

2025    

SAFETY POLICY STUDY

B I S M A R C K - M A N D A N M P O

Steering Committee Meeting #2 – March 26, 2025 (10:30a.m. - 12:00p.m.)

Agenda

1. Welcome, Introductions, and Kick-Off Follow-Up
2. Data Collection and Review
 - Literature & Policy Review
 - Data Review
3. Safety Analysis
 - Crash Trend Summary Introduction
 - High-Injury Network (HIN) and HIN Methodology Introduction
4. Engagement and Collaboration
 - Focus Groups Update
 - Community Conversations
5. Leadership Commitment and Goal Setting
 - Background
 - Examples
 - What does this mean for region?
6. Next Steps

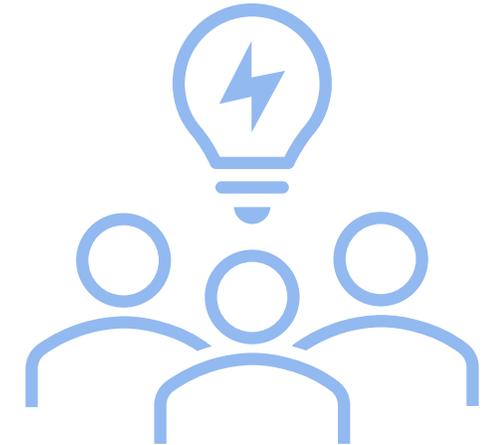
Welcome, Introductions, & Follow-Up

1



Name	Agency
Gabe Schell	City of Bismarck
Ben Ehreth	City of Bismarck
Chris Holzer	City of Bismarck
Deidre Hughes	BisMan Transit
Greg Feser	City of Lincoln
Jarek Wigness	City of Mandan
Andrew Stromme	City of Mandan
Dan Schriock	Burleigh County
Mitch Flanagan	Burleigh County
John Saiki	Morton County
Natalie Pierce	Morton County
Kim Riepl	BisMan MPO
Kristen Sperry	FHWA – ND Division
Ranae Tunison	FTA – Region 8
Will Hutchings	NDDOT
Logan Biese	NDDOT – Bismarck District

Steering Committee Members



- Study Branding/Logo Refinement
- Spot Observations – Optional Task
 - N Washington St. & 57th Ave. NW Intersection
 - W Main St. & 10th Ave. NW Intersection
 - BSC Interventions
 - *Did not sound like there was much interest or need for optional task – confirm?*
- Why are we here?
- Data Request

Kick-Off Meeting Follow-Up

2025    

SAFETY POLICY STUDY

B I S M A R C K - M A N D A N M P O

COLOR PALETTE OPTION 2



Refined Study Branding/Logo

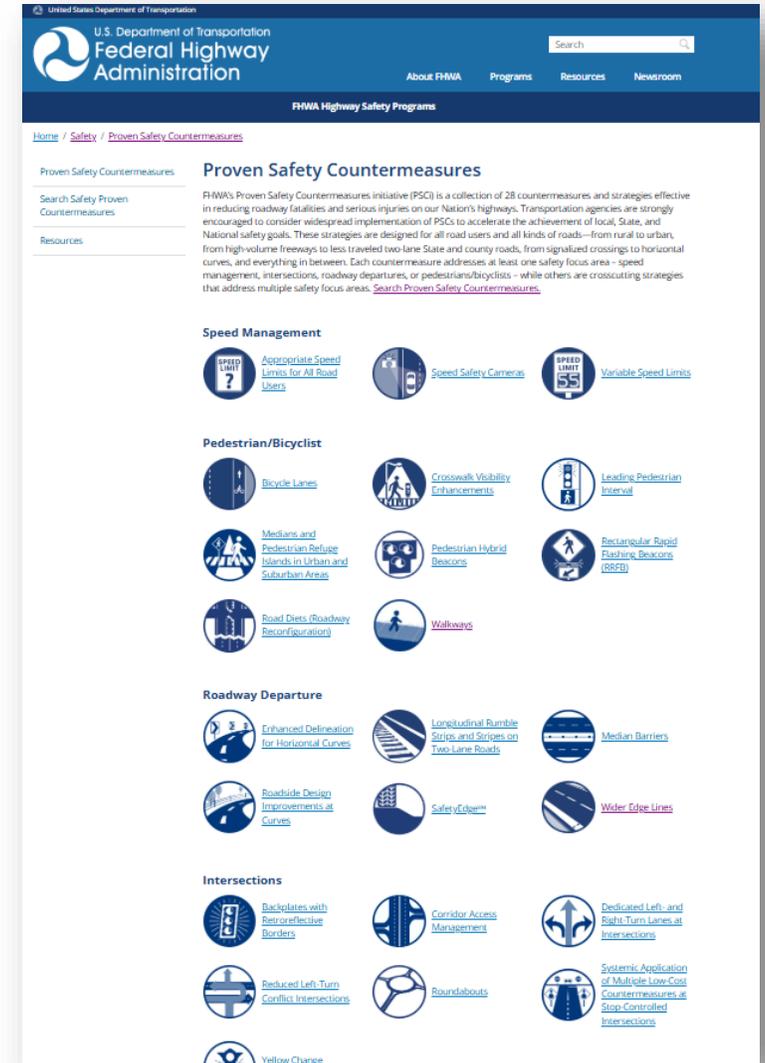
Why are we here?

The BMMPO desires clarity on what countermeasures are appropriate for typical roadway types or typical intersections and a tool to help guide countermeasure selection.



1. Identify what type of measures have been used on roadways and which types of measures are best practices (i.e. proven safety countermeasures).
2. How local jurisdictions may be more consistent in implementing proven safety countermeasures and best practices.
3. Position communities to utilize Safe Streets and Roads for All (SS4A) funds for future project implementation.
4. Policy Focus (emphasis on process)

Study Goals



Data Collection & Review

2



Task 2.1 – Literature & Policy Review

Final Draft

- **Final Draft Memo Sent Wednesday, March 19th**
- **Summarizes polices and strategies from literature at the following levels:**
 - **National**
 - **State**
 - **Regional/Local**
- **Identified by Potential to Influence the Safety Policy Study**

- USDOT National Roadway Safety Strategy
- National Public Transportation Safety Plan

National

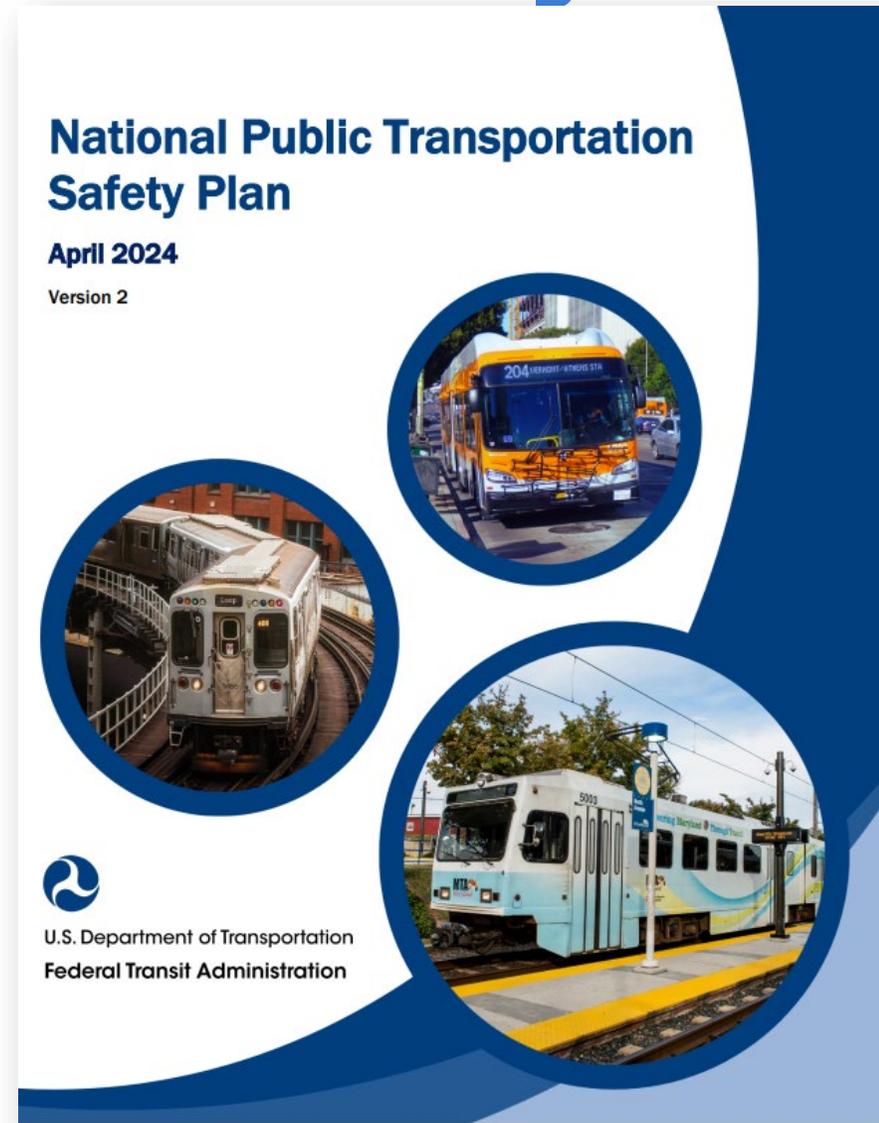
USDOT National Roadway Safety Strategy (NRSS)

- Published 2022
- NRSS Elements:
 - *Safer People*
 - *Safer Roads*
 - *Safer Vehicles*
 - *Safer Speeds*
 - *Post-Crash Care*
- Alignment with NRSS a critical element of SS4A program eligibility
- NRSS guides policy at the State and Regional/Local levels.



