



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Being a Focus State: Good, Bad, or Opportunity?

## Nevada Safety Summit

September 13, 2023

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# Presentation Outline

- ↳ What is the Focused Approach to Safety (FAS)?
- ↳ Status as a Focus State
- ↳ Connections to Other Priorities
- ↳ Resources and Opportunities
- ↳ Q&A



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# Focused Approach to Safety (FAS)

## A Brief Overview

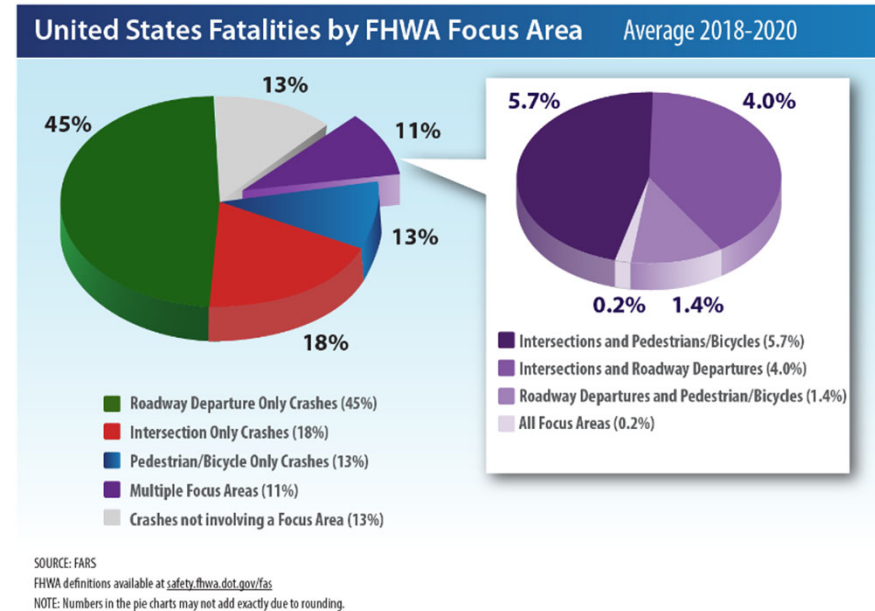
- ↙ Started in 2004 and updated every few years (current iteration in October 2021)
- ↙ Data-driven approach to strategic planning
- ↙ Basis for focusing and prioritizing FHWA Safety Program resources
- ↙ More info at <https://safety.fhwa.dot.gov/fas/>



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# Current FAS Structure

- Continue with existing focus areas: **Roadway Departure, Intersections, Pedestrians and Bicycles**
- Add **Speed Management** as an emphasis area across all Focus Areas
- Add **Two-Lane Rural Roads** emphasis area for Roadway Departure focus area
- Instead of Cities (current FAS), identify **Regions/MPOs** for Intersections, Pedestrians and Bicycle Focus Areas

