

EXECUTIVE SUMMARY

Intersection Safety Report: Identifying the most dangerous intersections on the Yale Campus

Daniel J Spakowicz, Steve Reilly, Kim Main Heard, Mark Abraham, Abigail Roth, and Mark Francis

Motor vehicle crashes are the greatest risk to the safety of Yale students, faculty and staff. The purpose of this study is to provide the City of New Haven with a prioritized list of intersections throughout the Yale campus that are the most dangerous or in need of repair. We ask that the City make it a priority to address the problems at these intersections and create appropriate road safety infrastructure.

To this end, members of the Traffic Safety Subcommittee compiled three datasets: (1) records of motor-vehicle crashes (MV), (2) a walk-through of each intersection and manual scoring (WT), and (3) traffic-related postings on SeeClickFix (SCF).

The five intersections of highest priority based on all three categories are:

Intersection Priority	Intersection Description	MV Crash Priority	Walk-through Priority	SeeClickFix Priority	Sum
1	Elm-York	1	5	3	9
2	S. Frontage - York	3	3	6	12
3	MLK Blvd - York	8	5	11	24
4	Broadway-Whalley-Dixwell-Goffe	6	1	22	29
5	Chapel-Park	8	10	12	30
5	MLK Blvd - College	17	5	8	30

The following is a description of the problems for the top two intersections.

Elm –York

- (MV) 14 crash reports
- (WT) Fast moving traffic, one-way traffic, long-distance to cross, confusing for pedestrians, poor line of vision
- (SCF) Very dangerous intersection, unsafe traffic, cars running red lights, need more bike parking, poor traffic light timing

S. Frontage – York

- (MV) 10 crash reports
- (WT) One-way traffic, long distance to cross, worn crosswalk markings, walk signal too short
- (SCF) Speeding, poor traffic visibility because of loading dock, red lights are not timed correctly

Intersection Safety Report: Identifying the most dangerous intersections on the Yale Campus

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ABSTRACT

Motor vehicle crashes are the greatest risk to the safety of Yale students, faculty and staff. The purpose of this study is to provide the City of New Haven with a prioritized list of intersections throughout the Yale campus that are the most dangerous or in need of repair. We ask that the City make it a priority to address the problems at these intersections and create appropriate road safety infrastructure.

To this end, members of the Traffic Safety Subcommittee compiled three datasets: (1) records of motor-vehicle crashes, (2) a walk-through of each intersection and manual scoring, and (3) traffic-related postings on SeeClickFix.

The five intersections of highest priority based on all three categories are:

1. Elm St. -York St.
2. S. Frontage – York St.
3. Martin Luther King Blvd. – York St.
4. Broadway-Whalley-Dixwell-Goffe
5. Chapel St. - Park St.
5. Martin Luther King Blvd. – College St.

INTRODUCTION

Motor Vehicle crashes are the leading cause of death in the US for those between the ages of 5 and 34 years, not including pedestrian or cyclist fatalities¹. Road safety infrastructure plays a clear role in preventing transportation injuries and death². In times of shrinking city budgets it is more important than ever to prioritize projects to target locations of greatest potential benefit by fixing those areas that are most unsafe from the point of view of all road users. It is in the purview of the Yale Traffic Safety Subcommittee to identify and communicate such areas within and adjacent to the Yale campus.

This report seeks to identify intersection dangers by quantifiable means such that improvements can be prioritized. The method used is to compile three datasets that highlight different aspects of road user safety:

- (1) motor-vehicle danger through analyzing police motor-vehicle crash reports;

- (2) pedestrian safety through intersection walk-throughs and manual scoring of safety criteria, and
- (3) general transit and safety concerns through monitoring reports posted on SeeClickFix.com.

Each dataset has been grouped by intersection so that the three can be compiled and compared.

This work builds upon the Traffic Safety Report by Abraham *et al* in 2009³. Abraham *et al* identified “Key Issues” in three categories: Traffic Enforcement; Infrastructure and Engineering; and Administration, Education and Evaluation. In each case the existing programs were described and new programs were suggested. In addition, the authors generated data by walking to each intersection to identify “gaps” in the bicycle and pedestrian infrastructure. These observations were used as the model for the “intersection walk-throughs” described here. This report updates the observations from 2009, expands the number of intersections observed to include all of campus, and scores the intersections so they can be more easily compared for prioritization. In addition, two other data sets are included in this report to add further dimensions to the analysis, motor vehicle crash reports and SeeClickFix postings.

All motor-vehicle crash reports from incidents involving both fatal and non-fatal crashes were collected and assigned to intersections for the years 2005-2008. These data give an unbiased assessment of drivers’ success at navigating the Yale Campus.

SeeClickFix is an international community activism website founded in 2008 that is used by city governments as a means to communicate with citizens⁴. Users register and then post reports of non-emergency issues that are linked to location information and is available for all users to see. Other users can support a post by clicking the “I’d like this fixed, too!” button. City staff monitor these postings and can mark issues as being “Acknowledged”, “Resolved” or “Closed”. New Haven is one of the top users of this system by the metrics compiled at SeeClickFix, with the second highest “Activity Score” (sum of the number of users, areas watched, reports and comments) and the 36th highest “Results Score” (Past 90 days: Activity × (% Fixed + (% Fixed / Avg Days to Resolution))) of the 119 participating cities (Retrieved 03 Dec 2011). Reported issues range from potholes in roads to local high school teachers not having math books. All of the data for reported issues is freely available for download.

RESULTS

Motor Vehicle Crash Reports

The number of M/V crash reports on the Yale Campus for the three-year period varied from 14 incidents at Elm and York, to zero at 12 intersections (See Table 2, Appendix 1). Three of the five intersections with the most crash reports involved York St., despite that street not extending through to the northern end of campus.

Figure 1. Heat map of M/V crash reports



Table 1. Intersections with the most Motor Vehicle crash reports resulting in their priority rating for this category.