National Public Transportation Safety Plan

- Published 2024 (v. 2.0)
- Focus on Vision Zero principles
- Transit safety performance measures and targets
 - Focus on reducing bus collisions and transit worker safety
 - Recommended practices to help agencies assess and mitigate safety risks



- Transportation Connection: ND's Long-Range Transportation Plan
- ND Moves: Statewide Active and Public Transportation Plan
- ND Vision Zero Strategic Highway Safety Plan
- ND 2024-2026 Highway Safety Plan
- ND Highway Safety Improvement Program (HSIP)
- ND Local Road Safety Program
- NDDOT Traffic Operations Manual

State

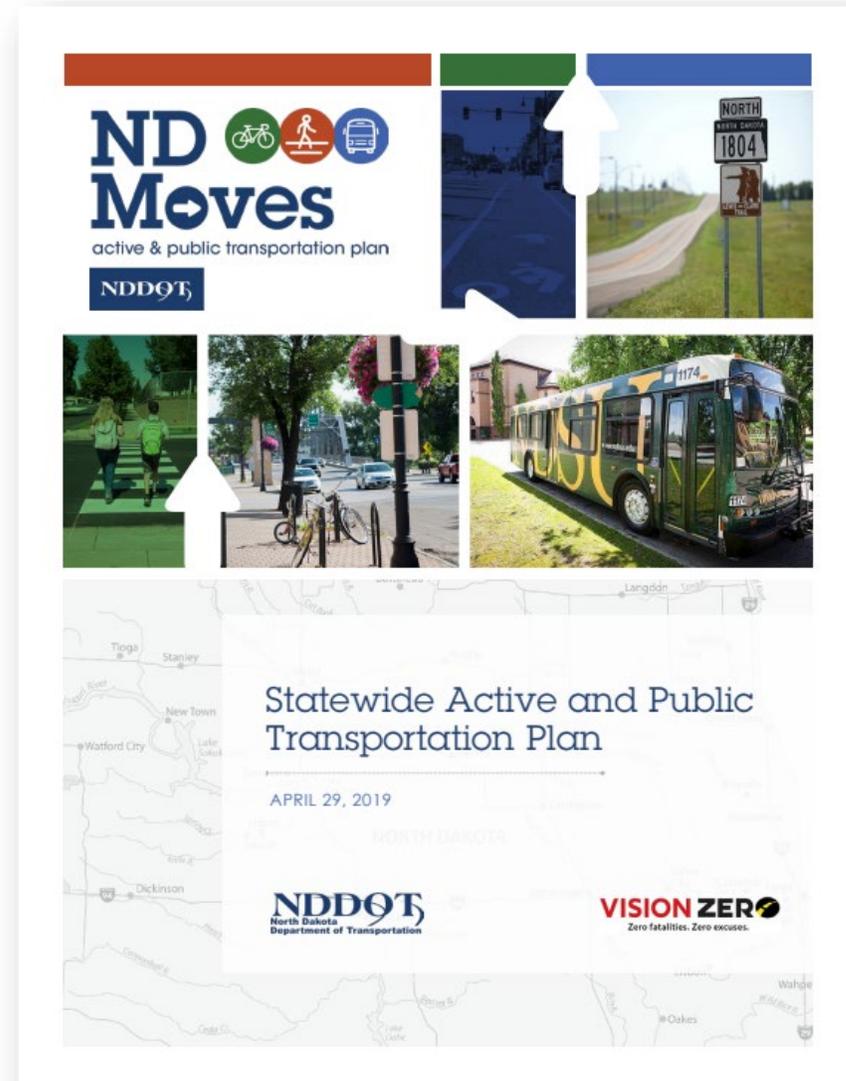
Transportation Connection: ND's LRTP

- Published 2021
- Five (5) key objectives
 - Keeping you safe
 - Caring for what we have
 - Connecting North Dakota
 - Helping you get there
 - Investing for the future



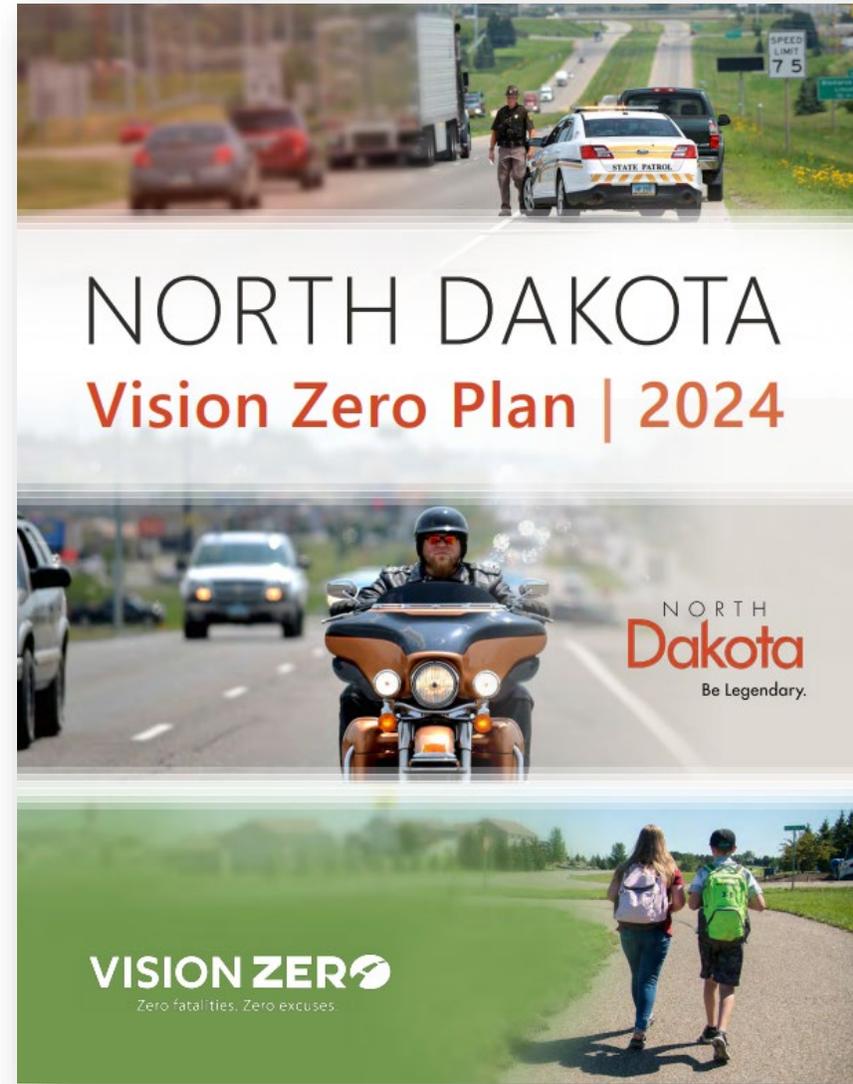
ND Moves: Statewide Active & Public Transportation Plan

- Published 2019
- Active Transportation Goal
 - Create a safe environment for all users.
- Public Transit Goal
 - Enhance public transit safety statewide.
- Provides multimodal safety strategies and prioritization considerations (Chapter 4)



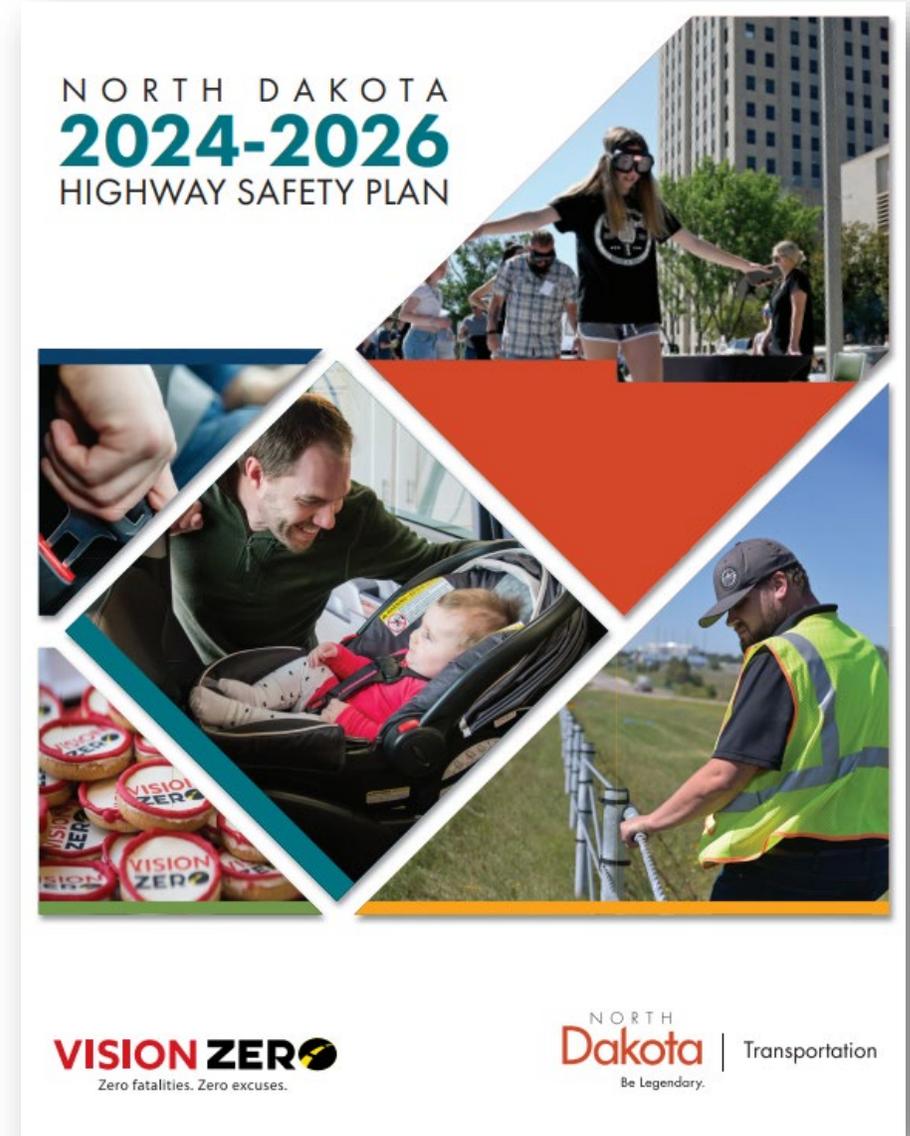
ND Vision Zero Strategic Highway Safety Plan (SHSP)

