



NJ BPAC Safety Subcommittee Meeting December 11, 2014, 12:30pm

1. **Google Group:**
New members to be added to the Google group.
2. **Review NJDOT Safety Webpage:**
 - This page is not quite ready.
 - After the next internal meeting, text pages will be available
 - Elise will email the text pages to the group for review and recommendations when they become available.
3. **Identify good examples of safety performance measurement/ Data and Data Gaps:**
 - Liz Thompson shared some examples from NJTPA where they have examined crash data after a project has been completed and have seen declines post construction.
 - The examples shared deal with the number of crashes; they do not incorporate details about crash severity and do not identify high crash areas.
 - Determining how we would apply this to bike/ped crashes would take further discussion. It would be interesting to see crashes per volume of cyclists.
 - Question: Are Eco counters the approved NJDOT method for bike/ped counting?
 - Baker has started looking at the use of thermal imaging cameras to actuate ped counts; this could be another way to collect data. Two members of the group believe that there is currently a pilot use of this technology in Bergen County. NJTPA loans out PYRO and Pneumatic Tube Eco Counters for counting bicycles and pedestrians. These are temporary installations, usually for 4 weeks at a time and are not permanent like the other Eco Counter products.
 - Data needs to start being collected at a statewide level; there is no good baseline for bike/ped numbers.
 - Minneapolis did a “Citizen Counting” – volunteer driven and very effective way to conduct bike/ped counts. In Newark, NJTPA counted from filming a high crash pedestrian intersection. Volunteer driven counts may be something that the NJ Bike & Walk Coalition may want to take up.
 - PSMS (Pedestrian Safety Management System) should help with exposure data. Looks at proximity to pedestrian trip generators and what characteristics are associated with high ped crashes.
 - Question: There are a lot of counts happening; who manages data counts at NJDOT and can we get ped counts included as part of vehicle counts?
 - Question: Oregon probably has the best bike/ped data. How does it work there – where does the funding come from? New York City and Seattle are also good examples.
4. **Identify barriers to identifying network screening locations for top bike/ped crash locations across the state:**
 - Nothing to report at this time –Alan will discuss with the group when he has more information.



- Amy will follow up and see what kind of network screening information/data CAIT offers.
- The state will need to agree to the process. Even if the data is there, NJDOT may be uncomfortable sharing publicly. This may be something only used internally.

5. Next steps:

- Elise will talk to the Washington and Ohio SRTS Coordinators for insight into how they collect bike/ped data and where the funding comes from.
- Amy will follow up and see what kind of network screening information/data CAIT offers. Amy will also look into the Minneapolis “Citizen Counting” project; Elise will give her a State contact.
- Liz will look into how they collect bike/ped data and where the funding comes from in Oregon. Elise will give her a State contact.