

# SHRP2 Quarterly Update

August 2009

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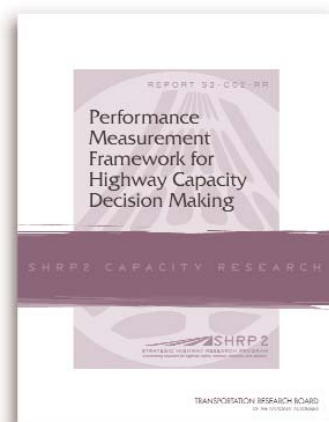
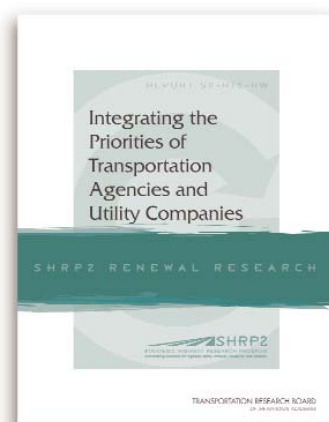
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## First SHRP 2 Research Reports Released, Two More Coming Soon

In July SHRP 2 released the first two research reports from the program—one from the Renewal program and the other from the Capacity program. Renewal Report S2-R15-RW: *Integrating the Priorities of Transportation Agencies and Utility Companies* is available as a web-only document. The report examines problems that can arise between transportation agencies and utility companies during highway renewal projects, describes 13 best practices that span the project life cycle, and offers a plan for future research in the field.

Capacity Report S2-C02-RR: *Performance Measurement Framework for Highway Capacity Decision Making* details performance measures designed to support the collaborative decision-making framework (CDMF) that is the centerpiece of the Capacity focus area. The report identifies 17 performance factors in 5 broad areas: transportation, environment, economics, community, and cost. This report is a prelude to the release of the actual CDMF, which will be an interactive web-based tool.

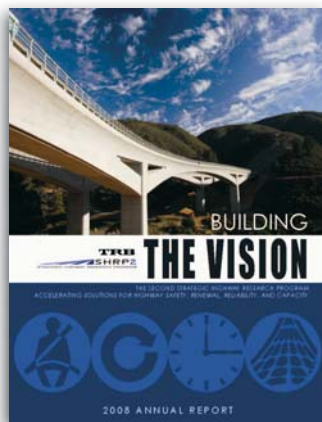
Electronic copies of all SHRP 2 reports can be found in the Research Reports section of the SHRP 2 website and printed copies are available through the TRB bookstore at <http://www.trb.org/Finance/Public/Bookstore.aspx>. Two more reports from Renewal projects are in the publication process. *Encouraging Innovation in Locating and Characterizing Underground Utilities*, project R01, and *A Plan for Developing High-Speed Nondestructive Testing Procedures for Both Inspection Design Evaluation and Construction Inspection*, project R06, will be available on the website in September.



## 2008 Annual Report

The 2008 Annual Report was completed during this quarter. *Building the Vision*, the SHRP 2 Annual Report for 2008, highlights the frameworks (both literal and figurative) being developed to support new systems for collaborating in areas of transportation ranging from emergency response to planning, operations, and construction. The accomplishments of the four research focus areas are also detailed, including:

- Progress toward launching the Naturalistic Driving Behavior Study,
- Advances in developing rapid renewal tools to streamline transportation project delivery,
- Progress in creating tools to improve highway system performance and travel time reliability, and
- Progress in developing a collaborative decision-making process that can deliver highway projects faster and in a more environmentally responsible manner.



Information is also given on the SHRP 2 implementation report to Congress, which was published in 2008, and the financial status of the program. A PDF of *Building the Vision* is available at <http://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2AnnualReport2008.pdf>.

## Update Your Bookmarks

You may have noticed that the TRB website looks a little different these days. We have switched to a new web system, and in addition to the new look, we also have new URLs. You can still access the SHRP 2 homepage at [www.TRB.org/SHRP2](http://www.TRB.org/SHRP2) but the web addresses for all of our other pages, including the focus area pages and the RFP page, have changed. Please update your bookmarks to be sure that you do not miss any important posts.

RFPs for two projects were released this summer: L05 and S04-A. Project L05 will develop means for state DOTs and MPOs to fully integrate performance measures and strategies for mobility and travel time reliability into the transportation planning and programming processes. Project S04-A will produce an advanced geographic information system that captures the road environment in each SHRP 2 naturalistic driving study site.