Intersection Priority	Intersection Description	Number of M/V crash reports 2005-2008
1	Elm-York	14
2	Whitney-Temple-Trumbull	11
3	S. Frontage - York	10
4	Elm-Park	9

4	Cedar - York	9
6	Broadway-Whalley-Dixwell-Goffe	7
7	Congress - Howard	6
8	Grove-Temple	5
8	Mid-block Elm-Porter's Gate (btwn High and College?)	5
8	Elm-Howe	5
8	Chapel-Park	5
8	MLK Blvd - York	5

Intersection Condition Walk-through

The two intersections of highest priority in this category were rated as deficient in six of the 11 scoring criteria:

- For *Broadway-Whalley-Dixwell-Goffe* these included: Fast moving traffic, Poor line of vision, One-way traffic, Long distance to cross, Confusing for pedestrians and Curbs not ADA compliant.
- For *Mid-block along York at the University Theatre* these included: Fast moving traffic, Poor line of vision, One-way traffic, Confusing for pedestrians, Curbs not ADA compliant and No cross-walk designation (See Table 3).

There were 14 intersections that were rated as being deficient in none of the criteria See Appendix 1).

Table 2. Intersections of highest priority based on walk-through manual scoring of safety criteria.

Intersection Priority	Intersection Description	Score
1	Broadway-Whalley-Dixwell-Goffe	6
1	Mid-block York (U Theater)	6
3	Elm-College	5
3	S. Frontage - York	5
5	Elm-York	4
5	MLK Blvd - College	4
5	S. Frontage - College	4
5	N. Frontage - York	4
5	Prospect - Edwards	4

See Click Fix Postings

The SeeClickFix posting data had the greatest range of the three datasets with intersection of highest priority receiving a score of 90 (reports plus votes in favor of that report), as well as the largest number of intersections with zero data, at 16. Comments in the reports have been paraphrased in Table 4. For a full description of each intersection, see Supplemental Table 4.

Table 3. Summary of the ten most highly rated intersections by SeeClickFix.

Intersection Priority	Intersection Description	Rating Sum	Comments (paraphrased)
1	High and Elm	90	Elm Street Cycle Track
2	College and Wall	71	Drivers ignoring the crosswalk, traffic calming needed
3	York and Elm	62	Very dangerous intersection, unsafe traffic, cars running red lights, need more bike parking, poor traffic light timing
4	Temple and Wall	51	Vehicles fail to stop for pedestrians in the crosswalk
5	Berkeley College and Elm (mid block)	49	Mid-block crosswalk
6	Trumbull and Whitney	48	Traffic not yielding to pedestrians in crosswalk
7	S Frontage and York	38	Speeding, poor traffic visibility because of loading dock, red lights are not timed correctly
8	Sachem and Prospect	38	Dangerous pedestrian crossing
9	MLK Blvd and College	35	Cars driving through red lights, no turn on red needed
10	Sachem and Whitney	33	Should be one lane each direction with bike lanes, too much congestion, no left turning signal, more cross walks

All three datasets

When all three datasets are combined the three intersections of greatest priority are along York Street, at Elm, Martin Luther King Blvd and South Frontage (See Table 5).

Table 4. Combined dataset summing the priority of each dataset.

Intersection Priority	Intersection Description	MV Crash Priority	Walk-through Priority	SeeClickFix Priority	Sum
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1	Elm-York	1	5	3	9
2	S. Frontage - York	3	3	6	12
3	MLK Blvd - York	8	5	11	24
4	Broadway-Whalley-Dixwell-Goffe	6	1	22	29
5	Chapel-Park	8	10	12	30
5	MLK Blvd - College	17	5	8	30
6	Prospect - Edwards	20	5	14	39
7	Grove-Temple	8	20	12	40
7	Mid-block York	20	1	19	40
9	Grove-College	13	10	18	41
10	Whitney-Temple-Trumbull	2	35	5	42

DISCUSSION

Road safety infrastructure plays a clear role in preventing transportation injuries and death ². By compiling the M/V crash data, manual scoring of safety criteria, and SeeClickFix reports the Yale Traffic Safety Subcommittee seeks to identify the locations on campus that pose the greatest risk to students, faculty and staff in order to prioritize the creation of appropriate road safety infrastructure. In addition, these data can be updated and re-analyzed to determine the effect of interventions.

The police reports of motor vehicle crashes are a simple and quantifiable way to track the ability of motor vehicles to successfully navigate city intersections. This report used the most up-to-date year of motor vehicle crashes reported, 2008, going back three years to 2005 in order to keep the data current while still having enough incidents that there are clear differences in the number of crashes between intersections for comparison. This report did not normalize the number of crashes based on the volume of cars that travel through each intersection, making it possible that an intersection could be safer than another when measured on a per car basis, while still being marked as unsafe in this study.

Intersection walk-throughs looked at safety criteria that included observations that are unbiased (e.g. curbs not ADA compliant, no crosswalk designations) and subjective (e.g. high traffic speeds, walk signal too short). In an effort to standardize the scoring of the subjective conditions, a consensus was reached by two to five members in all but a few rare cases. Each of the scores were weighted equally, though differences may exist in their effect on safety (e.g. high traffic speeds may be more dangerous than worn crosswalk markings).

The SeeClickFix data includes information not captured by the other two datasets, including observations of red-light running and events where cars do not yield to pedestrians in sidewalks. However, SeeClickFix has no internal mechanisms for verification, so for each report there is the possibility that it may be exaggerated or false. In addition, the dataset is biased towards persons with an internet connection and could reflect numerous reports from a single individual.

The sum priority of the first two intersections (sums 9 and 12, respectively) is much smaller than for priorities three through 10 (sums 24 to 42) (See Table 5). This clearly indicates that the top two intersections (Elm & York and South Frontage & York) are of significantly greater concern than any other locations on campus. It should be noted that a fatal vehicular-pedestrian accident at South Frontage & York was an impetus for the 2009 Traffic Safety Report by Abraham *et al*³, which in turn contributed to the motivation for this study. These data corroborate the need for infrastructure improvements at this intersection.