- Published 2024
- Includes Vision Zero initiatives:
 - Redesigning streets
 - High-visibility enforcement
 - Safety technology innovations
 - Collaborating with legislature
 - Educational campaigns



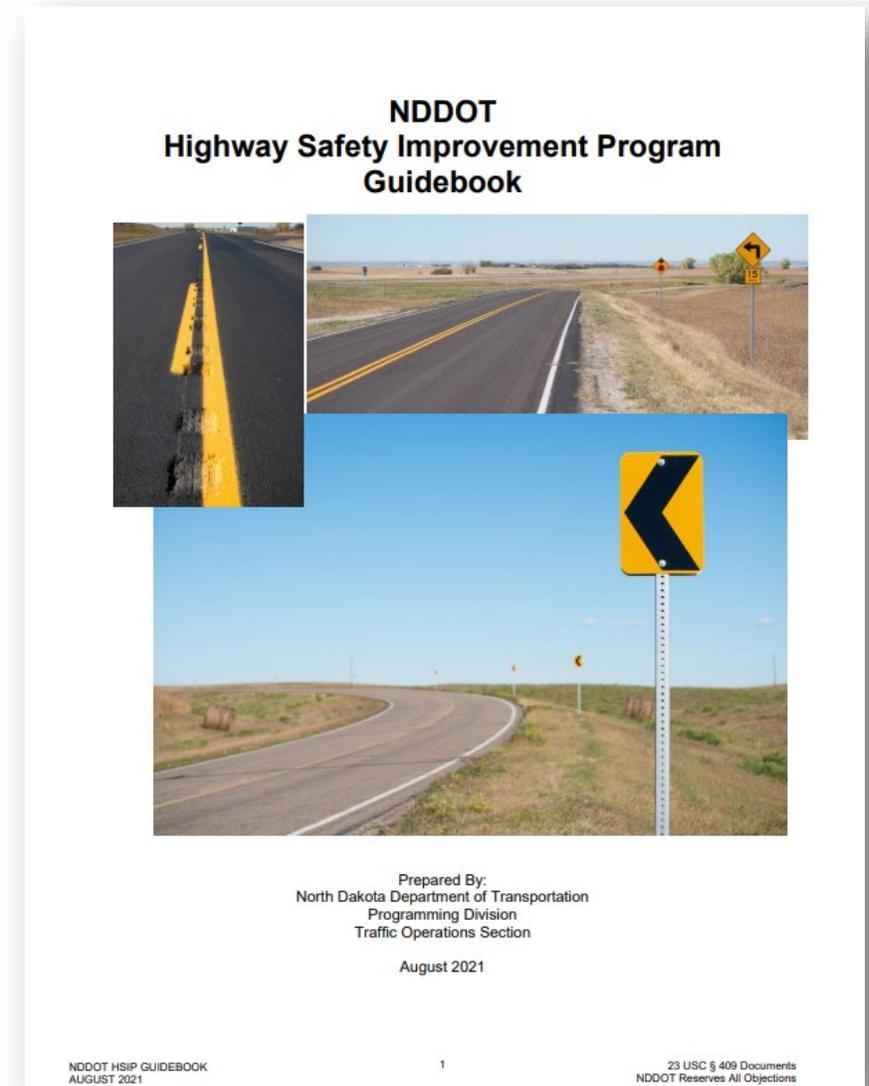
ND 2024-2026 Highway Safety Plan (HSP)

- Updated every 3 years
- Focuses on SHSP to monitor progress and evaluate traffic safety
- Identifies statewide emphasis areas
 - Unbelted occupants, lane departures, alcohol/drugs, speeding, intersections, older and younger drivers, heavy vehicles, etc.
- Programs Statewide countermeasure strategies



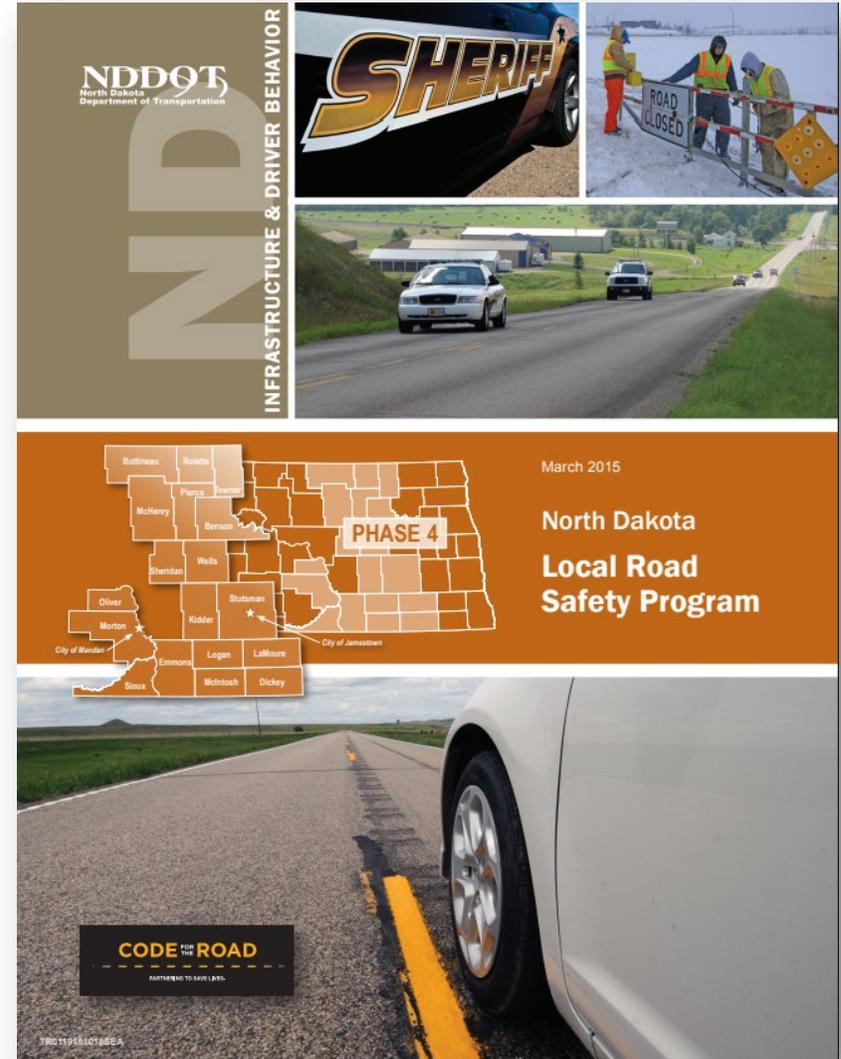
ND Highway Safety Improvement Program (HSIP)

- Updated annually
- Implementation arm of SHSP and HSP
 - Project programming
- Regional/Local solicitation of HSIP projects
 - Eligibility requires relation to SHSP/HSP focus areas
- HSIP funding administered by NDDOT – through annual solicitation process



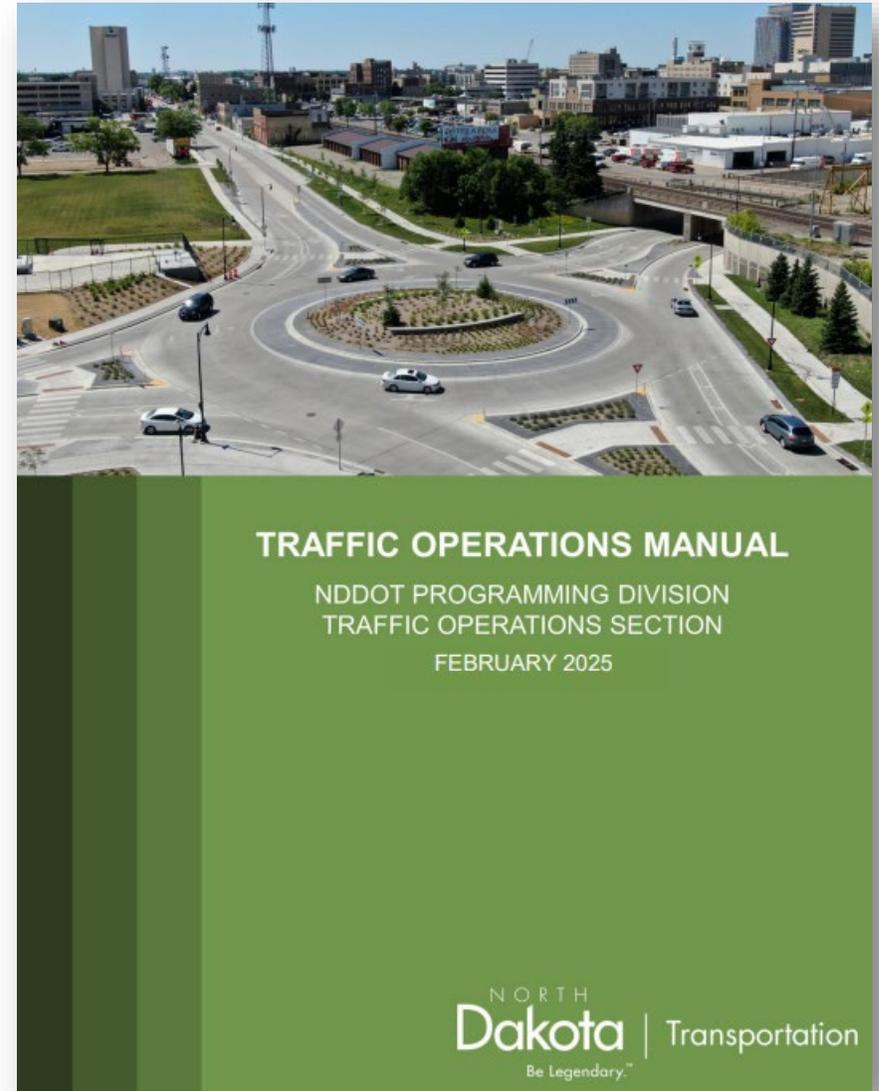
ND Local Road Safety Program (LRSP)

