circumstances	1.2794495	0.5770	0.5381505	3.041883

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
motorist_failed_to_yield_midblock	parallel_paths_other_circumstances	0.6446793	0.3617	0.2510034	1.6558
motorist_failed_to_yield_sign_controlled_intersection	parallel_paths_other_circumstances	0.6139952	0.2332	0.2753395	1.3691828
motorist_failed_to_yield_signalized_intersection	parallel_paths_other_circumstances	0.6306201	0.3229	0.2527944	1.5731426
motorist_left_turn_merge	parallel_paths_other_circumstances	0.7897506	0.5606	0.3566533	1.7487739
motorist_overtaking_bicyclist	parallel_paths_other_circumstances	1.301264	0.5005	0.604904	2.7992674
motorist_right_turn_merge	parallel_paths_other_circumstances	0.5723913	0.2293	0.2304801	1.4215188
non_roadway	parallel_paths_other_circumstances	1.884783	0.5069	0.2899174	12.25317
other_unusual_circumstances	parallel_paths_other_circumstances	2.9324414	0.2491	0.470669	18.27019
backing_vehicle	parking_bus_related	144699.42	0.9930	0	.
bicyclist_failed_to_yield_midblock	parking_bus_related	500875.28	0.9923	0	.
bicyclist_failed_to_yield_sign_controlled_intersection	parking_bus_related	476204.8	0.9923	0	.
bicyclist_failed_to_yield_signalized_intersection	parking_bus_related	376873.64	0.9925	0	.
bicyclist_left_turn_merge	parking_bus_related	627941.7	0.9922	0	.
bicyclist_overtaking_motorist	parking_bus_related	276093.28	0.9927	0	.
bicyclist_right_turn_merge	parking_bus_related	626206.06	0.9922	0	.
crossing_paths_other_circumstances	parking_bus_related	599540.96	0.9922	0	.
crossing_roadway_vehicle_not_turning	parking_bus_related	1.5803736	0.9998	0	.
head_on	parking_bus_related	1218674.8	0.9918	0	.
insufficient_details	parking_bus_related	3043249.1	0.9913	0	.
loss_of_control_turning_error	parking_bus_related	600352.47	0.9922	0	.
motorist_failed_to_yield_midblock	parking_bus_related	302501.08	0.9926	0	.
motorist_failed_to_yield_sign_controlled_intersection	parking_bus_related	288103.26	0.9926	0	.
motorist_failed_to_yield_signalized_intersection	parking_bus_related	295904.09	0.9926	0	.
motorist_left_turn_merge	parking_bus_related	370572.44	0.9925	0	.
motorist_overtaking_bicyclist	parking_bus_related	610588.47	0.9922	0	.
motorist_right_turn_merge	parking_bus_related	268581.55	0.9927	0	.
non_roadway	parking_bus_related	884391.41	0.9920	0	.
other_unusual_circumstances	parking_bus_related	1375981.2	0.9917	0	.
parallel_paths_other_circumstances	parking_bus_related	469227.19	0.9924	0	.

### Odds Ratios for Bicyclist Direction

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
not_applicable	facing_traffic	2.6368526	0.0021*	1.4233454	4.8849645
unknown	facing_traffic	1.4692024	0.2100	0.805077	2.6811791
unknown	not_applicable	0.5571803	0.1066	0.2738331	1.1337193
with_traffic	facing_traffic	1.9229917	0.0001*	1.3811013	2.6774988

Level1	/Level2	Odds Ratio	Prob>Chisq	Lower 95%	Upper 95%
with_traffic	not_applicable	0.7292754	0.2849	0.4088792	1.3007329
with_traffic	unknown	1.3088678	0.3469	0.7470121	2.2933163
facing_traffic	not_applicable	0.37924	0.0021*	0.2047098	0.7025702
facing_traffic	unknown	0.6806414	0.2100	0.3729702	1.2421172
not_applicable	unknown	1.7947511	0.1066	0.8820525	3.6518592
facing_traffic	with_traffic	0.520023	0.0001*	0.3734829	0.7240598
not_applicable	with_traffic	1.3712241	0.2849	0.7687973	2.4457103
unknown	with_traffic	0.7640191	0.3469	0.4360497	1.3386664

Normal approximations used for ratio confidence limits effects: Speed Light Condition Driver Age Pedalcyclist Age Crash Group Bicyclist Direction  
Tests and confidence intervals on odds ratios are Wald based.

**APPENDIX E**  
**PBCAT CRASH LOCATION, CRASH GROUP, AND CRASH**  
**TYPES**



## PEDESTRIANS

### PBCAT CRASH LOCATION, CRASH GROUP, AND CRASH TYPES

**Table E.1 PBCAT Crash locations and Pedestrian positions**

Crash Location No.	Crash Location Name	Pedestrian Position No.	Pedestrian Position Name
1	Intersection	1	Intersection
4	Intersection-Related	2	Crosswalk Area
2	Non-intersection	3	Travel Lane
3	No roadway	4	Paved Shoulder/Bike Lane/ Parking Lane
9	Unknown	5	Sidewalk/Shared-Use Path/Driveway Crossing
		6	Unpaved Fight-of-Way
		7	Driveway/Alley
		8	Non-roadway-Parking lot/Other
		9	Other/Unknown

#### Definitions According to PBCAT Manual:

- **Intersection:** The crash occurred within the intersection proper or within the Crosswalk area.
- **Intersection-Related:** The crash occurred outside the intersection crosswalk area but Within 15 m (50 ft.) of the intersection.
- **Non-Intersection:** The crash occurred on or along the roadway and more than 15 m (50 ft) away from an intersection.
- **No Roadway:** The crash occurred off the roadway, including parking lots, Driveways, private roads, yards, alleys, and other open areas.
- **Unknown:** There is insufficient information to determine where the crash Occurred.
- **Intersection:** Within intersection proper
- **Crosswalk Area:** Within a crosswalk, marked or unmarked
- **Travel Lane:** On a roadway, in a travel lane
- **Paved Shoulder/Bike Lane/ Parking Lane:** On a roadway, in a paved shoulder or bike lane, or parking lane
- **Sidewalk/ Shared-Use Path/Driveway Crossing:** On a sidewalk, shared-use path, or driveway crossing Unpaved Fight of-Way
- **Unpaved Fight-of-Way:** Other road right-of-way (unpaved shoulder, etc.)
- **Driveway/ Alley:** On a driveway or alley
- **Non-roadway-Parking lot/Other:** Other non-roadway areas (parking lot, non-right-of-way sidewalk or multi-use path, yard, open areas, etc.)
- **Other/Unknown:** Other/unknown.

**Table E.2 PBCAT Pedestrian Crash Groups**

Group No.	Group name	Group No.	Group Name
100	Unusual Circumstances	600	Pedestrian in Roadway-Circumstances Unknown
200	Backing Vehicle	720	Multiple Threat/Trapped
310	Working or Playing in Roadway	740	Dash/Dart-Out
340	Bus Related	750	Crossing Roadway-Vehicle Not Turning
350	Unique Midblock	790	Crossing Roadway-Vehicle Turning
400	Walking Along Roadway	800	Off Roadway
460	Crossing Driveway or Alley	910	Crossing Expressway
500	Waiting to Cross	990	Other/Unkown-Insuficcient Details

**Definitions According to PBCAT Manual:**

- **Unusual Circumstances:** The crash involved a disabled vehicle, emergency vehicle or vehicle in pursuit, play vehicle, driverless vehicle, or the pedestrian was struck intentionally, was clinging to a vehicle, or was struck as a result of other unusual circumstances.
- **Backing Vehicle:** The pedestrian was struck by a vehicle that was backing at the time.
- **Working or Playing in Roadway:** The pedestrian was working or playing in the roadway.
- **Bus Related:** The pedestrian was struck while crossing/walking to a bus or bus stop or while waiting at a bus stop.
- **Unique Midblock:** The crash was associated with a vendor truck, mailbox, or other roadside 'destination' that was not a bus, or the pedestrian was struck while entering or exiting a parked vehicle.
- **Walking Along Roadway:** The pedestrian was standing or walking along the roadway on the edge of a travel lane, or on a shoulder or sidewalk.
- **Crossing Driveway or Alley:** The pedestrian was crossing a driveway on a sidewalk crossing, shared-use path, shoulder, or edge of the travel lane.
- **Waiting to Cross:** The pedestrian was standing on the curb or near the roadway edge waiting to cross the roadway when struck.
- **Pedestrian in Roadway-Circumstances Unknown:** The pedestrian was standing, walking, or lying in the road right-of-way at an intersection or midblock location but the circumstances do not otherwise fit any previously described or are unknown.
- **Multiple Threat/Trapped:** The pedestrian entered the roadway on a green signal or in front of standing or slowing traffic and was trapped when the signal changed and traffic started moving or was struck by a vehicle traveling in the same direction as the stopped traffic.
- **Dash/Dart-Out:** The pedestrian either ran into the roadway in front of a motorist whose view of the pedestrian was not obstructed or walked or ran into the road and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact.
- **Crossing Roadway-Vehicle Not Turning:** The pedestrian was struck while crossing the roadway (not an expressway) by a vehicle that was traveling straight through.

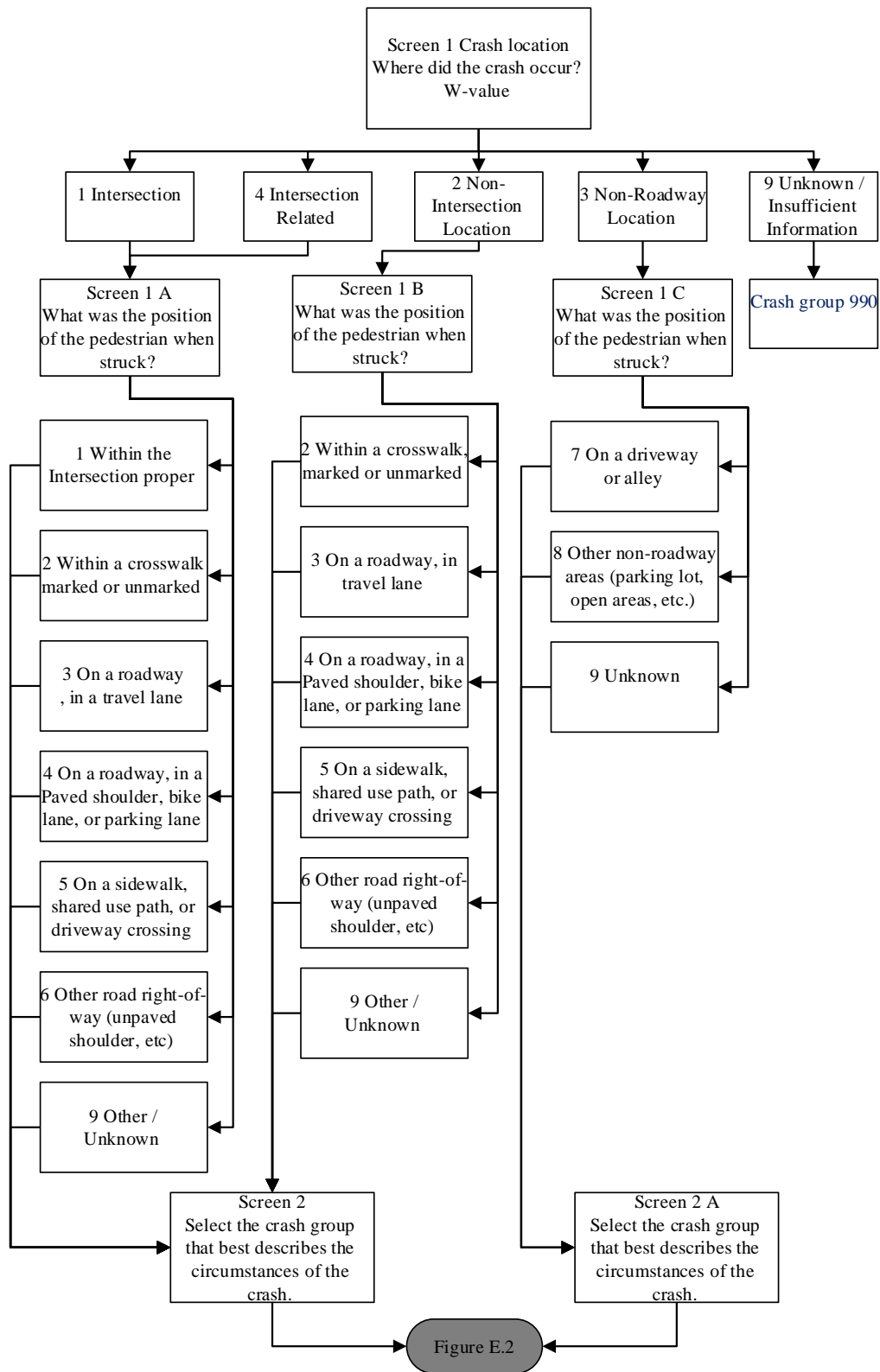
- **Crossing Roadway-Vehicle Turning:** The pedestrian was struck while crossing a non-expressway road by a vehicle that was turning or about to turn.
- **Off Roadway:** The pedestrian was struck in a parking lot, driveway, open area or other or unknown, non-roadway area (vehicle not backing).
- **Crossing Expressway:** The pedestrian was on an expressway or expressway ramp when struck by a motor vehicle.
- **Other. Unknown-Insufficient Details:** The circumstances do not clearly fit any of the situations described or are unknown.

TABLE E. 3 Pedestrian Crash Types

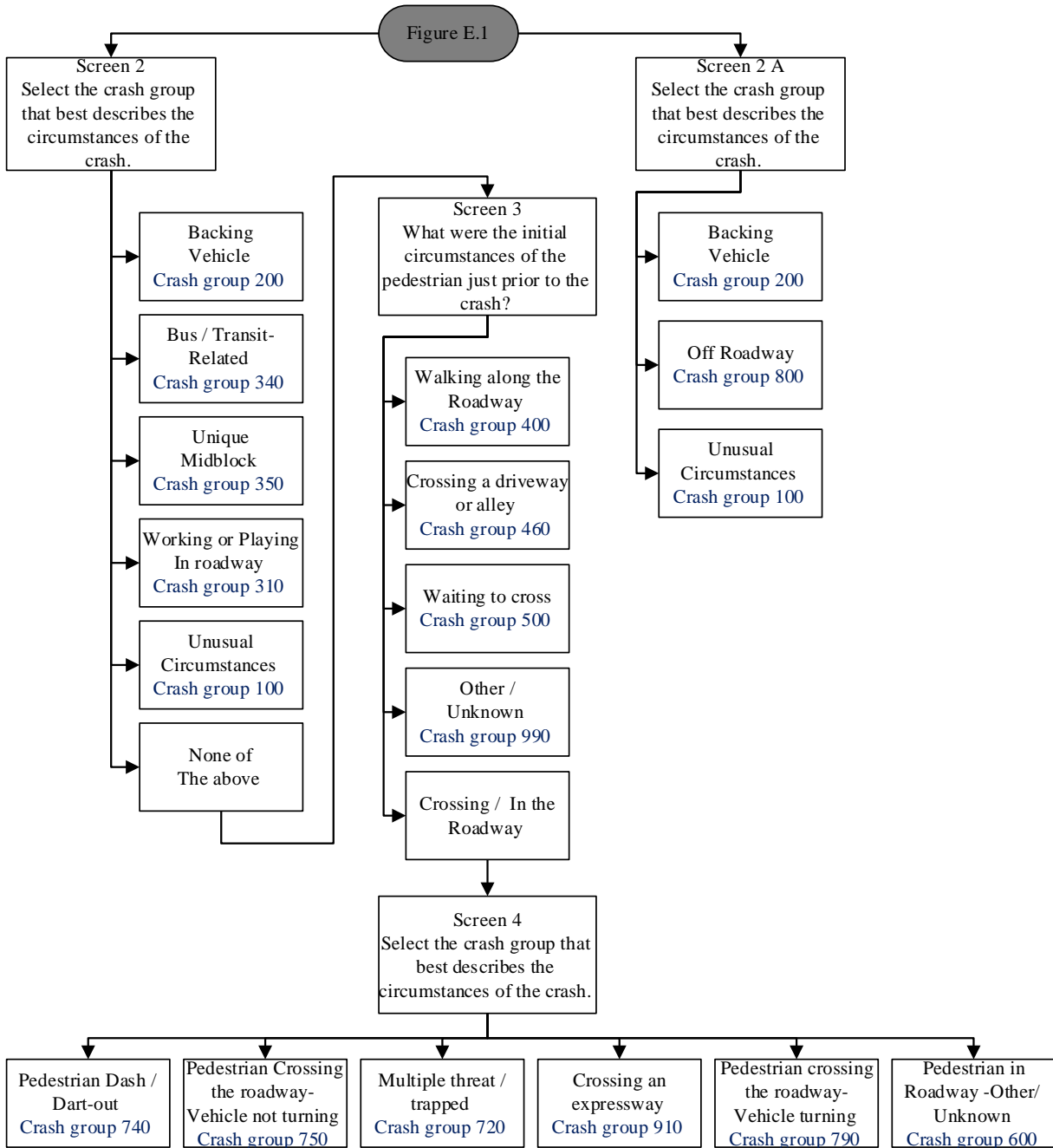
Crash No.	Crash Type
110	Assault with vehicle
120	Dispute-Related
130	Pedestrian on Vehicle
140	Vehicle-Vehicle/Object
150	Motor Vehicle Loss of Control
160	Pedestrian Loss of Control
190	Other Unusual Circumstances
220	Driverless Vehicle
230	Disabled Vehicle-Related
240	Emergency Vehicle-Related
250	Play Vehicle-Related
211	Backing Vehicle—Driveway
212	Backing Vehicle—Driveway/Sidewalk Intersection
213	Backing Vehicle—Roadway
214	Backing Vehicle—Parking Lot
219	Backing Vehicle—Other/Unknown
311	Working in Roadway
312	Playing in Roadway
341	Commercial Bus-Related
342	School Bus-Related
320	Entering/Exiting Parked Vehicle
330	Mailbox-Related
360	Ice Cream/Vendor Truck-Related
410	Walking Along Roadway with Traffic—From Behind
420	Walking Along Roadway with Traffic—From Front
430	Walking Along Roadway Against Traffic—From Behind
440	Walking Along Roadway Against Traffic—From Front
459	Walking Along Roadway—Direction/Position Unknown
460	Motorist Entering Driveway or Alley

**TABLE E. 3 Pedestrian Crash Types con't.**

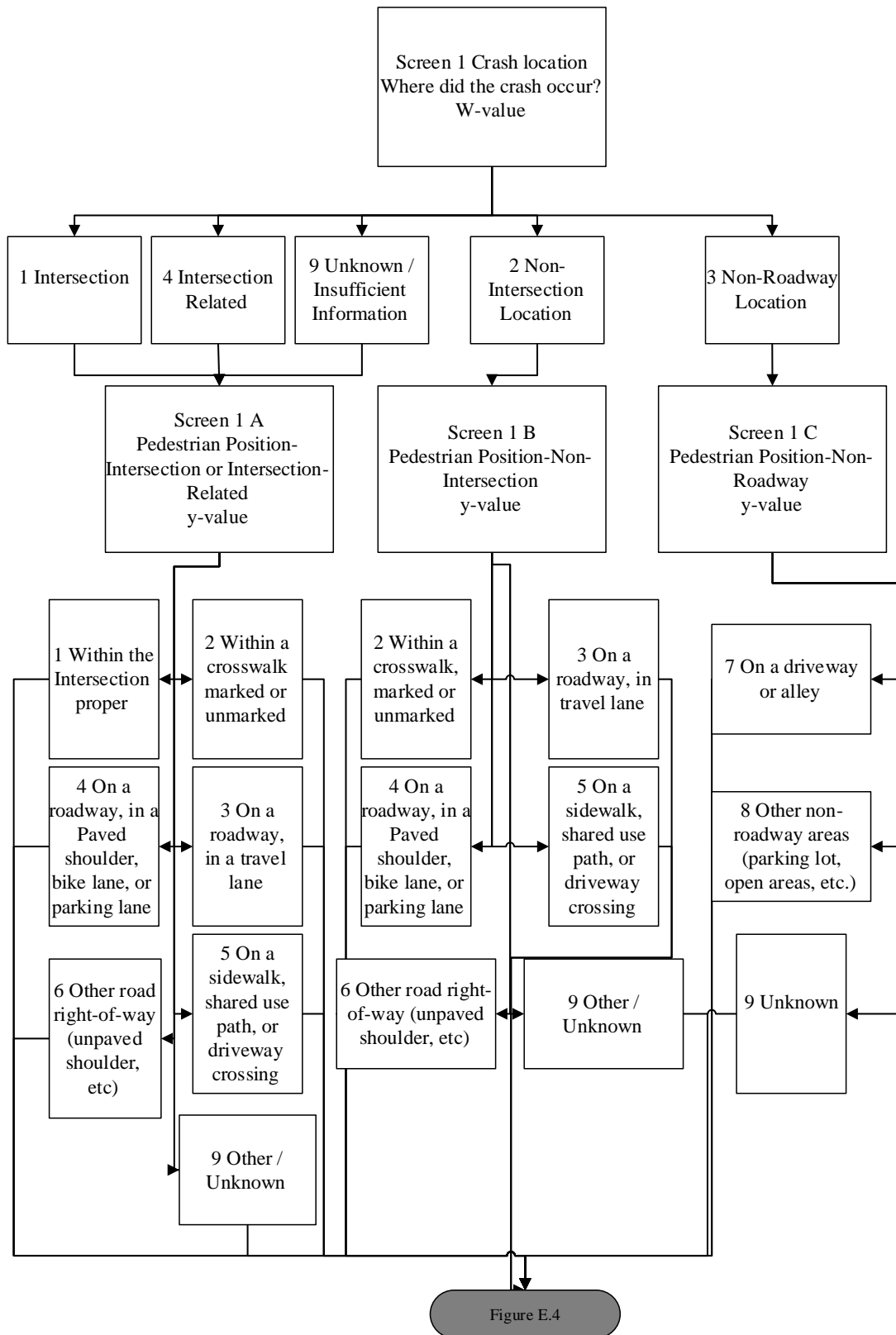
<b>Crash No.</b>	<b>Crash type</b>
465	Motorist Exiting Driveway or Alley
469	Driveway Crossing—Other/Unknown
510	Waiting to Cross—Vehicle Turning
520	Waiting to Cross—Vehicle Not Turning
590	Waiting to Cross—Vehicle Action Unknown
620	Walking in Roadway
610	Standing in Roadway
313	Lying in Roadway
710	Multiple Threat
730	Trapped
741	Dash
742	Dart-Out
760	Pedestrian Failed to Yield
770	Motorist Failed to Yield
781	Motorist Left Turn—Parallel Paths
782	Motorist Left Turn—Perpendicular Paths
791	Motorist Right Turn—Parallel Paths
792	Motorist Right Turn on Red—Parallel Paths
795	Motorist Right Turn—Perpendicular Paths
794	Motorist Right Turn on Red—Perpendicular Paths
799	Motorist Turn/Merge—Other/Unknown
830	Off Roadway—Parking Lot
890	Off Roadway—Other/Unknown
910	Crossing an Expressway
900	Other—Unknown Location
680	Non-intersection—Other/Unknown
690	Intersection—Other/Unknown