The top three intersections of greatest priority are on York St. There is an urgent need to act because this is a primary pedestrian corridor for the medical school and hospital at the southern end of the campus (intersection priorities 1 and 3), and for colleges, classrooms and a commercial district in central campus (priority 2). The report by Abraham *et al* also noted the danger of these intersections and one of their recommendations was to reduce travel speeds along York to 15-20 mph³.

Suggestions for interventions to the problems highlighted at each intersection are built into both the Intersection Walkthrough and the SeeClickFix data (See Supplemental Tables 3 and 4). However, these suggested interventions have not been studied for their efficacy at these intersections, nor their efficiency in the context of the infrastructure improvements currently underway in New Haven. The authors support data-driven policy making in these and other infrastructure improvements and hope that the intersections highlighted here will be the target of an efficiency analysis soon.

The dangers of the intersections highlighted in this report are not new, however the authors hope that the format used here will facilitate improvements by allowing for clear prioritization. In addition, the quantifiable nature of the data allows for re-evaluation to determine the effectiveness of interventions, which will further inform the intersection priority. Such informed city planning will efficiently lead to a safer community.

METHODS

Motor Vehicle Crash Reports

The GPS coordinates of all M/V crash reports (including fatal and non-fatal injuries, as well as property damage) in New Haven, CT, totaling 673 incidents⁵. These coordinates were imported into Google Earth v6.1.0.5001⁶ and then each intersection was viewed and the number of incidents within a half block of each intersection was counted and scored. The intersections were sorted by number of incidents.

Intersection Condition Walk-through

Physical inspections of all listed intersections were carried out on weekdays, approximately midday from July 7th, 2011 through October 20th, 2011. Various pedestrian, cycling, and vehicle conditions further described below were analyzed and compared to a smaller scaled intersection review from 2009. Additionally, open comments for each intersection were also recorded. Intersections were chosen as high pedestrian, car, or cyclist areas in and around Central Campus, the Medical Campus, and Science Hill. For nearly all intersections, two people were present for each intersection review and conditions had to be agreed upon before being recorded. Similarly, recommendations for improvements to remedy unsafe conditions were agreed up at each intersection before continuing. Conditions were documented as-is with limited consideration for planned or in-progress improvements.

Table 5. Description of the criteria used to score intersections.

Fast moving traffic	Qualitative evaluation if either posted or commonly used speed feels unsafe.
Poor line of vision	Has a corner that obscures pedestrians, cyclists, or vehicles from seeing one another.
One-way traffic	One or multiple lanes of one-way only traffic.
Long distance to cross	Each crosswalk was traveled to determine if the it was of intimidating length to cross (often over > 2 lanes)
Worn crosswalk markings	Faded, chipped, and unintelligible markings
Walk signal too short	Each crosswalk button was pushed and the distance walked an average pace to see if one could easily cross in the given time
Confusing for pedestrian	Any combination of the previously listed issues that makes it unclear for a pedestrian how/where to cross.
Curbs not ADA compliant	No ADA ramps on curbs
Side-walks narrow for volume of pedestrians	Qualitative assessment.
No crosswalk designation	Commonly used or actual intersections with no crosswalk designation.

Recommendations categories are self-explanatory and represent possible solutions to the unsafe conditions documented on the same intersections.

See Click Fix Postings

Three “Watch Areas” were created to capture data in the Yale Medical ⁷, Yale Central ⁸, and Yale Science Hill ⁹ Campuses (See Figure 2). All of the postings within these regions were exported in xml format, and those with a rating less than three were discarded. Postings were manually organized by intersection, and all ratings referring to a single intersection were summed, to give an overall rating for each intersection. The overall rating value was used to generate the “Priority Intersection” list.

Figure 2. SeeClickFix Watch Areas. A) Medical Campus, B) Central Campus and C) Science Hill Campus.



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8. Report your non-emergency issues to Yale Central Campus. *SeeClickFix* at <http://seeclickfix.com/watch_area/20247-yale-central-campus>
9. Report your non-emergency issues to Yale Science Hill Campus. *SeeClickFix* at <http://seeclickfix.com/watch_area/20248-yale-science-hill-campus>

Supplemental Table 1. Priority rating for all intersections.

Intersection Priority	Intersection Description	MV Crash Priority	Walk-through Priority	SeeClickFix Priority	Sum
1	Elm-York	1	5	3	9
2	S. Frontage - York	3	3	6	12
3	N. Frontage - York	8	5	11	24
4	Broadway-Whalley-DiX-Goffe	6	1	22	29
5	Chapel-Park	8	10	12	30
5	N. Frontage - College	17	5	8	30
6	Prospect - Edwards	20	5	14	39
7	Grove-Temple	8	20	12	40
7	Mid-block York (U Theater)	20	1	19	40
9	Grove-College	13	10	18	41
10	Whitney-Temple-Trumbull	2	35	5	42
11	Tower Pkwy-York Sq Pl	13	10	22	45
12	Mid-block College-Phelps Gate	20	10	17	47

13	Elm-High	37	10	1	48
13	Wall-College	20	26	2	48
15	Mid-block Elm-Porter's Gate	8	10	31	49
16	Elm-College	20	3	31	54
17	Cedar - York	4	20	31	55
18	Wall-Temple	29	26	4	59
19	Elm-Park	4	35	21	60
20	S. Frontage - College	37	5	19	61
21	Chapel-York	20	20	22	62
22	Congress - Howard	7	26	31	64
22	Whitney - Edwards	13	35	16	64
24	Mid-block Park-Edgewood	37	10	22	69
25	Grove-York	29	10	31	70
25	Hillhouse-Grove	29	10	31	70
25	Prospect - Sachem	29	35	6	70
28	York - Howard	20	20	31	71
29	Wall-York	37	26	10	73
29	Whitney - Sachem	29	35	9	73
31	Elm-Howe	8	35	31	74
31	Park - Howard	17	26	31	74
33	N.Frontage - Park	37	10	30	77
34	Congress- Cedar	13	35	31	79
35	Whitney - Humphrey	20	35	27	82
36	Hillhouse - Trumbull	17	35	31	83
37	Grove-High	37	20	27	84
38	Ashmun-York Sq Pl	29	26	31	86
38	Chapel-High	20	35	31	86
38	Hillhouse - Sachem	37	35	14	86
41	Congress - College	37	20	31	88
42	Prospect - Canal	29	35	26	90
42	S. Frontage - Park	37	26	27	90
44	Mid-block High	37	26	31	94
44	Wall-High	37	26	31	94
46	Ashmun-Tower Pkwy-Grove	29	35	31	95
47	Prospect - Prospect Pl.	37	35	31	103