- Published 2012-2015
- Prior to NRSS/ND's Vision Zero
- Identifies crash profiles within emphasis areas related to:
 - Driver behavior-related
 - Infrastructure related
- Provided and prioritized local safety countermeasures and specific projects for Morton County, Mandan, Burleigh County, and Bismarck



NDDOT Traffic Operations Manual

- Published 2025
- Provides general safety and traffic analysis including specific countermeasure types:
 - Intersection warning enhancements (rural)
 - Intersection conflict warning systems (ICWS)
 - Roundabouts
 - Horizontal curves
 - Overhead flashing beacons
 - Ped Crosswalk treatments
- Crash analysis and lighting warrant information



- Arrive 2050 Metropolitan Transportation Plan (MTP)
- Bismarck-Mandan Bike and Pedestrian Plan
- School Crossing Safety Studies (Bismarck, Mandan)
- Bismarck-Mandan Intersection Analysis Study
- Safe Routes to Services/Complete Streets Study

Regional/Local

Arrive 2050 Metropolitan Transportation Plan (MTP)

- Final MTP forthcoming (2025)
- Safety Goal includes:
 - Reduce crash frequency & severity
 - NRSS Safe Systems Approach
 - Vision Zero
- Long-term project identification



Bismarck-Mandan Bike and Pedestrian Plan

- Published 2017
- Goal to build and maintain safe and comfortable bicycling and walking facilities for people of all ages and abilities.
 - Support driving, walking, and bicycling behaviors that increase safety of people who walk and bike
- Identifies priority routes and strategies



BISMARCK - MANDAN BICYCLE + PEDESTRIAN PLAN

DECEMBER 19, 2017



School Crossing Safety Studies (Bismarck & Mandan)

- Published 2017
- Analyzes local school crossings
- Recommendations for implementation, policies, and infrastructure at specific crossings



BISMARCK-MANDAN SCHOOL SAFETY CROSSING STUDY

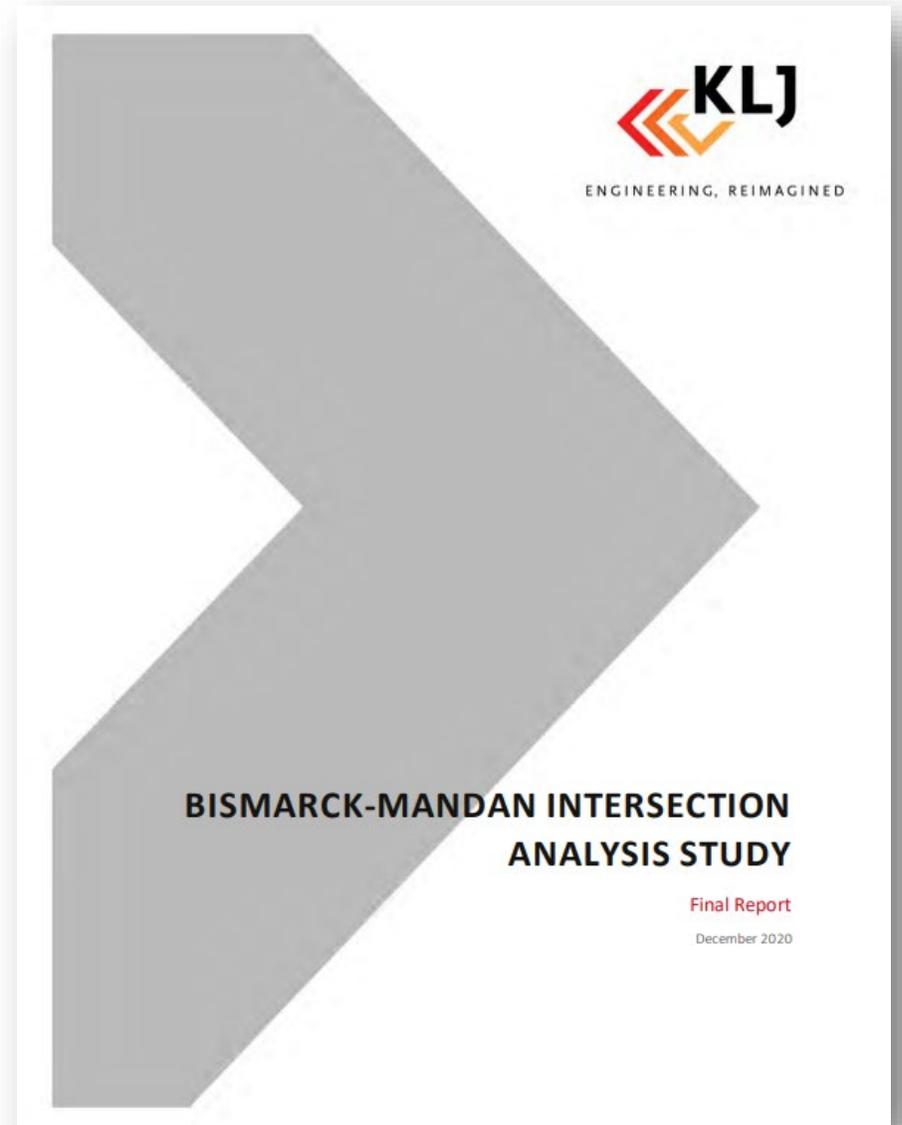
Mandan Schools

NOVEMBER 2017



Bismarck-Mandan Intersection Analysis Study

- Published 2020
- Includes 4 main components:
 - Macro-level analysis
 - Micro-level analysis
 - Improvement plan
 - Traffic engineering playbook
- Repeatable methodology for evaluating and mitigating intersection safety concerns



Safe Routes to Services/Complete Streets Study

- Published 2024
- Identifies priority improvement areas
- Provides implementation strategy of identified locations
- Focus on vulnerable populations (disabled, low-income, racial minorities, limited English proficiency, etc.)
- Complete Streets component



DISCUSSION

Which plans are most relevant to your jurisdiction? Are there specific pieces of information you reference often?

- **National**

- USDOT National Roadway Safety Strategy
- National Public Transportation Safety Plan

- **State**

- Transportation Connection: ND's Long-Range Transportation Plan
- ND Moves: Statewide Active and Public Transportation Plan
- ND Vision Zero Strategic Highway Safety Plan
- ND 2024-2026 Highway Safety Plan
- ND Highway Safety Improvement Program (HSIP)
- ND Local Road Safety Program
- NDDOT Traffic Operations Manual

- **Regional/Local**

- Arrive 2050 Metropolitan Transportation Plan (MTP)
- Bismarck-Mandan Bike and Pedestrian Plan
- School Crossing Safety Studies (Bismarck, Mandan)
- Bismarck-Mandan Intersection Analysis Study
- Safe Routes to Services/Complete Streets Study

Task 2.3 – System Data *Working Data Review Memo*

- **Working Draft Memo Sent Monday, March 24th**
- **High-level working document**
- **Track what and how data is being used in the Study**
- **Includes intended use column however, subject to change as Study progresses (working document)**

Safety Analysis

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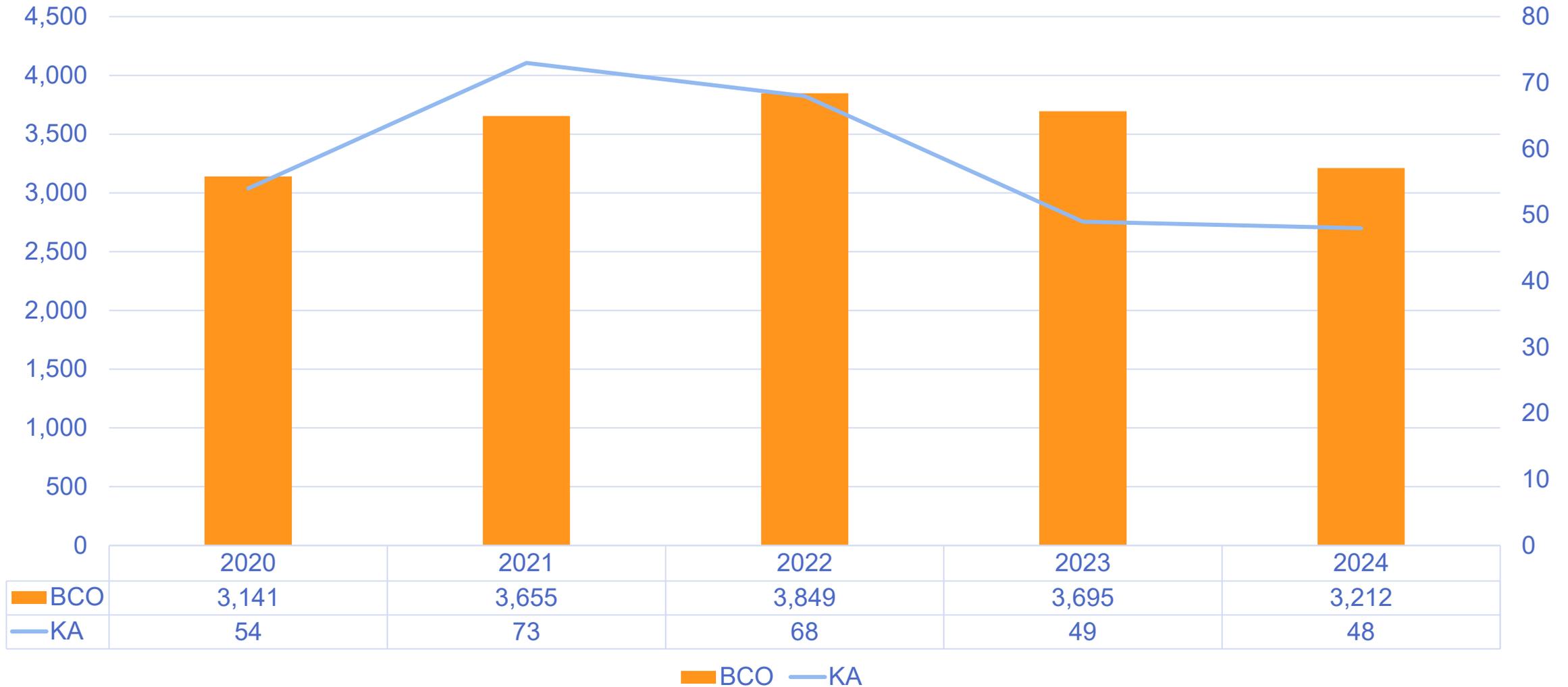
Task 3.2 – Safety Analysis