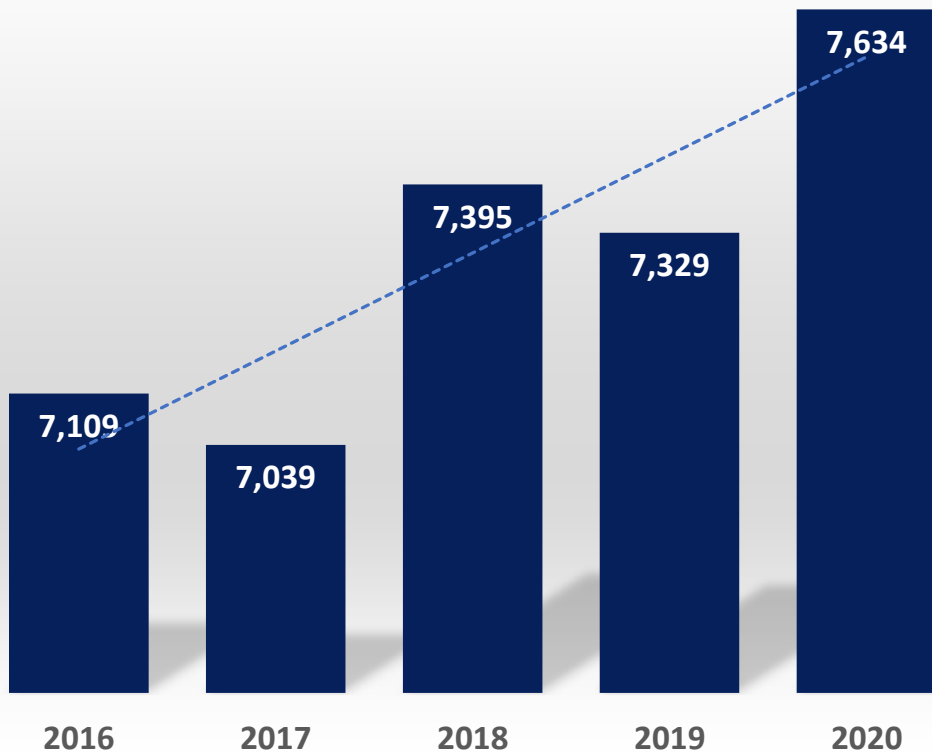


# Vulnerable Road User Fatalities

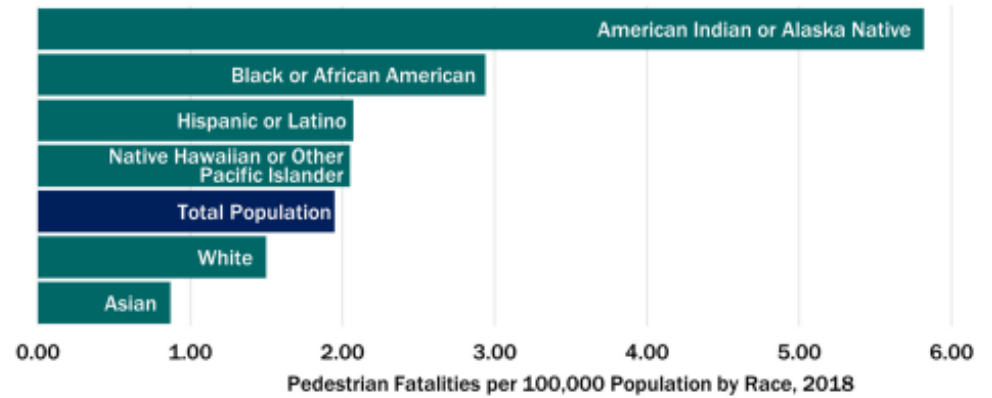


## Vulnerable Road User Fatalities

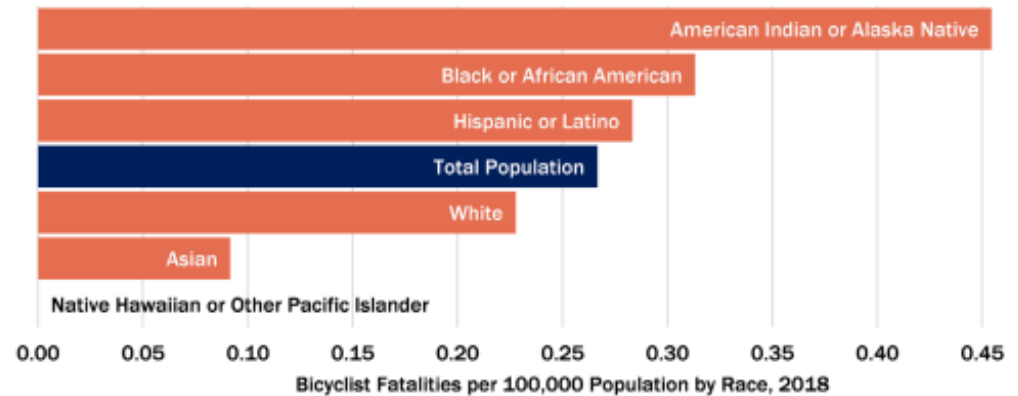
Source: NHTSA FARS