Supplemental Table 2. Motor Vehicle crashes by intersection

Rank	Intersection Description	Number of M/V crash reports 2005-2008
1	Elm-York	14
2	Whitney-Temple-Trumbull	11
3	S. Frontage - York	10
4	Elm-Park	9

4	Cedar - York	9
6	Broadway-Whalley-DiX-Goffe	7
7	Congress - Howard	6
8	Grove-Temple	5
8	Mid-block Elm-Porter's Gate	5
8	Elm-Howe	5
8	Chapel-Park	5
8	N. Frontage - York	5
13	Grove-College	4
13	Tower Pkwy-York Sq Pl	4
13	Congress- Cedar	4
13	Whitney - Edwards	4
17	N. Frontage - College	3
17	Park - Howard	3
17	Hillhouse - Trumbull	3
20	Wall-College	2
20	Elm-College	2
20	Mid-block College-Phelps Gate	2
20	Mid-block York (U Theater_	2
20	Chapel-York	2
20	Chapel-High	2
20	York - Howard	2
20	Whitney - Humphrey	2
20	Prospect - Edwards	2
29	Grove-York	1
29	Ashmun-York Sq Pl	1
29	Wall-Temple	1
29	Hillhouse-Grove	1
29	Prospect - Canal	1
29	Whitney - Sachem	1
29	Prospect - Sachem	1
36	Grove-High	0
36	Wall-York	0
36	Wall-High	0
36	Elm-High	0
36	Mid-block High	0
36	Mid-block Park-Edgewood	0
36	S. Frontage - College	0
36	Congress - College	0
36	S. Frontage - Park	0
36	N.Frontage - Park	0
36	Prospect - Prospect Pl.	0
36	Hillhouse - Sachem	0

Supplemental Table 4. Comprehensive SeeClickFix data

Campus	Intersection Number	Intersection	Rating Sum	Relevant SeeClickFix postings with a rating >2	Address	Summary	Description	Latitude	Longitude	Issue ID
Central	1	Temple and Grove	23	12	361 Temple St, USA	Pedestrian Signal	This intersection could really use pedestrian signals. This intersection in the middle of the Yale campus lacks any pedestrian signals or signage. Drivers in New Haven are accustomed to yielding to pedestrians when turning right on a green light (in this case, from Temple to Grove). Many close calls have occurred here. Please install pedestrian signals and/or signage and enforce pedestrian right of way here.	41.31099916	-72.92381286	66417-pedestrian-signal
				7	120 Grove St	Intersection dangerous for pedestrians		41.31094476	-72.92375922	9792-intersection-dangerous-for-pedestrians
				4	Grove St 99-121	temporary configuration of Grove St greatly enhances pedestrian safety	please make this permanent, with a ped median, to reduce crossing distance and make this crosswalk truly accessible to those who are not able bodied adults.	41.311	-72.9236	66861-temporary-configuration-of-grove-st-greatly-enhances-pedestrian-safety
Central	2	College and Grove	11	8	3 Prospect St	dangerous intersection!	This is a very dangerous intersection for pedestrians and cyclists. I see cars making right turns on red here all the time (Grove onto Prospect and Prospect onto Grove), even though there is a posted "No Turn On Red" sign. I even repeatedly see them making a right on red when the pedestrian crossing is activated! Please do some creative enforcement strings here. It is desperately needed. Because one of the bike routes here takes a left turn at this intersection, the current narrow configuration appears to encourage bike riders to attempt to turn left from the right-hand lane, which is dangerous and illegal. Please add a sharrow in the left-hand lane in order to encourage proper roadway positioning. Thanks!	41.31172243	-72.92551338	43477-cars-not-respecting-crosswalk
				3	160 Grove St, USA	Paint a sharrow in the left-hand lane	This crosswalk on Grove in front of the cemetery needs to be made more prominent. Most drivers speeding up Grove ignore it. I have had cars drive around me here even when I'm right in the middle of the road.	41.31157394	-72.9253578	63077-paint-a-sharrow-in-the-left-hand-lane
Central	3	High and Grove	5	5	170-260 Grove St, USA	Cars not respecting crosswalk	The crosswalk does not seem to be heavily used so it would hardly inconvenience many drivers to stop for the occasional pedestrian heading to or from the cemetery.	41.31244369	-72.92709589	63092-paint-sharrows-on-broadway
Central	4	York and Grove	0							8916-more-bike-racks-needed
Central	5	York Square and Tower Parkway	7	4	97 Tower Pkwy	More Bike Racks Needed	Please install more bike racks, bikes are being locked to benches nightly	41.31341877	-72.93067932	
				3	89 Tower Pkwy	poor visibility of pedestrians in xwalk as drivers fly around the corner	Vehicles regularly fly around the curve here at over 50 miles per hour, giving them no time to react to pedestrians crossing at the crosswalk here. Additional crosswalks are needed where there are "desire lines" and speeds need to be dramatically slowed. Otherwise it is only a matter of time before a driver hits someone.	41.31332207	-72.93082416	5973-poor-visibility-of-pedestrians-in-xwalk-as-drivers-fly-around-the-corner
Central	6	Broadway and Tower Parkway	7	7	2-198 Broadway, USA	Paint sharrows on Broadway	between Tower Parkway and Park Street. Many of my friends commute along this route on the way back from Science Hill or on their way from Morse, Stiles, or Swing Space. I also regularly ride along this route because it is literally unavoidable if you are trying to get back to campus from Morse, Stiles, or Swing, or if you are trying to get to Park Street. Because there is NO ALTERNATE ROUTE, I strongly recommend sharrows to facilitate this unavoidable bicycle traffic, both for the sake of drivers and people riding bicycles.	41.31233892	-72.93229937	7485-in-road-pedestrian-sign-needed
Central	8	York and Wall	27	27	309 York St 06510	Stop sign needed at dangerous crosswalk	Drivers regularly use York St. to cut through campus, speeding through this crosswalk despite high pedestrian traffic and limited visibility caused by vehicles parked along both sides of the road. We need a stop sign installed here ASAP - we should NOT have to wait for someone to be hit by a car for this issue to be addressed.	41.31195613	-72.92904987	56735-college-street-traffic-calming
Central	9	High and Wall	0	0						1445-mid-block-crosswalk
Central	10	College and Wall	71	66	468 College St	Drivers ignoring the Crosswalk	Drivers going both ways on College never stop at the pedestrian crosswalk at the Wall St. intersection. Yale Police needs to crack down on this, since it's only a matter of time before a pedestrian gets seriously hurt here.	41.31058211	-72.92637705	11831-yale-should-build-a-pedestrian-bridge-above-elm-

