

FHWA Reports SHRP2 Safety Implementation Progress

The second Strategic Highway Research Program's (SHRP2) Safety focus area has put previously unavailable data into the hands of researchers. The phased approach to safety, called *Concept to Countermeasure — Research to Deployment Using the SHRP2 Safety Databases*, is supported by \$7 million in financial and technical assistance through the SHRP2 Implementation Assistance Program (IAP). Through SHRP2's Naturalistic Driving Study (NDS) database and Roadway Information Database (RID), five million trips of driver behavior data are available for research projects. The Federal Highway Administration (FHWA) is pleased to announce several significant milestones in research advancements using these two databases.

Phase 2 Safety Implementation Assistance Program selections announced

In August 2014, 11 proof-of-concept research efforts were awarded through the SHRP2 IAP. The research teams used a small set of data from the SHRP2 Safety databases to conduct preliminary analyses on topics in eight different safety focus areas. We are now pleased to announce that 9 of the 11 studies have been selected to receive additional funding for more in-depth analyses – using larger sets of the Safety data – that will lay the groundwork for development of future safety countermeasures. A list of the selected States and projects is attached to this announcement.

Safety Training and Analysis Center increases access and expands services

The Safety Training and Analysis Center (STAC) at the FHWA Turner-Fairbank Highway Research Center – which was established to assist the State departments of transportation (DOTs) and research community with the SHRP2 NDS data and RID – recently signed contracts to support its efforts in developing hands-on training and analytic tools, producing reduced datasets, and pilot testing its new secure data enclave to remotely access the SHRP 2 NDS data.

In cooperation with the National Highway Institute, the STAC is also developing a training course to provide an introduction to the SHRP2 Safety data. The course will promote the data available to researchers, explain the data access requirements, and assist in identifying concepts for potential uses of the data by DOTs.

The FHWA received a large number of proposals from across the country in response to a recent Broad Agency Announcement (BAA) for research proposals that leverage the SHRP2 safety data. The FHWA awarded six contracts and two cooperative agreements, funding a total of eight diverse research proposals. A table showing the awards and study topics is attached.

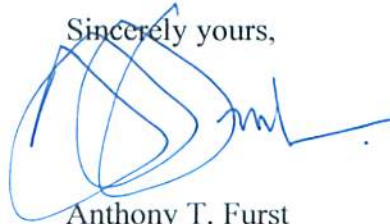
The FHWA is currently completing the final details of an Intergovernmental Personnel Act (IPA) agreement with the University of Connecticut for Dr. John Ivan to work with FHWA Office of Safety R&D staff and conduct research at the STAC using the NDS data. Dr. Ivan, professor and associate head of the Department of Civil and Environmental Engineering, will research speeding and crash risk. Additional fellowship and sabbatical opportunities at the STAC should be expected in the future.

Summary

After years in the making, the SHRP2 safety databases are finally offering long-awaited data to researchers and beginning to yield preliminary results. Through these databases, researchers are able to explore the relationship between drivers' actions, roadway characteristics, and driving conditions. The FHWA is pleased to support this research through the IAP, BAA, STAC, and IPA and looks forward to the research results. The final phase of the *Concepts to Countermeasure* approach is tentatively planned for 2017, and will focus on implementing the countermeasures that emerge from the research.

For further information on any of the above activities, please contact Aladdin Barkawi (Aladdin.Barkawi@dot.gov), the SHRP2 Safety Implementation Coordinator.

Sincerely yours,

A handwritten signature in blue ink, appearing to read 'Anthony T. Furst', with a stylized flourish extending to the right.

Anthony T. Furst
Acting Executive Director

**SHRP2 Safety Naturalistic Driving Study
Implementation Assistance Program Phase 2 Awards – December 2015**

The following phase 1 studies from the SHRP2 Implementation Assistance Program (IAP) have been selected to receive additional funding to continue into phase 2, using a larger set of data from the Naturalistic Driving Study (NDS) and Roadway Information Database (RID). The phase 2 projects will begin in early 2016 and will range in duration from 16-30 months.

State	Topic	Research Title
Florida	Pedestrian	Understanding Interactions between Drivers and Pedestrian Features at Signalized Intersections
Iowa	Road Departure	Use of SHRP2 NDS Data to Evaluate Roadway Departure Characteristics
Michigan	Speeding and Speed-Related	The Interrelationships between Speed Limits, Geometry, and Driver Behavior
Minnesota	Work Zones	Evaluation of Work Zone Safety Using the SHRP2 NDS Data
North Carolina	Horizontal/Vertical Curves	Evaluation of the Interaction between Horizontal and Vertical Alignment on Rural Two-Lane Roads: An Investigation Using the SHRP2 NDS
Utah	Interchanges	Driver Behavior and Performance in the Vicinity of Closely Spaced Interchange Ramps on Urban Freeways
Washington	Speeding and Speed-Related	Influence of Roadway Design Features on Episodic Speeding in Washington State
Washington	Lighting	Impact of Roadway Lighting on Nighttime Crash Performance and Driver Behavior – Final Summary Report
Wyoming	Adverse Weather	Driver Performance and Behavior in Adverse Weather Conditions: An Investigation using the SHRP2 NDS Data

**SHRP2 Safety Naturalistic Driving Study
Broad Agency Announcement Phase 1 Awards – December 2015**

The FHWA Office of Safety Research and Development has awarded funding for the following research proposals, thereby leveraging the SHRP2 Naturalistic Driving Study (NDS) and Roadway Information Database (RID) to address high-priority safety issues.

Partner State(s)	Topic	Title of the Study
Alabama Ohio California Washington	Intersections	An Examination of Driver and Situational Factors that Affect Driver Red Light Running and Go/No-Go Dilemma-Zone Decisions at High-Speed Signalized Intersections
Iowa Minnesota Wisconsin Michigan	Rural Intersection Safety	Research Utilizing the SHRP2 Safety Data to Support Highway Safety
Maryland	Vulnerable Road Users	Toward a Better Understanding of Vulnerable Road User Safety Issues
Michigan	Work Zones	Analysis of SHRP2 Data to Understand Normal and Abnormal Driving Behavior in Work Zones
Missouri	Work Zones	A Multidisciplinary Approach to Investigate Work Zone Safety using SHRP2 Safety Data
Missouri	Speed	Development of Speed-Safety Relationships
New York	Enforcement	The Development of New Insights into Driver Behavior to Improve High Visibility Highway Safety Enforcement Programs
Virginia	Crash Surrogates	Applying the Crash Trifecta Model to an Analysis of Crash Hotspots