- **Crash Trend Summary**
- **Priority Emphasis Areas, Corridors, and Intersections**

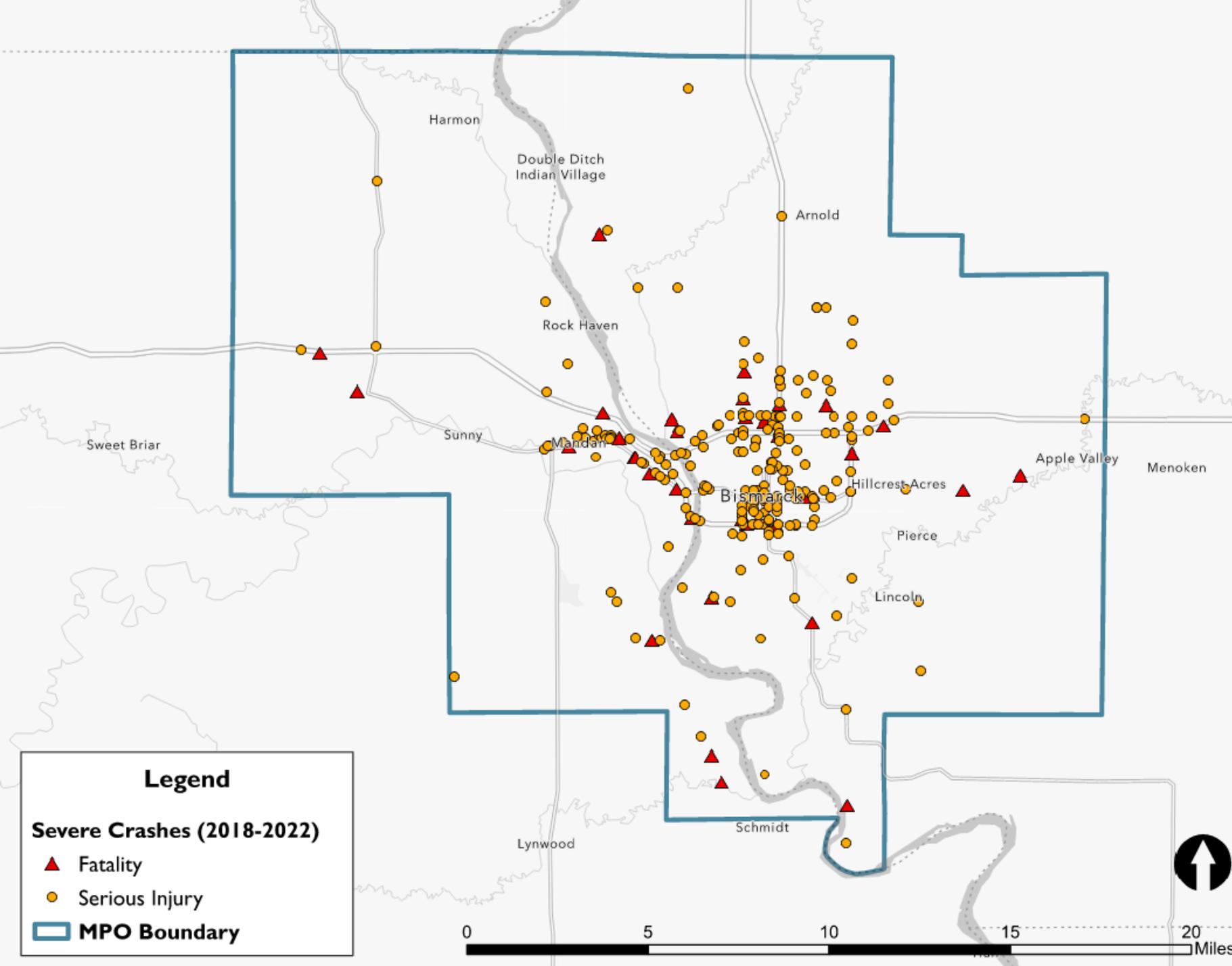
- Utilize most recent 5-year data (2020-2024)
- Public-facing graphics and narrative for study
- Focus on severe crashes
- Contributing factors and other crash data characteristics as gleaned from 5-year table
- Final Draft Summary at next Steering Committee Meeting
- Crash master data file – single table format
- Data to 2005

Crash Trend Summary

Crashes in the BMMPO Planning Area 2020-2024



Crash Trend Summary



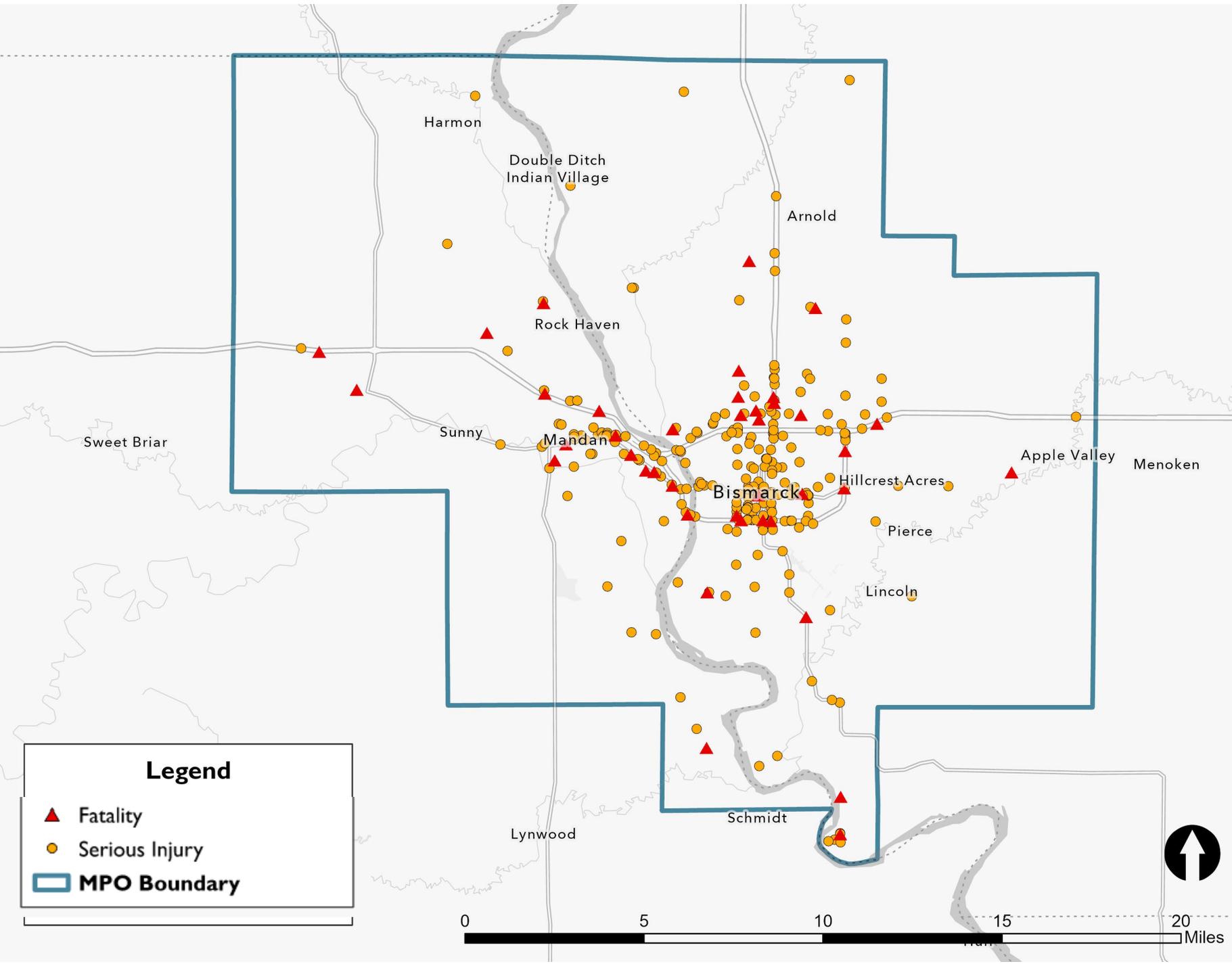
- Map of 2018-2022 data
- 16,938 Total Crashes
 - 34 fatal
 - 225 serious injury
- 254 Bike/Ped related
 - 7 fatal
 - 40 serious injury

