



**BPAC Safety Subcommittee Meeting  
December 15, 2016  
Rutgers University  
33 Livingston Avenue, New Brunswick, NJ**

Attendees: Alan Huff, Ruchi Shrivastwa, Catherine Bull, Joe Milamese

**1. Discussion on action plan—what are projects this subcommittee can do in the future?**

- Conversations with New Jersey Department of Transportation for potential projects
- Focus on centralizing data collection, especially bicycle-pedestrian counts
  - A draft report is complete from Michael Baker Int'l, but will not be published for some time.
- Safety Voyager—a new safety plan is currently in the works
- Looking for attainable project goals, work with other committees on it

**2. Advanced Warning at Marked Pedestrian Crossings**

- Advanced warning--specify a safety zone with road color change
  - Joe will design a prototype for this
  - Send a message out to BPAC incase others can research on the topic
  - Think of candidate locations for a pilot test (survey BPAC members about potential test sites)
- Chris Barretts at the Department of Transportation is the best contact, start conversation with him about pedestrian crossing change
- Discuss ideas on the topic with the infrastructure subcommittee
- City of Charlotte: doing a pilot program about this, webinar available
  - Ruchi will share more information on the topic
- Research topic: how to make crosswalks colorful and artistic
- The engineering and planning community are relying on too much on law enforcement to make the streets safe!

**3. Reporting Near Miss Data**

- Data theme: how to quantify safety?
  - Crashes are a random sampling of minor incidents
  - Quantifying the data is vital to receiving funding
  - “Engaging Police to ID Challenging School Crossings”
    - VTC did a survey with traffic safety officers from crossing guard trainings
    - Rank top 3 most “challenging” intersections at school crossings
      - How do they know they are challenging?



- How many lanes?
- Signalized vs. un-signalized?
- 30% of responses showed there are no challenging intersections
- An officer gave the most challenging intersections, but did not want to label them; potential bias for the rest of those surveyed
- Nobody uses police and crossing guards for information
  - How do we get more interviews with police?
- Predictable is preventable
  - How can we get more data on near misses?
- NJDOT will be hosting a roundtable discussion on making crossings safer
  - Pass on information to each member's organization
  - Manual vehicle counts—trainings for surveyors to count near misses in traffic counts, crowd source data on near misses
  - Bicyclists and pedestrians are more likely to be in social, advocacy, etc. groups—better information distribution network
  - Transportation Alternatives—report crashes; how can people report near-misses?
    - Collaborate with the Walk-Bike community
    - Oregon DOT developed an app to report dangerous areas, though its use was limited
- Joint meeting with the Infrastructure Committee to work out details