**Figure E1. Pedestrian Crash Group Flowchart. (Part 1 of 2)** (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).



**Figure E2. Pedestrian Crash Group Flowchart. (Part 2 of 2)** (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).



**Figure E3. Pedestrian Crash Type Flowchart. (Part 1 of 5)** (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).

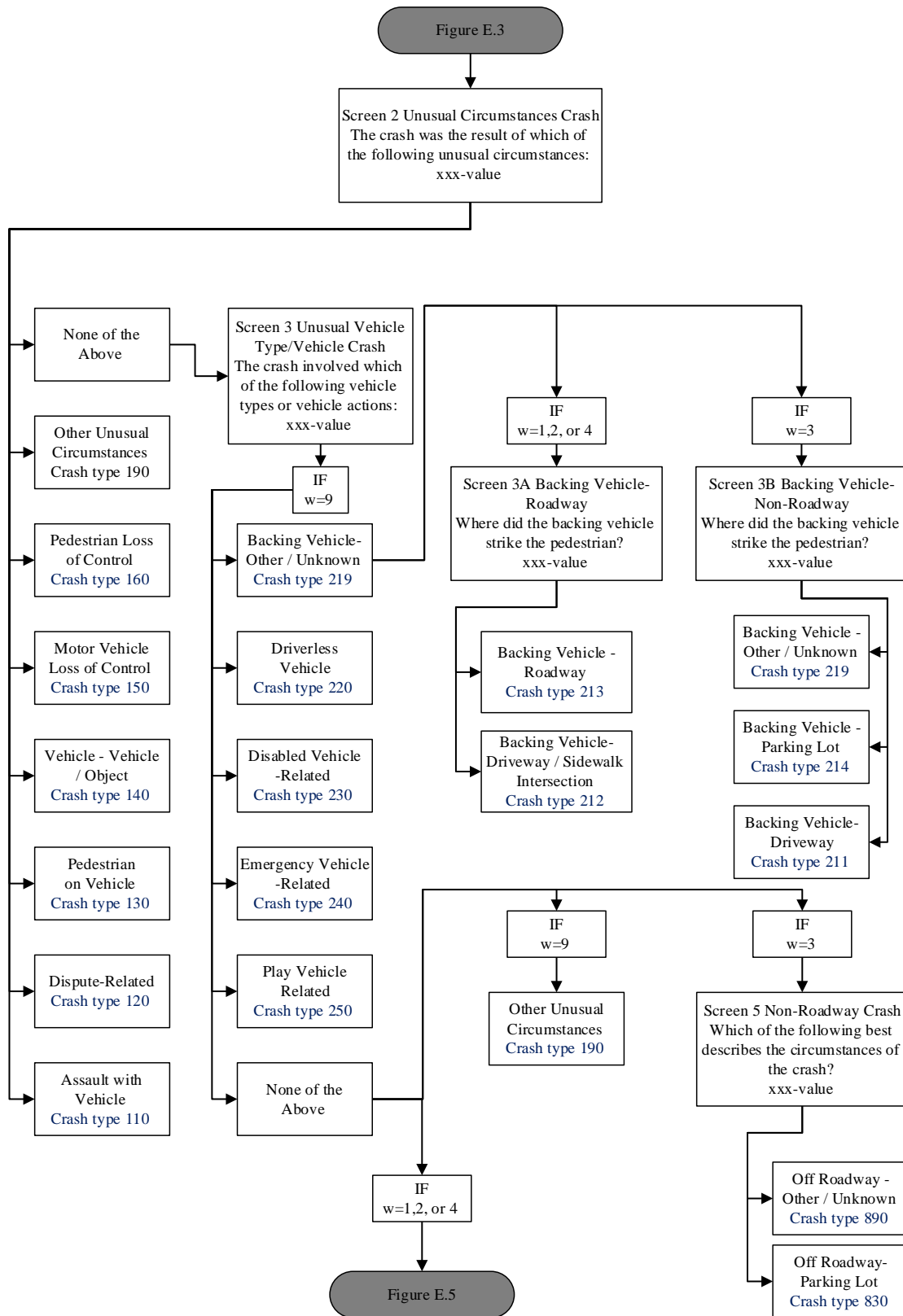


Figure E4. Pedestrian Crash Type Flowchart. (Part 2 of 5) (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).



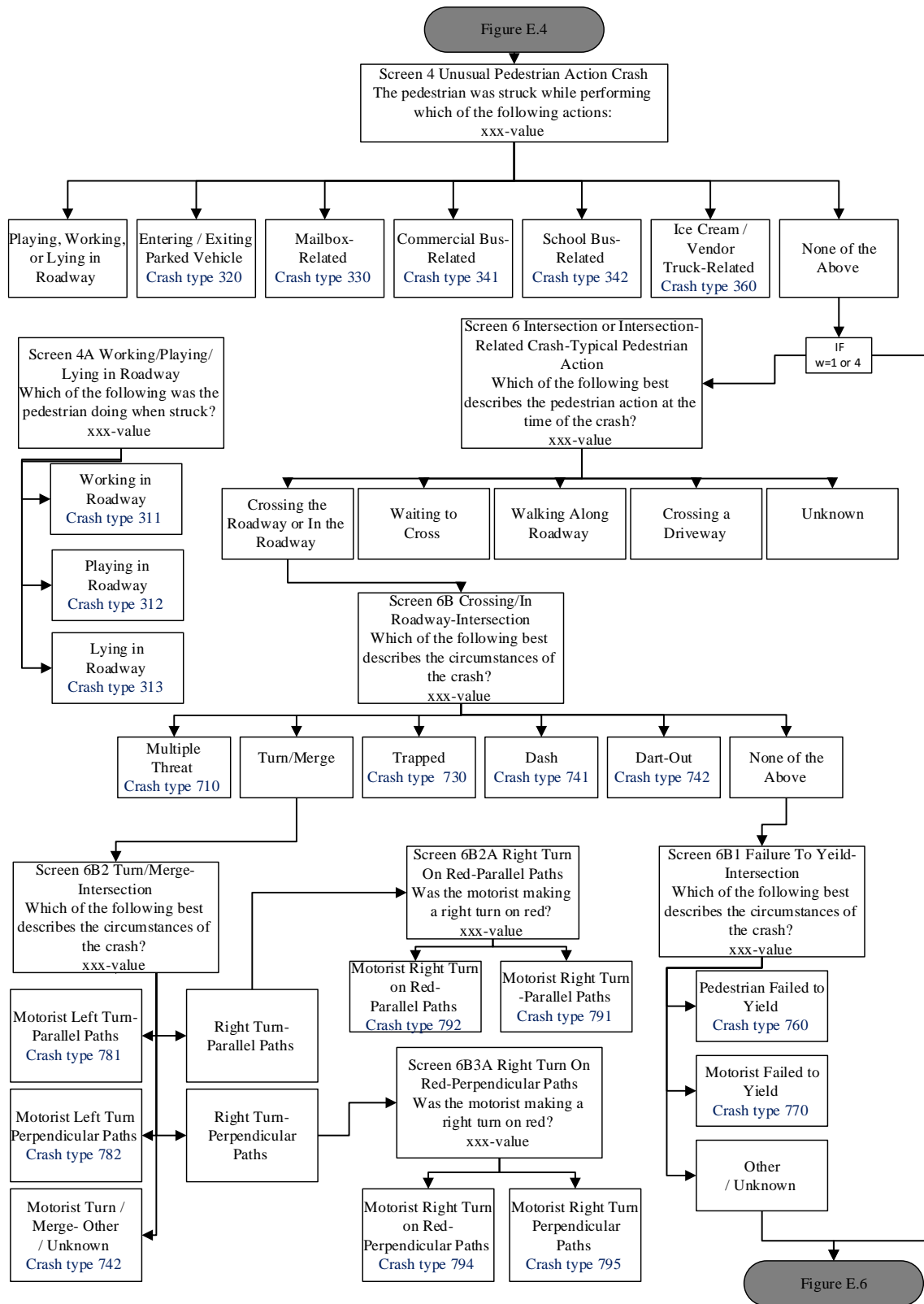
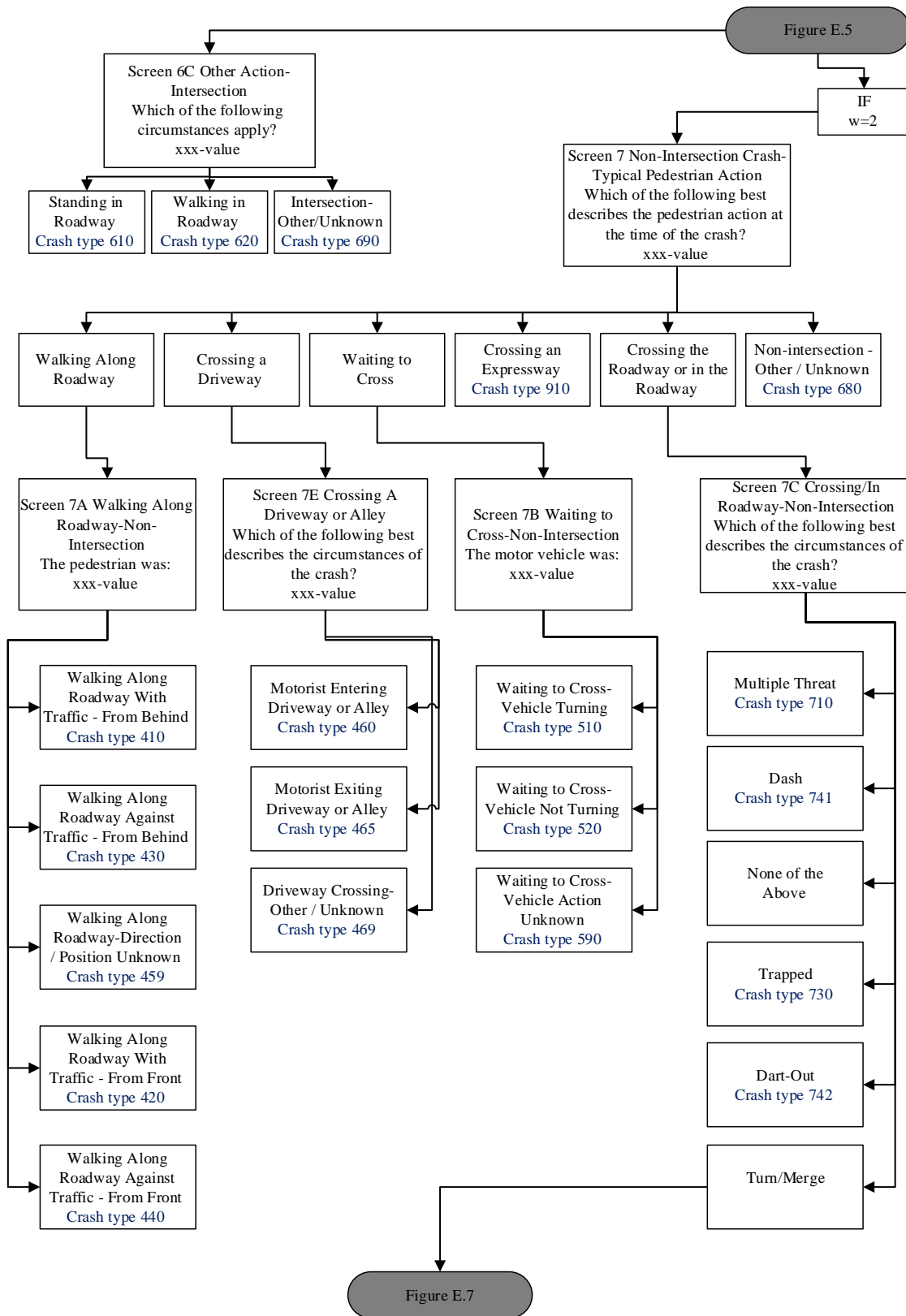
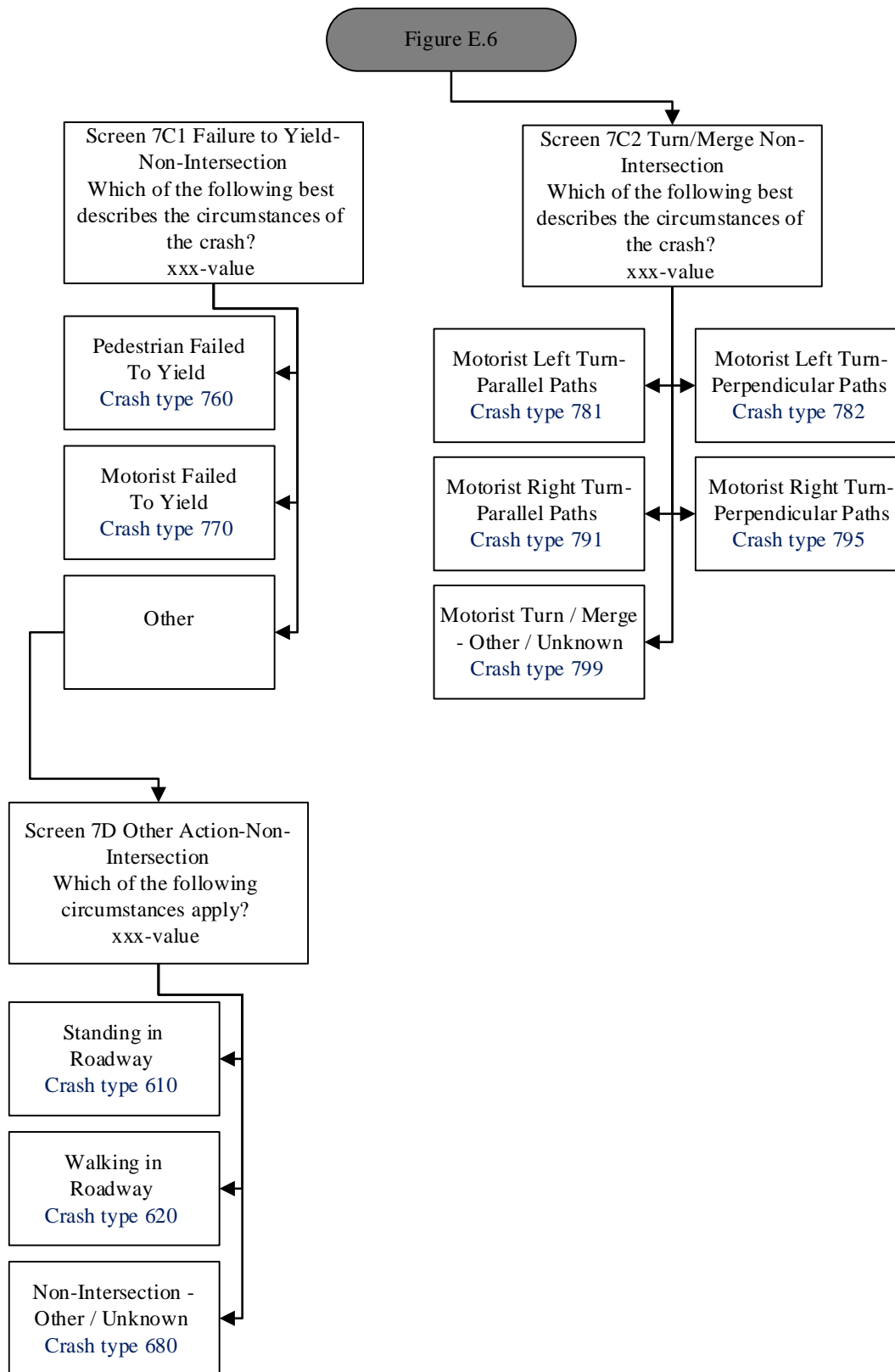


Figure E5. Pedestrian Crash Type Flowchart. (Part 3 of 5) (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).



**Figure E6. Pedestrian Crash Type Flowchart. (Part 4 of 5)** (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).



**Figure E7. Pedestrian Crash Type Flowchart. (Part 5 of 5)** (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).

## PEDALCYCLIST

### PBCAT CRASH LOCATION, CRASH GROUP, AND CRASH TYPES

**Table E.4 PBCAT Crash locations and Pedalcyclist positions**

Crash Location No.	Crash Location Name	Pedalcyclist Position No.	Pedalcyclist Position
1	Intersection	1	Travel Lane
2	Intersection-Related	2	Bike Lane/Paved Shoulder
3	Noni-intersection	3	Sidewalk/Crosswalk/Driveway Crossing
4	Non-roadway	4	Driveway/Alley
9	Unknown Location	5	Multi-use Path
		6	Non-roadway
		8	Other
		9	Unknown

#### Definitions According to PBCAT Manual:

- **Intersection:** The crash occurred within the intersection proper or within the crosswalk area.
- **Intersection-Related:** The crash occurred outside the intersection proper or crosswalk area but was related to the presence of the intersection (e.g., the result of queuing traffic).
- **Non-intersection:** The crash occurred outside the intersection proper or crosswalk area and was not related to the presence of any intersection.
- **Non-roadway:** The crash occurred off the street network; this includes parking lots, driveways, alleys, and other open areas.
- **Unknown Location:** There is insufficient information to determine where the crash occurred.
- **Travel Lane:** On a roadway, in a shared travel lane.
- **Bike Lane/Paved Shoulder:** On a roadway, in a bicycle lane or on a paved shoulder.
- **Sidewalk/Crosswalk/Driveway Crossing:** On a sidewalk, crosswalk, or driveway crossing.
- **Driveway/Alley:** On a separate bicycle/multi-use path.
- **Multi-use Path:** On a driveway or alley.
- **Non-roadway:** Other non-roadway areas (parking lot, open areas, etc.)
- **Other:** Other (e.g., unpaved shoulder, worn path, etc.)
- **Unknown:** Unknown.

**Table E.5 PBCAT Pedalcyclist Crash Groups.**

<b>Group No.</b>	<b>Group Name</b>	<b>Group No.</b>	<b>Group Name</b>
110	Loss of Control/Turning Error	240	Bicyclist Overtaking Motorist
140	Motorist Failed to Yield-Sign-Controlled Intersection	258	Head-On
145	Bicyclist Failed to Yield-Sign-Controlled Intersection	290	Parallel Paths-Other Circumstances
150	Motorist Failed to Yield-Signalized Intersection	310	Bicyclist Failed to Yield-Midblock
158	Bicyclist Failed to Yield-Signalized Intersection	320	Motorist Failed to Yield-Midblock
190	Crossing Paths-Other Circumstances	600	Backing Vehicle
210	Motorist Left Turn/Merge	850	Other/Unusual Circumstances
215	Motorist Right Turn/Merge	910	Nonroadway
220	Bicyclist Left Turn/Merge	990	Other/Unknown-Insufficient Details
225	Bicyclist Right Turn/ Merge	-	-
219	Parking/Bus-Related	-	-
230	Motorist Overtaking Bicyclist	-	-

**Definitions Intersection-Related:**

- **Motorist failed to yield –sign-controlled intersection:** included crashes where motorist obeyed the sign but failed to yield a right of way to a pedal cyclist, which lead to a collision.
- **Bicyclist failed to yield –signalized intersection:** majority of these crashes occurred when pedalcyclist disobeyed a signal, rode into an intersection and collided with a motorized vehicle.
- **Loss of control turning error-**Vehicle lost control due to mechanical failure, surface conditions, driver error or impairment.
- **Parallel paths-other circumstances-**The bicyclist and motorist were on initial parallel paths, but the crash cannot be further classified.
- **Bicyclist failed to yield –sign-controlled intersection:** majority of these crashes occurred when pedal cyclist disobeyed a sign, rode into an intersection and collided with a motorized vehicle.
- **Motorist left-turn/merge:** majority of these crashes occurred when motorist was turning left and did not yield to a pedal cyclist riding in the opposite direction.
- **Crossing Paths-Other Circumstances-**The bicyclist and motorist were on initial crossing paths, but the crash cannot be further classified
- **Motorist Right Turn/ Merge-**The motorist made a right turn or merge into the path of a bicyclist traveling in the same or opposite direction.
- **Bicyclist Overtaking Motorist-**The bicyclist was overtaking the motorist at the time of the crash.

- **Bicyclist Right Turn/Merge**-The bicyclist made a right turn or merge into the path of a motor vehicle traveling in the same or opposite direction.
- **Motorist Failed to Yield –Signalized Intersection:** In this crash group, the most common action prior to crash was a motorized vehicle turning right on red signal and colliding with a pedalcyclist.
- **Motorist Overtaking Bicyclist**- The bicyclist made a right turn or merge into the path of a motor vehicle traveling in the same or opposite direction.
- **Bicyclist Failed to Yield-Midblock-** The bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the sign or did not properly yield right-of-way to the motorist
- **Motorist Left Turn/ Merge** -The motorist made a left turn or merge into the path of a bicyclist traveling in the same or opposite direction
- **Head-On**-Either operator was going the wrong way, and the two parties collided headon.
- **Motorist Right Turn/ Merge**-The motorist made a right turn or merge into the path of a bicyclist traveling in the same or opposite direction.
- **Loss of Control/ Turning Error**-Either the motorist or the bicyclist lost control of their vehicle or made a turning error and inadvertently moved into the path of the other operator.
- **Parallel Path- Other Circumstances**-The bicyclist and motorist were on initial parallel paths, but the crash cannot be further classified.
- **Bicyclist Left Turn/ Merge**-The bicyclist made a left turn or merge into the path of a motor vehicle traveling in the same or opposite direction.
- **Bicyclist Overtaking Motorist**-The bicyclist was overtaking the motorist at the time of the crash.
- **Backing Vehicle**-The crash involved a motor vehicle that was backing and did not involve a play vehicle.
- **Crossing Paths-Other Circumstances**-The bicyclist and motorist were on initial crossing paths, but the crash cannot be further classified.
- **Bicyclist right turn/ Merge**-The bicyclist made a right turn or merge into the path of a motor vehicle traveling in the same or opposite direction.
- **Parking/Bus-related**- The bicyclist was struck by a motorist entering or exiting a parking space or by a bus or delivery vehicle pulling into or away from the curb.