3.2 Safety Analysis

Legend

Severe Crashes (2018-2022)

- ▲ Fatality
- Serious Injury
- ▭ MPO Boundary



- Map of 2020-2024 data
- 17,844 Total Crashes
 - 41 fatal
 - 251 serious injury
- 238 Bike/Ped related
 - 6 fatal
 - 41 serious injury

3.2 Safety Analysis

Legend

- ▲ Fatality
- Serious Injury
- ▭ MPO Boundary



- Utilize 1-year tables for robust modal analysis (2019-2023)
- High-Injury Network
 - Network segments with highest densities of severe (fatal and incapacitating injury) crashes in the BisMan Region
- Includes roadway attributes
- Crash themes
- Final Draft HIN at next meeting

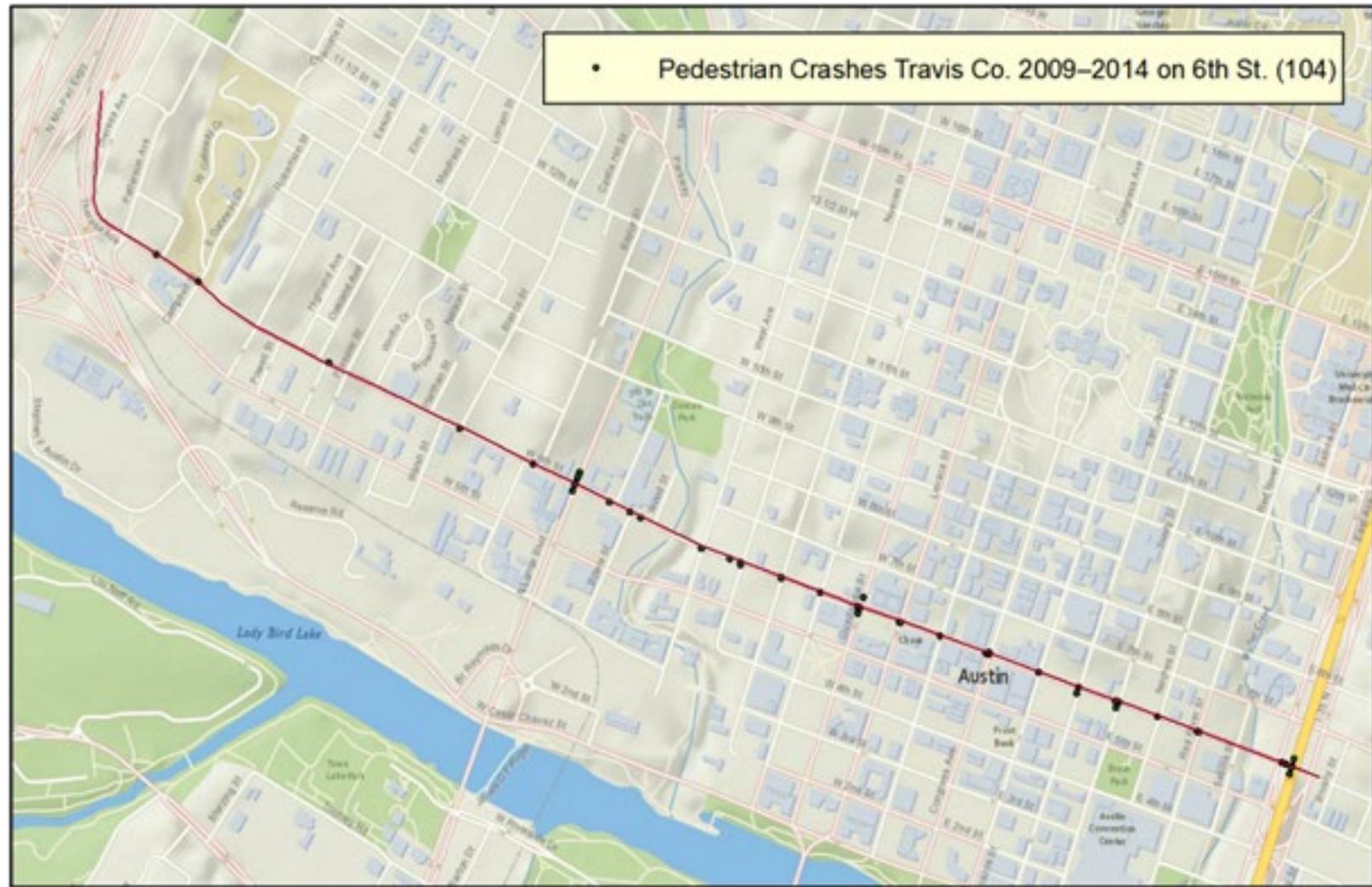
High-Injury Network (HIN)

Higher “score” given to more severe crashes (high-injury)

Severe (more injurious)	Non-Severe (less injurious)
K - fatal injury +3	B - non-incapacitating injury +1
A - incapacitating injury (serious injury) +3	C - possible injury +0
	O - no injury or a property damage-only (PDO) crash +0

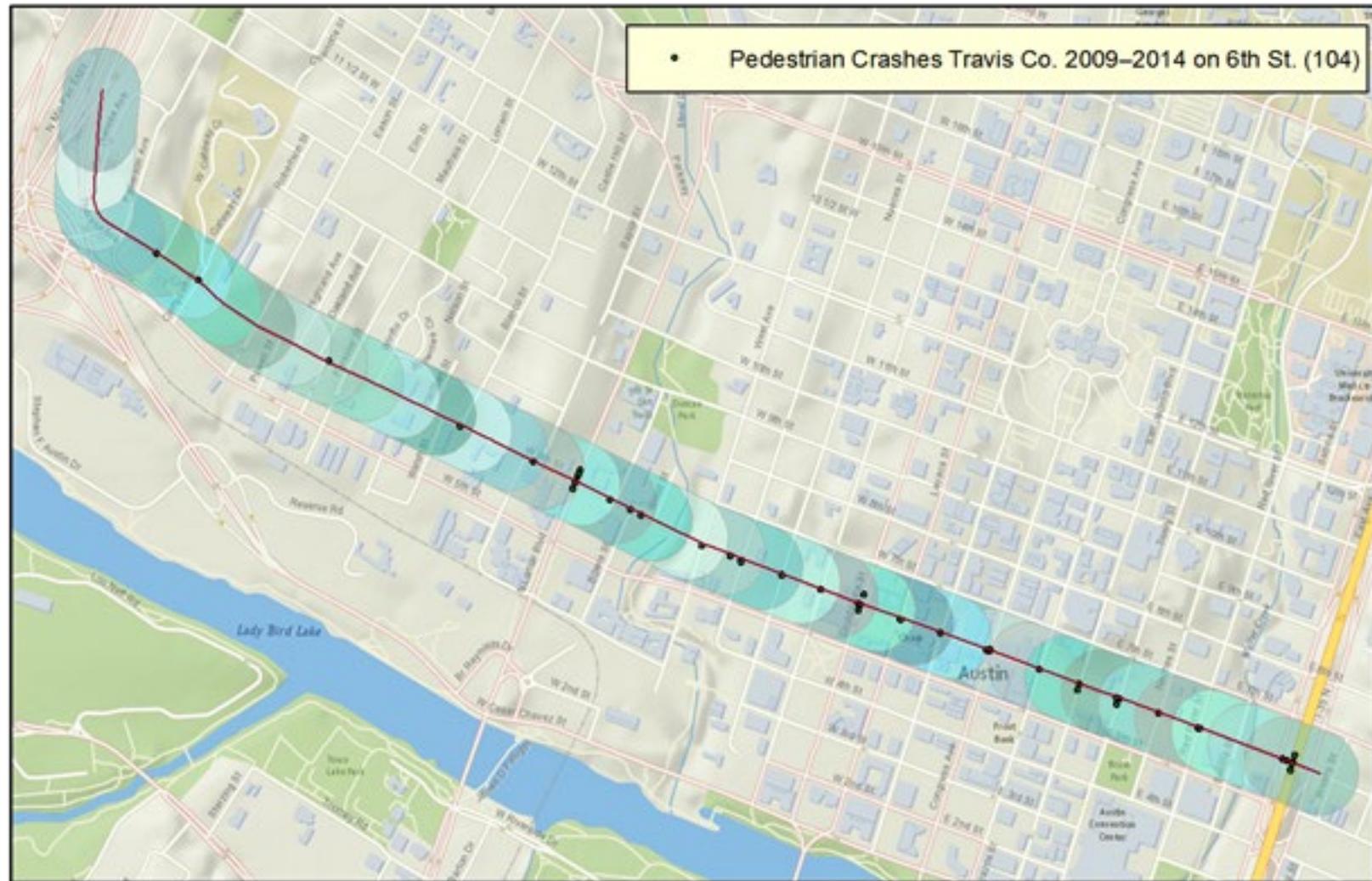
HIN Methodology

Step 1 – Plot the crashes along the corridor



HIN Methodology

Step 2 – Create overlapping sliding long windows (width not to scale)



