SHRP 2 Safety Data, Update 3

This is the third in a series of updates about Phase 1 of the implementation of the SHRP 2 Safety Data by TRB in collaboration with its partners, Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and the National Highway Traffic Safety Administration (NHTSA). As was noted in the first of these updates, "Phase 1" is governed by a Safety Data Oversight Committee (SDOC). The SDOC recently held a meeting at the Beckman Center in Irvine, California to map out the next steps of the five year effort.

 "Phase 1" is an experimental program designed to make the safety data as widely available as possible to qualified researchers and to gather information needed to lay the foundation for use of the data beyond the first five years. The SDOC has now adopted a three-pronged strategy to move forward during Phase 1.

The first of these prongs is designed to **Broaden Access to the Data and Improve Efficiency** of operations of the database. The main way that efficiency will be improved is by the adoption of a use case-based data use licensing approach, which will replace a system in which the same data licensing document is used for all requests to use the data. In the future, data use licenses for datasets that involve data available on the InSight web site will become very simple. The most complex, large "InDepth" dataset requests will have a license process and document much like that used for all requests today. A pilot project is also being put in place to allow data users to allow others to re-use datasets that they have already paid to develop. (This will still require a data license, but should eliminate dataset development costs for re-users.) The first such pilot is being put in place with the help of Toyota and a driver distraction database that they had developed and are now willing to share with other users. Information on this pilot will be posted on the InSight web site as it becomes available.

The second prong of the plan is to move toward the development of de-identified **Public Use Datasets**. Such public use datasets are de-identified and not original data and as such could be made more readily available to users. In order to move in this direction, TRB will be developing and then releasing a request for proposals (RFP) during 2015 for organizations to prepare an independent risk assessment to explore the concept. (The Roadway Information Database already exists in a form that can be readily obtained). An open source licensing scheme will also be explored for application to selected subsets of the data. Stakeholder input on public use datasets will be sought via an Expert Task Group (ETG) on User Community Development, which is being formed now.

Finally, the third prong of the plan involves exploring **Remote Secure Enclave Access** to the SHRP 2 safety data. There is currently only a single physical secure enclave at Virginia Tech University at which qualified researchers can access the entire database. In the TRB request for information results, it was clear that additional remote secure access should be a priority during Phase 1. At its March meeting, the SDOC was presented with a proposal from the Federal Highway Administration's Safety Training and Analysis Center (STAC) at the Turner-Fairbank Highway Research Center to serve as a pilot for a remote, secure enclave. This pilot project was approved in principle by the SDOC and will move on to the development stage. The pilot will be developed incrementally so that driving study participant privacy

can be protected and original data can be tracked. For more information about the STAC and the InSight web portal, see the following web links:

http://www.fhwa.dot.gov/research/resources/stac.cfm

https://insight.shrp2nds.us/

Next Update Topics: The Insight Web Portal and an Important Opportunity for Students