## Schedule Changes

The SHRP 2 Oversight Committee convened in June and acted to adjust the program schedule to ensure that upcoming projects will have full benefit from current studies. The RFPs for Capacity project C18, and Reliability projects L08 and L09, originally charted for release in July 2009, have been rescheduled for 2010. Reliability project L15 will be included in the January 2010 IDEA Program Announcement with a proposal due date of March 1, 2010. Another Reliability project, L13: Requirements and Feasibility of a System for Archiving and Disseminating

## Summer 2009 Request for Proposals

Project	Release Date	Due Date
<b>L05:</b> Incorporating Reliability Performance Measures into the Transportation Planning and Programming Processes	07/28/2009	09/09/2009
<b>S04-A:</b> Developing and Managing Road Environment GIS for SHRP 2 Naturalistic Driving Study	09/02/2009	10/14/2009

## Changes to Program Schedule

Project	New Release Date
<b>C18:</b> Pilot Test the Collaborative Decision-Making Framework with Three DOTs, Including a Self-Assessment Method	March 2010
<b>L08:</b> Incorporating Nonrecurrent Congestion Factors into the Highway Capacity Manual Methods	July 2010
<b>L09:</b> Incorporating Nonrecurrent Congestion Factors into the AASHTO Policy on Geometric Design	TBA
<b>L15:</b> Reliability Innovations Deserving Exploratory Analysis (IDEA)	January 2010

Data from SHRP 2 Reliability and Related Studies, first scheduled for completion in fall 2009, has now been extended for up to one year to allow time for a trial application with real data.

## Milestone of the Naturalistic Driving Study Marked at Annual Safety Symposium



From left to right: Wu Hongbo, Fred Wegman, Derek Sweet, Tom Dingus, Trent Victor, and Jim Sayer were speakers at the 4th SHRP 2 Safety Symposium.

The fourth SHRP 2 Safety Symposium, held July 23–24 at the National Academies' Keck Center in Washington, D.C., gath-

ered 110 safety researchers from the United States and other countries—including Canada, Sweden, the Netherlands, China, and South Africa—to review and discuss the SHRP 2 Naturalistic Driving Behavior Study, roadway data measurement, international activities related to naturalistic driving studies, and other SHRP 2 Safety projects.

An important milestone was reached the Safety program announced the six sites chosen for the SHRP 2 Naturalistic Driving Behavior Study: Seattle, Washington; Erie County, New York; Tampa, Florida, Central Indiana; Central Pennsylvania; and Durham, North Carolina. The study will monitor the driving behavior of about 3,000 volunteers to understand crash risk and improve roadway safety; data collection is scheduled to begin in the six study sites in February 2010.

Presenters at the symposium included: Trent Victor of the Vehicle and Traffic Safety Center at Chalmers University (SAFER); Wu Hongbo, Research Institute of Highway, Ministry of Communications, Beijing, China; Tom Dingus, Virginia Tech Transportation Institute; Jim Sayer, University of Michigan; Fred Wegman, SWOV-Netherlands; and research teams for Safety projects S01, S02, and S08. Program updates were provided by SHRP 2 staff. Presentations are available on the Safety page of the SHRP 2 website.

## Teaming with the Transportation Community at Home and Abroad



DiMaggio-autographed baseball not bound for Cooperstown

### At AASHTO meetings

At the July meeting of the AASHTO Research Advisory Committee (RAC), SHRP 2 Implementation Coordinator Jerry DiMaggio led a half-day workshop at the request of RAC chair Sandra Larson. Participants in the workshop, many of whom also serve as TRB state representatives, were asked to select an expected product of SHRP 2 research and develop strategies for its implementation on the local and national levels. Playing on

his famous name, DiMaggio offered an autographed baseball as incentive, but it turned out not to be necessary. The goal of the exercise was to show that there are multiple paths to successful implementation and that successful strategies for one user group may not necessarily work for another.

Also in July, SHRP 2 staff gave presentations at the national meeting of the AASHTO Subcommittee on Bridges and Structures and the national conference of the Local Technical Assistance Program/Tribal Technical Assistance Program (LTAP/TTAP). LTAP/TTAP is an organization that responds to the training and technical assistance needs of towns, counties, and cities; and at the 2009 LTAP/TTAP Conference, a presentation was given on the future of SHRP 2 implementation and how several products meet the needs of local transportation organizations. Presentations were given at the AASHTO meeting on the three SHRP 2 bridge projects (R04, R19A, and R19B) and the status of implementation.