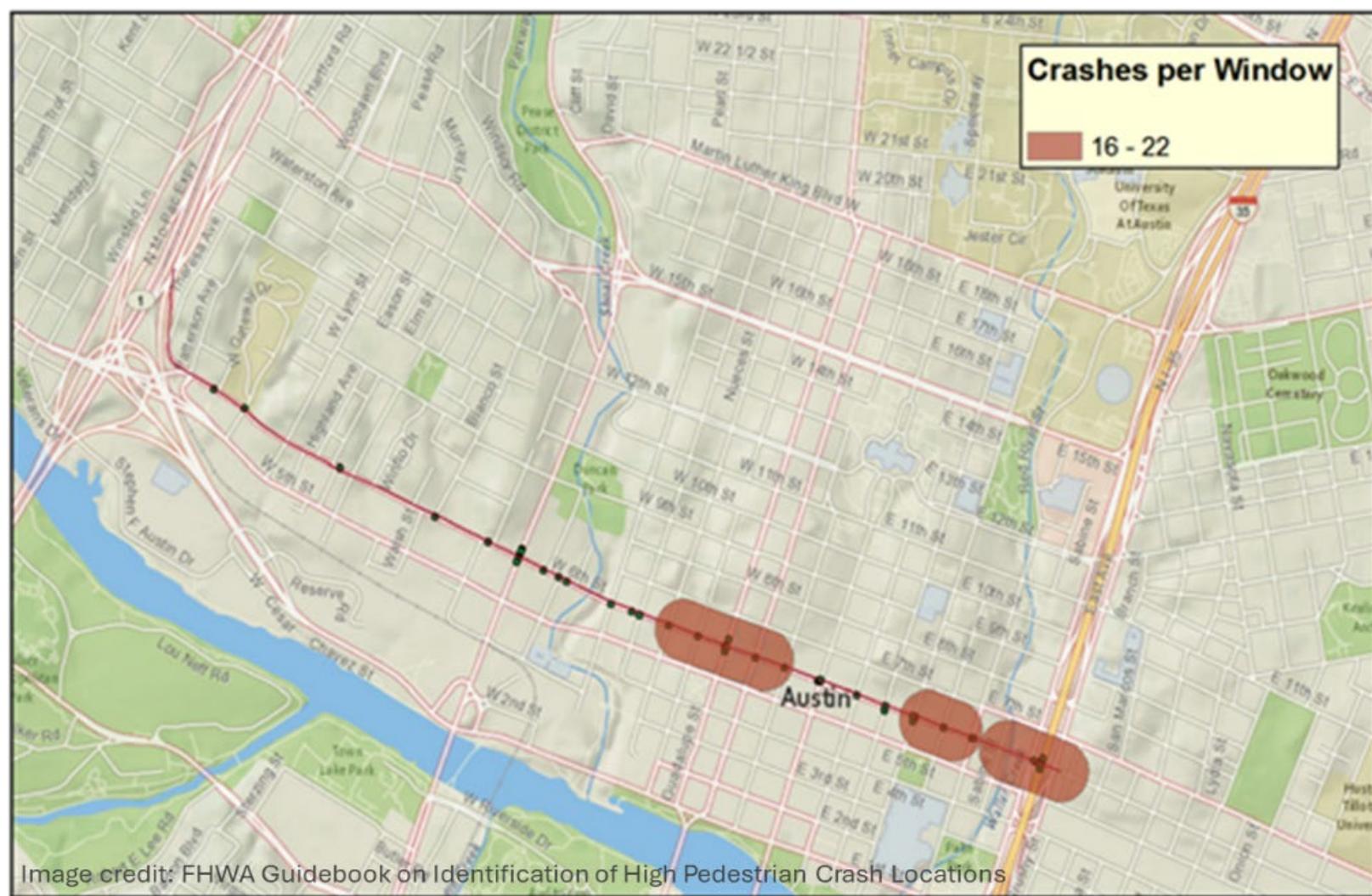
HIN Methodology

Step 3 – Calculate the sliding long windows' crash scores based on the number and severity of crashes within them



HIN Methodology

Step 4 – For each overlap or “short window”, use the maximum crash score from the overlapping sliding long windows as that short window’s crash score. Select short windows for HIN based on their score.



HIN Methodology

Engagement & Collaboration

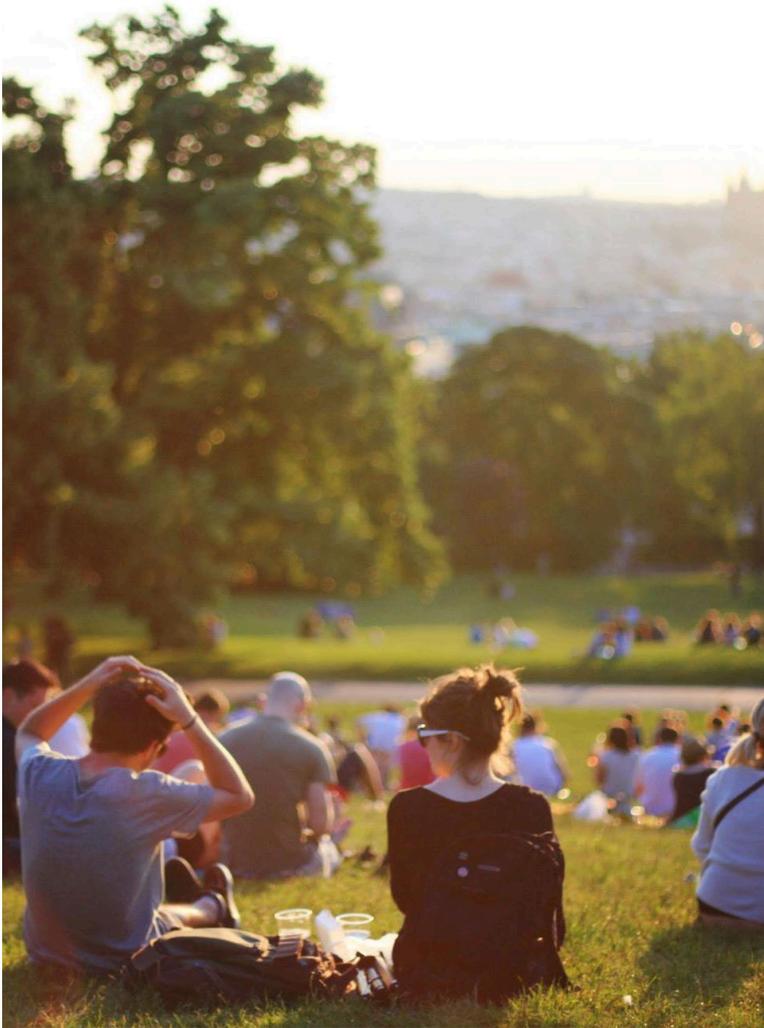
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Focus Groups

- Proposed Date(s)
 - April 17 – Thursday
 - May 1 – Thursday
- Five Groups
 - Law Enforcement & 1st Responders
 - Young Drivers
 - Active Transportation Users
 - Economic Development & Civil Orgs
 - Transit Providers & People w/Disabilities
- Questions
 - Handout at meeting



Community Conversations

Event Opportunities (not confirmed)

- Bismarck: Earth Day Festival, April 29* 4-7:30 PM @ Bismarck Event Center
- Bismarck: Vision Zero Partner Conference, May 7-8
- Bismarck: NDDOT EV Tailgate event, June
- Mandan: Touch a Truck Event, May 17*
- Mandan: Mandan Market Nights, June 3

Leadership Commitment & Goal Setting

5



Task 3.1 – Leadership Commitment & Goal Setting

- **An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:**
 1. **The target date for achieving zero roadway fatalities and serious injuries, OR**
 2. **An ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.**

Leadership Commitment and Goal Setting. USDOT Guidance



Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- (1) the target date for achieving zero roadway fatalities and serious injuries, OR
- (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

- SS4A Self-Certification Eligibility
- Required:
 - Safety Analysis
 - Strategy & Project Selections
 - Date of plan

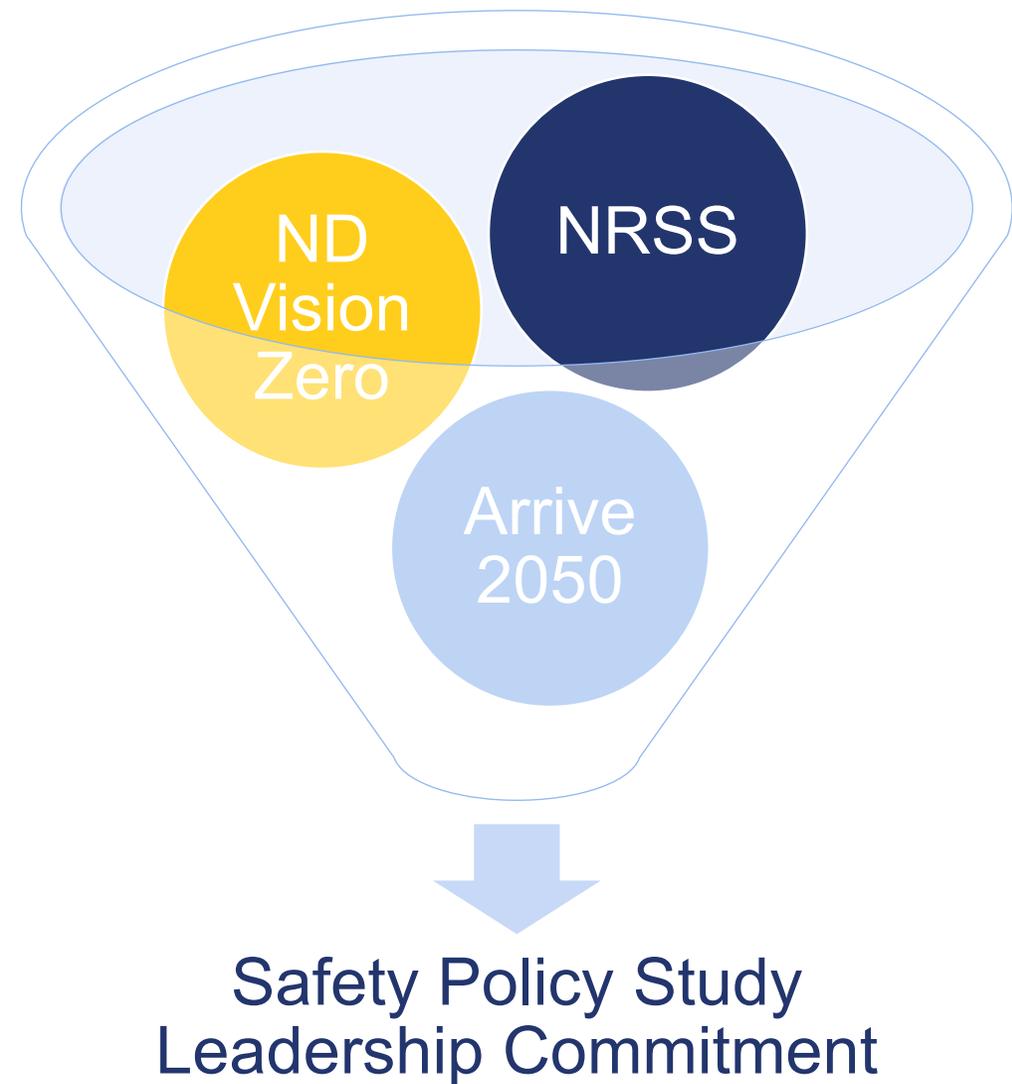
■ Must meet at least 4 of 6 (see graphic)

