**SHSP Steering Committee Meeting, March 22, 2024**

**Engineering Session**

Facilitators: Joe Moges and Tim Richards

**The following points were discussed/mentioned during the breakout session:**

* How can we mesh policy with engineering?
	+ Ongoing projects that need continued capital investment
	+ The approach right now seems to be quick fixes
	+ We need to engage law enforcement beyond automated
* Who does what in Safe System?
	+ Safer people = MHSO
	+ Safer roads = SHA
	+ Relationship between MHSA and SHA can be improved in a Safe System approach
	+ Bring behavioral experts into engineering planning and vice versa
* Are there regular meetings at MDOT regarding traffic safety beyond the EAT meetings?
* Roadway users are the biggest issues
	+ Bad driving behavior such as speeding and cell phone use
	+ Behaviors do not seem to be improving
* How can we engineer to prevent impaired driving? Is there a way to even do that?
* Cedric Ward discussed additional lighting to help make the system more forgiving
* Data has gotten better in terms of real-time access
	+ Still need to improve location data
	+ Errors exist in terms of exact locations
	+ Overall reporting and access to data needs to be improved
* Are there firms we can engage for predictive modeling of roadway environments
	+ MPOs
	+ Where would the funding come from?
	+ Can we develop an internal predictive model for engineering projects
* What layers can be applied to accommodate the Swiss Cheese approach to system improvement?
* Jurisdictional boundaries cause issues in engineering projects
* Electric vehicles are proving to have some negative effects on the road system
	+ Lower center of gravity and higher weight means guardrails function differently in a crash; not as effective
	+ Heavier vehicles cause more surface deterioration
* How do we better keep roadway marking intact?
* Vehicles are too fast for people
* Technology exists to capture data at work zones and intersections; use that technology to warn other drivers
* ADA Compliance
	+ How to make sure work zones are ADA compliant
	+ Alternative routes may be needed for ADA
* Research best practices and present to the EATs
	+ Solutions and treatments exist outside of engineering
	+ Better communication between all parties