**Table E.6 PBCAT Pedalcyclist Crash Types**

Crash No.	Crash Type
121	Bicyclist Lost Control—Mechanical problems
122	Bicyclist Lost Control—Oversteering, Improper Braking, Speed
123	Bicyclist Lost Control—Alcohol/Drug Impairment
124	Bicyclist Lost Control—Surface Conditions
129	Bicyclist Lost Control—Other/Unknown
131	Motorist Lost Control—Mechanical problems
132	Motorist Lost Control—Oversteering, Improper Braking, Speed
133	Motorist Lost Control—Alcohol/Drug Impairment
134	Motorist Lost Control—Surface Conditions
139	Motorist Lost Control—Other/Unknown
111	Motorist Turning Error—Left Turn

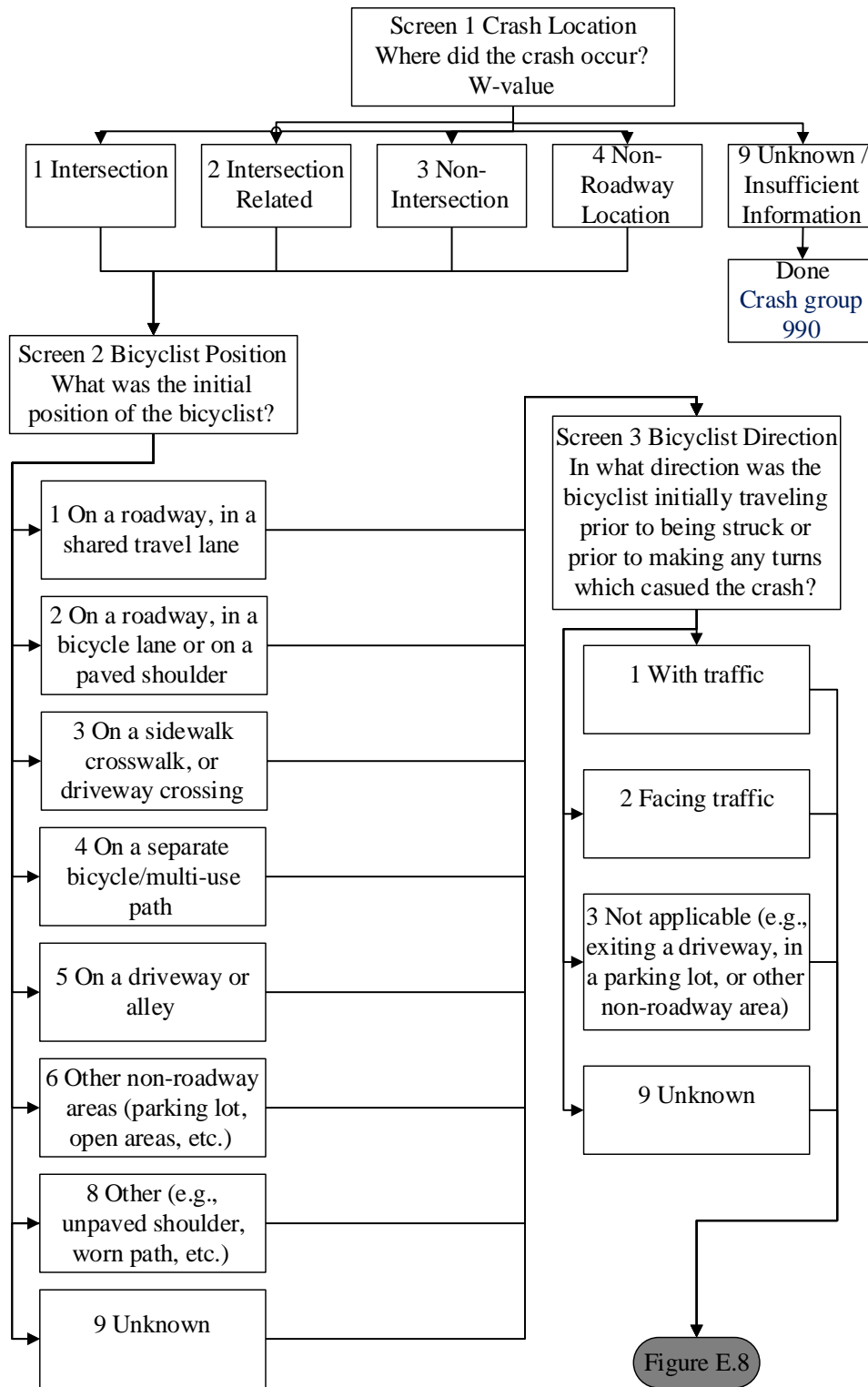
**Table E.6 PBCAT Pedalcyclist Crash Types con't.**

<b>Crash No.</b>	<b>Crash Type.</b>
112	Motorist Turning Error—Right Turn
113	Motorist Turning Error—Other
114	Bicyclist Turning Error—Left Turn
115	Bicyclist Turning Error—Right Turn
116	Bicyclist Turning Error—Other
141	Motorist Drive-out—Sign-Controlled Intersection
143	Motorist Drive-through—Sign-Controlled Intersection
142	Bicyclist Ride-out—Sign-Controlled Intersection
144	Bicyclist Ride Through—Sign-Controlled Intersection
147	Multiple Threat—Sign-Controlled Intersection
152	Motorist Drive-out—Signalized Intersection
151	Motorist Drive-out—Right Turn on Red
154	Motorist Drive-through—Signalized Intersection
153	Bicyclist Ride-out—Signalized Intersection
155	Bicyclist Ride Through—Signalized Intersection
156	Bicyclist Failed to Clear—Trapped
157	Bicyclist Failed to Clear—Multiple Threat
159	Bicyclist Failed to Clear—Unknown
148	Sign-Controlled Intersection—Other/Unknown
158	Signalized Intersection—Other/Unknown
180	Crossing Paths—Intersection—Other/Unknown Control
160	Crossing Paths—Uncontrolled Intersection
380	Crossing Paths—Midblock—Other/Unknown
211	Motorist Left Turn—Same Direction
212	Motorist Left Turn—Opposite Direction
213	Motorist Right Turn—Same Direction
217	Motorist Right Turn on Red—Same Direction
214	Motorist Right Turn—Opposite Direction
218	Motorist Right Turn on Red—Opposite Direction
221	Bicyclist Left Turn—Same Direction
222	Bicyclist Left Turn—Opposite Direction
223	Bicyclist Right Turn—Same Direction
224	Bicyclist Right Turn—Opposite Direction
215	Motorist Drive-In/Out Parking
216	Bus/Delivery Vehicle Pullover
231	Motorist Overtaking—Undetected Bicyclist

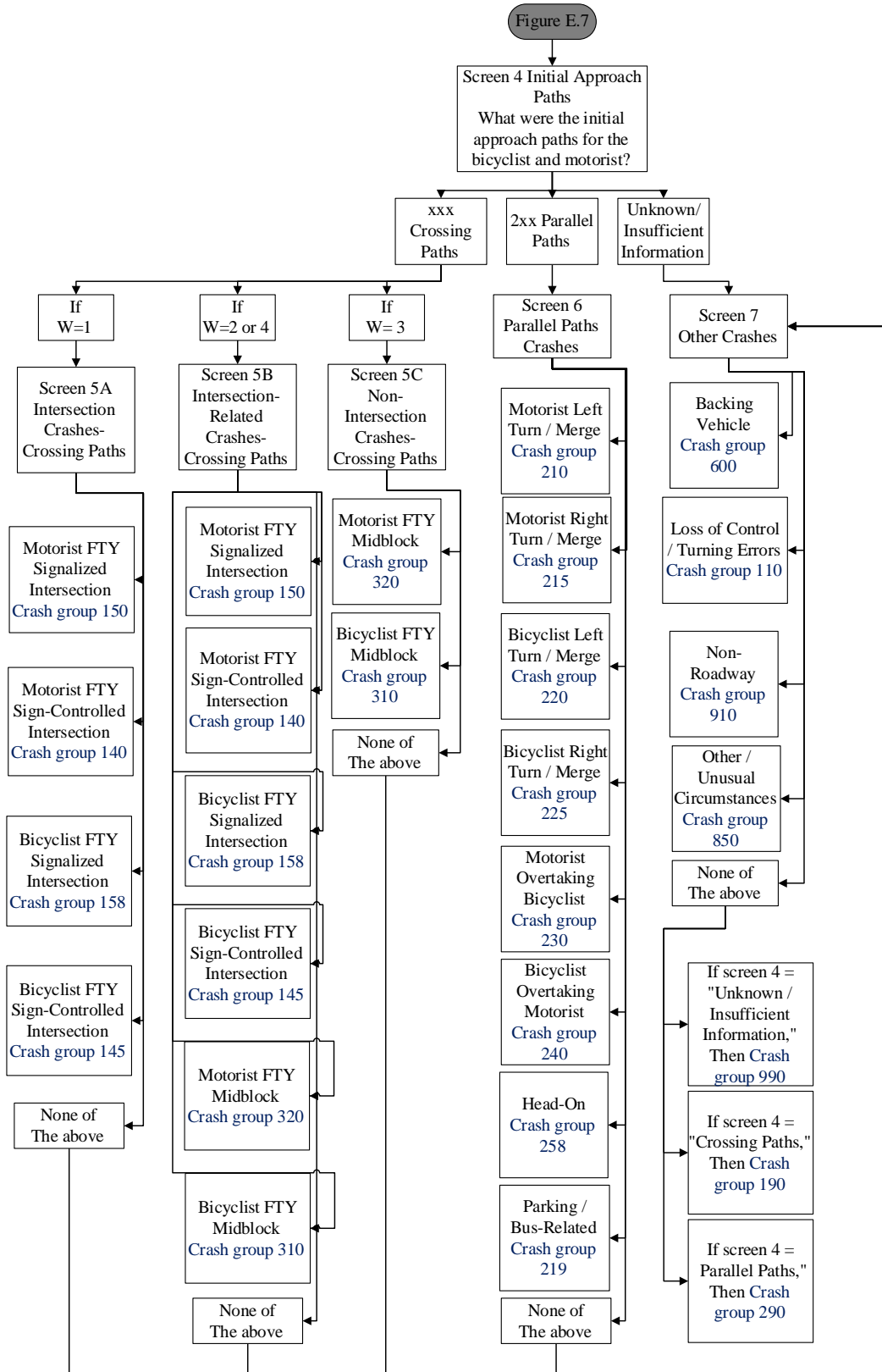
**Table E.6 PBCAT Pedalcyclist Crash Types con't.**

<b>Crash No.</b>	<b>Crash Type</b>
232	Motorist Overtaking—Misjudged Space
235	Motorist Overtaking—Bicyclist Swerved
239	Motorist Overtaking—Other/ Unknown
241	Bicyclist Overtaking—Passing on Right
242	Bicyclist Overtaking—Passing on Left
243	Bicyclist Overtaking—Parked Vehicle
244	Bicyclist Overtaking—Extended Door
249	Bicyclist Overtaking—Other/Unknown
250	Head-On—Bicyclist
255	Head-On—Motorist
259	Head-On—Unknown
219	Motorist Turn/Merge—Other/Unknown
280	Parallel Paths—Other/Unknown
225	Bicyclist Ride-out—Parallel Path
311	Bicyclist Ride-out—Residential Driveway
312	Bicyclist Ride-out—Commercial Driveway/Alley
318	Bicyclist Ride-out—Other Midblock
319	Bicyclist Ride-out—Midblock—Unknown
357	Multiple Threat— Midblock
321	Motorist Drive-out—Residential Driveway
322	Motorist Drive-out—Commercial Driveway/Alley
328	Motorist Drive-out—Other Midblock
329	Motorist Drive-out—Midblock—Unknown
600	Backing Vehicle
510	Motorist Intentionally Caused
520	Bicyclist Intentionally Caused
700	Play Vehicle-Related
800	Unusual Circumstances
400	Bicycle Only
910	Non-roadway
980	Unknown Location
970	Unknown Approach Paths

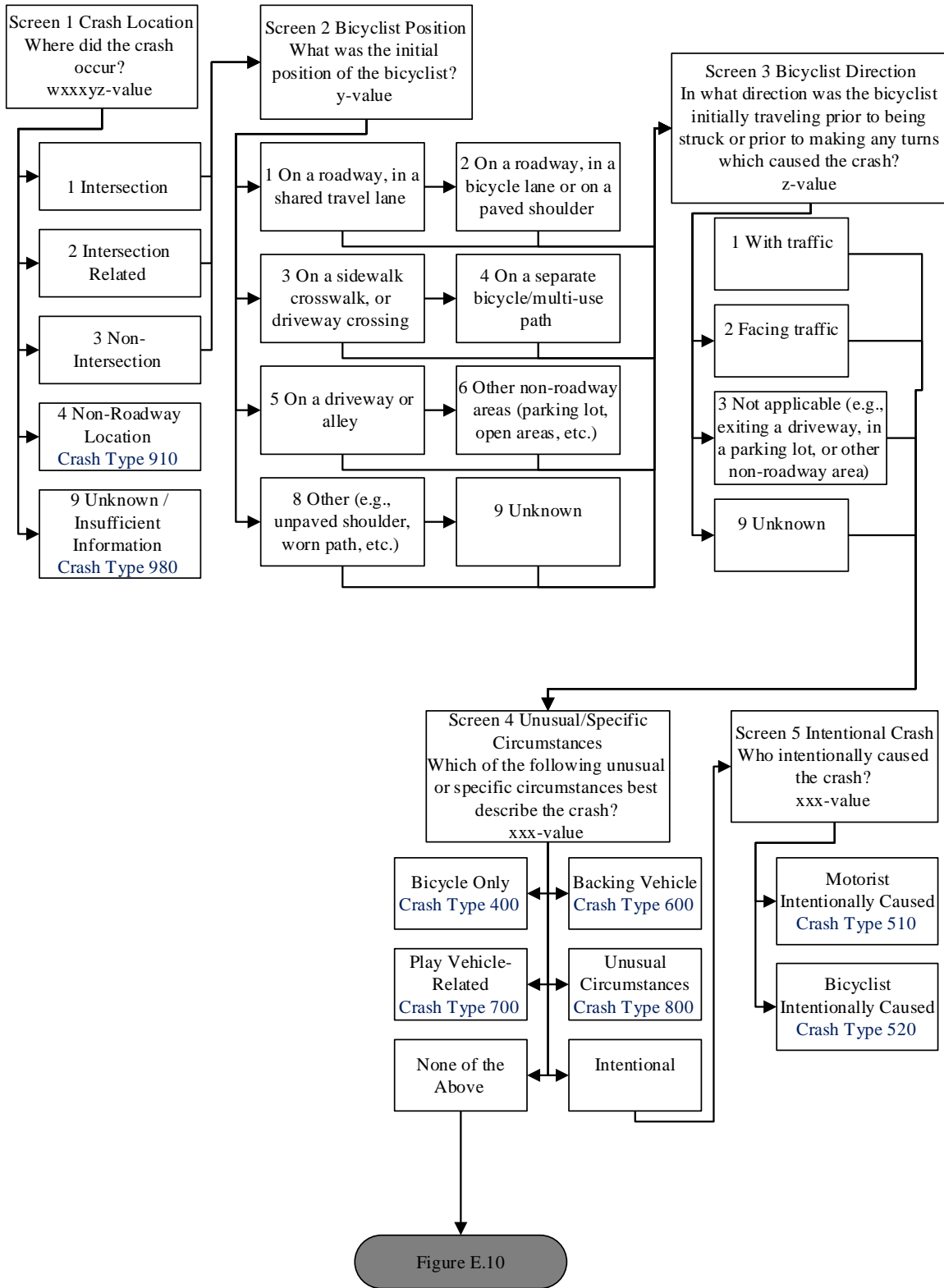




**Figure E.7 Pedalcyclist Crash Group Flowchart. (Part 1 of 2)** (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).



**Figure E.8 Pedalcyclist Crash Group Flowchart. (Part 2 of 2)** (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).



**Figure E.9 Pedalcyclist Crash Type Flowchart. (Part 1 of 3)** (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).

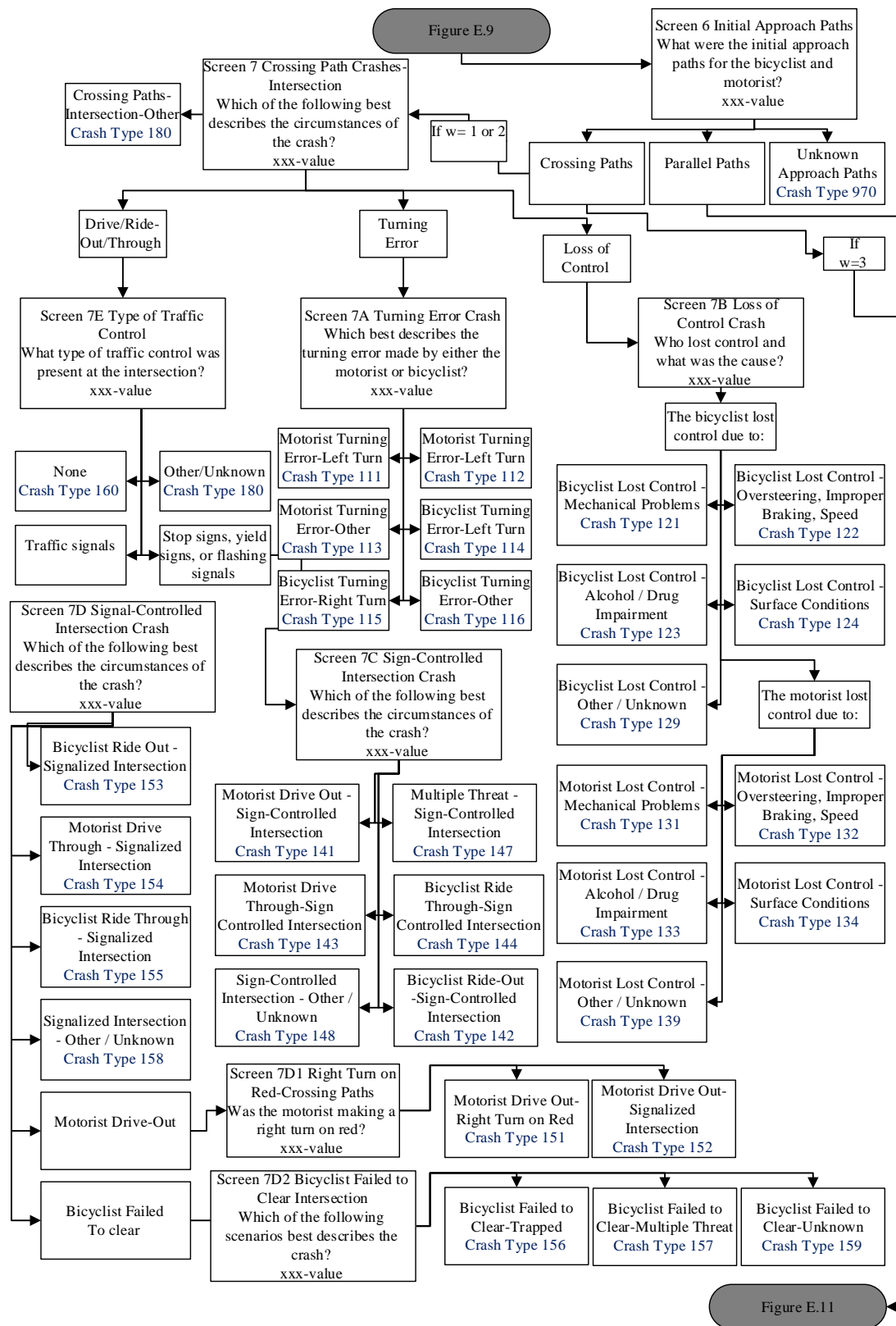
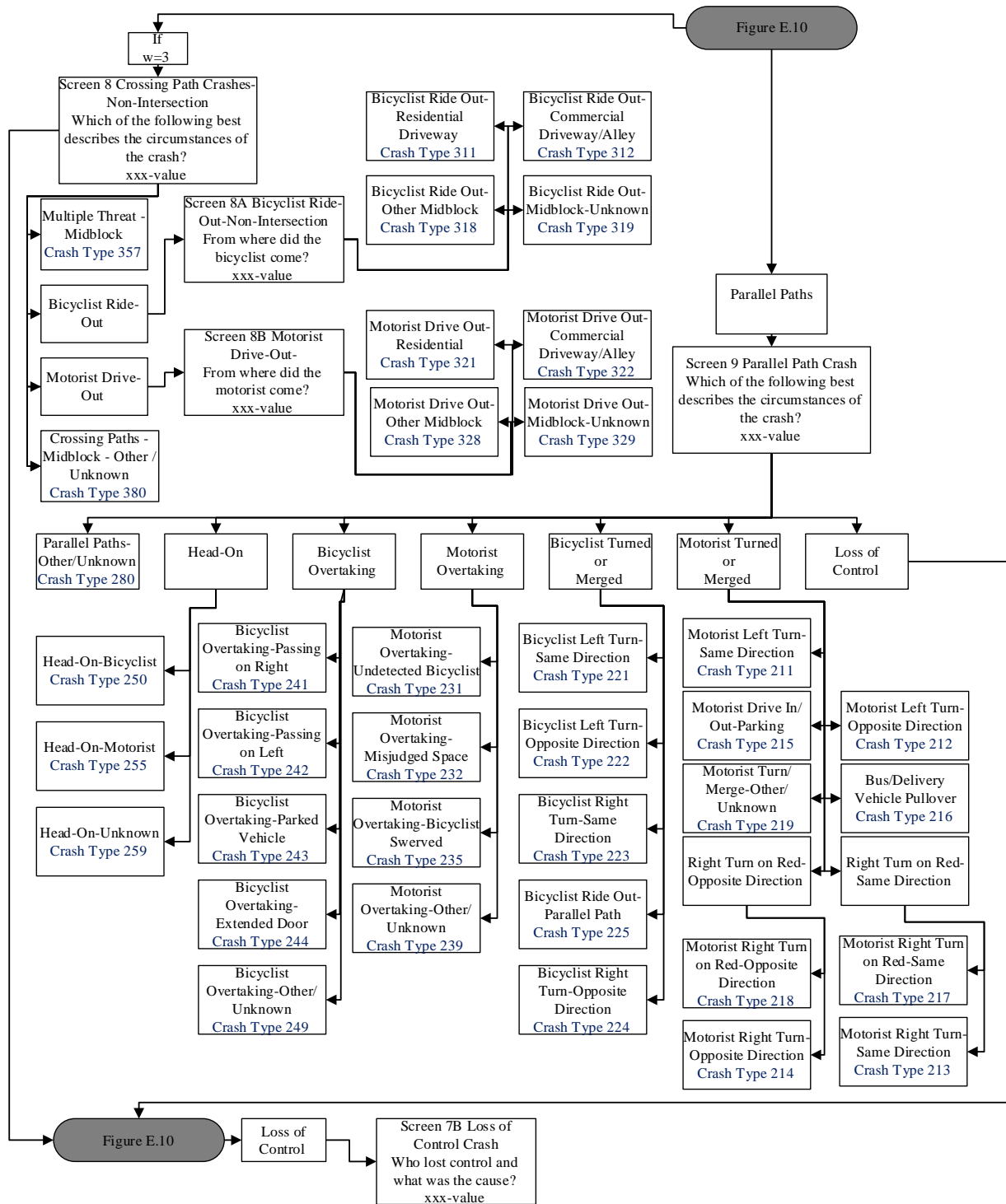


Figure E.10 Pedalcyclist Crash Type Flowchart. (Part 2 of 3) (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).