Supplemental Table 4. Comprehensive SeeClickFix data

									there is way more bike and pedestrian traffic here than cat traffic. to promote safety and quality of experience for most road users, speeds must be reduced here to 10 miles per hour (like they are in many comparable areas). speed reductions through new signage and physical traffic safety installations should happen immediately. any ideas on the best way to do this?	41.3099	-72.9265	708-very-dangerous-intersection
Central	11	Temple and Wall	5	College St 401-471	college street traffic calming				Drivers rarely yield to pedestrians on this busy downtown street. Vehicles regularly fail to stop for pedestrians in the crosswalks across Temple Street at the intersection of Wall Street.	41.31005022	-72.92445927	
Central	12	College and Elm	15	348 Temple St 337 361 Temple St, USA	In-road Pedestrian Sign Needed Vehicles fail to stop for pedestrians in the crosswalk					41.31009858	-72.92441368	8847-on-street-bike-parking-needed
Central	13	Berkely College and Elm (mid block)	30	199 Elm St	mid-block crosswalk?				A mid-block crosswalk across Elm Street between High Street and College Street is the only realistic way to end jaywalking on Elm Street as far as I can tell.	41.30985661	-72.92797565	46987-unsafe-traffic-issue
			16	195 Elm St	yale should build a pedestrian bridge above elm st.				midway between high st. and college st., students are constantly streaming across the street. my belief is that students will always take the most direct path across regardless of the crosswalk at york. another crosswalk would be ignored here, as drivers already speed through the light at york. any chance yale could build a simple pedestrian crossing above the street? i bet there are plenty of local architects who would jump at the chance.	41.30980845	-72.92791128	9795-yale-students-crossing-mid-block
			3	195 Elm St	yale students crossing mid-block				Yale has an entry walkway mid-block and needs a crossing guard or a sign that directs them to the corner because Yale students are crossing mid-block on a regular basis.	41.3108494	-72.9302196	
Central	14	High and Elm	90	238 Elm St	Elm Street Cycle Track?				Last year, in their Downtown Bicycle and Pedestrian Gap Analysis (http://www.cityofnewhaven.com/TrafficParking/pdfs/GapAnalysis2009.pdf), Nelson\Nygaard Consultants recommended a physically separated bike lane—or cycle track—on Elm Street. How would you design such a facility? View a 3D mock-up of two potential designs here and offer your suggestions. Don't like it? Download Google SketchUp to your computer here: http://sketchup.google.com/ and then download my drawings here: http://www.box.net/shared/z8e1db46sq and give it your best shot.	41.31037258	-72.92939186	9668-need-more-bike-racks-in-front-of-architecture-school
Central	15	York and Elm	22	293 Elm St	Very Dangerous intersection				For cycle track design guidelines and best practices, see this document: http://www.nacto.org/downloads/cycletrack_lessons_learned.pdf This intersection is incredibly dangerous with cars coming flying down Whalley, running the red light, and with the light timing on the pedestrian signals and York St not set up right so that cars do not have time to clear intersection.	41.31069493	-72.92990684	3369-crosswalk-needed-in-front-of-university-theater
			11	280 York St	On-street bike parking needed				A bike corral is just the sort of high-visibility action that would put New Haven on the map as a bicycle-friendly city. Mark Abraham suggested that the area in front of Au Bon Pain on York Street would be an ideal location and I agree. From Mark Abraham: "A 'bike corral' would be great to have at the NW corner of Elm and York. What's great is that it could help pedestrians, too. The curb at the NW corner should be extended to reduce the crossing distances across York, similar to what was done on the SW side during the mid-1990s rebuilding of Broadway. A curb extension would significantly slow the traffic that currently flies around the corner, endangering pedestrians. A shorter distance would also make the street easier to cross. Just past that, in front of ABP, could be a perfect spot for a corral. Currently, there is a lack of bicycle parking in this area, and bikes tied to meters reduce the space available for pedestrians on what is a very busy sidewalk."	41.31080776	-72.92993366	25843-speeding-and-red-light-running-at-rush-hour-redesign-and-enforcement-needed