## Fatalities Among Pedestrians



## Fatalities Among Bicyclists



# Focus State Threshold Criteria

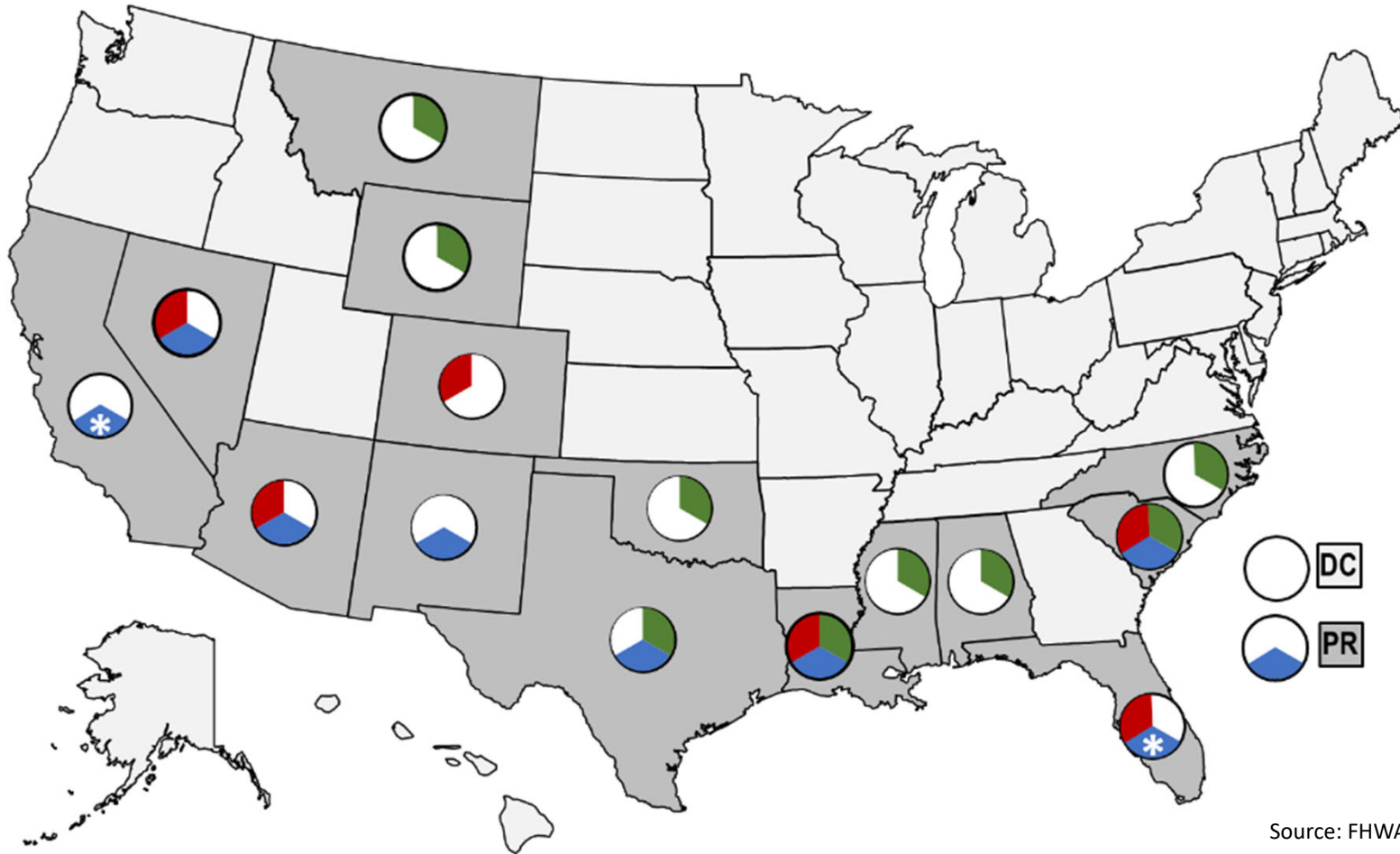
A Focus State must meet or exceed all 3 of the following to be selected:

1. Fatalities Delta (both travel and pop models)
  - Equal to or greater than 20
2. Fatalities Ratio (both travel and pop models)
  - At least 10% higher than “average” (1.10)
3. Fatalities Equity (population only)
  - Either:
    - Proportion (%) of Fatalities is greater than the median value of the 50 states, DC and PR
    - Ratio of Proportion of Fatalities to Proportion of Population is greater than 1.0



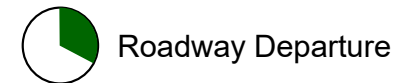
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# Overall Focus States



## **Overall Focus States**

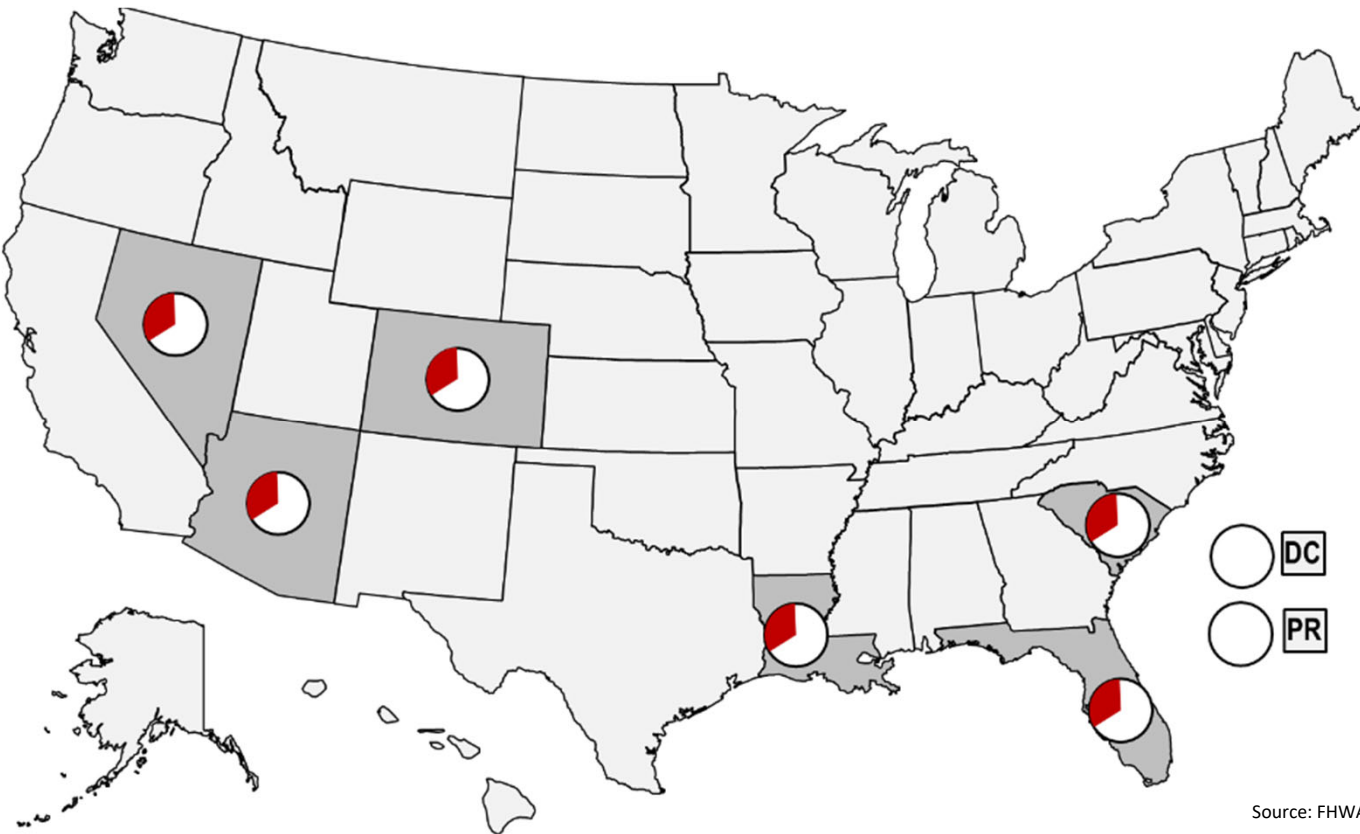
Alabama, Arizona, California, Colorado, Florida, Louisiana, Mississippi, Montana, Nevada, New Mexico, North Carolina, Oklahoma, Puerto Rico, South Carolina, Texas, Wyoming