CRITICAL COMPONENTS FOR SS4A GRANT COMPETITIVENESS:

1 	Leadership Commitment + Goal Setting	5 	Policy + Process Changes
2 	Planning Structure		Strategy + Project Selections
3 	Engagement + Collaboration	6 	Progress + Transparency
4 	Equity Considerations		

SS4A Grant Competitiveness

- USDOT National Roadway Safety Strategy (NRSS)
- ND Vision Zero Strategic Highway Safety Plan (SHSP)
- Arrive 2050 Metropolitan Transportation Plan (MTP)
- *Guiding policy plans point to a Vision Zero Commitment – through the 2025 Safety Policy Study*



Vision Zero Policy Framework

- Greater Madison MPO Regional Safety Action Plan
- Metro COG Regional Comprehensive Safety Action Plan
- Williston Infrastructure Safety Action Plan

Examples of Leadership Commitment

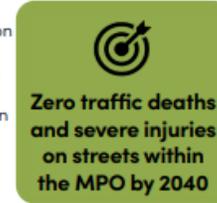
- Vision Zero – Eliminate all traffic fatalities and serious injuries on streets by 2040.
- Progress measured annually by the percent reduction in fatal and serious injury crashes.
- Plan adopted by MPO Policy Board.
- TCC responsible for data evaluation, monitoring, and implementation of safety initiatives.

Madison MPO

Vision and Goals

The MPO desires transformative change in order to achieve its vision for the safety of its transportation infrastructure. Eliminating fatalities and serious injuries requires the region's transportation leadership and staff to prioritize the issue, and to work closely with its transportation partners to do the same. Achieving the vision requires tremendous effort

focused on physical engineering efforts and various non-engineering efforts, such as education, enforcement, and agency collaboration. **The MPO's vision will be measured on an annual basis starting in 2025, by the percent reduction in fatal and serious injury crashes.** These measures are already a part of the MPO's [Performance Measures Dashboard](#), which includes federally required safety reporting. The following goals outline the big picture efforts in working toward the vision to reduce all traffic deaths and severe injuries on streets within the MPO Zero by 2040. To achieve zero fatalities, the MPO identified the following goals for the region:



Goal 1: Elevate the need to address safety improvements for all users across the regional transportation system.	Goal 2: Collaborate with partner agencies in a shared mission to improve transportation safety and create a culture of safe driving behavior.	Goal 3: Invest in equitable transportation safety improvements.
<p>OBJECTIVES</p> <p>A. All street crossings are compliant with the American with Disabilities Act.</p> <p>B. Enhance protection for vulnerable roadway users to ensure that all people can get to where there need to go safely.</p> <p>C. Identify sidewalk and trail gaps to help connect existing sidewalks and paths and keep vulnerable users off the roadway.</p> <p>D. Close lighting gaps across the transportation system.</p>	<p>OBJECTIVES</p> <p>A. Partner with city, village, and town staff to systematically improve safe driving, cycling, walking and rolling.</p> <p>B. Partner with agencies and their school districts to systemically improve the safety of routes to schools within the region.</p> <p>C. Continue to partner with the state Department of Transportation to improve the safety of state routes and federal aid-eligible routes in the region.</p> <p>D. Closely monitor driver behavior in HIN areas.</p> <p>E. Provide special focus on enforcement and education efforts.</p> <p>F. Promote awareness of traffic rules.</p>	<p>OBJECTIVES</p> <p>A. In order to provide a safe alternate mode for vulnerable users, support existing transit service and efforts to expand transit service.</p> <p>B. Provide convenient, affordable transportation options that enable all people access to where they would like to go.</p> <p>C. Engage traditionally underrepresented groups to ensure that the benefits from the regional transportation system are fairly distributed.</p>



- Vision Zero – Zero traffic deaths and severe injuries on streets within the Fargo-Moorhead Area.
- Goal – 55% reduction in fatal and serious injury crashes by 2040, which equates to 39 fatal or serious injury crashes or fewer.
- Measured annually by percent reduction in fatal and serious injury crashes.
- Resolution of approval/commitment.

Metro COG

Fargo-Moorhead Metropolitan Council of Governments

Resolution 2024-R049

Resolution of Approval of the Regional Comprehensive Safety Action Plan

WHEREAS, The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has been designated by the Governors of North Dakota and Minnesota as the Metropolitan Planning Organization (MPO) for the greater Fargo, North Dakota – Moorhead, Minnesota metropolitan area; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) established the new Safe Streets and Roads for All (SS4A) discretionary grant program that provides \$5 billion in grants over the next five years with funding supporting USDOT’s National Roadway Safety Strategy and a goal of zero deaths and serious injuries on the nation’s roadways; and

WHEREAS, Metro COG had the legal authority to apply for financial assistance under the SS4A discretionary grant program, and the institutional, managerial, and financial capability to ensure matching funds and adequate use of grant funding in line with reporting requirements; and

WHEREAS, Metro COG was awarded an SS4A Action Plan Grant to develop the Regional Comprehensive Safety Action Plan for the greater Fargo, North Dakota – Moorhead, Minnesota metropolitan area; and

WHEREAS, the Regional Comprehensive Safety Action Plan used a data-driven approach and best practices to outline specific steps in planning, engineering, policy, engagement, and education to reach a goal of zero traffic deaths; and

WHEREAS, the development of the Regional Comprehensive Safety Action Plan would enable Metro COG and area jurisdictions to qualify for consideration of future SS4A Implementation Discretionary Grants.

THEREFORE, BE IT RESOLVED, that the Metro COG Policy Board approves the Regional Comprehensive Safety Action Plan.

Approved this 21st day of November, 2024.


 Duane Breitling
 Metro COG Policy Board Chair


 Ben Griffith
 Metro COG Policy Board Secretary

- Vision Zero – Zero fatalities and serious injuries on the transportation system.
- Goal to reach zero within 20 years (2045).
- Commitment outlined in Resolution No. 24-003.
- Establishment of the Infrastructure Safety Project Review Committee to track progress and ensure accountability in implementation

City of Williston

Vision: Zero fatalities and serious injuries on the transportation system

The City of Williston desires transformative change in order to achieve it's vision for the safety of it's transportation infrastructure. Eliminating fatalities and serious injuries requires City leadership and staff to prioritize the issue, and to work closely with it's transportation partners to do the same. Achieving the vision requires tremendous effort focused on physical/engineering efforts and various non-engineering efforts, such as education, enforcement, and agency collaboration.

Our vision will be measured on an annual basis starting in 2025, by the percent reduction in severe crashes. This vision will be achieved within 20 years (2045). The following goals outline the big picture efforts in working toward the vision:

1. Elevate the need to address safety improvements for all users across the City's transportation system.
2. Collaborate with partner agencies in a shared mission to improve transportation safety.
3. Create a culture of safe driving behavior.



- Like Performance Measure 1 (PM 1) – provides a strong planning tool.
- Establishes framework for accountability while pursuing specific goals, including Vision Zero.
- Failure to meet the target would trigger reevaluation of strategies and types of projects prioritized.
- Will require periodic, honest assessment and transparent evaluation – publicly available, actionable outcomes.

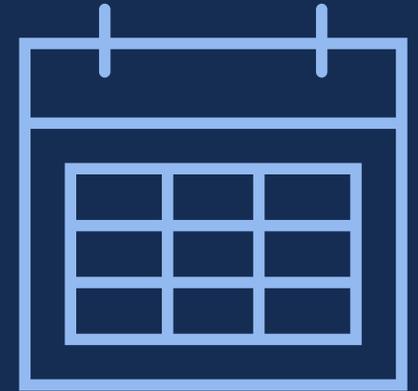
What teeth does Vision Zero have?

DISCUSSION

Should we proceed with establishing a vision zero leadership commitment and associated goals?

Next Steps

6



Schedule



- Public Engagement
- Safety Analysis
- Policy and Process Changes
- Equity Consideration -
- Safety Strategy and Project Selection

Next Steps

- ▬ Develop Task Technical Memo
- ◆ Engagement/Stakeholder Meeting

- Draft Leadership Commitment & Goal Setting
- Draft Safety Analysis
- Draft Public Engagement/Feedback Summaries, as applicable
- Draft Equity Consideration
 - Subject to change – per Federal Administration and Federal Policy Change
- Workshop Policy and Process Change
- Workshop Strategy and Project Selection

Preview June Steering Committee

DISCUSSION

How does your jurisdiction currently identify, scope, and implement a safety project?

Thank you!

Q&A