Supplemental Table 4. Comprehensive SeeClickFix data

					9	York Street And Broadway Intersection	unsafe traffic issue	at the corner of york street and broadway 2 lanes turn onto broadway from york. need hard line lane turn to keep people from cutting each other off.	41.3081527	-72.9281577	67494-buffered-bike-lane-needed-not-randomly-merging-street-that-drivers-do-not-obey
					7	Intersection Of Elm And York Sts.	cars running red lights	All summer I have daily crossed at the intersection of Elm and York Streets and all summer cars have run the red light as they come down Elm/Broadway. Once the cross walk is blinking, often 3 or more cars go racing through. With the students back in town, this is really an accident waiting to happen. I hope the police can crack down on drivers running this red light and speeding through this area.	41.31070299	-72.93000340	610-pedestrian-signal-needed
					7	Chapel And York St	need more bike racks in front of architecture school	there is not enough bike parking here. see photo.	41.30856736	-72.93158054	9729-red-light-runner
					3	51 Elm St.	red light runner	blue car, license plate 499-UDF, just blew through the red light on Elm Street at the intersection with Orange. 1:35 p.m. Thursday, Nov. 12.	41.3107551	-72.9300099	7983-traffic-light-configuration
					3	Broadway	Traffic Light configuration	The two lights at the Broadway/Elm area are horribly timed. Because they are not timed together, heavy traffic has a very difficult time getting through. I sat at Elm/Broadway (the first light) for three changes before I could proceed to the next one where I had to stop again. Between the poor timing of the lights and the pedestrian crossing - its a nightmare to get through - especially during peak traffic hours.	41.31125704	-72.93105483	
Central	16	Park and Elm			8	284 Park St, USA	right through the solid red light-161WAV	Wow, blatant red light runner. Went from stopped at a solid red, to hell, I am more important than anyone else, so he went right through! Unbelievable. White bald, short, stocky guy in a Mercedes, CT Veteran plate 161 WAV.	41.31132352	-72.93173074	9668-need-more-bike-racks-in-front-of-architecture-school
Central	17	Park and Howe		0							
Central	18	Phelps Gate (mid block)		12	12	347 College St	Crosswalk Needed at Phelps Gate	A crosswalk is needed from Phelps Gate to the Green. There is a mid block crosswalk on Temple Street, in front of the Omni Hotel (which has far fewer pedestrians than Phelps Gate), which could serve as a model. Doing this would require bumping out the curbs and removing some parking spaces, in order to increase the visibility of pedestrians. It would also help reduce speeding on the street. Cars currently travel through this area at very high speeds, putting pedestrians' lives at risk.	41.30830947	-72.92792201	
Central	19	Dwight Hall and Hight (mid block)		0							43502
Central	20	University Theatre and York (mid block)		10	10	222 York St	Crosswalk Needed in front of University Theater	A crosswalk is needed from the University Theater to the Library Walk. There is a mid block crosswalk on Temple Street, in front of the Omni Hotel (which has far fewer pedestrians than this area), which could serve as a model. Doing this would require bumping out the curbs and removing some parking spaces, in order to increase the visibility of pedestrians. A crosswalk would also help reduce speeding on the street. Cars currently travel through this area at very high speeds, putting pedestrians' lives at risk.	41.30945386	-72.93089389	1776
Central	21	Park and Edgewood		7	7	Edgewood Ave 1-25	buffered bike lane needed, not randomly merging street that drivers do not obey	It is surprising nothing has been done about the situation, considering the number of students who have been injured and the enormous numbers of pedestrians who cross York Street to get from one dormitory to the other. please add a segregated cycle track on Edgewood between westville and downtown.	41.3103	-72.933	9370

Supplemental Table 4. Comprehensive SeeClickFix data

Central	22	Park and Chapel	23	13	1178 Chapel St, USA Corner Of Park And Chapel	Speeding and red light running at rush hour: Redesign and enforcement needed	<p>The amount of speeding and red light running at this intersection is obscene.</p> <p>Cars are speeding past at rush hour more than 20 MPH above the limit, amidst crowds of pedestrians and other vehicles. The red light signal is not obeyed.</p> <p>It is only a matter of time before a driver loses control and kills or injures several people, as has happened recently at similar intersections (like Crown & College). The very poor pedestrian visibility at the corners, inadequate lighting, and use of line crosswalks rather than the more effective zebra-style crosswalks, only makes matters worse.</p> <p>Can some police enforcement be added here as a temporary fix, up until the time that the intersection can be rebuilt to a higher standard? Is it even possible to stop red light runners here?</p> <p>Ultimately, the intersection should be redesigned, like many in other US cities have been, so that travel at more than 15 miles per hour becomes uncommon. I've posted details on similar issues in New Haven about how raised and tabled intersections have been widely used in cities like Boulder, Cambridge Massachusetts, etc.. They have been proven to be extremely effective - not to mention much more cost-efficient than regular police enforcement.</p> <p>Given that this is in the heart of campus, if Yale University is serious about making sure that students, staff and faculty are not continuing to get injured and killed every year, it should consider pushing the city for a redesign as soon as possible.</p>	41.30889980-72.93355733	35853
Central	23	York and Chapel	7	10	Chapel And York St	pedestrian signal needed need more bike racks in front of architecture school	there is not enough bike parking here. see photo.	41.30895420-72.93358147	2023
Medical	24	York and High and Chapel	0	7				41.30856736-72.93158054	
Medical	25	N Frontage and College	35	27	College And North Frontage Intersection	cars driving through red lights	<p>Cars coming out of Route 34 ramp routinely drive through red lights in the morning hours, despite the green light for cars coming up College and the walk signals at the pedestrian crossing. Cameras or police car to help ticket for such behavior would be extremely helpful!</p> <p>57133-cars-driving-through-red-lights Open</p>	55412	
Medical				8	N Frontage Rd	No Turn On Red Needed	<p>This is as dangerous an intersection as any in New Haven and need a "NO TURN ON RED" sign for southbound College St.</p> <p>1763-street-markings-wrong-confused-unfinished</p> <p>Open</p>	61286	
Medical	26	S Frontage and College	10	7	South Frontage Rd 00	Street Markings Wrong/Confused/Unfinished	<p>The pedestrian signal on College and South Frontage appears to be broken or malfunctioning. When facing north on the west side of College Street, the white "walk" signal is displayed appropriately, but the "don't walk" signal is not displayed at all. Instead, the signal just turns blank. I've noticed this several times over the past week. I know that these signals were recently replaced. It's possible that one was not installed correctly.</p> <p>25740-pedestrian-signal-broken</p> <p>Acknowledge</p>		
Medical				3	64 College St	Pedestrian signal broken			
Medical	27	College and Congress	0	0					
Medical	28	Congress and Cedar	0	0					
Medical	29	Congress and Howard	0	0					
Medical	30	Howard and York	0	0					
Medical	31	Howard and Park	0	0					
Medical	32	S Frontage and Park	5	5	S Frontage Rd, USA	bad intersection	<p>People don't stop here. They also take right on red even when someone is walking</p> <p>43502-bad-intersection</p> <p>Open</p>		