Source: FHWA



# Intersection Focus States



Source: FHWA

## Intersection Focus Area States and Regions/MPOs:

Arizona, Colorado, Florida, Louisiana, Nevada, South Carolina

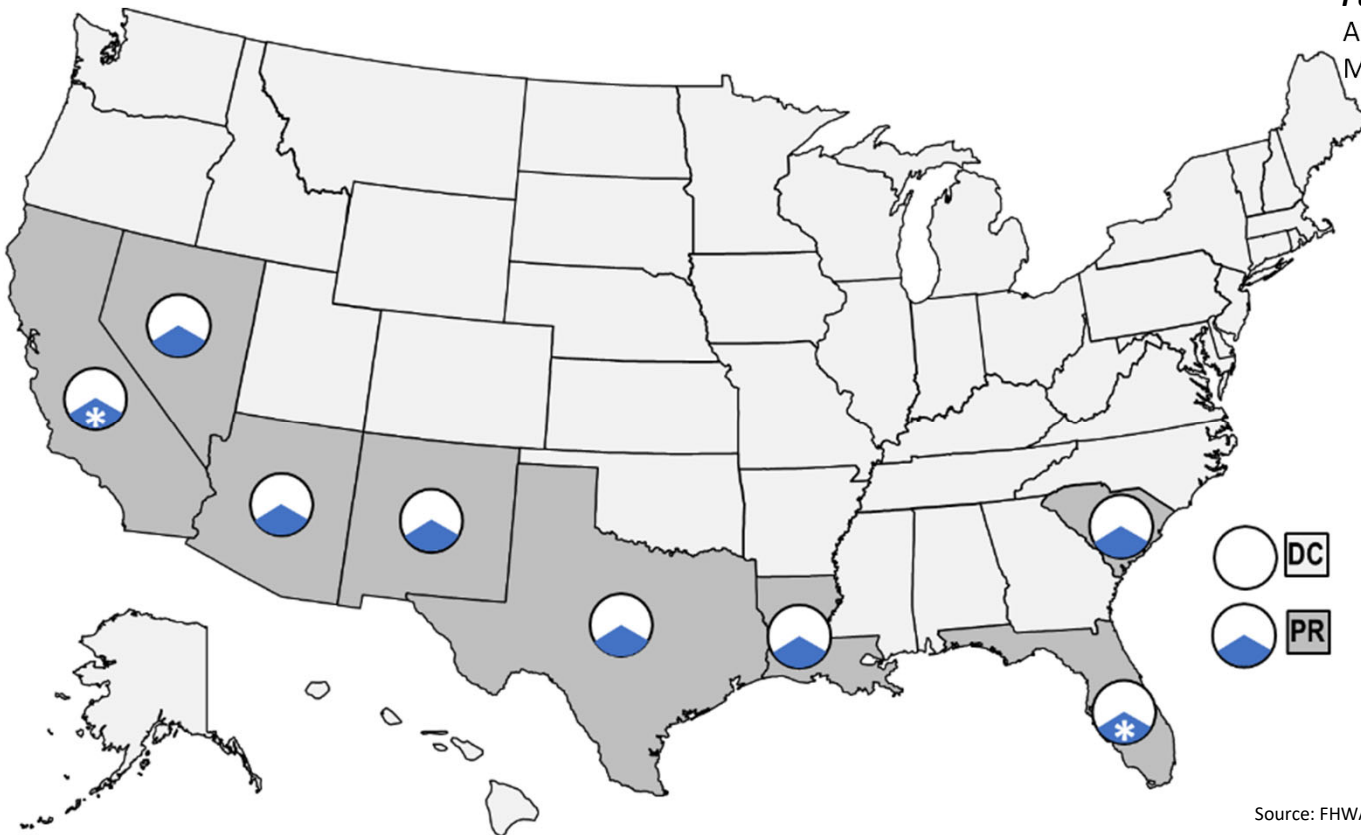
State	MPO/Region
Arizona	Maricopa Association of Governments
Arizona	Pima Association of Governments
Colorado	Denver Regional Council of Governments
Florida	Greater Cape Coral/ Naples Region
Florida	Greater Miami Region
Florida	Greater Orlando Region
Florida	Greater Sarasota Region
Florida	Greater Tampa/St. Petersburg Region
Florida	Heartland Regional Transportation Planning Organization
Florida	North Florida Transportation Planning Organization
Florida	Polk County Transportation Planning Organization
Florida	River to Sea Transportation Planning Organization
Nevada	Regional Transportation Commission of Southern Nevada
South Carolina	Grand-Strand Area Transportation Study

