

Appendix Table A1 Descriptive statistics

Variables	Category	E-bike riders		Drivers		Both	
Assignment of Fault		95	26.6%	138	38.7%	124	34.7%
E-bike riders	<25	8	15.7%	23	45.1%	20	39.2%
Age	25-64*	38	21.5%	76	42.9%	63	35.6%
	>64	49	38.0%	39	30.2%	41	31.8%
Education	Elementary school	52	76.5%	12	17.6%	4	5.9%
	Middle School	27	19.4%	44	29.5%	71	51.1%
	High school	15	13.5%	59	53.2%	37	33.3%
	College*	1	2.8%	23	63.9%	12	33.3%
Gender	male	69	28.8%	73	30.4%	98	40.8%
	Female*	26	22.2%	65	55.6%	26	22.2%
Drivers							
Age	<25	21	67.7%	6	19.4%	4	12.9%
	25-64*	59	24.7%	86	36.0%	94	39.3%
	>64	15	17.2%	46	52.9%	26	29.9%
Education	Elementary school	36	39.1%	41	44.6%	15	16.3%
	Middle School	48	21.8%	90	40.9%	82	37.3%
	High school	10	26.3%	6	15.8%	22	57.9%
	College*	1	14.3%	1	14.3%	5	71.4%
Gender	Male*	90	28.0%	127	39.6%	104	32.4%
	female	5	13.9%	11	30.6%	20	55.6%
Crash							
Time of day	0-6	5	20.0%	12	48.0%	8	32.0%
	6-12	26	21.1%	46	37.4%	51	41.5%
	12-18*	37	25.5%	63	43.4%	45	31.0%
	18-24	27	42.2%	17	26.6%	20	31.3%
Weather	adverse	32	45.7%	11	17.0%	26	37.1%
	Clear*	63	21.9%	127	44.1%	98	34.0%
Vehicle Type	Heavy good vehicle	44	36.1%	39	32.0%	38	32.0%
	Small passenger car	35	22.3%	74	47.1%	48	30.6%
	Other*	16	20.3%	25	31.6%	38	48.1%
Bike lane Type	Line separated	37	21.4%	64	37.0%	72	41.6%
	No*	41	37.3%	47	42.7%	22	20.0%
	Physically separated	17	23.0%	27	36.5%	30	40.5%

Location	Sig Intersection	21	53.8%	6	15.4%	12	30.8%
	Unsig Intersection	15	42.9%	12	34.3%	8	22.9%
	Mid-block Opening	42	26.1%	47	29.4%	71	44.4%
	Roadway*	17	13.8%	73	59.3%	33	26.8%
Vision obstructed	Yes	15	10.5%	12	8.4%	115	81.1%
	No*	80	37.2%	126	58.6%	9	4.2%
lightings	Dark-unlit	14	43.8%	5	15.6%	13	40.6%
	Dark-lit	5	18.5%	12	44.4%	10	37.0%
	Dawn/dusk	12	26.7%	14	31.1%	19	42.2%
	Daylight*	64	25.3%	107	42.3%	82	32.4%
Build Environment	Urban	47	29.6%	61	38.4%	51	32.1%
	Suburban	28	26.4%	43	40.6%	35	33.0%
	Rural*	20	21.7%	34	37.0%	38	41.3%
Median Presence	Yes*	40	25.6%	45	28.8%	71	45.5%
	No	55	27.4%	93	46.3%	53	26.4%
alcohol (driver)	No*	85	26.9%	118	37.3%	113	35.8%
	Driver intoxicated	10	24.4%	20	48.8%	11	26.8%
alcohol (e-bike rider)	E-bike intoxicated	29	54.7%	11	20.8%	13	24.5%
	No*	66	21.7%	127	41.8%	111	36.5%
Pre-crash Behaviors							
	Driver crossing	11	<u>13.8%</u>	23	28.8%	46	<u>57.5%</u>
	Driver left turning	17	26.6%	29	<u>45.3%</u>	18	28.1%
	Driver street parking/backing	9	22.0%	24	<u>58.5%</u>	8	19.5%
	Driver normal driving*	42	35.0%	42	35.0%	36	30.0%
	Driver right turning	16	30.8%	20	38.5%	16	30.8%
	E-bike rider crossing streets	25	25.5%	28	28.6%	34	34.7%
	e-bike rider right turning	12	19.0%	27	42.9%	24	38.1%
	e-bike rider left turning	17	27.9%	13	21.3%	31	50.8%
	E-bike rider normal driving*	31	26.3%	61	51.7%	26	22.0%
	E-bike rider carrying passenger	10	29.4%	9	26.5%	9	26.5%

All the variables are 1/0 indicators. *indicates a baseline category.

Appendix Table A2 Selected Overrepresented Groups for Each Fault Category

category	E-bike riders	Drivers	Both
group	older e-bike riders, young drivers, elementary school(e-bike), male e-bike riders, heavy good vehicle involved, adverse weather, time of day(18-24), urban area, signalized intersection, unsignalized intersection, dark without light, e-bike intoxicated, e-bike rider carrying passengers, e-bike rider left turning	young e-bike riders, older drivers, elementary school(driver), middle school(driver), male drivers, small passenger car involved, clear weather, time of day(0-6,12-18), suburban area, no bike lane, roadway, daylight, driver intoxicated, driver left turning, driver parking, e-bike normal driving	line-separated bike lane, physically separated bike lane, mid-block opening, vision obstructed, median, driver crossing, e-bike rider right turning, e-bike left turning