Supplemental Table 4. Comprehensive SeeClickFix data

Medical	33	S Frontage and York	38	13	328 South Frontage Rd 06519	speeders!	Traffic heading onto the highway speed everyday, putting cross walkers at risk. Could there be a pedestrian bridge built ?	113-speeders	Open	
Medical				9	York And South Frontage	Camera needed	Cars on Frontage routinely run the red light at high speed We need a camera that identifies them and sends tickets to their owners, or an officer that tickets them on the spot. This should pay for itself in a few weeks and would make us all safer.	1776-camera-needed	Acknowledge	
Medical				8	York Street And South Frontage	Poor Traffic Visibility because of Loading Dock	The poor visibility and confusion caused by big trucks blocking the intersection at York and South Frontage contributed to the death of a medical student here a year and a half ago, yet this same circumstance occurs daily. When I took this photograph yesterday (10/27/09) at 5pm, I was standing on the corner with a classmate who said, "Why take the picture now? This happens several times a day, every day."	9370-poor-traffic-visibility-because-of-loading-dock	Acknowledge	
Medical				4	South Frontage Road	red lights are not timed correctly	The traffic lights need to be either in cinque with each other or cops need to sit and direct the traffic jams occurring on the corners of the new Smilow Center from 4-5pm daily. I sat through 4 lights due to inconsiderate drivers blowing through the caution lights and thus blocking the intersections.	35853-red-lights-are-not-timed-correctly	Open	
Medical				4		Need traffic enforcement in this area and better street signs	You need to get traffic enforcement in this area. People always park on left side of street in front of hospital instead of using the garage and block the left lane of traffic then you have the shuttles blocking the right lane of traffic. It takes sometimes 10 minutes just to go through this block to turn onto the connector to get onto the highway.	2023-need-traffic-enforcement	Open	
Medical	34	N Frontage and York	24	21	76 York St	red light runners	Constantly running red lights at intersection of York and No. Frontage.	152-red-light-runners	Acknowledge	
Medical				3	York St And North Frontage	Crosswalk button not working	Button for crosswalk signal is not working on the southwest corner of York St and North Frontage. Button beeps when pressed, but does not result in cross signal (buttons on other corners usually result in a cross signal prior to the green light for York St)	55412-crosswalk-button-not-working	Open	
Medical	35	Cedar and York	0				There are no wheelchair ramps onto the sidewalk going north on Park St from the hospital on either side of the road. Currently, people have to roll against traffic on Park until they get to the existing inclines. A bike box would be great where the northbound bike lane on Prospect Street ends at Trumbull.	61286-no-handicap-access-ramp-to-sidewalk	Acknowledge	
Medical	36	N Frontage and Park	3	3	N Frontage Rd, USA	No Handicap Access ramp to sidewalk	Why? *There is a high volume of right turns across the bike lane, leading to a high risk of a right hook incident. *The bike lane ends, so bicyclists need to start merging out into the lane anyway. *This entire intersection is being rebuilt, so marginal cost of striping a bike box will be lower than any other intersection in the entire city.	2011-03-29T16:39:14Z	951115	8707
Science Hill	37	Trumbull and Prospect	6	6	92 Prospect St	Golden opportunity for bike box				
Science Hill	38	Trumbull and Hillhouse	0				The intersection of Temple Street and Trumbull Street has a bad pedestrian crossing that I walk through almost every day. There is a crossing signal for pedestrians crossing Temple St. on the south side, but the vehicle traffic on Trumbull St. gets a green light at the SAME TIME and vehicles turning off Trumbull to go south on Temple St. therefore compete with pedestrians trying to cross. Vehicles turning off Trumbull St. gun their engines as soon as the light turns green and take direct aim at the pedestrians, who the drivers don't seem to think have any business being in their way. Often drivers are in such a hurry that they refuse to give pedestrians the right of way. If they do, rude drivers behind them may honk. This signal needs to be changed so that drivers and pedestrians are not competing to get through the intersection at the SAME TIME -- that is an accident waiting to happen. There should be a 4-way pedestrian-only crossing signal at this intersection, like there is at the intersections farther north on Whitney.			
Science Hill	39	Trumbull and Whitney	48	17	Trumbull St 06510, USA	dangerous pedestrian crossing			491144	51799

