

## ATTACHMENT B

### NCHRP Project 20-07/Task 360, FY 2014

#### *Development of a Strategic Plan for the Technical Committee on Roadside Safety (TCRS)*

*Below are comments from the panel on the December 2014 QPR. The research team's responses are indicated in an italicized font.*

#### **Reviewer No. 1**

Generally, I thought this QPR, with the draft attachments was a very, very good effort. We covered most of my comments in the teleconference of January 23rd. A few brain storming thoughts come to mind to maybe address somewhere:

1. Discussion of how to foster improved maintenance of roadside safety features.
2. Trying to reduce the number of components or use of standardized components.
3. Fostering more expertise in the area of roadside safety (I think in a few years we are going to face a loss of a lot of expertise, particularly at the DOT level).

I concur with Christine's notes in her e-mail on January 23 regarding the teleconference summary.

*The AFB20/TCRS 2015 joint summer meeting will tentatively have a strategic planning theme. I have forwarded these three topics to the planning committee for consideration of discussions within the meeting. Currently within the strategic plan, under the strategies, "Increase the awareness of, support for, and knowledge of roadside safety" specifically calls for encouraging participation from younger engineers. The detailed version of Data paper discusses assessing and improving maintenance practices throughout. The number of and/or standardization of components is not addressed at this time.*

#### **Reviewer No. 2**

I made a comment in discussions at TRB and in the January conference call that has already been noted by the PI, so I'm just repeating it here for the record. On the AASHTO website for TCRS, the objective of TCRS is: "...to provide a focal point and working group that addresses issues related to roadside safety and develops AASHTO policies and guides reflecting current procedures and the latest technology..." so I would like the panel and TCRS to consider adding the concept as serving as the technical resource/experts for the state DOTs on roadside safety issues. I think the RDG and MASH responsibilities of TCRS follow from the role of serving as the technical focal point on roadside safety. This could also cover items that don't fall into one of those two publications, such as some of the NTSB recommendations.

Here is the link to the AASHTO site referenced above.

<http://design.transportation.org/Pages/RoadsideSafety.aspx>

*I believe this comment has been largely addressed through the editing of the vision statement, however, the plan still needed some clarity about TCRS direction for areas which are not covered by RDG and MASH. A paragraph has been added in the Data-Driven Decision Making chapter (see Attachment F) that points out that the NTSB, States, FHWA and other provide important direction for identifying roadside safety issues. In a sense, the RDG and MASH are TCRS's primary output but the questions, comments and experience provided by other groups provides important input to the process.*

**Reviewer No. 3**

No comment.

**Reviewer No. 4**

No comment.

**Reviewer No. 5**

No comment.