# Ped and Bike Focus States

## ***Pedestrian-Bicycle Focus Area States and Regions/MPOs:***

Arizona, California, Florida, Louisiana, Nevada, New Mexico, Puerto Rico, South Carolina, Texas

State	MPO/Region
Arizona	Maricopa Association of Governments
California	Kern Council of Governments
California	Sacramento Area Council of Governments
California	San Diego Association of Governments
California	San Joaquin Council of Governments
California	Southern California Association of Governments*
Florida	Greater Miami Region*
Florida	Greater Orlando Region*
Florida	Greater Pensacola Region
Florida	Greater Tampa/St. Petersburg Region*
Florida	North Florida Transportation Planning Organization
New Mexico	Mid-Region Council of Governments
Nevada	Regional Transportation Commission of Southern Nevada
Puerto Rico	Puerto Rico Metropolitan Planning Organization
Texas	Alamo Area Metropolitan Planning Organization

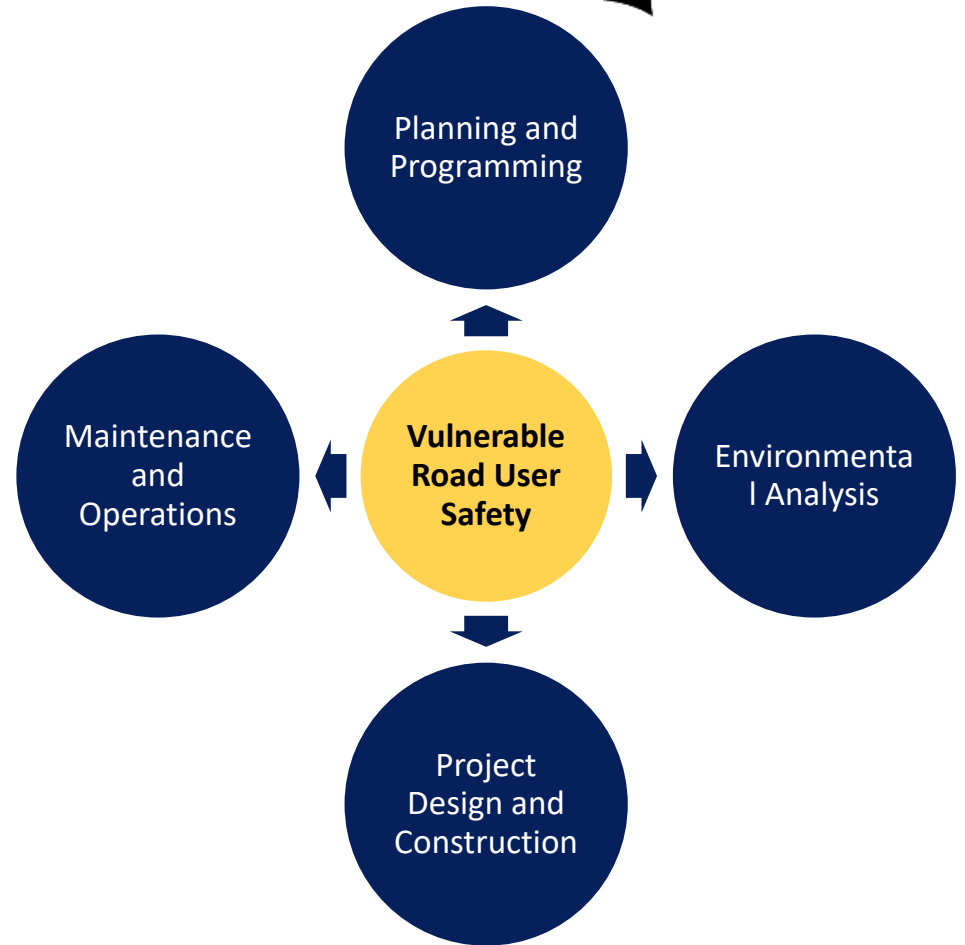


Source: FHWA

# Prioritizing Vulnerable Road User Safety in All Investments and Projects



**ZERO** IS OUR GOAL  
A SAFE SYSTEM IS HOW WE GET THERE



Being a Focus State? In a word...

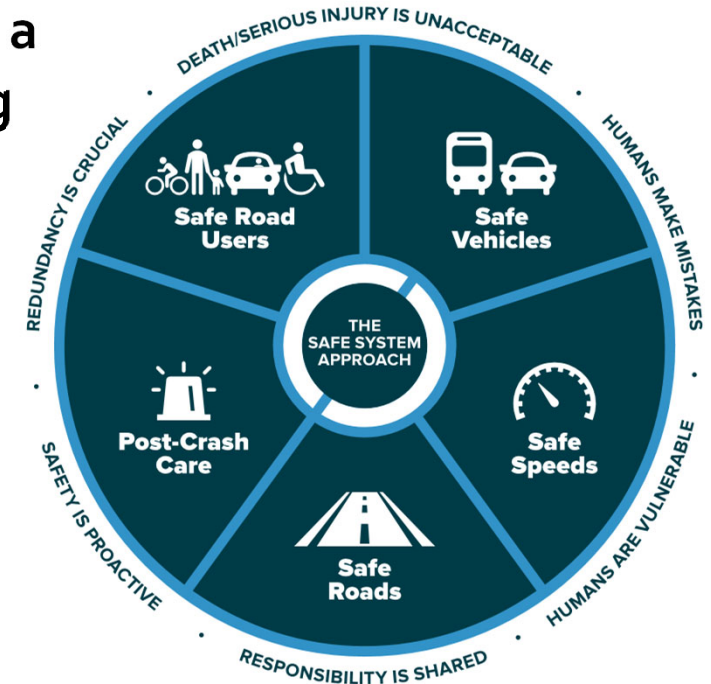


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# Timing and Opportunity

The USDOT National Roadway Safety Strategy is a comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- ❖ Sets a Department-wide vision and goal
- ❖ Adopts the Safe System Approach
- ❖ Identifies new priority actions and notable changes to existing practices
- ❖ Leverages new funding and policies in the Bipartisan Infrastructure Law to bring this strategy to life
- ❖ Advances equity and climate goals
- ❖ Calls others to action