Supplemental Table 4. Comprehensive SeeClickFix data

						14	69 Trumbull St 06510	Crossing Trumbull	The crossing area for Trumbull St and Whitney Ave is a hazard to pedestrians. It's common for cars not to obey the small YIELD TO PEDESTRIANS sign when they take a right onto Trumbull off Whitney. Drivers assume since they have a green light that they have the right of way. Pedestrians will cross without looking because of the blinking Walk signal.	2011-04-29T02:50:18Z	1357175	1840
						13	450 Temple St, USA	Crosswalk light not adequate	The crosswalk light is never a solid white, only blinking white, and it's such a high traffic intersection that there is often never a safe time to cross the street before it turns to the solid red hand "don't walk".	2010-12-13T17:16:58Z	640985	35518
							400-452 Temple 4 St, USA	Traffic not yielding to pedestrians in crosswalk	I frequently get cut off and nearly hit by traffic from Trumbull turning into Temple. There is a pedestrian signal here but many drivers ignore it. Please add a dedicated pedestrian-only phase while the Trumbull traffic stays on red.	2010-06-19T15:35:14Z	596002	40628
Science Hill	40	Mansfield and Prospect Pl	0									
Science Hill	41	Prospect Pl and Prospect St	0									2080
Science Hill	42	Sachem and Winchester	0									545
Science Hill	43	Sachem and Mansfield	3			373	Sachem St	extremely noisy intersection	This corner gets bus traffic as well as commercial trucks all day long. Why are large and extremely noisy trucks entering downtown new haven via this residential street? Both cars and trucks come speeding up Mansfield street only to slam on their breaks as they make very dangerous turns around this corner onto Sachem. I had to move just because of the noise.	2009-08-01T06:07:23Z	1539856	845
Science Hill	44	Sachem and Prospect	38			20	153 Prospect St	Need Pedestrian Signals	This intersection is dangerous. It has heavy car and pedestrian traffic and nobody has any idea what is going on. Cars move through crosswalks with pedestrians in them. This intersection needs dedicated walk signals immediately. I have seen far to many near accidents.	2011-04-05T19:37:52Z	1304946	38724
						18	153 Prospect St	dangerous pedestrian crossing	This intersection could really use walk/dont walk lights.	2011-07-21T18:20:42Z	1586971	8435
Science Hill	45	Sachem and Hillhouse	17			10	62 Sachem St	ramp needed for bicycle access to Science Hill	A ramp for bicycles would make it much easier for people approaching from the south by bike to access buildings such as Kline Biology Tower, Gibbs Physics Lab, Sterling Chemistry Lab, etc. Dismounting and carrying the bike up the existing stairs is a significant inconvenience.	2010-08-24T21:07:11Z	972874	44088
						7	35 Hillhouse Ave	Cars not stopping for pedestrians in crosswalk	Most cars stop, but there are many that do not. A few days ago I was half-way across when a car sped out of Hillhouse and nearly hit me. This is such a common occurrence around the whole inner city that it seems worth putting up "crosswalk" signs at every crosswalk. I get the impression that drivers simply do not notice them, perhaps because so many are either hidden by road grade or by being worn out.	2010-07-12T23:29:04Z	561187	6964
Science Hill	46	Sachem and Whitney	33			15	Whitney Ave 266-298	Whitney avenue is way overbuilt should be one lane each direction, with bike lanes	please restripe this awful road.	2011-05-02T19:54:22Z	611854	670
						9	150 Whitney Ave	increased flow of traffic	Due to the shutdown of the Trumbull Street Bridge, there is now a greatly increased flow of traffic backed up onto Sachem Street down to Whitney Avenue during the day. Drivers are getting frustrated, as the traffic lights are timed to accommodate lighter traffic (it is usually much less there with the Trumbull Bridge operational); this frustration is resulting in drivers ignoring the large "No Turn on Red" sign clearly posted on Whitney, as they make right-hand turns onto Whitney, ignoring also the walk sign for the pedestrians. I was nearly struck today while crossing with three small children! There are two lanes of traffic coming onto Whitney Avenue from Sachem, and it seems that if the right-hand lane of traffic starts disobeying the sign and turns on red, it will be VERY dangerous for pedestrians. What solutions is Traffic and Parking proposing to accommodate the overflow from Prospect Street and having the bridge out? Thanks.	2010-06-25T03:51:20Z	1063014	13683
							5151 Whitney Ave	no left turning signal	Who thought it was a good idea to remove the left turn signal northbound from Whitney Ave to Sachem St? Traffic on Whitney was much better when the signal was in place. It should be returned.	2010-09-24T10:45:42Z	789400	1020

Supplemental Table 4. Comprehensive SeeClickFix data

Science Hill	57	Edwards and Prospect	17	17	299 Prospect St	need ped signals here	Yet another Prospect intersection that needs a pedestrian crossing signals.	2011-04-05T19:38:10Z	1584381	9164
Science Hill	58	Edwards and St. Ronin	0	0				2010-07-06T22:59:41Z	1596056	102821
Science Hill	59	Edwards and Whitney	16	8	267 Edwards St	Accident Proves Need to Stop Red Light Violations	A car accident yesterday (9 July 08) at this intersection was the result of a driver speeding through a red light. Police need to crack down on these violations in order to stop these accidents.	2010-09-21T15:26:17Z	1519210	
					Edwards St At Whitney Ave	Car driving aggressively and running red light	On Monday, Sept. 1, 2008 at 3:45pm, a silver VW "new" beetle, Connecticut license 345 UJG, ran through the red light at Whitney, heading east on Edwards, driving aggressively and compelling other drivers in the intersection to take evasive action.	2011-05-25T13:19:26Z	88332	
Science Hill	60	Bishop and Whitney	0	0	330 Whitney Ave, USA	Traffic Signal	Need for "No Right turn on Red" sign on Edwards Street Eastbound approach. Insufficient sight distance looking left onto Whitney Ave.			59364
Science Hill	61	Humphrey and Whitney	5	5	463 Humphrey St	missing crosswalk	only 3 sides of the intersection at Whitney & Humphrey have painted crosswalks. Nothing on the north side. Given the high ped traffic and that cars run the red light on almost every cycle I think it would help to have the extra lines on the pavement here.	2011-01-28T02:47:11Z	923910	
Science Hill	62	Whitney Child Care (mid block)	10	10	Whitney Ave 5154-264	long stretch of Whitney ave near Yale with no xwalk	a situation like this in the center of a city and campus that bills itself as walkable is unacceptable - please configure a crosswalk here asap.	2010-07-07T01:43:24Z	597548	
					Whitney Near Sachem	Speeding and unsafe overtaking	This classy vehicle was being driven in a not classy way yesterday morning - speeding up to overtake and passing at very close range - nearly brushing against me	2009-12-03T00:12:05Z	951059	
Science Hill	63	Bradley and Whitney	12	8	132 Whitney Ave, USA	Crosswalk needed	Bradley St. is a primary connector for pedestrians traveling from the Orange and State St. neighborhoods to the Yale campus and Downtown New Haven. People cross here illegally every day, rather than going the longer route of crossing down at Trumbull St. As a side bonus, a crosswalk might also be a nice traffic calming device on such a high speed corridor as Whitney Ave.	2011-05-06T16:58:44Z	128870	
					Whitney And Bradley Intersection	Need crosswalk	Many pedestrians cross Whitney here and other options are distant. Cars are moving quite quickly, and it would be nice to have a crosswalk to alert drivers to the continued presence of people crossing the street.	2011-07-21T14:03:55Z	426506	