**Figure E.11 Pedalcyclist Crash Type Flowchart. (Part 3 of 3)** (after FHWA, 2006 and L. Thomas, personal communication, December 6, 2018).

**APPENDIX F**  
**COUNTERMEASURES BY CRASH GROUP**

**Table F.1. Pedestrian Countermeasures by Crash Group.**

PCAT Crash Group Number	PBCAT Pedestrian Crash Groups to PEDSAFE	Countermeasures
100	Unusual Circumstances	-
200	Backing Vehicle	<ul style="list-style-type: none"> <li>• Curb extensions</li> <li>• Driveway improvements</li> <li>• Landscaping</li> <li>• Lighting and illumination</li> <li>• On-street parking enhancements</li> <li>• Parking restrictions</li> <li>• Pedestrian/driver education</li> <li>• Raised pedestrian crossings</li> <li>• Sidewalks</li> <li>• Useful websites</li> <li>• walkways and paved shoulders</li> </ul>
310	Working or Playing in Roadway	<ul style="list-style-type: none"> <li>• Automated enforcement systems</li> <li>• Bicycle lanes</li> <li>• Chicanes</li> <li>• Diverters</li> <li>• Full Street Closure</li> <li>• Gateways</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Lighting and illumination</li> <li>• Mini-circles</li> <li>• Neighborhood identity</li> <li>• On-street parking enhancements</li> <li>• Parking restrictions,</li> <li>• Partial street closure</li> <li>• Pedestrian street</li> <li>• Pedestrian streets/malls</li> <li>• Pedestrian/driver education</li> <li>• Police enforcement</li> <li>• Serpentine design</li> <li>• Shared streets</li> <li>• Sidewalks</li> <li>• Signing</li> <li>• Speed humps</li> <li>• Speed tables</li> <li>• Speed-monitoring</li> <li>• Temporary installations</li> <li>• Useful websites</li> <li>• USLIMITS2</li> <li>• walkways and paved shoulders</li> <li>• Work zones - pedestrian detours</li> </ul>

**Table F.1. Con't.**

PCAT Crash Group Number	PBCAT Pedestrian Crash Groups to PEDSAFE	Countermeasures
340	Bus-Related	<ul style="list-style-type: none"> <li>• Access to transit</li> <li>• Advanced stop lines at traffic signals</li> <li>• Bicycle lanes</li> <li>• Bus bulb outs</li> <li>• Crossing islands</li> <li>• Curb extensions</li> <li>• Curb ramps</li> <li>• Enhancements</li> <li>• In-pavement flashing lights</li> <li>• Lane reductions (road diet)</li> <li>• Lightning and illumination</li> <li>• Local road safety plan</li> <li>• Marked crosswalks and enhancements</li> <li>• On-street parking enhancements</li> <li>• Pedestrian hybrid beacon</li> <li>• Pedestrian/driver education</li> <li>• Pedestrians signals</li> <li>• Police enforcement</li> <li>• Raised pedestrian crossings</li> <li>• Rectangular rapid flash beacon</li> <li>• School zone improvement</li> <li>• Sidewalks</li> <li>• Street furniture/walking environment</li> <li>• Traffic signal</li> <li>• Traffic signals</li> <li>• Transit stop improvements</li> <li>• Useful websites</li> <li>• Walkways and paved shoulders</li> </ul>
350	Unique Midblock	<ul style="list-style-type: none"> <li>• Bicycle lanes</li> <li>• Chicanes</li> <li>• Curb extensions</li> <li>• Driveway improvements</li> <li>• Gateways</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Lightning and illumination</li> <li>• Neighborhood identity</li> <li>• On-street parking enhancements</li> <li>• Parking restrictions</li> <li>• Pedestrian/driver education</li> <li>• Police enforcement</li> <li>• Raised medians</li> <li>• Sidewalks</li> </ul>



**Table F.1. Con't.**

PCAT Crash Group Number	PBCAT Pedestrian Crash Groups to PEDSAFE	Countermeasures
350	Unique Midblock	<ul style="list-style-type: none"> <li>• Signing</li> <li>• Speed humps</li> <li>• Speed tables</li> <li>• Speed-monitoring</li> <li>• Temporary installations</li> <li>• Useful websites</li> <li>• USLIMITS2</li> <li>• Walkways and paved shoulders</li> </ul>
400	Walking Along Roadway	<ul style="list-style-type: none"> <li>• Access to transit</li> <li>• Bicycle lanes</li> <li>• Clear zones</li> <li>• Curb ramps</li> <li>• Driveway improvements</li> <li>• In-pavement flashing lights</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Lightning and illumination</li> <li>• Local road safety plan</li> <li>• Longitudinal rumble strips</li> <li>• Neighborhood identity</li> <li>• On-street parking enhancements</li> <li>• Pedestrian safety at railroad crossings</li> <li>• Pedestrian/driver education</li> <li>• Police enforcement</li> <li>• Radar Speed display</li> <li>• Safety edge</li> <li>• School zone improvement</li> <li>• Sidewalks</li> <li>• Speed-monitoring</li> <li>• Street furniture/walking environment</li> <li>• Street trees</li> <li>• Streetcar planning and design</li> <li>• Traffic signal enhancements</li> <li>• Transverse rumble strips</li> <li>• Useful websites</li> <li>• USLIMITS2</li> <li>• walkways and paved shoulders</li> <li>• Work zones - pedestrian detours</li> </ul>
460	Crossing Driveway or Alley	-

**Table F.1. Con't.**

<b>PCAT Crash Group Number</b>	<b>PBCAT Pedestrian Crash Groups to PEDSAFE</b>	<b>Countermeasures</b>
500	Waiting to Cross	-
600	Pedestrian in Roadway - Circumstances Unknown	-
720	Multiple Threat/Trapped	<ul style="list-style-type: none"> <li>• Advanced stop lines at traffic signals</li> <li>• Bicycle lanes</li> <li>• Bus bulb outs</li> <li>• Curb extensions</li> <li>• Intersection median barriers</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Leading pedestrian interval</li> <li>• Lightning and illumination</li> <li>• Local road safety plan</li> <li>• Marked crosswalks and enhancements</li> <li>• Parking restrictions</li> <li>• Pedestrian hybrid beacon</li> <li>• Pedestrian overpasses/underpasses</li> <li>• Pedestrian/driver education</li> <li>• Pedestrians signals</li> <li>• Police enforcement</li> <li>• Raised medians</li> <li>• Raised pedestrian crossings</li> <li>• Rectangular rapid flash beacon</li> <li>• School zone improvement</li> <li>• Sidewalks</li> <li>• Signing</li> <li>• Speed tables</li> <li>• Traffic signals</li> <li>• Transit stop improvements</li> <li>• Useful websites</li> <li>• walkways and paved shoulders</li> </ul>
740	Dash/Dart-Out	<ul style="list-style-type: none"> <li>• Bicycle lanes</li> <li>• Bus bulb outs</li> <li>• Chicanes</li> <li>• Chokers</li> <li>• Crossing islands</li> <li>• Curb extensions</li> <li>• Diverters</li> <li>• Driveway improvements</li> <li>• Full Street Closure</li> </ul>

**Table F.1. Con't.**

PCAT Crash Group Number	PBCAT Pedestrian Crash Groups to PEDSAFE	Countermeasures
740	Dash/Dart-Out	<ul style="list-style-type: none"> <li>• Gateways</li> <li>• In-pavement flashing lights</li> <li>• In-street pedestrian crossing sign</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Lightning and illumination</li> <li>• Local road safety plan</li> <li>• Marked crosswalks and enhancements</li> <li>• On-street parking enhancements</li> <li>• Parking restrictions</li> <li>• Partial street closure</li> <li>• Pedestrian overpasses/underpasses</li> <li>• Pedestrian street</li> <li>• Pedestrian streets/malls</li> <li>• Pedestrian/driver education</li> <li>• Pedestrians signals</li> <li>• Police enforcement</li> <li>• Raised medians</li> <li>• Raised pedestrian crossings</li> <li>• School zone improvement</li> <li>• Serpentine design</li> <li>• Shared streets</li> <li>• Sidewalks</li> <li>• Signing</li> <li>• Speed humps</li> <li>• Speed tables</li> <li>• Speed-monitoring</li> <li>• Street furniture/walking environment</li> <li>• Traffic signal enhancements</li> <li>• Traffic signals</li> <li>• Transit stop improvements</li> <li>• Useful websites</li> <li>• USLIMITS2</li> <li>• walkways and paved shoulders</li> <li>• Woonerf</li> </ul>
750	Crossing Roadway - Vehicle Not Turning	<ul style="list-style-type: none"> <li>• "Look" pavement stencils</li> <li>• Access to transit</li> <li>• Advanced stop lines at traffic signals,</li> <li>• Automated enforcement systems</li> <li>• Automated pedestrian detection</li> <li>• Chicanes</li> </ul>

**Table F.1. Con't.**

PCAT Crash Group Number	PBCAT Pedestrian Crash Groups to PEDSAFE	Countermeasures
750	Crossing Roadway - Vehicle Not Turning	<ul style="list-style-type: none"> <li>• Chokers</li> <li>• Crossing islands</li> <li>• Curb extensions</li> <li>• Curb radius reduction</li> <li>• Curb ramps</li> <li>• Diverters</li> <li>• Full Street Closure</li> <li>• Gateways</li> <li>• Interchanges</li> <li>• Intersection median barriers</li> <li>• Landscaping</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Leading pedestrian interval</li> <li>• Left turn phasing</li> <li>• Left turn prohibitions</li> <li>• Lightning and illumination</li> <li>• Local road safety plan, Street trees</li> <li>• Marked crosswalks and enhancements</li> <li>• Mini-circles</li> <li>• Modify skewed intersections</li> <li>• Neighborhood identity</li> <li>• One-way/Two-way street conversions</li> <li>• On-street parking enhancements</li> <li>• Parking restrictions</li> <li>• Partial street closure</li> <li>• Pavement lighted markers</li> <li>• Pedestrian accommodations at complex</li> <li>• Pedestrian overpasses/underpasses</li> <li>• Pedestrian signal timing</li> <li>• Pedestrian street</li> <li>• Pedestrian streets/malls, Useful websites</li> <li>• Pedestrian/driver education</li> <li>• Pedestrians signals</li> <li>• Police enforcement</li> <li>• Puffin crossing</li> <li>• Push buttons and signal timing</li> <li>• Raised medians</li> <li>• Raised pedestrian crossings</li> <li>• Right-turn-on-red restrictions</li> <li>• Roundabouts</li> <li>• School zone improvement</li> <li>• Serpentine design</li> </ul>

**Table F.1. Con't.**

PCAT Crash Group Number	PBCAT Pedestrian Crash Groups to PEDSAFE	Countermeasures
750	Crossing Roadway - Vehicle Not Turning	<ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Signing</li> <li>• Specific paving treatments</li> <li>• Speed humps</li> <li>• Speed tables</li> <li>• Speed-monitoring</li> <li>• Temporary installations</li> <li>• Traffic signal enhancements</li> <li>• Traffic signals</li> <li>• Transit stop improvements</li> <li>• USLIMITS2</li> <li>• walkways and paved shoulders</li> <li>• Woonerf</li> </ul>
790	Crossing Roadway - Vehicle Turning	<ul style="list-style-type: none"> <li>• "Look" pavement stencils</li> <li>• Access to transit</li> <li>• Advanced stop lines at traffic signals</li> <li>• Automated pedestrian detection</li> <li>• Bus bulb outs</li> <li>• Crossing islands</li> <li>• Curb extensions</li> <li>• Curb ramps</li> <li>• Flashing yellow arrow for left turns</li> <li>• Improved right-turn slip-lane design</li> <li>• Lane reductions (road diet)</li> <li>• Leading pedestrian interval</li> <li>• Left turn phasing</li> <li>• Lightning and illumination</li> <li>• Local road safety plan</li> <li>• Marked crosswalks and enhancements</li> <li>• On-street parking enhancements</li> <li>• Pedestrian hybrid beacon</li> <li>• Pedestrian overpasses/underpasses</li> <li>• Pedestrian/driver education</li> <li>• Pedestrians signals</li> <li>• Police enforcement</li> <li>• Raised pedestrian crossings</li> <li>• Rectangular rapid flash beacon</li> <li>• School zone improvement</li> <li>• Signing</li> <li>• Traffic signal enhancements</li> <li>• Traffic signals</li> <li>• Transit stop improvements</li> <li>• Useful websites</li> </ul>

**Table F.1. Con't.**

PBCAT Crash Group Number	PBCAT Bike Crash Groups to BIKESAFE	• Countermeasure
800	Off Roadway	<ul style="list-style-type: none"> <li>• Bicycle lanes</li> <li>• Curb extensions</li> <li>• Curb radius reduction</li> <li>• Driveway improvements</li> <li>• Landscaping</li> <li>• Left turn phasing</li> <li>• Left turn prohibitions</li> <li>• Lightning and illumination</li> <li>• Local road safety plan</li> <li>• Neighborhood identity</li> <li>• On-street parking enhancements</li> <li>• Parking restrictions</li> <li>• Pedestrian/driver education</li> <li>• Police enforcement</li> <li>• School zone improvement</li> <li>• Sidewalks</li> <li>• Signing</li> <li>• Speed-monitoring</li> <li>• Temporary installations</li> <li>• USLIMITS2</li> <li>• walkways and paved shoulders</li> </ul>
910	Crossing Expressway	<ul style="list-style-type: none"> <li>• Lightning and illumination</li> <li>• Pedestrian overpasses/underpasses</li> <li>• Pedestrian/driver education</li> <li>• Police enforcement</li> <li>• Signing</li> <li>• Useful websites</li> </ul>
990	Other/Unknown - Insufficient Details	-

**Table F.2. Pedalcyclist Countermeasures by Crash Group.**

PBCAT Crash Group Number	PBCAT Bike Crash Groups to BIKESAFE	Countermeasure
150	Motorist Failed to Yield - Signalized Intersection	<ul style="list-style-type: none"> <li>• Bicycle signal heads</li> <li>• Bicyclist/motorist education</li> <li>• Bike Boxes</li> <li>• Chicanes</li> <li>• Colored pavement material guidance</li> <li>• Curb radius reduction</li> <li>• Cycle track intersection approach</li> <li>• Green infrastructure</li> <li>• Improvements</li> <li>• Improvements</li> <li>• School-zone</li> <li>• Intersection markings</li> <li>• Lane narrowing</li> <li>• Law enforcement</li> <li>• Lightning improvements</li> <li>• Median/Crossing island</li> <li>• Mini-circles</li> <li>• Optimizing signal timing for bicyclists</li> <li>• Path intersection treatments</li> <li>• Pavement marking</li> <li>• Roundabouts</li> <li>• Sight Distance Improvements</li> <li>• Sign improvements for bicyclists</li> <li>• Speed tables humps cushions</li> <li>• Through bike lanes</li> <li>• Turning Restrictions</li> <li>• Two-stage turn queue boxes</li> <li>• Wayfinding</li> </ul>
140	Motorist Failed to Yield - Sign-Controlled Intersection	<ul style="list-style-type: none"> <li>• Bicyclist/motorist education</li> <li>• Bike Boxes</li> <li>• Bike-activated signal detection</li> <li>• Chicanes</li> <li>• Colored pavement material guidance</li> <li>• Curb radius reduction</li> <li>• Cycle track intersection approach</li> <li>• Green infrastructure</li> <li>• Improvements</li> <li>• Intersection markings</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Law enforcement</li> <li>• Lightning improvements</li> <li>• Merge and weave are redesign</li> <li>• Mini-circles,</li> </ul>

**Table F.2. Con't.**

PBCAT Crash Group Number	PBCAT Bike Crash Groups to BIKESAFE	Countermeasure
140	Motorist Failed to Yield - Sign-Controlled Intersection	<ul style="list-style-type: none"> <li>• Optimizing signal timing for bicyclists</li> <li>• Path intersection treatments</li> <li>• Pavement marking improvements</li> <li>• Roundabouts</li> <li>• Route planning</li> <li>• school-zone improvements</li> <li>• Sight Distance</li> <li>• Sign improvements for bicyclists</li> <li>• Through bike lanes</li> </ul>
158	Bicyclist Failed to Yield - Signalized Intersection	<ul style="list-style-type: none"> <li>• Bicycle signal heads</li> <li>• Bike Boxes</li> <li>• Chicanes</li> <li>• Colored pavement material guidance</li> <li>• Curb radius reduction</li> <li>• Cycle track intersection approach</li> <li>• Intersection markings</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Lightning improvements</li> <li>• Mini-circles</li> <li>• Optimizing signal timing for bicyclists</li> <li>• Path intersection treatments</li> <li>• Pavement marking improvements</li> <li>• Roundabouts</li> <li>• school-zone improvements</li> <li>• Sight Distance Improvements</li> <li>• Sign improvements for bicyclists</li> <li>• Speed tables humps cushions</li> <li>• Through bike lanes</li> <li>• Turning Restrictions</li> <li>• Two-stage turn queue boxes</li> <li>• Wayfinding</li> </ul>



**Table F.2. Con't.**

<b>PBCAT Crash Group Number</b>	<b>PBCAT Bike Crash Groups to BIKESAFE</b>	<b>Countermeasure</b>
145	Bicyclist Failed to Yield - Sign-Controlled Intersection	<ul style="list-style-type: none"> <li>• Bicyclist/motorist education</li> <li>• Bike-activated signal detection</li> <li>• Chicanes</li> <li>• Colored pavement material guidance</li> <li>• Cycle track intersection approach</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Law enforcement</li> <li>• Lightning improvements</li> <li>• Merge and weave area redesign</li> <li>• Mini-circles</li> <li>• Path intersection treatments</li> <li>• Pavement marking improvements</li> <li>• Roundabouts</li> <li>• Route planning</li> <li>• school-zone improvements</li> <li>• Sight Distance Improvements</li> <li>• Through bike lanes</li> </ul>

**Table F.2. Con't.**

<b>PBCAT Crash Group Number</b>	<b>PBCAT Bike Crash Groups to BIKESAFE</b>	<b>Countermeasure</b>
320	Motorist Failed to Yield - Midblock	<ul style="list-style-type: none"> <li>• Bicyclist/motorist education</li> <li>• Colored pavement material guidance</li> <li>• Cycle track intersection approach</li> <li>• Driveway improvements</li> <li>• Lane reductions (road diet)</li> <li>• Law enforcement</li> <li>• Optimizing signal timing for bicyclists</li> <li>• Parking treatments</li> <li>• Path intersection treatments</li> <li>• Pavement marking improvements</li> <li>• Sign improvements for bicyclists</li> <li>• Through bike lanes</li> </ul>
310	Bicyclist Failed to Yield – Midblock	<ul style="list-style-type: none"> <li>• Bicyclist/motorist education</li> <li>• Bike lanes</li> <li>• Bike-activated signal detection</li> <li>• Chicanes</li> <li>• Contraflow bike lanes</li> <li>• Cycle track intersection approach</li> <li>• Lane narrowing</li> <li>• Law enforcement</li> <li>• Median/Crossing island</li> <li>• Lane reductions (road diet)</li> <li>• One-way protected cycle tracks</li> <li>• Optimizing signal timing for bicyclists</li> <li>• Parking treatments</li> <li>• Path intersection treatments</li> <li>• Paved shoulders</li> <li>• Pedestrian hybrid Beacon</li> <li>• School-zone improvements</li> <li>• Separated bike lanes</li> <li>• Shared bus-bike lanes</li> <li>• Speed tables humps cushions</li> <li>• Through bike lanes</li> <li>• Traffic diversion</li> <li>• Two-way cycle tracks</li> <li>• Visual narrowing</li> <li>• Wide curb lanes</li> </ul>

**Table F.2. Con't.**

<b>PBCAT Crash Group Number</b>	<b>PBCAT Bike Crash Groups to BIKESAFE</b>	<b>Countermeasure</b>
210	Motorist Left Turn/Merge	<ul style="list-style-type: none"> <li>• Bicycle signal heads</li> <li>• Bicyclist/motorist education</li> <li>• Bike Boxes</li> <li>• Bike lanes</li> <li>• Colored pavement material guidance</li> <li>• Contraflow bike lanes</li> <li>• Curb radius reduction</li> <li>• Cycle track intersection approach</li> <li>• Driveway improvements</li> <li>• Intersection markings</li> <li>• Lane reductions (road diet)</li> <li>• Lightning improvements</li> <li>• Median/Crossing island</li> <li>• Merge and weave are redesign</li> <li>• Mini-circles</li> <li>• One-way protected cycle tracks</li> <li>• Optimizing signal timing for bicyclists</li> <li>• Parking treatments</li> <li>• Path intersection treatments</li> <li>• Paved shoulders</li> <li>• Pavement marking improvements</li> <li>• Raised cycle tracks</li> <li>• Roundabouts</li> <li>• Route planning</li> <li>• Shared bus-bike lanes</li> <li>• Sight Distance Improvements</li> <li>• Sign improvements for bicyclists</li> <li>• Through bike lanes</li> <li>• Traffic diversion</li> <li>• Turning Restrictions</li> <li>• Two-stage turn queue boxes</li> <li>• Two-way cycle tracks</li> <li>• Wayfinding</li> </ul>

**Table F.2. Con't**

PBCAT Crash Group Number	PBCAT Bike Crash Groups to BIKESAFE	Countermeasure
219	Parking/Bus Related	<ul style="list-style-type: none"> <li>• Landscaping/aesthetics</li> <li>• Transit access</li> </ul>
215	Motorist Right turn/Merge	<ul style="list-style-type: none"> <li>• Bicycle signal heads</li> <li>• Bicyclist/motorist education</li> <li>• Bike Boxes</li> <li>• Bike lanes</li> <li>• Colored pavement material guidance</li> <li>• Contraflow bike lanes,One-way protected cycle tracks</li> <li>• Curb radius reduction</li> <li>• Cycle track intersection approach</li> <li>• Driveway improvements</li> <li>• Intersection markings</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Lightning improvements</li> <li>• Merge and weave are redesign</li> <li>• Parking treatments</li> <li>• Path intersection treatments</li> <li>• Paved shoulders</li> <li>• Pavement marking improvements</li> <li>• Raised cycle tracks</li> <li>• Route planning</li> <li>• Shared bus-bike lanes</li> <li>• Sign improvements for bicyclists</li> <li>• Through bike lanes</li> <li>• Traffic diversion</li> <li>• Turning Restrictions</li> <li>• Two-stage turn queue boxes</li> <li>• Two-way cycle tracks</li> <li>• Wayfinding</li> </ul>
220	Bicyclist Left Turn/Merge	<ul style="list-style-type: none"> <li>• Bike Boxes</li> <li>• Bike lanes</li> <li>• Bike-activated signal detection</li> <li>• Colored pavement material guidance</li> <li>• Cycle track intersection approach</li> <li>• Hazard identification program</li> <li>• Intersection markings</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Lightning improvements</li> <li>• Major maintenance</li> <li>• Median/Crossing island</li> </ul>

Table F.2. Con't.

