

Supplemental Table 1. Two sample t-test comparison of characteristics of intervention and control sites, New York City 2015-2019

Intervention	Characteristic	Intervention Sites	Control Sites	p-value
Enhanced Crossings	Average number of adjacent street segments	3.61	3.94	0.623
	Average total length in meters of adjacent street segments	442.62	418.06	0.597
Speed Humps	Average number of adjacent street segments	1.43	1.28	0.235
	Average total length in meters of adjacent street segments	236.52	211.69	0.061
Turn Traffic Calming	Average number of adjacent street segments	4.14	4.38	<0.001
	Average total length in meters of adjacent street segments	519.00	563.63	0.001

* Bolded values are statistically significant at an alpha of 0.05

Supplemental Table 2. Sensitivity analyses of associations between physical environmental roadway interventions and crash outcomes, New York City 2015-2019

Intervention	Outcome	Two-Way Fixed Effects Logistic Regression OR (95% CI)	R-INLA Spatiotemporal Model OR (95% CrI)	Callaway-Sant’Anna Group-Time ATT (95% CI) ^a
Enhanced Crossings	Cyclist injured or killed	0.51 (0.14, 1.80)	1.08 (0.49, 2.36)	0.04 (-0.07, 0.30)
	Pedestrian injured or killed	0.94 (0.49, 1.80)	0.91 (0.54, 1.55)	-0.002 (-0.086, 0.083)
Speed Humps	Cyclist injured or killed	0.94 (0.79, 1.13)	1.11 (0.95, 1.30)	-0.01 (-0.07, 0.04)
	Pedestrian injured or killed	0.91 (0.80, 1.02)	1.00 (0.89, 1.12)	-0.04 (-0.56, 0.47)
Turn Traffic Calming	Cyclist injured or killed	0.89 (0.74, 1.07)	0.92 (0.78, 1.09)	-0.04 (-0.12, 0.05)
	Pedestrian injured or killed	0.82 (0.72, 0.92)	0.86 (0.77, 0.96)	-0.32 (-0.47, -0.17)

* Bolded values are statistically significant at an alpha of 0.05

a. Conducted at the yearly level to approximate normal distribution of outcomes for linear analysis