

## 2025 Safety Policy Study – Steering Committee #5 Notes

**Thursday, November 13th, 10:30a.m. – Noon**

**1. Welcome and Introductions (Attendees)**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>▪ <b>Steering Committee</b> <ul style="list-style-type: none"> <li>○ Gabe Schell, City of Bismarck</li> <li>○ Dan Schriock, Burleigh County</li> <li>○ Kim Riepl, BMMPO</li> <li>○ Daniel Nairn, City of Bismarck</li> <li>○ Chris Holzer, City of Bismarck</li> <li>○ Loretta Marshik, City of Lincoln</li> <li>○ Logan Beise, NDDOT – Bismarck District</li> <li>○ Paulette Jacobsen, BMMPO</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>▪ <b>Consultant Team</b> <ul style="list-style-type: none"> <li>○ Scott Harmstead, SRF</li> <li>○ Luke Champa, SRF</li> </ul> </li> </ul> |
|---|--|

**Action Items:**

#	Action Item	Responsible Party	Due Date
1	Submit comments on draft report and appendices, as applicable (Chapters 1-8).	All Steering Committee Members	<b>Nov. 26, 2025 (end of day)</b>
2	Finalize and distribute Appendix F (Toolkit PDF)	SRF	<b>Nov. 18, 2025</b>
3	Clarify SS4A eligibility and potential city of Bismarck adoption requirements	SRF	<b>By Dec 3, 2025</b>
5	Update acronyms list for clarity in report	SRF	<b>By Dec. 3, 2025</b>
6	Verify rail line ownership and update references	SRF	<b>By Dec. 3, 2025</b>
7	Add guardrail guidance to Appendix F toolkit	SRF	<b>Nov. 18, 2025</b>
8	Add legislative opportunities to Chapter 7	SRF	<b>By Dec. 3, 2025</b>
9	Clarify that motorcyclists are not considered a Vulnerable Road User by the State	SRF	<b>By Dec. 3, 2025</b>

## 2. Draft Report Walk-Thru & Discussion

- **Draft Report Overview:** Eight chapters covering safety context, crash data, public engagement, high injury network (HIN), safety strategies, and implementation.
- **Crash Data Insights: (Chapter 2)**
  - Vulnerable road user crashes (pedestrians, bicyclists, motorcyclists) have increased despite overall crash reductions.
  - Rural roads and certain seasons (summer/fall) show higher severe crash rates.
  - Motorcycle crashes have the highest severe outcomes.
  - Check ND Rail Plan for accurate rail descriptions
  - Fix Railroad figure title (Figure 11)
- **High Injury Network (HIN): (Chapters 5 and 6)**
  - All modes HIN covers 9% of the network but accounts for 74% of severe crashes.
  - Modal-specific HINs (pedestrian, bicycle, motorcycle, automobile) analyzed with corridor profiles.
  - Page 67 – state rural crash list is only 25
  - Page 74 – why nonmotorized HIN overlaid on disadvantaged communities map
  - Page 70 – consider zoom to visible HIN on all maps
  - Describe how HIN corridors are defined – can likely pull from methodology memo (Chapter 5, Appendix D)
  - State St. and other divided, pull together in One HIN sheet (Appendix E)
  - Provide background that it is just top two tiers of HIN corridors summarized in the crash profile tables (Chapter 6)
  - Verify Burleigh County HIN – just all mode? What about Automobile HIN? All-mode yes, mix of various modal crashes contributing to designation on the all-mode network. (Chapter 6)
  - Check map shields/labels (all Maps, especially with smaller scales)
- **Toolkit (Appendix F): (Chapter 7)**
  - Interactive PDF with decision-making filters for safety strategies.
  - Includes cost estimates, effectiveness, and design hierarchy tiers.
  - Additional filters (e.g., traffic volume, right-of-way constraints) added for usability.
  - Add information regarding considerations for guardrail
- **Non-Engineering Strategies: (Chapter 7)**
  - Education, enforcement, and collaboration emphasized.
  - Legislative opportunities discussed (e.g., red-light cameras, school zone enforcement).
- **Transit & Rail Safety: (Chapter 2 and Chapter 7)**
  - Highlighted overlap of transit routes and severe crash locations.
  - Grade crossing incidents increasing; strategies proposed.
- **Implementation & Prioritization: (Chapter 8)**
  - Chapter 8 outlines priority corridors based on crash data, public input, and infrastructure context.
  - MPO to assist jurisdictions in funding pursuit and tracking progress.

### 3. Timeline and Next Steps

- Draft Report & Appendices sent Friday, November 7, 2025
- Steering Committee Comments due back by EOD Wednesday, November 26, 2025
- Final Draft and discussion of comments, SC Meeting #6 Wednesday, December 3, 2025 (virtual, 60 minutes)
- TAC Action Monday, December 15, 2025
- Policy Board Action Tuesday, December 16, 2025

DRAFT