PBCAT Crash Group Number	PBCAT Bike Crash Groups to BIKESAFE	Countermeasure
220	Bicyclist Left Turn/Merge	<ul style="list-style-type: none"> <li>• One-way protected cycle tracks</li> <li>• Optimizing signal timing for bicyclists</li> </ul>
220	Bicyclist Left Turn/Merge	<ul style="list-style-type: none"> <li>• Path intersection treatments</li> <li>• Pavement marking improvements</li> <li>• Raised cycle tracks</li> <li>• Repetitive/short-term maintenance</li> <li>• Roadway surface improvements</li> <li>• Roundabouts</li> <li>• Separated bike lanes</li> <li>• Sight Distance Improvements</li> <li>• Streetcar track treatments</li> <li>• Through bike lanes</li> <li>• Two-way cycle tracks</li> </ul>
225	Bicyclist Right	<ul style="list-style-type: none"> <li>• Bicyclist/motorist education,</li> <li>• Bike Boxes</li> <li>• Bike lanes</li> <li>• Chicanes</li> <li>• Colored pavement material guidance</li> <li>• Cycle track intersection approach</li> <li>• Hazard identification program</li> <li>• Intersection markings</li> <li>• Lane narrowing</li> <li>• Lane reductions (road diet)</li> <li>• Major maintenance</li> <li>• Mini-circles</li> <li>• One-way protected cycle tracks</li> <li>• Path intersection treatments</li> <li>• Pavement marking improvements</li> <li>• Raised cycle tracks</li> <li>• Repetitive/short-term maintenance</li> <li>• Speed tables humps cushions</li> <li>• Through bike lanes</li> <li>• Traffic diversion</li> <li>• Two-way cycle tracks</li> <li>• Visual narrowing</li> </ul>

**Table F.2. Con't.**

PBCAT Crash Group Number	PBCAT Bike Crash Groups to BIKESAFE	Countermeasure
230	Motorist Overtaking Bicyclist	<ul style="list-style-type: none"> <li>• Bicycle-tolerable shoulder rumble strips</li> <li>• Bicyclists/motorist education</li> <li>• Bridge and overpass access</li> <li>• Chicanes</li> <li>• Colored pavement material guidance</li> <li>• Driveway improvements</li> <li>• Green infrastructure</li> <li>• Hazard identification program</li> <li>• Increase use of bicycle helmets</li> <li>• Landscaping/aesthetics</li> <li>• Lane narrowing</li> <li>• Lightning improvements</li> <li>• Lights on bicycle</li> <li>• Major maintenance</li> <li>• Offset intersections</li> <li>• Parking treatments</li> <li>• Pavement marking improvements</li> <li>• Reflective clothing</li> <li>• Repetitive/short-term maintenance</li> <li>• Roadway surface improvements</li> <li>• Separate shared-use paths</li> <li>• Sign improvements for bicyclists</li> <li>• Speed tables humps cushions</li> <li>• Traffic diversion</li> <li>• Tunnel and underpass access</li> <li>• Visual narrowing</li> </ul>
240	Bicyclist Overtaking Motorist	<ul style="list-style-type: none"> <li>• Parking treatments</li> <li>• Median/Crossing island</li> <li>• Separate shared-use paths</li> <li>• Bike lanes</li> <li>• One-way protected cycle tracks</li> <li>• Raised cycle tracks</li> <li>• Two-way cycle tracks</li> <li>• Offset intersections</li> <li>• Colored pavement material guidance</li> <li>• Repetitive/short-term maintenance</li> <li>• Major maintenance</li> <li>• Hazard identification program</li> </ul>

**Table F.2. Con't.**

PBCAT Crash Group Number	PBCAT Bike Crash Groups to BIKESAFE	Countermeasure
240	Bicyclist Overtaking Motorist	<ul style="list-style-type: none"> <li>• Pavement marking improvements</li> <li>• Bicyclist/motorist education</li> </ul>
110	Loss of Control/Turning Error	-
190	Crossing Paths-Other Circumstances	-
258	Head-On	<ul style="list-style-type: none"> <li>• Lightning improvements</li> <li>• Bike lanes</li> <li>• Paved shoulders</li> <li>• One-way protected cycle tracks</li> <li>• Raised cycle tracks</li> <li>• Two-way cycle tracks</li> <li>• Repetitive/short-term maintenance</li> <li>• Law enforcement</li> <li>• Bicyclist/motorist education</li> </ul>
290	Parallel Paths-Other Circumstances	-
600	Backing Vehicle	<ul style="list-style-type: none"> <li>• Bicyclist/motorist education</li> <li>• Colored pavement material guidance</li> <li>• Driveway improvements</li> <li>• Hazard identification program</li> <li>• Lightning improvements</li> <li>• Major maintenance</li> <li>• Parking treatments</li> <li>• Pavement marking improvements</li> <li>• Repetitive/short-term maintenance</li> <li>• Sign improvements for bicyclists</li> <li>• Speed tables humps cushions</li> </ul>
850	Other/Unusual Circumstances	-
910	Non-roadway	-
990	Other/Unknown-Insufficient Details	-

**APPENDIX G**  
**HIGH-RISK CORRIDORS**



**Table G.1 Pedestrian High-Risk Corridors.**

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
N WASHINGTON AVE	DALLAS	Worth St	Shreveport St	790 Crossing Roadway - Vehicle Turning	7	(87.5%)	<ul style="list-style-type: none"> <li>Marked crosswalks, is a countermeasure recommended by FHWA for the PBCAT crash groups identified at this location.</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	1	(12.5%)	<ul style="list-style-type: none"> <li>Marked crosswalks, is a countermeasure recommended by FHWA for the PBCAT crash groups identified at this location.</li> </ul>
MCKINNEY AVE	DALLAS	Lemmon Ave	Lemmon Ave E	790 Crossing Roadway - Vehicle Turning	6	(75.0%)	<ul style="list-style-type: none"> <li>Marked crosswalks, is a countermeasure recommended by FHWA for the PBCAT crash groups identified at this location.</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	1	(12.5%)	<ul style="list-style-type: none"> <li>Marked crosswalks, is a countermeasure recommended by FHWA for the PBCAT crash groups identified at this location.</li> </ul>
				600 Pedestrian in Roadway – Circumstances Unknown	1	(12.5%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
MAIN ST	FORT WORTH	Between E 4th St and W 5th St	W Weatherford St	790 Crossing Roadway – Vehicle Turning	16	(94.1%)	<ul style="list-style-type: none"> <li>Marked crosswalks</li> <li>Pedestrian hybrid beacon</li> <li>Pedestrian Overpass/ Underpass</li> <li>Rectangular rapid flashing beacon</li> <li>Road diet</li> <li>Traffic Signals</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
MAIN ST	FORT WORTH	Between E 4th St and W 5th St	W Weatherford St	740 Dash / Dart-Out	1	(5.9%)	<ul style="list-style-type: none"> <li>▪ In-street pedestrian crossing sign</li> <li>▪ Lane narrowing</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
LEMMON AVE	DALLAS	Lemmon Ave	Lemmon Ave E	750 Crossing Roadway - Vehicle Not Turning	4	(44.4%)	<ul style="list-style-type: none"> <li>▪ Landscaping</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/Underpasses</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic Signals</li> </ul>
				740 Dash / Dart-Out	2	(22.2%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic Signals</li> </ul>
				790 Crossing Roadway - Vehicle Turning	1	(11.1%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Road diet</li> <li>▪ Traffic Signals</li> </ul>
				400 Walking Along Roadway	1	(11.1%)	<ul style="list-style-type: none"> <li>▪ Road Diet</li> </ul>
				720 Multiple Threat / Trapped	1	(11.1%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
LEMMON AVE	DALLAS	Lemmon Ave	Lemmon Ave E	720 Multiple Threat / Trapped	1	(11.1%)	<ul style="list-style-type: none"> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Road diet</li> <li>▪ Traffic Signals</li> </ul>
RIVER FRONT BLVD	DALLAS	Riverfront Blvd	Riverfront Blvd	750 Crossing Roadway – Vehicle Not Turning	5	(71.4%)	<ul style="list-style-type: none"> <li>▪ Landscaping</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
				720 Multiple Threat / Trapped	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/Underpasses</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Road diet</li> <li>▪ Traffic Signals</li> </ul>
				500 Waiting to Cross	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
JIM MILLER RD	DALLAS	Samuel Blvd	I-30 Frontage Road	750 Crossing Roadway – Vehicle Not Turning	3	(33.3%)	<ul style="list-style-type: none"> <li>▪ Automated pedestrian detection</li> <li>▪ Crossing islands</li> <li>▪ Landscaping</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised medians</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic Signals</li> </ul>
				790 Crossing Roadway – Vehicle Turning	3	(33.3%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Road diet</li> <li>▪ Traffic Signals</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
JIM MILLER RD	DALLAS	Samuel Blvd	I-30 Frontage Road	790 Crossing Roadway – Vehicle Turning	3	(33.3%)	<ul style="list-style-type: none"> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Rectangular rapid flashing beacon</li> </ul>
				100 Unusual Circumstances	1	(11.1%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				500 Waiting to Cross	1	(11.1%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				740 Dash / Dart-Out	1	(11.1%)	<ul style="list-style-type: none"> <li>▪ In-street pedestrian crossing sign</li> <li>▪ Lane narrowing</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
HOUSTON ST	DALLAS	Young St	Ross Ave	790 Crossing Roadway - Vehicle Turning	15	(83.3%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Road diet</li> <li>▪ Traffic Signals</li> </ul>
				100 Unusual Circumstances	2	(11.1%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	1	(5.6%)	<ul style="list-style-type: none"> <li>▪ Landscaping</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic Signals</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
LAMAR ST	DALLAS	Young St	Victory Ave	790 Crossing Roadway – Vehicle Turning	18	(56.3%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic Signals</li> </ul>
				750 Crossing Roadway -, Vehicle Not Turning	10	(31.3%)	<ul style="list-style-type: none"> <li>▪ Landscaping</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
				740 Dash / Dart-Out	3	(9.4%)	<ul style="list-style-type: none"> <li>▪ In-street pedestrian crossing sign</li> <li>▪ Lane narrowing</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(3.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
COLE AVE	DALLAS	Lemmon Ave	Blackburn St	790 Crossing Roadway - Vehicle Turning	5	(62.5%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic Signals</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
COLE AVE	DALLAS	Lemmon Ave	Blackburn St	740 Dash / Dart-Out	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Flashing lights</li> <li>▪ In-street pedestrian crossing sign</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
				100 Unusual Circumstances	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				200 Backing Vehicle	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Lightning and illumination</li> <li>▪ Raised pedestrian crossings</li> </ul>
CEDAR SPRINGS RD	DALLAS	Sale St	Douglas Ave	750 Crossing Roadway - Vehicle Not Turning	13	(62.0%)	<ul style="list-style-type: none"> <li>▪ Landscaping</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
				790 Crossing Roadway - Vehicle Turning	5	(23.8%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic Signals</li> </ul>
				460 Crossing Driveway or Alley	1	(4.7%)	<ul style="list-style-type: none"> <li>▪ Driveway improvements</li> </ul>
				720 Multiple Threat / Trapped	1	(4.7%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
CEDAR SPRINGS RD	DALLAS	Sale St	Douglas Ave	720 Multiple Threat / Trapped	1	(4.7%)	<ul style="list-style-type: none"> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Road diet</li> <li>▪ Traffic Signals</li> </ul>
				740 Dash / Dart-Out	1	(4.7%)	<ul style="list-style-type: none"> <li>▪ Flashing lights</li> <li>▪ In-street pedestrian crossing sign</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
MCKINNEY AVE	DALLAS	Olive St	Oak Grove Ave	750 Crossing Roadway - Vehicle Not Turning	10	(50.0%)	<ul style="list-style-type: none"> <li>▪ Landscaping</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
				790 Crossing Roadway - Vehicle Turning	6	(30.0%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic Signals</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
MCKINNEY AVE	DALLAS	Olive St	Oak Grove Ave	720 Multiple Threat / Trapped	2	(10.0%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Road diet</li> <li>▪ Traffic Signals</li> </ul>
				100 Unusual Circumstances	1	(5.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				740 Dash / Dart-Out	1	(5.0%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic Signals</li> </ul>
AL LIPSCOMB WAY	DALLAS	Meadow St	J B Jackson Jr Blvd	750 Crossing Roadway - Vehicle Not Turning	3	(50.0%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
				790 Crossing Roadway - Vehicle Turning	2	(33.3%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic Signals</li> </ul>
AL LIPSCOMB WAY	DALLAS	Meadow St	J B Jackson Jr Blvd	310 Working or Playing in Roadway	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Speed humps</li> </ul>



Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
SL0012 BONNIE VIEW RD	DALLAS	Stoneport Dr	Jacobie Blvd	750 Crossing Roadway – Vehicle Not Turning	19	(59.4%)	<ul style="list-style-type: none"> <li>▪ Crossing island</li> <li>▪ Landscaping</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
				790 Crossing Roadway – Vehicle turning	4	(12.5%)	<ul style="list-style-type: none"> <li>▪ Crossing island</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic Signals</li> </ul>
				740 Dash / Dart- Out	3	(9.4%)	<ul style="list-style-type: none"> <li>▪ Crossing island</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised medians</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic Signals</li> </ul>
				400 Walking Along Roadway	3	(9.4%)	<ul style="list-style-type: none"> <li>▪ Lightning and illumination</li> <li>▪ Longitudinal rumble strips</li> <li>▪ Safety edge</li> </ul>
				100 Unusual Circumstances	1	(3.1%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				340 Bus-Related	1	(3.1%)	<ul style="list-style-type: none"> <li>▪ Curb ramps</li> <li>▪ Access to transit</li> <li>▪ Bus-bulb out</li> </ul>
				720 Multiple Threat / Trapped	1	(3.1%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Road diet</li> <li>▪ Traffic Signals</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
SL0012 BONNIE VIEW RD	DALLAS	Stoneport Dr	Jacobie Blvd	720 Multiple Threat / Trapped	1	(3.1%)	<ul style="list-style-type: none"> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Raised medians</li> <li>▪ Rectangular rapid flashing beacon</li> </ul>
MLK BLVD	DALLAS	Cedar Crest Blvd	Robert B Cullum Blvd	750 Crossing Roadway - Vehicle Not Turning	20	(50.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Median crossing islands and raised medians.</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
				790 Crossing Roadway - Vehicle Turning	9	(22.5%)	<ul style="list-style-type: none"> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic Signals</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	4	(10.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				740 Dash / Dart- Out	3	(7.5%)	<ul style="list-style-type: none"> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Street furniture</li> <li>▪ Traffic Signals</li> </ul>
				100 Unusual Circumstances	2	(5.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				400 Walking Along Roadway	1	(2.5%)	<ul style="list-style-type: none"> <li>▪ Lightning and illumination</li> <li>▪ Longitudinal rumble strips</li> <li>▪ safety edge</li> </ul>
				310 Working or Playing in Roadway	1	(2.5%)	<ul style="list-style-type: none"> <li>▪ Speed humps</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
KNOX ST HENDERS ON AVE	DALLAS	Homer St	Katy Trail	790 Crossing Roadway - Vehicle Turning	9	(52.9%)	<ul style="list-style-type: none"> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic Signals</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	3	(17.6%)	<ul style="list-style-type: none"> <li>▪ Leading pedestrian interval</li> <li>▪ Parking restrictions crosswalks enhancements</li> </ul>
				200 Backing Vehicle	2	(11.8%)	<ul style="list-style-type: none"> <li>▪ Lighting and illumination</li> <li>▪ Raised pedestrian crossings</li> </ul>
				740 Dash / Dart-Out	2	(11.8%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Parking restrictions street furniture to In-street pedestrian signs</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(5.9%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
PINELAN D DR	DALLAS	-	Holly Hill Dr	790 Crossing Roadway - Vehicle Turning	7	(70.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Transit stop improvements</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Median crossing islands and raised median</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> <li>▪ Transit stop improvements</li> </ul>
				460 Crossing Driveway or Alley	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Driveway improvements</li> <li>▪ Lighting and illumination</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
PINELAND DR	DALLAS	-	Holly Hill Dr	740 Dash / Dart-Out	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ In-street pedestrian signs</li> <li>▪ Speed humps</li> <li>▪ Traffic Signals</li> <li>▪ Transit stop improvements</li> </ul>
BELKNAP ST	FORT WORTH	Cherry St	Grove St	790 Crossing Roadway - Vehicle Turning	11	(84.6%)	<ul style="list-style-type: none"> <li>▪ Hybrid beacons</li> <li>▪ In-street pedestrian crossing signals</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Signing</li> <li>▪ Traffic signal enhancements</li> </ul>
				200 Backing Vehicle	1	(7.7%)	<ul style="list-style-type: none"> <li>▪ Landscaping</li> <li>▪ Lightning and illumination</li> <li>▪ Raised pedestrian crossings</li> </ul>
				460 Crossing Driveway or Alley	1	(7.7%)	<ul style="list-style-type: none"> <li>▪ Driveway improvements</li> <li>▪ Lightning and illumination</li> </ul>
SL0012	DALLAS	Starlight Rd	Bachman Dr	750 Crossing Roadway - Vehicle Not Turning	10	(58.8%)	<ul style="list-style-type: none"> <li>▪ Leading pedestrian intervals</li> <li>▪ Light/illumination</li> <li>▪ Pedestrian Overpass/Underpasses</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossing and Crosswalk enhancement</li> </ul>
				100 Unusual Circumstances	3	(17.6%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				790 Crossing Roadway - Vehicle Turning	2	(11.8%)	<ul style="list-style-type: none"> <li>▪ Leading pedestrian intervals</li> <li>▪ Light/illumination</li> <li>▪ Pedestrian Overpass/Underpasses</li> <li>▪ Raised pedestrian crossing and Crosswalk enhancement</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
SL0012	DALLAS	Starlight Rd	Bachman Dr	990 Other / Unknown - Insufficient Details	1	(5.9%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				740 Dash / Dart-Out	1	(5.9%)	<ul style="list-style-type: none"> <li>▪ Light/illumination</li> <li>▪ Pedestrian Overpass/Underpass</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossing</li> <li>▪ Crosswalk enhancement</li> </ul>
CEDAR SPRINGS RD	DALLAS	N Pearl St	Dickason Ave	750 Crossing Roadway - Vehicle Not Turning	10	(62.5%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian Overpass/Underpass</li> </ul>
				790 Crossing Roadway - Vehicle Turning	4	(25.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian Overpass/Underpass</li> </ul>
				100 Unusual Circumstances	1	(6.3%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				720 Multiple Threat / Trapped	1	(6.3%)	<ul style="list-style-type: none"> <li>▪ Leading pedestrian interval</li> <li>▪ Rectangular rapid flash beacon</li> <li>▪ Speed tables</li> </ul>
12TH ST	DALLAS	S Bishop Ave	S Beckley Ave	750 Crossing Roadway - Vehicle Not Turning	3	(42.9%)	<ul style="list-style-type: none"> <li>▪ Traffic Signals</li> <li>▪ Traffic signal enhancements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Crosswalk enhancements</li> <li>▪ Median crossing islands</li> <li>▪ Raised median</li> <li>▪ Transit stop improvements</li> </ul>
				790 Crossing Roadway - Vehicle Turning	2	(28.6%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Lightning and illumination</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
12TH ST	DALLAS	S Bishop Ave	S Beckley Ave	720 Multiple Threat / Trapped	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> </ul>
				740 Dash / Dart-Out	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Raised medians</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic Signals</li> </ul>
SKILLMAN ST SKILLMAN ST	DALLAS DALLAS	Eastridge Dr	Abrams Rd	790 Crossing Roadway - Vehicle Turning	4	(50.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Lightning and illumination</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	3	(37.5%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Median crossing islands and raised median</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> <li>▪ Transit stop improvements</li> </ul>
				460 Crossing Driveway or Alley	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Driveway improvements</li> <li>▪ Lightning and illumination</li> </ul>
US0077	DENTON	Maple St	Pauline St	790 Crossing Roadway - Vehicle Turning	9	(52.9%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Traffic Signals</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	3	(17.6%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian</li> </ul>
				720 Multiple Threat / Trapped	2	(11.8%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian</li> <li>▪ Overpass/Underpass</li> <li>▪ Road diet</li> <li>▪ Traffic Signals</li> <li>▪ Rectangular rapid flashing beacon</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
US0077	DENTON	Maple St	Pauline St	720 Multiple Threat / Trapped	2	(11.8%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised medians</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Road diet</li> <li>▪ Traffic Signals</li> </ul>
				740 Dash / Dart-Out	1	(5.9%)	<ul style="list-style-type: none"> <li>▪ Light/illumination</li> <li>▪ Pedestrian Overpass/Underpasses</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossing and Crosswalk enhancement</li> </ul>
				100 Unusual Circumstances	1	(5.9%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(5.9%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
HEMPHILL ST	FORT WORTH	Lilac St	W Maddox Ave	750 Crossing Roadway - Vehicle Not Turning	5	(50.0%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Raised medians</li> <li>▪ Crossing islands</li> </ul>
				790 Crossing Roadway - Vehicle Turning	2	(20.0%)	<ul style="list-style-type: none"> <li>▪ Crossing Islands</li> </ul>
				740 Dash / Dart-Out	2	(20.0%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Raised medians</li> <li>▪ Crossing islands</li> </ul>
				500 Waiting to Cross	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
ROSEDAL E ST	FORT WORTH	College Ave	Crawford St	790 Crossing Roadway - Vehicle Turning	11	(78.6%)	<ul style="list-style-type: none"> <li>▪ In-street pedestrian crossing signals</li> <li>▪ Pedestrian hybrid beacons</li> <li>▪ Signing</li> <li>▪ Traffic signal enhancements</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	2	(14.3%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> </ul>
				100 Unusual Circumstances	1	(7.1%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>

