BPAC Safety Subcommittee Meeting
September 25, 2024 10:10 am to 11:05 am
Online Zoom Meeting

Attendance (in chat):

- Greg Woltman (acting chair), Rutgers-VTC
- Hannah Younes, Rutgers-VTC
- Linda Rapacki, Ridewise TMA
- Liza Betz, Union County
- Jacob Cummings, SJTPO
- William Riviere, NJDOT-BSBPP
- Madison Fallacara, Hudson TMA
- Cole Johnson, Rutgers-VTC
- John Mascaro, Walk Bike Haddon Township
- Ken Wedeen, Somerset County
- Christina Arzola, Hudson TMA
- Noelle Santos, BIANJ
- Jenna Monaghan, SJTPO
- Loretta Kelly, NJDOH
- Marhaba Omer, NJDOT-BSBPP

Agenda:

1. **Presentation: Crash data availability and best practices across the United States, by Dr. Hannah Younes, Rutgers-VTC**
    a. 42 states have a public facing data dashboard; however, only a small subset have useful tools for focusing on school zone safety.
    b. Fatal crash data is available through the USDOT via FARS; however, this is not enough data to tell us where our problem areas are. The difference between a fatality and an injury is often a few feet, the size of the vehicle involved, or how someone was hit.
    c. State DOTs are concerned about sharing data for various reasons, often citing a fear of data being misused.
    d. Numetric will be rolling out additional overlays and demographic information into its platform to overlay crash data with other information.
    e. In New Jersey, statewide data downloads are available here. Data is available through 2021. Children's Hospital of Philadelphia (CHOP) provides aggregated data by county for the whole state. DVRPC has a region-wide data dashboard. Hudson County has a countywide dashboard as well as statewide characteristics. Numetric and Safety

Voyager are statewide crash databases and dashboards from NJ-TR1 crash reports, but these dashboards are not openly available to the public.

f. New Jersey has opportunities to improve accessibility, uniformity, accuracy, completeness, improve the timeliness of non-fatal data (which is delayed by about 3 years). CHOP is a premier example of integrated data with integrated overlays for key indicators such as school zones.
g. The Hudson County dashboard provides dashboard for any county and municipality in New Jersey; however, there is only a map for Hudson County. The rest of the state provides summary statistics and annual figures for fatality numbers.

2. Group Discussion on Presentation
    a. The group noted that the Hudson County Dashboard tool provides county and municipal summary data for the entire state. The only difference for Hudson County is that there is geographic location data.
    b. The state data download does not include geolocation information available to the public. Numetric and Safety Voyager provides geolocation information for more crashes, and such data is available to state, county, and municipal employees in New Jersey in coordination with NJ DHTS and NJDOT.
    c. A question was raised about looking at crash data to identify a change in crashes before and after safety measures have been implemented. In order to use crash data, it would probably take about eight years after implementation to answer such a question with crash data (approximately five years of crash data, which then takes three more years to be released). Additionally, crashes are sporadic events may not fully represent a safety story; therefore, other data (such as speed data) may be more easily and systematically collected over a study period to support such a research question.
    d. Municipalities have a varied proportion of all crashes that are geocoded, but this situation is getting better as data recording practices are becoming digitized with the NJCrash application. In instances where the crash is not automatically geocoded, they can be retroactively geocoded.