### At FHWA

Looking ahead to the implementation of SHRP 2 research findings, the Federal Highway Administration has designated Mary Huie as its coordinator for SHRP 2 Renewal implementation. Huie is on-site at SHRP 2 offices several times a month to keep staff advised of related FHWA activities and to stay current on SHRP 2 progress. The exchange will help move research results into practice when the implementation phase begins.

### Abroad

In the past quarter, SHRP 2 has been very active on the international front. SHRP 2 staff attended meetings and workshops with international participants, and recent additions to SHRP 2 Technical Coordinating Committees have come from Canada and the Netherlands.

In April Safety Chief Program Officer Ken Campbell visited the Vehicle and Traffic Safety Center at Chalmers University (SAFER) in Gothenburg, Sweden, to learn about its naturalistic driving studies. SAFER is a joint research institute where members of academia, industry, and government can participate in a cooperative research program, and in April 2008 SAFER signed a memorandum of understanding with TRB to facilitate international collaboration. During his visit, Campbell met with several SAFER partners, including Volvo and the Swedish Government Agency for Innovative Systems (VINNOVA), and it was decided that the collaboration between SHRP 2 and SAFER should focus on the analysis issues associated with data from naturalistic driving studies.

In May Deputy Director Ann Brach went to Munich, Germany, to be the keynote speaker at the Workshop on Naturalistic Driving Studies (NDS) and Field Operational Tests (FOT) sponsored by the Chemnitz University of Technology and held at the BMW Classic Building. The workshop gathered representatives of government, industry, and universities in Germany to

discuss issues of mutual interest involving NDS and FOT work being conducted in the United States and Europe.

In June Director Neil Hawks sent letters to seven Canadian transportation organizations, inviting them to learn about SHRP 2 research and products, and to explore potential communications opportunities. Continuing practices from the first SHRP program more than a decade ago, Canada has contributed to the program from the start: more than 20 Canadian transportation professionals are serving or have served on SHRP 2 committees and 2 Canadians work with SHRP 2 staff as visiting professionals.

Throughout the quarter, SHRP 2 has also received increased interest from the Netherlands, thanks in part to our visiting professional from Rijkswaterstaat. The Dutch Centre for Transport and Navigation (CTN) expressed interest in SHRP 2 Reliability project L14: Traveler Information and Travel Time Reliability after a long-term plan to create accurate and reliable multimodal traveler information was sent to their parliament. Some experts at CTN are also looking for opportunities to incorporate the expected results of Renewal project R03: Identifying and Reducing Worker, Inspector, and Manager Fatigue in Rapid Renewal Environments into practice in the Netherlands.

On October 15–16, 2009, SHRP 2 will work with the Joint Transport Research Centre of the Organisation for Economic Co-operation and Development and the International Transport Forum to co-host the International Meeting on Values of Travel Time Reliability and Cost-Benefit Analysis in Vancouver, Canada. The organizers hope to bring together transportation researchers and decision makers from such countries as the United States, Japan, Europe, Canada, and Australia to examine recent research results and country experiences on reliability measurement and valuation, and to explore successful practices in integrating reliability into cost-benefit analysis. The program and registration information will be available in the

near future. For more information about this event, please contact Reliability Senior Program Officer William Hyman at [whyman@nas.edu](mailto:whyman@nas.edu) or Mr. Jari Kauppila at [jari.kauppila@oecd.org](mailto:jari.kauppila@oecd.org).

## Webinars

To provide the potential bidders of Safety project S04-A: Developing and Managing Road Environment GIS for SHRP 2 Naturalistic Driving Study with further information and an opportunity to have questions answered, the Safety program held a web-based conference prior to the release of the RFP. A recording of the webinar is available on the Safety page of SHRP 2 website.

The Renewal program also plans to hold a webinar in the fall of 2009 following the release of the report of project R01: Encouraging Innovations in Locating and Characterizing Underground Utilities. This will be the second report from the Renewal program on the subject of utilities, the first being R15: Integrating the Priorities of Transportation Agencies and Utility Companies. The webinar will include presentations by SHRP 2 staff and the researchers of projects R01 and R15.

If there are other topics covered by SHRP 2 projects on which you would like to see a webinar, please let us know by sending an e-mail to [SHRP2@nas.edu](mailto:SHRP2@nas.edu) with “Webinar Topics” in the subject line.

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