Table G.1 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
TAYLOR ST	FORT WORTH	Texas St	W Weatherford St	790 Crossing Roadway - Vehicle Turning	10	(90.9%)	<ul style="list-style-type: none"> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Raised pedestrian traffic signal enhancements</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	1	(9.1%)	<ul style="list-style-type: none"> <li>▪ Raised pedestrian.</li> <li>▪ Traffic signal enhancements</li> </ul>
PARK LN	DALLAS	Greenville Ave	Larmanda St	790 Crossing Roadway - Vehicle Turning	7	(36.8%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised medians</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	7	(36.8%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised medians</li> <li>▪ Speed humps</li> </ul>
				460 Crossing Driveway or Alley	2	(10.5%)	<ul style="list-style-type: none"> <li>▪ Driveway improvement</li> <li>▪ Lightning and illumination</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(5.3%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				740 Dash / Dart-Out	1	(5.3%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised medians</li> <li>▪ Speed humps.</li> </ul>
				720 Multiple Threat / Trapped	1	(5.3%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised medians</li> </ul>
OAK LAWN AVE	DALLAS	Fairmount St	Lemmon Ave	790 Crossing Roadway - Vehicle Turning	9	(69.2%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalk and enhancement</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Traffic signal enhancements</li> </ul>



Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
OAK LAWN AVE	DALLAS	Fairmount St	Lemmon Ave	790 Crossing Roadway - Vehicle Turning	9	(69.2%)	<ul style="list-style-type: none"> <li>▪ Raised pedestrian crossings</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	2	(15.4%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalk and enhancements</li> <li>▪ Traffic signal enhancements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(7.7%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				740 Dash / Dart-Out	1	(7.7%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalk and enhancements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> </ul>
FORREST LN	DALLAS	Shepherd Rd	Audelia Rd	750 Crossing Roadway - Vehicle Not Turning	12	(34.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Light and illumination</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Transit stop improvements</li> </ul>
				790 Crossing Roadway - Vehicle Turning	9	(25.7%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Light and illumination</li> <li>▪ Pedestrian overpass/ underpass</li> <li>▪ Transit stop improvements</li> </ul>
				740 Dash / Dart-Out	5	(14.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ In-street pedestrian signs</li> <li>▪ Light and illumination</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Transit stop improvements</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
FORREST LN	DALLAS	Shepherd Rd	Audelia Rd	460 Crossing Driveway or Alley	4	(11.4%)	<ul style="list-style-type: none"> <li>Lightning and illumination</li> </ul>
				100 Unusual Circumstances	3	(8.6%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(2.9%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
				720 Multiple Threat / Trapped	1	(2.9%)	<ul style="list-style-type: none"> <li>Crosswalks enhancements</li> <li>Leading pedestrian interval</li> <li>Light and illumination</li> <li>Pedestrian Overpass/ Underpass</li> <li>Transit stop improvements</li> </ul>
ROSS AVE	DALLAS	N Griffin St	Routh St	790 Crossing Roadway - Vehicle Turning	14	(100%)	<ul style="list-style-type: none"> <li>Crosswalks enhancements</li> <li>Leading pedestrian interval</li> <li>Light and illumination</li> <li>on-street pedestrian signs and transit stop improvements</li> <li>Raised pedestrian crossings</li> </ul>
S MALCOLM X BLVD	DALLAS	Peabody Ave	Casey St	750 Crossing Roadway - Vehicle Not Turning	5	(55.6%)	<ul style="list-style-type: none"> <li>Crosswalk enhancements</li> <li>Pedestrian traffic signals</li> <li>Sidewalk and paved shoulders</li> </ul>
				100 Unusual Circumstances	3	(33.3%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
				740 Dash / Dart-Out	1	(11.1%)	<ul style="list-style-type: none"> <li>Crosswalk enhancements</li> <li>Pedestrian traffic signals</li> <li>Sidewalk and paved shoulders</li> </ul>
BRUTON RD	DALLAS	Between Asper St and N St Augustine Dr	Nantucket Village Dr	750 Crossing Roadway - Vehicle Not Turning	8	(61.5%)	<ul style="list-style-type: none"> <li>Lightning and Illumination</li> <li>Marked crosswalks</li> <li>Pedestrian overpass/underpass</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
BRUTON RD	DALLAS	Between Asper St and N St Augustine Dr	Nantucket Village Dr	740 Dash / Dart-Out	3	(23.1%)	<ul style="list-style-type: none"> <li>▪ Lightning and Illumination</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian overpass/underpass</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(7.7%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				720 Multiple Threat / Trapped	1	(7.7%)	<ul style="list-style-type: none"> <li>▪ Lightning and Illumination</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian overpass/underpass</li> </ul>
SH0180	FORT WORTH	35 W	Collard St	750 Crossing Roadway - Vehicle Not Turning	19	(43.2%)	<ul style="list-style-type: none"> <li>▪ Lightning and Illumination</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Sidewalks and paved shoulders</li> </ul>
				790 Crossing Roadway - Vehicle Turning	9	(20.5%)	<ul style="list-style-type: none"> <li>▪ Lightning and Illumination</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian overpass/underpass</li> </ul>
				740 Dash / Dart-Out	5	(11.4%)	<ul style="list-style-type: none"> <li>▪ Lightning and Illumination</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Sidewalks and paved shoulders</li> </ul>
				100 Unusual Circumstances	4	(9.1%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	3	(6.8%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				400 Walking Along Roadway	2	(4.5%)	<ul style="list-style-type: none"> <li>▪ Rumble strips</li> <li>▪ Sidewalks and paved shoulders</li> </ul>
				310 Working or Playing in Roadway	1	(2.3%)	<ul style="list-style-type: none"> <li>▪ Speed humps</li> </ul>
				340 Bus-Related	1	(2.3%)	<ul style="list-style-type: none"> <li>▪ Bus bulb-outs</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
JACKSON ST	DALLAS	S Griffin St	S Hard wood St	750 Crossing Roadway - Vehicle Not Turning	5	(55.6%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Pedestrian traffic signals</li> </ul>
				790 Crossing Roadway - Vehicle Turning	3	(33.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Pedestrian traffic signals</li> </ul>
				740 Dash / Dart-Out	1	(11.1%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancement</li> <li>▪ Street furniture</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Pedestrian traffic signals</li> </ul>
ESPERANZA RD	DALLAS	kit Ln	Midpark Rd	750 Crossing Roadway - Vehicle Not Turning	4	(57.1%)	<ul style="list-style-type: none"> <li>▪ Pedestrian traffic signals</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> </ul>
				790 Crossing Roadway - Vehicle Turning	2	(28.6%)	<ul style="list-style-type: none"> <li>▪ Pedestrian hybrid beacons</li> <li>▪ Pedestrian traffic signals</li> <li>▪ Raised pedestrian crossings</li> </ul>
				340 Bus-Related	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Bus bulb-out</li> </ul>
HARRY HINES BLVD	DALLAS	Butler St	Medical District Dr	750 Crossing Roadway - Vehicle Not Turning	2	(33.3%)	<ul style="list-style-type: none"> <li>▪ Pedestrian traffic signals and speed humps.</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Signing</li> </ul>
				460 Crossing Driveway or Alley	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Driveway improvements</li> <li>▪ Lightning and illumination</li> </ul>
				100 Unusual Circumstances	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				790 Crossing Roadway - Vehicle Turning	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Pedestrian traffic signals</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Signing</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
HARRY HINES BLVD	DALLAS	Butler St	Medical District Dr	200 Backing Vehicle	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Landscaping</li> <li>▪ Lightning and illumination</li> <li>▪ Raised pedestrian crossings</li> </ul>
SHADY BROOK LN	DALLAS	Southwestern Blvd	Melody Ln	790 Crossing Roadway - Vehicle Turning	4	(40.0%)	<ul style="list-style-type: none"> <li>▪ Access to transit</li> <li>▪ Crosswalk enhancements</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Pedestrian traffic signals</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	4	(40.0%)	<ul style="list-style-type: none"> <li>▪ Access to transit</li> <li>▪ Crosswalk enhancements</li> <li>▪ Interchange</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Pedestrian traffic signals</li> </ul>
				460 Crossing Driveway or Alley	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Driveway improvements</li> <li>▪ Lightning and illumination</li> </ul>
WEST MORELAND DR	DALLAS	W Wheatland Rd	W Camp Wisdom Rd	790 Crossing Roadway - Vehicle Turning	5	(29.4%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Lightning and Illumination</li> <li>▪ Bus bulb-outs</li> </ul>
				740 Dash / Dart-Out	4	(23.5%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Lightning and Illumination</li> <li>▪ Bus bulb-outs</li> <li>▪ Sidewalks and paved shoulders</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	3	(17.6%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Lightning and Illumination</li> <li>▪ Sidewalks and paved shoulders</li> </ul>
				400 Walking Along Roadway	2	(11.8%)	<ul style="list-style-type: none"> <li>▪ Lightning and Illumination</li> <li>▪ Sidewalks and paved shoulders, Rumble strips</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
WEST MORELAND DR	DALLAS	W Wheatland Rd	W Camp Wisdom Rd	310 Working or Playing in Roadway	1	(5.9%)	<ul style="list-style-type: none"> <li>▪ Lightning and Illumination</li> <li>▪ Sidewalks and paved shoulders</li> </ul>
				990 Other / Unknown - Insufficient Details	1	(5.9%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				340 Bus-Related	1	(5.9%)	<ul style="list-style-type: none"> <li>▪ Bus bulb-outs</li> <li>▪ Lightning and Illumination</li> <li>▪ Marked crosswalks</li> <li>▪ Sidewalks and paved shoulders</li> </ul>
MAIN ST	DALLAS	S Market St	between N 2nd Ave and N Exposition Ave	790 Crossing Roadway - Vehicle Turning	19	(65.5%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancement</li> <li>▪ Leading pedestrian interval</li> <li>▪ Light and illumination</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Transit stop improvements</li> </ul>
MAIN ST	DALLAS	S Market St	between N 2nd Ave and N Exposition Ave	750 Crossing Roadway - Vehicle Not Turning	5	(17.2%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Transit stop improvements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Light and illumination</li> <li>▪ Speed humps</li> </ul>
				350 Unique Midblock	2	(6.9%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Transit stop improvements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Light and illumination</li> <li>▪ Speed humps</li> </ul>
				740 Dash / Dart-Out	1	(3.4%)	<ul style="list-style-type: none"> <li>▪ Light and illumination</li> <li>▪ Speed humps</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
MAIN ST	DALLAS	S Market St	between N 2nd Ave and N Exposition Ave	200 Backing Vehicle	1	(3.4%)	<ul style="list-style-type: none"> <li>▪ Raised pedestrian crossings</li> <li>▪ Light and illumination</li> </ul>
				500 Waiting to Cross	1	(3.4%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
MIDPARK RD	DALLAS	Maham Rd	Goldmark Dr	750 Crossing Roadway - Vehicle Not Turning	3	(60.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Transit stop improvements</li> </ul>
				790 Crossing Roadway - Vehicle Turning	2	(40.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Transit stop improvements</li> </ul>
INWOOD RD	DALLAS	Redfield St	Cedar Springs Rd	790 Crossing Roadway - Vehicle Turning	5	(41.7%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines at traffic signals</li> <li>▪ Automated pedestrian detection</li> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian hybrid beacons</li> <li>▪ Pedestrian signals</li> <li>▪ Traffic signals</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	4	(33.3%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines at traffic signals</li> <li>▪ Automated pedestrian detection</li> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian signals</li> <li>▪ Traffic signals</li> </ul>
INWOOD RD	DALLAS	Redfield St	Cedar Springs Rd	720 Multiple Threat / Trapped	2	(16.7%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines at traffic signals</li> <li>▪ Pedestrian signals</li> <li>▪ Pedestrian hybrid beacons</li> <li>▪ Traffic signals</li> <li>▪ Lightning and illumination</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
INWOOD RD	DALLAS	Redfield St	Cedar Springs Rd	100 Unusual Circumstances	1	(8.3%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
MAPLE AVE	DALLAS	Inwood Rd	Wycliff Ave	750 Crossing Roadway - Vehicle Not Turning	9	(47.4%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Raised medians</li> </ul>
				790 Crossing Roadway - Vehicle Turning	4	(21.1%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Pedestrian hybrid beacon</li> </ul>
				720 Multiple Threat / Trapped	2	(10.5%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Raised medians</li> </ul>
				740 Dash / Dart-Out	1	(5.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Raised medians</li> </ul>
				400 Walking Along Roadway	1	(5.3%)	<ul style="list-style-type: none"> <li>▪ Pedestrian crossing islands</li> </ul>
				350 Unique Midblock	1	(5.3%)	<ul style="list-style-type: none"> <li>▪ Raised medians</li> </ul>
				100 Unusual Circumstances	1	(5.3%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
SPRING VALLEY RD	RICHARDSON	Manam Rd	S Weatherred Dr	740 Dash / Dart-Out	4	(50.0%)	<ul style="list-style-type: none"> <li>▪ Crossing islands</li> <li>▪ Crosswalk enhancements</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossing</li> <li>▪ Street furniture</li> </ul>
				790 Crossing Roadway - Vehicle Turning	2	(25.0%)	<ul style="list-style-type: none"> <li>▪ Crossing islands</li> <li>▪ Crosswalk enhancements</li> <li>▪ Raised pedestrian crossing</li> </ul>
				100 Unusual Circumstances	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>



Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
SPRING VALLEY RD	RICHARDSON	Manam Rd	S Weatherred Dr	720 Multiple Threat / Trapped	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Raised medians.</li> <li>▪ Raised pedestrian crossing</li> </ul>
JEFFERSON BLVD	DALLAS	S Van Buren Ave	E Davis St	790 Crossing Roadway - Vehicle Turning	13	(59.1%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Transit stop improvements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Light and illumination</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	4	(18.2%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Light and illumination</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Transit stop improvements</li> </ul>
				200 Backing Vehicle	2	(9.1%)	<ul style="list-style-type: none"> <li>▪ Lightning and illumination</li> </ul>
				740 Dash / Dart-Out	2	(9.1%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ In-street pedestrian signs and transit stop improvements</li> <li>▪ Light and illumination</li> <li>▪ Raised pedestrian crossings</li> </ul>
				100 Unusual Circumstances	1	(4.5%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
YOUNG ST	DALLAS	S Ervay St	S Good Latimer Expy W	790 Crossing Roadway - Vehicle Turning	4	(40.0%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines Transit stop improvements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Light and illumination</li> <li>▪ Raised pedestrian crossings</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
YOUNG ST	DALLAS	S Ervay St	S Good Latimer Expy W	750 Crossing Roadway - Vehicle Not Turning	3	(30.0%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines Transit stop improvements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Light and illumination</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> </ul>
				200 Backing Vehicle	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Lightning and illumination</li> <li>▪ Raised pedestrian crossings</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				740 Dash / Dart-Out	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines Transit stop improvements</li> <li>▪ Light and illumination</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> </ul>
N HALL ST	DALLAS	Knight St	McKinney Ave	790 Crossing Roadway - Vehicle Turning	10	(76.9%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancement</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Pedestrian hybrid beacon</li> </ul>
				990 Other / Unknown - Insufficient Details	1	(7.7%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				460 Crossing Driveway or Alley	1	(7.7%)	<ul style="list-style-type: none"> <li>▪ Lightning and illumination</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	1	(7.7%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements, Speed humps, Pedestrian crossing islands</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
N HALL ST	DALLAS	Knight St	McKinney Ave	750 Crossing Roadway - Vehicle Not Turning	1	(7.7%)	<ul style="list-style-type: none"> <li>▪ Automated pedestrian detection</li> <li>▪ Lightning and illumination</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	7	(25.9%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines</li> <li>▪ Traffic signals</li> <li>▪ Pedestrian signals</li> <li>▪ Automated pedestrian detection</li> <li>▪ Lightning and illumination</li> <li>▪ Intersection median barriers</li> </ul>
				500 Waiting to Cross	2	(7.4%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				100 Unusual Circumstances	1	(3.7%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				740 Dash / Dart-Out	1	(3.7%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines</li> <li>▪ Traffic signals</li> <li>▪ Pedestrian signals</li> <li>▪ Lightning and illumination</li> </ul>
LEMMON AVE	DALLAS	Herschel Ave	Throckmorton St	790 Crossing Roadway - Vehicle Turning	2	(40.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Transit stop improvements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Light and illumination</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	2	(40.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ Leading pedestrian interval</li> <li>▪ Transit stop improvements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Light and illumination</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
				740 Dash / Dart-Out	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalks enhancements</li> <li>▪ In-street pedestrian signs</li> <li>▪ Transit stop improvements</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Light and illumination</li> </ul>
SL0012 2nd location	DALLAS	Corrigan Dr	Between Wadworth Dr and unamed street	790 Crossing Roadway - Vehicle Turning	11	(34.4%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Leading pedestrian intervals</li> <li>▪ Light/illumination</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Raised pedestrian crossing</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	8	(25.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancement</li> <li>▪ Leading pedestrian intervals</li> <li>▪ Light/illumination</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossing</li> </ul>
				100 Unusual Circumstances	3	(9.4%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	3	(9.4%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				990 Other / Unknown - Insufficient Details	3	(9.4%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
SL0012 2nd location	DALLAS	Corrigan Dr	Between Wadworth Dr and unamed street	720 Multiple Threat / Trapped	2	(6.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Leading pedestrian intervals</li> <li>▪ Light/illumination</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossing</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
SL0012 2nd location	DALLAS	Corrigan Dr	Between Wadworth Dr and unnamed street	740 Dash / Dart-Out	2	(6.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Light/illumination</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossing</li> </ul>
SL0354 HARRY HINES BLVD	DALLAS	W Northwest Highway	Myrtle Springs Ave	750 Crossing Roadway - Vehicle Not Turning	7	(87.5%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Speed humps</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Pedestrian hybrid beacon</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
WELCH ST	DENTON	Maple St	E Oak St	750 Crossing Roadway - Vehicle Not Turning	3	(50.0%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines</li> <li>▪ Automated pedestrian detection</li> <li>▪ Landscaping</li> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian signals</li> <li>▪ Speed humps</li> <li>▪ Traffic signals</li> </ul>
				790 Crossing Roadway - Vehicle Turning	2	(33.3%)	<ul style="list-style-type: none"> <li>• Advanced stop lines</li> <li>• Automated pedestrian detection</li> <li>• Lightning and illumination</li> <li>• Pedestrian hybrid beacons</li> <li>• Pedestrian signals</li> <li>• Traffic signals</li> </ul>
				740 Dash / Dart-Out	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian signals</li> <li>▪ Speed humps</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
SL0012 BUCKNER BLVD	DALLAS	Chenault St	Beck Ave	100 Unusual Circumstances	3	(27.3%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	3	(27.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Leading pedestrian intervals</li> <li>▪ Light and illumination</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossing</li> </ul>
				740 Dash / Dart-Out	3	(27.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Light and illumination</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossing</li> </ul>
				790 Crossing Roadway - Vehicle Turning	2	(18.2%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancement</li> <li>▪ Leading pedestrian intervals</li> <li>▪ Light and illumination</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Raised pedestrian crossing</li> </ul>
CALHOUN ST	FORT WORTH	E 15th	E Weatherford St	790 Crossing Roadway - Vehicle Turning	5	(62.5%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines</li> <li>▪ Automated pedestrian detection</li> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian hybrid beacons</li> <li>▪ Pedestrian signals</li> <li>▪ Traffic signals</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
CALHOUN ST	FORTH WORTH	E 15TH	E Weatherford St	750 Crossing Roadway - Vehicle Not Turning	2	(25.0%)	<ul style="list-style-type: none"> <li>▪ Advanced stop lines</li> <li>▪ Automated pedestrian detection</li> <li>▪ Landscaping</li> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian signals</li> <li>▪ Speed humps</li> <li>▪ Traffic signals</li> </ul>
				310 Working or Playing in Roadway	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Automated pedestrian detection</li> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian hybrid beacons</li> <li>▪ Pedestrian signals</li> <li>▪ Speed humps</li> </ul>
S JOSEY LN	CARROLLTON	Valwood Pkwy	Pearl St	790 Crossing Roadway - Vehicle Turning	8	(66.7%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancement</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Pedestrian hybrid beacon</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	3	(25.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Speed humps</li> </ul>
				740 Dash / Dart-Out	1	(8.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Speed humps</li> <li>▪ Pedestrian crossing islands</li> </ul>
IH0030	DALLAS	N Jim Miller Rd	Campbell Dr	910 Crossing Expressway	5	(41.7%)	<ul style="list-style-type: none"> <li>▪ Lightning and illumination</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Signing</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	2	(16.7%)	<ul style="list-style-type: none"> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Lightning/illumination</li> <li>▪ Left turn prohibitions</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
IH0030	DALLAS	N Jim Miller Rd	Campbell Dr	100 Unusual Circumstances	2	(16.7%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
				790 Crossing Roadway - Vehicle Turning	1	(8.3%)	<ul style="list-style-type: none"> <li>Left turn prohibitions</li> <li>Lightning/illumination</li> <li>Pedestrian overpass/underpass</li> </ul>
				400 Walking Along Roadway	1	(8.3%)	<ul style="list-style-type: none"> <li>Lightning/illumination</li> <li>Pedestrian overpass/underpass</li> <li>Rumble strips</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(8.3%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
W HICKORY ST	DALLAS	Jagoe St	Us Hwy 77	750 Crossing Roadway - Vehicle Not Turning	3	(33.3%)	<ul style="list-style-type: none"> <li>Landscaping</li> <li>Marked crosswalks</li> <li>Raised pedestrian crossings</li> <li>Speed humps</li> <li>Traffic signal enhancements</li> </ul>
				790 Crossing Roadway - Vehicle Turning	3	(33.3%)	<ul style="list-style-type: none"> <li>Landscaping</li> <li>Marked crosswalks</li> <li>Pedestrian hybrid beacon</li> <li>Raised pedestrian crossings</li> <li>Traffic signal enhancements</li> </ul>
				740 Dash / Dart-Out	2	(22.2%)	<ul style="list-style-type: none"> <li>Landscaping</li> <li>Marked crosswalks</li> <li>Raised pedestrian crossings</li> <li>Speed humps</li> <li>Street furniture</li> <li>Traffic signal enhancements</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	1	(11.1%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>



Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
LIVE OAK ST	DALLAS	N Hardwood St	N Munger Blvd	790 Crossing Roadway - Vehicle Turning	9	(45.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Landscaping</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Street furniture</li> <li>▪ Traffic signal enhancements</li> </ul>
				750 Crossing Roadway - Vehicle Not Turning	8	(40.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Landscaping</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Street furniture</li> <li>▪ Traffic signal enhancements</li> </ul>
				740 Dash / Dart-Out	2	(10.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Landscaping</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Street furniture</li> <li>▪ Traffic signal enhancements</li> </ul>
LIVE OAK ST	DALLAS	N Hardwood St	N Munger Blvd	720 Multiple Threat / Trapped	1	(5.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Landscaping</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Street furniture</li> </ul>
25TH ST	FORT WORTH	Loving Ave	N Main St	750 Crossing Roadway - Vehicle Not Turning	6	(85.7%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> </ul>
				790 Crossing Roadway - Vehicle Turning	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> </ul>
FM157	ARLINGTON	Fannin Dr	E Division St	750 Crossing Roadway - Vehicle Not Turning	24	(53.3%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Intersection Median barriers</li> <li>▪ Landscaping</li> <li>▪ Light and illumination</li> </ul>

Table G.1 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
FM157	ARLINGTON	Fannin Dr	E Division St	750 Crossing Roadway - Vehicle Not Turning	24	(53.3%)	<ul style="list-style-type: none"> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Raised medians</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> </ul>
				790 Crossing Roadway - Vehicle Turning	13	(28.9%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Leading pedestrian intervals</li> <li>▪ Light and illumination</li> <li>▪ Pedestrian overpass/underpass</li> <li>▪ Raised pedestrian crossings</li> </ul>
				600 Pedestrian in Roadway - Circumstances Unknown	3	(6.7%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				100 Unusual Circumstances	2	(4.4%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				990 Other / Unknown - Insufficient Details	1	(2.2%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				200 Backing Vehicle	1	(2.2%)	<ul style="list-style-type: none"> <li>▪ Landscaping</li> </ul>
FM157	ARLINGTON	Fannin Dr	E Division St	740 Dash / Dart-Out	1	(2.2%)	<ul style="list-style-type: none"> <li>▪ Raised pedestrian crossings</li> <li>▪ Speed humps</li> <li>▪ Street furniture</li> <li>▪ Crosswalk enhancements</li> <li>▪ Light and illumination</li> <li>▪ Raised medians</li> <li>▪ Pedestrian overpass/underpass</li> </ul>
ROSS AVE	DALLAS	Mccoy St	Summit Ave	750 Crossing Roadway - Vehicle Not Turning	7	(77.8%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Speed humps</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Intersection Median barriers</li> </ul>
				790 Crossing Roadway - Vehicle Turning	2	(22.2%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Pedestrian crossing islands</li> </ul>

**Table G.2 Pedalcyclist High-Risk Corridors.**

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
ROSS AVE	DALLAS	Mccoey St	Summit Ave	790 Crossing Roadway - Vehicle Turning	2	(22.2%)	<ul style="list-style-type: none"> <li>▪ Pedestrian hybrid beacon</li> </ul>
SPRING VALLEY RD	RICHARDSON	S Sherman St	Business Pkwy	790 Crossing Roadway – Vehicle Turning	5	(83.3%)	<ul style="list-style-type: none"> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian hybrid beacon</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Raised pedestrian crossings</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic Signals</li> </ul>
				750 Crossing Roadway -, Vehicle Not Turning	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Landscaping</li> <li>▪ Marked crosswalks</li> <li>▪ Pedestrian Overpass/ Underpass</li> <li>▪ Road diet</li> <li>▪ Speed humps</li> <li>▪ Traffic signal enhancements</li> <li>▪ Traffic Signals</li> </ul>
ARAPAHO RD	RICHARDSON	US 75	N Grove Rd	750 Crossing Roadway -, Vehicle Not Turning	4	(80.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Speed humps</li> </ul>
				790 Crossing Roadway – Vehicle Turning1	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Crosswalk enhancements</li> <li>▪ Pedestrian crossing islands</li> <li>▪ Pedestrian hybrid beacon</li> </ul>
EAGLE DR	DENTON	Ave A	Ave A	150 Motorist Failed to Yield - Signalized Intersection	1	(33.3%)	<ul style="list-style-type: none"> <li>▪ Curb radius reduction</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sign improvements for bicyclists</li> </ul>
				215 Motorist Right Turn / Merge	1	(33.3%)	<ul style="list-style-type: none"> <li>▪ Curb radius reduction</li> <li>▪ Merge and weave redesign</li> <li>▪ Sign improvements for bicyclists</li> </ul>

Table G.2 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
EAGLE DR	DENTON	Ave A	Ave A	210 Motorist Left Turn / Merge	1	(33.3%)	<ul style="list-style-type: none"> <li>▪ Curb radius reduction</li> <li>▪ Merge and weave redesign</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sign improvements for bicyclists</li> </ul>
GREEN OAKS BLVD	ARLINGTON	Greenbelt Rd	Park Highland Way	158 Bicyclist Failed to Yield - Signalized Intersection	4	(80.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement material guidance</li> <li>▪ Intersection markings</li> <li>▪ Lane narrowing</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sign improvements</li> </ul>
				190 Crossing Paths - Other Circumstances	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
MILNER RD	IRVING	E Grauwlyer Rd	E Grauwlyer Rd	215 Motorist Right Turn / Merge	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Colored pavement</li> <li>▪ Lightning improvements</li> <li>▪ Pavement marking improvements</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement</li> <li>▪ Lightning improvements</li> <li>▪ Pavement marking improvements</li> </ul>
BIG RIVER DR	THE COLONY	Goldhawk Dr	Goldhawk Dr	190 Crossing Paths - Other Circumstances	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement material</li> <li>▪ Sign improvement for bicyclists</li> </ul>
ESTACADO DR	DALLAS	Estacado Dr	Estacado Dr	310 Bicyclist Failed to Yield - Midblock	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Rectangular rapid flashing beacon</li> </ul>
				290 Parallel Paths - Other Circumstances	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
THROCKMORTON ST	FORT WORTH	W 5th St	W 4th St	158 Bicyclist Failed to Yield - Signalized Intersection	1	(33.4%)	<ul style="list-style-type: none"> <li>▪ Colored pavement</li> <li>▪ Lightning improvements</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
THROCK - MORTON ST	FORT WORTH	W 5th St	W 4th St	990 Other/Unknown - Insufficient Details	1	(33.3%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
				215 Motorist Right Turn / Merge	1	(33.3%)	<ul style="list-style-type: none"> <li>Bike lanes</li> <li>Colored pavement</li> <li>Lightning improvements</li> </ul>
LEMMON AVE	DALLAS	N Central Expy	N Central Expy	158 Bicyclist Failed to Yield - Signalized Intersection	1	(33.4%)	<ul style="list-style-type: none"> <li>Lane narrowing</li> <li>Lightning improvements</li> <li>Colored pavement</li> </ul>
				320 Motorist Failed to Yield - Midblock	1	(33.3%)	<ul style="list-style-type: none"> <li>Bike lanes</li> <li>Colored pavement</li> <li>Lightning improvements</li> </ul>
				190 Crossing Paths - Other Circumstances	1	(33.3%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
GRIFFIN ST	DALLAS	Commerce St	Elm St	210 Motorist Left Turn / Merge	2	(50.0%)	<ul style="list-style-type: none"> <li>Bike lanes</li> <li>Bike-activated signal detection</li> <li>Curb radius reduction</li> <li>Merge and weave redesign</li> <li>Optimizing signal timing for bicyclists</li> <li>Sign improvements</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(25.0%)	<ul style="list-style-type: none"> <li>Bike-activated signal detection</li> <li>Curb radius reduction</li> <li>Merge and weave redesign</li> <li>Optimizing signal timing for bicyclists</li> <li>Sign improvements</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
GRIFFIN ST	DALLAS	Commerce St	Elm St	150 Motorist Failed to Yield - Signalized Intersection	1	(25.0%)	<ul style="list-style-type: none"> <li>▪ Bike-activated signal detection</li> <li>▪ Curb radius reduction</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sign improvements</li> </ul>
MILITARY PKWY	MESQUITE	N Masters Dr	N Masters Dr	230 Motorist Overtaking Bicyclist	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Bike lanes</li> <li>▪ Colored pavement</li> <li>▪ Lane narrowing</li> <li>▪ Lightning improvements</li> <li>▪ Offset intersections</li> <li>▪ Short maintenance</li> </ul>
				158 Bicyclist Failed to Yield - Signalized Intersection	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement</li> <li>▪ Lane narrowing</li> <li>▪ Lightning improvements</li> </ul>
LAKE HIGHLANDS DR	DALLAS	Biscayne Blvd	Peninsula Dr	258 Head-On	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Bike lanes</li> <li>▪ Colored pavement</li> <li>▪ Lightning improvements</li> <li>▪ short maintenance</li> </ul>
				240 Bicyclist Overtaking Motorist	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Bike lanes</li> <li>▪ Colored pavement</li> <li>▪ Lightning improvements</li> <li>▪ Offset intersections</li> <li>▪ Short maintenance</li> </ul>
CROZIER ST	DALLAS	Pine St	Exline St	310 Bicyclist Failed to Yield – Midblock	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Lightning improvements</li> <li>▪ Speed humps</li> </ul>
				145 Bicyclist Failed to Yield - Sign-Controlled Intersection	1	(50.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> </ul>
PRAIRIE ST	DENTON	US Hwy 77	S Bell Ave	140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(33.4%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
PRAIRIE ST	DENTON	US Hwy 77	S Bell Ave	140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(33.4%)	<ul style="list-style-type: none"> <li>Sign improvement for bicyclists</li> </ul>
				220 Bicyclist Left Turn / Merge	1	(33.3%)	<ul style="list-style-type: none"> <li>Bike lane</li> <li>Lightning improvements</li> </ul>
PRAIRIE ST	DENTON	US Hwy 77	S Bell Ave	220 Bicyclist Left Turn / Merge	1	(33.3%)	<ul style="list-style-type: none"> <li>Pavement markings improvement</li> </ul>
				210 Motorist Left Turn / Merge	1	(33.3%)	<ul style="list-style-type: none"> <li>Bike lane</li> <li>Lightning improvements</li> <li>Bicycle blvd</li> <li>Sign improvement for bicyclists</li> <li>Pavement markings improvement</li> </ul>
US0077	DENTON	E Mulberry St	Ferguson St	150 Motorist Failed to Yield - Signalized Intersection	4	(33.3%)	<ul style="list-style-type: none"> <li>Colored pavement guidance</li> <li>Lightning improvements</li> <li>Pavement markings improvement</li> <li>Sign improvement for bicyclists</li> <li>Speed humps</li> </ul>
				158 Bicyclist Failed to Yield - Signalized Intersection	3	(25.0%)	<ul style="list-style-type: none"> <li>Colored pavement guidance</li> <li>Lightning improvements</li> <li>Pavement markings improvement</li> <li>Sign improvement for bicyclists</li> <li>Speed humps</li> </ul>
				220 Bicyclist Left Turn / Merge	1	(8.3%)	<ul style="list-style-type: none"> <li>Bike lane</li> <li>Colored pavement guidance</li> <li>Pavement markings improvement</li> </ul>
				230 Motorist Overtaking Bicyclist	1	(8.3%)	<ul style="list-style-type: none"> <li>Colored pavement guidance</li> <li>Lightning improvements</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
US0077	DENTON	E Mulberry St	Ferguson St	230 Motorist Overtaking Bicyclist	1	(8.3%)	<ul style="list-style-type: none"> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> </ul>
US0077	DENTON	E Mulberry St	Ferguson St	320 Motorist Failed to Yield – Midblock	1	(8.3%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				190 Crossing Paths - Other Circumstances	1	(8.3%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				210 Motorist Left Turn / Merge	1	(8.3%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> </ul>
WILBARGER ST	FORT WORTH	Dowdell St	Before Martin Luther King Fwy	140 Motorist Failed to Yield - Sign-Controlled Intersection	2	(50.0%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detention</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Roundabout</li> <li>▪ Sight distance improvement</li> </ul>
				158 Bicyclist Failed to Yield - Signalized Intersection	1	(25.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> </ul>



Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
WILBARGER ST	FORT WORTH	Dowdell St	Before Martin Luther King Fwy	158 Bicyclist Failed to Yield - Signalized Intersection	1	(25.0%)	<ul style="list-style-type: none"> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Roundabout</li> <li>▪ Sight distance improvement</li> <li>▪ Wayfinding</li> </ul>
WILBARGER ST	FORT WORTH	Dowdell St	Before Martin Luther King Fwy	110 Loss of Control / Turning Error	1	(25.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
KNOX ST	DALLAS	Katy Trail	N Central Expy	310 Bicyclist Failed to Yield – Midblock	2	(50.0%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detention</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Rectangular rapid flash beacons</li> <li>▪ Speed humps.</li> <li>▪ Traffic diversion</li> <li>▪ Wide curb lanes</li> </ul>
				145 Bicyclist Failed to Yield - Sign-Controlled Intersection	1	(25.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike activated signal detention</li> <li>▪ Lightning improvements</li> <li>▪ Sight distance improvements</li> </ul>
				190 Crossing Paths - Other Circumstances	1	(25.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
BLAIR OAKS DR	THE COLONY	Before Arbor Glen Rd	S Colony Blvd	158 Bicyclist Failed to Yield - Signalized Intersection	3	(50.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance markings</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signals for bicyclists</li> <li>▪ Pavement marking improvements</li> <li>▪ Sign improvements for bikes</li> </ul>
				220 Bicyclist Left Turn / Merge	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Roadway surface improvements</li> <li>▪ Lightning improvements</li> <li>▪ Bike lane</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
BLAIR OAKS DR	THE COLONY	Before Arbor Glen Rd	S Colony Blvd	220 Bicyclist Left Turn / Merge	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Raised Bicycle tracks</li> <li>▪ Short-term maintenance</li> <li>▪ Pavement marking improvements</li> </ul>
				158 Bicyclist Failed to Yield - Signalized Intersection	3	(50.0%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detention</li> <li>▪ Optimizing signals for bicyclists</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detention</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signals for bicyclists</li> <li>▪ Pavement marking improvements</li> <li>▪ Sign improvements for bikes</li> </ul>
				145 Bicyclist Failed to Yield - Sign-Controlled Intersection	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detention</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement marking improvements</li> <li>▪ Short-term maintenance</li> </ul>
LAMAR ST	DALLAS	Main St	N Houston St	215 Motorist Right Turn / Merge	2	(33.3%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Bike signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> <li>▪ Wayfinding</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
LAMAR ST	DALLAS	Main St	N Houston St	150 Motorist Failed to Yield - Signalized Intersection	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Bike signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sight distance improvement</li> <li>▪ Wayfinding</li> </ul>
				215 Motorist Right Turn / Merge	2	(33.3%)	<ul style="list-style-type: none"> <li>▪ Speed humps</li> </ul>
				320 Motorist Failed to Yield – Midblock	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Optimizing signal timing for bicyclists</li> </ul>
				190 Crossing Paths - Other Circumstances	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				210 Motorist Left Turn / Merge	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Bike signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sight distance improvement</li> <li>▪ Wayfinding</li> </ul>
HOLY HILL DR	DALLAS	Greenville Ave	Pineland Dr	140 Motorist Failed to Yield - Sign-Controlled Intersection	2	(33.3%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike activated signal detention</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Speed humps</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
HOLY HILL DR	DALLAS	Greenville Ave	Pineland Dr	190 Crossing Paths - Other Circumstances	2	(33.3%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
				310 Bicyclist Failed to Yield – Midblock	1	(16.7%)	<ul style="list-style-type: none"> <li>Bike activated signal detention</li> <li>Bike lane</li> <li>Lightning improvements</li> <li>Optimizing signal timing for bicyclists</li> <li>Speed humps</li> </ul>
				215 Motorist Right Turn / Merge	1	(16.7%)	<ul style="list-style-type: none"> <li>Bicycle blvd</li> <li>Bike lane</li> <li>Bike signal heads</li> <li>Colored pavement guidance</li> <li>Intersection markings</li> <li>Lightning improvements</li> <li>Wayfinding</li> </ul>
HALL ST	DALLAS	Turtle Creek Blvd	Carlisle St	210 Motorist Left Turn / Merge	1	(50.0%)	<ul style="list-style-type: none"> <li>Bicycle blvd</li> <li>Bike lane</li> <li>Lightning improvements</li> <li>Pavement markings improvement</li> <li>Sign improvement for bicyclists</li> </ul>
				110 Loss of Control / Turning Error	1	(50.0%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
MUNGER BLVD	DALLAS	Gaston Ave	Santa Fe Trail	150 Motorist Failed to Yield - Signalized Intersection	3	(42.9%)	<ul style="list-style-type: none"> <li>Lightning improvements</li> <li>Pavement markings improvement</li> <li>Sign improvement for bicyclists</li> </ul>
				290 Parallel Paths - Other Circumstances	1	(14.3%)	<ul style="list-style-type: none"> <li>Miscellaneous</li> </ul>
				220 Bicyclist Left Turn / Merge	1	(14.3%)	<ul style="list-style-type: none"> <li>Bike lane</li> <li>Lightning improvements</li> <li>Pavement markings improvement</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
MUNGER BLVD	DALLAS	Gaston Ave	Santa Fe Trail	140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				210 Motorist Left Turn / Merge	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> </ul>
ROSS AVE	DALLAS	N Fitzhug Ave	Hubert St	158 Bicyclist Failed to Yield - Signalized Intersection	3	(50.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Wayfinding</li> </ul>
				110 Loss of Control / Turning Error	3	(50.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
US0377	DENTON	Lindsey St	E Collins St	230 Motorist Overtaking Bicyclist	3	(75.0%)	<ul style="list-style-type: none"> <li>▪ Bike tolerable rumble strips</li> <li>▪ Colored pavement material guidance</li> <li>▪ Lightning improvements</li> <li>▪ Major and short maintenance</li> <li>▪ Offset intersections</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion</li> <li>▪ Visual narrowing</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
US0377	DENTON	Lindsey St	E Collins St	190 Crossing Paths - Other Circumstances	1	(25.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
14TH ST	PLANO	Jupiter Rd	Ridgecrest Dr	230 Motorist Overtaking Bicyclist	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Major and short maintenance</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Visual narrowing</li> </ul>
14TH ST	PLANO	Jupiter Rd	Ridgecrest Dr	230 Motorist Overtaking Bicyclist	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Traffic diversion</li> <li>▪ Wayfinding</li> </ul>
14TH	PLANO	Jupiter Rd	Ridgecrest Dr	140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				310 Bicyclist Failed to Yield – Midblock	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Speed humps</li> <li>▪ Speedbike tolerable rumble strips</li> <li>▪ Traffic diversion</li> <li>▪ Visual narrowing</li> </ul>
				150 Motorist Failed to Yield - Signalized Intersection	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
14TH	PLANO	Jupiter Rd	Ridgecrest Dr	158 Bicyclist Failed to Yield - Signalized Intersection	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
7TH ST	FORT WORTH	Curry St	N Henderson St	210 Motorist Left Turn / Merge	4	(44.4%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
7TH ST	FORT WORTH	Curry St	N Henderson St	240 Bicyclist Overtaking Motorist	2	(22.2%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Major and short maintenance</li> <li>▪ Pavement markings improvement</li> </ul>
				230 Motorist Overtaking Bicyclist	1	(11.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Major and short maintenance</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Speedbike tolerable rumble strips</li> <li>▪ Traffic diversion</li> <li>▪ Visual narrowing</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
7TH ST	FORT WORTH	Curry St	N Henderson St	150 Motorist Failed to Yield - Signalized Intersection	1	(11.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Wayfinding Turning restrictions</li> </ul>
				215 Motorist Right Turn / Merge	1	(11.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Wayfinding Turning restrictions</li> </ul>
MILLER AVE	FORT WORTH	Baylor St	Forbes St	215 Motorist Right Turn / Merge	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Curb radius reduction</li> <li>▪ Merge and weave redesign</li> <li>▪ Sign improvements for bicyclists</li> </ul>
MILLER AVE	FORT WORTH	Baylor St	Forbes St	158 Bicyclist Failed to Yield - Signalized Intersection	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Curb radius reduction</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sign improvements for bicyclists</li> </ul>
				310 Bicyclist Failed to Yield – Midblock	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Optimizing signal timing for bicyclists</li> </ul>
				190 Crossing Paths - Other Circumstances	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>



