The first step was to measure and record the following road and general characteristics: crossing distances, speed limit, presence of median and/or parking, land use, signal type, and weather.

Collecting Data:
- Intersections chosen from Hartford, West Hartford, New Britain, and Manchester.
- 42 intersections: 14 exclusive with crashes, 14 exclusive without crashes, 14 concurrent with crashes.
- 6 hours at each intersection, observing time: 12:00 pm – 6:00 pm.
- Team of six observers (two at each intersection), trained beforehand to keep observations constant.
- The first step was to measure and record the following road and general characteristics: crossing distances, speed limit, presence of median and/or parking, land use, signal type, and weather.
- One hour one observer would count the vehicle traffic while the other observed/counted the pedestrian traffic.
- When observing pedestrians, the following was recorded: Road Section (A, B, C, D), Conflict Type, and Frequency (how many pedestrians per observation). There would also be a record of whether they’re seniors (>65 years of age), and what light sign the pedestrian decided to cross on.

Analysis of Data:
Data were analyzed using the program SAS (Statistical Analysis Program) and Excel (>5000 observations). Several codes were written to make crosstabs of different variables/characteristics. The goal was to find which road characteristics made a difference in the type of conflict. The crosstabs are broken into two categories:
- Signal Type vs. Type of Conflict vs. Pedestrian Behavior
- **Road Characteristics include: crossing distance, median, speed limit, residential use, and location**

Findings: Crosstabs and Graphs

The first noticeable trend involved type of conflict and crossing distance length. For observations above the third quartile of crossing distance length, the amount of minor and serious conflict percentages rises significantly for concurrent intersections.

Conclusions:
Exclusive pedestrian phasing has fewer safety benefits except in places where pedestrians have to cross more than 55 ft. and where speed limits are greater than 30 mph.