Table G.2 Con't

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
MILLER AVE	FORT WORTH	Baylor St	Forbes St	210 Motorist Left Turn / Merge	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Curb radius reduction</li> <li>▪ Merge and weave redesign</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sign improvements for bicyclists</li> </ul>
OAK ST	DENTON	Jagoe St	N Cedar St	215 Motorist Right Turn / Merge	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement material guidance</li> <li>▪ Lightning improvements</li> <li>▪ Sign improvement for bicyclists</li> </ul>
OAK ST	DENTON	Jagoe St	N Cedar St	215 Motorist Right Turn / Merge	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Pavement markings improvement</li> </ul>
				240 Bicyclist Overtaking Motorist	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement material guidance</li> <li>▪ Major and short maintenance</li> <li>▪ Offset intersections</li> <li>▪ Pavement markings improvement</li> </ul>
				230 Motorist Overtaking Bicyclist	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Bike tolerable rumble strips</li> <li>▪ Colored pavement material guidance</li> <li>▪ Lightning improvements</li> <li>▪ Major and short maintenance</li> <li>▪ Offset intersections</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Visual narrowing</li> <li>▪ Traffic diversion</li> </ul>
OAK ST	DENTON	Jagoe St	N Cedar St	150 Motorist Failed to Yield - Signalized Intersection	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement material guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sgn improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Visual narrowing</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
OAK ST	DENTON	Jagoe St	N Cedar St	145 Bicyclist Failed to Yield - Sign-Controlled Intersection	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement material guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> </ul>
				210 Motorist Left Turn / Merge	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement material guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> </ul>
JUPITER RD	ALLEN	White Oak St	Roaming Rd Dr	140 Motorist Failed to Yield -	4	(100%)	<ul style="list-style-type: none"> <li>▪ Lightning improvements</li> </ul>
JUPITER RD	ALLEN	White Oak St	Roaming Rd Dr	140 Motorist Failed to Yield - Sign-Controlled Intersection	4	(100%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike blvd</li> <li>▪ Colored pavement material guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Intersection markings</li> <li>▪ Lane narrowing</li> </ul>
CARROLL AVE	DALLAS	Ash Ln	Ross Ave	230 Motorist Overtaking Bicyclist	2	(25.0%)	<ul style="list-style-type: none"> <li>▪ Bike tolerable rumble strips</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Major and short maintenance</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion</li> <li>▪ Visual narrowing</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
CARROLL AVE	DALLAS	Ash Ln	Ross Ave	140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Turning restrictions</li> </ul>
				220 Bicyclist Left Turn / Merge	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Major and short maintenance</li> <li>▪ Pavement markings improvement</li> </ul>
CARROLL AVE	DALLAS	Ash Ln	Ross Ave	145 Bicyclist Failed to Yield - Sign-Controlled Intersection	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> </ul>
				320 Motorist Failed to Yield – Midblock	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				158 Bicyclist Failed to Yield - Signalized Intersection	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
CARROLL AVE	DALLAS	Ash Ln	Ross Ave	158 Bicyclist Failed to Yield - Signalized Intersection	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
				210 Motorist Left Turn / Merge	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
WALNUT HILL	IRVING	Texas 161 Frontage Rd	Las Brisas Rd	215 Motorist Right Turn / Merge	3	(50.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Wayfinding</li> </ul>
				230 Motorist Overtaking Bicyclist	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Major and short maintenance</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion</li> <li>▪ Visual narrowing</li> <li>▪ Wayfinding,</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
WALNUT HILL	IRVING	Texas 161 Frontage Rd	Las Brisas Rd	150 Motorist Failed to Yield - Signalized Intersection	1	(16.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
				158 Bicyclist Failed to Yield - Signalized Intersection	1	(16.6%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> </ul>
							<ul style="list-style-type: none"> <li>▪ Curb radius reduction</li> <li>▪ Speed humps</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
MEANDRING WAY	DALLAS	W Belt Line Rd	Campbell Rd	210 Motorist Left Turn / Merge	4	(40.0%)	<ul style="list-style-type: none"> <li>▪ Lightning improvement</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings.</li> <li>▪ Sign improvement for bikes</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	3	(30.0%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Lightning improvement</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings.</li> <li>▪ Sign improvement for bikes</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
MEANDRING WAY	DALLAS	W Belt Line Rd	Campbell Rd	215 Motorist Right Turn / Merge	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Lightning improvement</li> <li>▪ Pavement markings.</li> <li>▪ Sign improvement for bikes</li> </ul>
				158 Bicyclist Failed to Yield - Signalized Intersection	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Lightning improvement</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings.</li> <li>▪ Sign improvement for bikes</li> </ul>
				190 Crossing Paths - Other Circumstances	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
MAIN ST	DALLAS	N Ervay St	S Washington Ave	210 Motorist Left Turn / Merge	3	(37.5%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
MAIN ST	DALLAS	N Ervay St	S Washington Ave	140 Motorist Failed to Yield - Sign-Controlled Intersection	2	(25.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Turning restrictions</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
MAIN ST	DALLAS	N Ervay St	S Washington Ave	140 Motorist Failed to Yield - Sign-Controlled Intersection	2	(25.0%)	<ul style="list-style-type: none"> <li>▪ Bike tolerable rumble strips</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Major and short maintenance</li> <li>▪ Pavement markings improvement</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion</li> <li>▪ Visual narrowing</li> </ul>
				258 Head-On	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Lightning improvements</li> </ul>
				110 Loss of Control / Turning Error	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
US0380	DENTON	N Bonnie Brae St	Redwood Pl	158 Bicyclist Failed to Yield - Signalized Intersection	4	(26.7%)	<ul style="list-style-type: none"> <li>▪ Bike signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sight distance improvement</li> <li>▪ Speed humps</li> <li>▪ Wayfinding</li> </ul>
US0380	DENTON	N Bonnie Brae St	Redwood Pl	210 Motorist Left Turn / Merge	3	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Bike signal heads</li> <li>▪ Lightning improvements</li> <li>▪ Raised cycle tracks shared bus-bike lanes</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sight distance improvement</li> <li>▪ Traffic diversion.</li> <li>▪ Wayfinding</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCATCrash Groups	Total Crashes	Percentage	Countermeasures
US0380	DENTON	N Bonnie Brae St	Redwood Pl	230 Motorist Overtaking Bicyclist	2	(13.3%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Lightning improvements</li> <li>▪ Colored pavement guidance</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion.</li> </ul>
				310 Bicyclist Failed to Yield – Midblock	2	(13.3%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detention</li> <li>▪ Bike lane</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Raised cycle tracks</li> <li>▪ Shared bus-bike lanes</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion.</li> </ul>
				150 Motorist Failed to Yield - Signalized Intersection	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Bike signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Raised cycle tracks</li> <li>▪ Sight distance improvement</li> <li>▪ Speed humps</li> <li>▪ Wayfinding</li> </ul>
				258 Head-On	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Raised cycle tracks</li> </ul>
US0380	DENTON	N Bonnie Brae St	Redwood Pl	145 Bicyclist Failed to Yield - Sign-Controlled Intersection	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance, Bike activated signal detention</li> <li>▪ Lightning improvements</li> <li>▪ Raised cycle tracks</li> </ul>
				190 Crossing Paths - Other Circumstances	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>



Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
CEDAR SPRINGS RD	DALLAS	Cedar Plaza Ln	Throckmorton St	210 Motorist Left Turn / Merge	2	(33.4%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
				310 Bicyclist Failed to Yield – Midblock	1	(16.6%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Speed humps</li> <li>▪ Speedbike tolerable rumble strips</li> <li>▪ Traffic diversion</li> <li>▪ Visual narrowing</li> </ul>
				230 Motorist Overtaking Bicyclist	1	(16.6%)	<ul style="list-style-type: none"> <li>▪ Bike tolerable rumble strips</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Major and short maintenance</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion</li> <li>▪ Visual narrowing</li> </ul>
				110 Loss of Control / Turning Error	1	(16.6%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				220 Bicyclist Left Turn / Merge	1	(16.6%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
CEDAR SPRINGS RD	DALLAS	Cedar Plaza Ln	Throckmorton St	220 Bicyclist Left Turn / Merge	1	(16.6%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Major and short maintenance</li> </ul>
FM0157	ARLINGTON	E 2nd St	Brown Blvd	320 Motorist Failed to Yield – Midblock	3	(21.4%)	<ul style="list-style-type: none"> <li>▪ Driveway improvements</li> <li>▪ Colored pavement guidance</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Pavement markings</li> <li>▪ Optimizing signal timing for bikes</li> </ul>
				210 Motorist Left Turn / Merge	3	(21.4%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Bike blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvements</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Wayfinding</li> </ul>
				150 Motorist Failed to Yield - Signalized Intersection	3	(21.4%)	<ul style="list-style-type: none"> <li>▪ Bicycle signalheads</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Wayfinding</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
FM0157	ARLINGTON	E 2nd St	Brown Blvd	310 Bicyclist Failed to Yield – Midblock	2	(14.3%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike lane</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic diversion</li> <li>▪ Wide curb lane</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	2	(14.3%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike blvd</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> </ul>
FM0157	ARLINGTON	E 2nd St	Brown Blvd	158 Bicyclist Failed to Yield – Signalized Intersection	1	(7.2%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Wayfinding</li> <li>▪ Wide curb lane</li> </ul>
ARKANSAS LN	ARLINGTON	Richmond Dr	S Watson Rd	215 Motorist Right Turn / Merge	2	(22.2%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Lightning improvements</li> <li>▪ Bicycle blvd</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Pavement markings improvement</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
ARKANSAS LN	ARLINGTON	Richmond Dr	S Watson Rd	215 Motorist Right Turn / Merge	2	(22.2%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Traffic diversion</li> <li>▪ Wayfinding</li> </ul>
				210 Motorist Left Turn / Merge	2	(22.2%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
				150 Motorist Failed to Yield - Signalized Intersection	2	(22.2%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvement</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
				190 Crossing Paths - Other Circumstances	2	(22.2%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
ARKANSAS LN	ARLINGTON	Richmond Dr	S Watson Rd	158 Bicyclist Failed to Yield - Signalized Intersection	1	(11.2%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
ARKANSAS LN	ARLINGTON	Richmond Dr	S Watson Rd	158 Bicyclist Failed to Yield - Signalized Intersection	1	(11.2%)	<ul style="list-style-type: none"> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
SH0180	ARLINGTON	N Bowie Rd	N East St	230 Motorist Overtaking Bicyclist	5	(45.5%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvement</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion</li> </ul>
				310 Bicyclist Failed to Yield – Midblock	3	(27.3%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Wide curb lanes</li> <li>▪ Shared bus-bike lanes</li> <li>▪ Raised cycle tracks</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Bike activated signal detention</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion</li> </ul>
				240 Bicyclist Overtaking Motorist	1	(9.1%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Colored pavement guidance</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(9.1%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detention</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sight distance improvement</li> </ul>
				110 Loss of Control / Turning Error	1	(9.1%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
MALCOLM X BLVD	DALLAS	Farragut St	After Louise Ave	145 Bicyclist Failed to Yield - Sign-Controlled Intersection	3	(30.0%)	<ul style="list-style-type: none"> <li>▪ Lightning improvements</li> <li>▪ Colored pavement guidance</li> <li>▪ Pavement marking improvements</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
MALCOLM X BLVD	DALLAS	Farragut St	After Louise Ave	145 Bicyclist Failed to Yield - Sign-Controlled Intersection	3	(30.0%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detention</li> <li>▪ Bike blvd</li> </ul>
				220 Bicyclist Left Turn / Merge	2	(20.0%)	<ul style="list-style-type: none"> <li>▪ Roadway surface improvements</li> <li>▪ Lightning improvements</li> <li>▪ Bike lane</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Pavement marking improvements</li> <li>▪ Bike activated signal detention</li> <li>▪ Optimizing signals for bicyclists</li> </ul>
				230 Motorist Overtaking Bicyclist	2	(20.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvement</li> <li>▪ Lightning improvements</li> <li>▪ Pavement marking improvements</li> <li>▪ Roadway surface improvements</li> <li>▪ Sign improvements for bikes</li> <li>▪ Traffic diversion</li> </ul>
				210 Motorist Left Turn / Merge	2	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signals for bicyclists</li> <li>▪ Paved shoulders</li> <li>▪ Pavement marking improvements</li> <li>▪ Sign improvements for bikes</li> <li>▪ Traffic diversion, Wayfinding, Bike blvd</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
MALCOLM X BLVD	DALLAS	Farragut St	After Louise Ave	158 Bicyclist Failed to Yield - Signalized Intersection	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Lightning improvements</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Pavement marking improvements</li> <li>▪ Sign improvements for bikes</li> <li>▪ Optimizing signals for bicyclists</li> <li>▪ Wayfinding</li> </ul>
OLD ORCHAR D LN	LEWISVILLE	W Corporate Dr	College Pkwy	140 Motorist Failed to Yield - Sign-Controlled Intersection	2	(28.6%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike blvd</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				320 Motorist Failed to Yield – Midblock	2	(28.6%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvement</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				310 Bicyclist Failed to Yield – Midblock	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike lane</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic diversion</li> <li>▪ Wide curb lane</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
OLD ORCHAR D LN	LEWISVILLE	W Corporate Dr	College Pkwy	150 Motorist Failed to Yield - Signalized Intersection	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Wayfinding</li> </ul>
				210 Motorist Left Turn / Merge	1	(14.3%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Bike blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvements</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Wayfinding</li> </ul>
FM0157	ARLINGTON	Wimbledon Dr	Washington Dr	150 Motorist Failed to Yield - Signalized Intersection	11	(37.9%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Wayfinding</li> </ul>



Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
FM0157	ARLINGTON	Wimbledon Dr	Washington Dr	320 Motorist Failed to Yield - Midblock	4	(13.8%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				110 Loss of Control / Turning Error	3	(10.3%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	3	(10.3%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike blvd</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				158 Bicyclist Failed to Yield - Signalized Intersection	3	(10.3%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Wayfinding</li> <li>▪ Wide curb lane</li> </ul>
FM0157	ARLINGTON	Wimbledon Dr	Washington Dr	240 Bicyclist Overtaking Motorist	1	(3.5%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Colored pavement guidance</li> <li>▪ Pavement markings</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
FM0157	ARLINGTON	Wimbledon Dr	Washington Dr	210 Motorist Left Turn / Merge	1	(3.5%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Bike blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvements</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Wayfinding</li> </ul>
				145 Bicyclist Failed to Yield - Sign-Controlled Intersection	1	(3.5%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike blvd</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings</li> </ul>
				215 Motorist Right Turn / Merge	1	(3.5%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Bike blvd</li> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvements</li> <li>▪ Lightning improvements</li> <li>▪ Paved shoulders</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Wayfinding</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
FM0157	ARLINGTON	Wimbledon Dr	Washington Dr	230 Motorist Overtaking Bicyclist	1	(3.5%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvements</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings</li> <li>▪ Traffic diversion, Sign improvement for bicyclists</li> </ul>
GREENVILLE AVE	ALLEN	W Ridgemont Dr	Pebblebrook Dr	140 Motorist Failed to Yield - Sign-Controlled Intersection	2	(25.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				230 Motorist Overtaking Bicyclist	2	(25.0%)	<ul style="list-style-type: none"> <li>▪ Bike tolerable rumble strips</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Major and short maintenance</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion</li> <li>▪ Visual narrowing</li> </ul>
				150 Motorist Failed to Yield - Signalized Intersection	2	(25.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
GREEN VILLE AVE	ALLEN	W Ridgemont Dr	Pebble brook Dr	150 Motorist Failed to Yield - Signalized Intersection	2	(25.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Pavement markings improvement</li> </ul>
				210 Motorist Left Turn / Merge	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
CENTER VILLE RD	GARLAND	Columbia Blvd	Columbia Blvd	158 Bicyclist Failed to Yield - Signalized Intersection	3	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Wayfinding</li> <li>▪ Wide curb lane</li> </ul>
				150 Motorist Failed to Yield - Signalized Intersection	2	(13.3%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
CENTER VILLE RD	GARLAND	Columbia Blvd	Columbia Blvd	150 Motorist Failed to Yield - Signalized Intersection	2	(13.3%)	<ul style="list-style-type: none"> <li>▪ Sign improvement for bicyclists</li> <li>▪ Wayfinding</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	2	(13.3%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike blvd</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				310 Bicyclist Failed to Yield – Midblock	2	(13.3%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike lane</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Rectangular rapid flashing beacon</li> <li>▪ Traffic diversion</li> <li>▪ Wide curb lane</li> </ul>
				220 Bicyclist Left Turn / Merge	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings</li> </ul>
CENTER VILLE RD	GARLAND	Columbia Blvd	Columbia Blvd	215 Motorist Right Turn / Merge	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Bike blvd</li> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvements</li> <li>▪ Lightning improvements</li> <li>▪ Paved shoulders</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Traffic diversion</li> <li>▪ Wayfinding, Sign improvement for bicyclists</li> <li>▪</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
CENTER VILLE RD	GARLAND	Columbia Blvd	Columbia Blvd	215 Motorist Right Turn / Merge	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> </ul>
				230 Motorist Overtaking Bicyclist	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvements</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings</li> <li>▪ Traffic diversion, Sign improvement for bicyclists</li> </ul>
				145 Bicyclist Failed to Yield - Sign-Controlled Intersection	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike blvd</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings</li> </ul>
				110 Loss of Control / Turning Error	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
				210 Motorist Left Turn / Merge	1	(6.7%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Bike blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement guidance</li> <li>▪ Driveway improvements</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Wayfinding</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
SL0288	DENTON	Colorado Blvd	Oriole Ln	140 Motorist Failed to Yield - Sign-Controlled Intersection	3	(37.5%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detention</li> <li>▪ Colored pavement guidance</li> <li>▪ Intersection markings</li> <li>▪ Lightning improvement</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Sight distance improvement</li> </ul>
				230 Motorist Overtaking Bicyclist	2	(25.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion</li> </ul>
				258 Head-On	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Lightning improvements</li> <li>▪ Raised cycle tracks</li> </ul>
				310 Bicyclist Failed to Yield – Midblock	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Wide curb lanes</li> <li>▪ Shared bus-bike lanes</li> <li>▪ Raised cycle tracks</li> <li>▪ Optimizing signal timing for bicyclists</li> <li>▪ Bike activated signal detention</li> <li>▪ Speed humps</li> <li>▪ Traffic diversion</li> </ul>
				240 Bicyclist Overtaking Motorist	1	(12.5%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Colored pavement guidance</li> </ul>
CAMPBEL L RD	RICHARDSON	Before Lauder Ln	N Central Expy	140 Motorist Failed to Yield - Sign-Controlled Intersection	3	(30.0%)	<ul style="list-style-type: none"> <li>▪ Bike activated signal detection</li> <li>▪ Bike blvd</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvement</li> <li>▪ Pavement markings, Optimizing signal timing for bikes,</li> <li>▪ Sight distance improvements</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
CAMPBEL L RD	RICHARDSON	Before Lauder Ln	N Central Expy	140 Motorist Failed to Yield - Sign-Controlled Intersection	3	(30.0%)	<ul style="list-style-type: none"> <li>▪ Sign improvement for bicyclists</li> </ul>
CAMPBEL L RD	RICHARDSON	Before Lauder Ln	N Central Expy	150 Motorist Failed to Yield - Signalized Intersection	2	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Wayfinding</li> </ul>
				210 Motorist Left Turn / Merge	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Lightning improvements</li> <li>▪ Paved shoulders</li> <li>▪ Driveway improvements</li> <li>▪ Colored pavement guidance</li> <li>▪ Sight distance improvements</li> <li>▪ Bike blvd</li> <li>▪ Traffic diversion</li> <li>▪ Wayfinding</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Pavement markings</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Bicycle signal heads</li> </ul>
				220 Bicyclist Left Turn / Merge	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Lightning improvement</li> <li>▪ Colored pavement guidance</li> <li>▪ Pavement markings</li> </ul>
				320 Motorist Failed to Yield – Midblock	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Driveway improvements</li> <li>▪ Colored pavement guidance</li> <li>▪ Sign improvement for bicyclists,</li> </ul>



Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
CAMPBELL RD	RICHARDSON	Before Lauder Ln	N Central Expy	320 Motorist Failed to Yield – Midblock	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Pavement markings</li> <li>▪ Optimizing signal timing for bikes</li> </ul>
				158 Bicyclist Failed to Yield - Signalized Intersection	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle signal heads</li> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Optimizing signal timing for bikes</li> <li>▪ Paved shoulders</li> <li>▪ Pavement markings</li> <li>▪ Sight distance improvements</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Wayfinding</li> <li>▪ Wide curb lane</li> </ul>
CAMPBELL RD	RICHARDSON	Before Lauder Ln	N Central Expy	190 Crossing Paths - Other Circumstances	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
HASKELL AVE	DALLAS	Elm St	N Central Expy	220 Bicyclist Left Turn / Merge	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Major and short maintenance</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Lightning improvement</li> <li>▪ Bicycle blvd</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Pavement markings improvement</li> <li>▪ Colored pavement markings guidance</li> </ul>
				258 Head-On	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Lightning improvements</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
HASKELL AVE	DALLAS	Elm St	N Central Expy	150 Motorist Failed to Yield - Signalized Intersection	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
				210 Motorist Left Turn / Merge	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
CAMPBELL RD	RICHARDSON	Before Lauder Ln	N Central Expy	190 Crossing Paths - Other Circumstances	1	(10.0%)	<ul style="list-style-type: none"> <li>▪ Miscellaneous</li> </ul>
HASKELL AVE	DALLAS	Elm St	N Central Expy	220 Bicyclist Left Turn / Merge	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> <li>▪ Major and short maintenance</li> <li>▪ Pavement markings improvement</li> </ul>
				140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Lightning improvements</li> </ul>

Table G.2 Con't.

Corridor Name	City	Begin of Corridor	End of Corridor	PBCAT Crash Groups	Total Crashes	Percentage	Countermeasures
HASKELL AVE	DALLAS	Elm St	N Central Expy	140 Motorist Failed to Yield - Sign-Controlled Intersection	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> </ul>
				258 Head-On	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bike lane</li> <li>▪ Lightning improvements</li> </ul>
				150 Motorist Failed to Yield - Signalized Intersection	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
				210 Motorist Left Turn / Merge	1	(20.0%)	<ul style="list-style-type: none"> <li>▪ Bicycle blvd</li> <li>▪ Bike lane</li> <li>▪ Colored pavement markings guidance</li> <li>▪ Curb radius reduction</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Traffic diversion</li> <li>▪ Turning restrictions</li> <li>▪ Wayfinding</li> </ul>
SPRING VALLEY RD	RICHARDSON	S Sherman St	Business Pkwy	150 Motorist Failed to Yield - Signalized Intersection	3	(100.0%)	<ul style="list-style-type: none"> <li>▪ Colored pavement guidance</li> <li>▪ Lightning improvements</li> <li>▪ Pavement markings improvement</li> <li>▪ Sign improvement for bicyclists</li> <li>▪ Speed humps</li> </ul>