# Leverage FAS Status to Effect Change

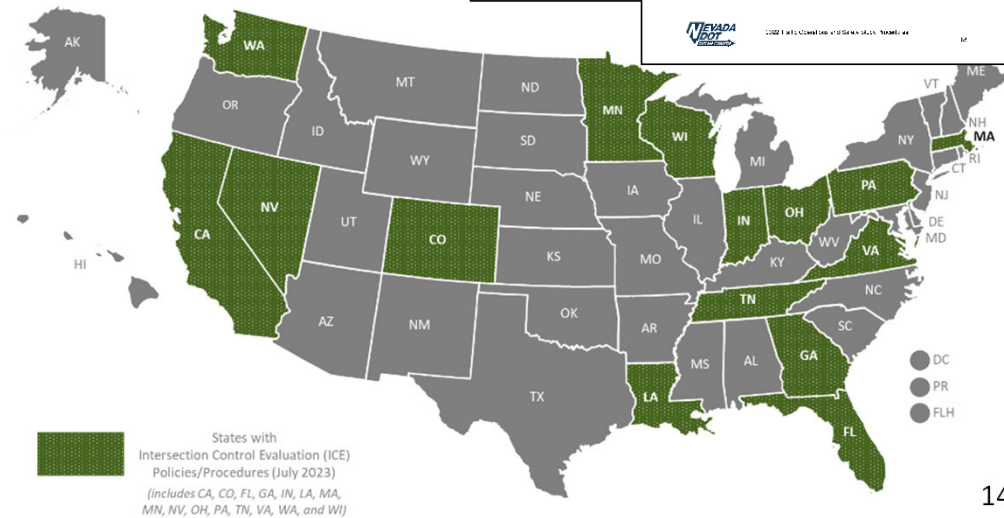
## Policy and Program Level

- Prioritize and incentivize certain scopes and types of improvements (HSIP)
- Implement or update impactful policies and procedures (ICE, Complete Streets)
- Take FAS status into account when completing the VRU Assessments

Appendix D: Intersection Control Evaluation

The agency has developed a plan to improve intersection control and safety. This plan includes a list of intersection control evaluation (ICE) procedures that will be implemented in the next 12 months. The ICE procedures are listed in the table below.

Procedure	Existing Condition	Table 1: ICE Status		
		Alt. 1	Alt. 2	Alt. 3
1. Signalized Intersections	Signalized	Yes	Yes	Yes
2. Signalized Intersections	Signalized	Yes	Yes	Yes
3. Signalized Intersections	Signalized	Yes	Yes	Yes
4. Signalized Intersections	Signalized	Yes	Yes	Yes
5. Signalized Intersections	Signalized	Yes	Yes	Yes
6. Signalized Intersections	Signalized	Yes	Yes	Yes
7. Signalized Intersections	Signalized	Yes	Yes	Yes
8. Signalized Intersections	Signalized	Yes	Yes	Yes
9. Signalized Intersections	Signalized	Yes	Yes	Yes
10. Signalized Intersections	Signalized	Yes	Yes	Yes
11. Signalized Intersections	Signalized	Yes	Yes	Yes
12. Signalized Intersections	Signalized	Yes	Yes	Yes
13. Signalized Intersections	Signalized	Yes	Yes	Yes
14. Signalized Intersections	Signalized	Yes	Yes	Yes
15. Signalized Intersections	Signalized	Yes	Yes	Yes
16. Signalized Intersections	Signalized	Yes	Yes	Yes
17. Signalized Intersections	Signalized	Yes	Yes	Yes
18. Signalized Intersections	Signalized	Yes	Yes	Yes
19. Signalized Intersections	Signalized	Yes	Yes	Yes
20. Signalized Intersections	Signalized	Yes	Yes	Yes
21. Signalized Intersections	Signalized	Yes	Yes	Yes
22. Signalized Intersections	Signalized	Yes	Yes	Yes
23. Signalized Intersections	Signalized	Yes	Yes	Yes
24. Signalized Intersections	Signalized	Yes	Yes	Yes
25. Signalized Intersections	Signalized	Yes	Yes	Yes
26. Signalized Intersections	Signalized	Yes	Yes	Yes
27. Signalized Intersections	Signalized	Yes	Yes	Yes
28. Signalized Intersections	Signalized	Yes	Yes	Yes
29. Signalized Intersections	Signalized	Yes	Yes	Yes
30. Signalized Intersections	Signalized	Yes	Yes	Yes
31. Signalized Intersections	Signalized	Yes	Yes	Yes
32. Signalized Intersections	Signalized	Yes	Yes	Yes
33. Signalized Intersections	Signalized	Yes	Yes	Yes
34. Signalized Intersections	Signalized	Yes	Yes	Yes
35. Signalized Intersections	Signalized	Yes	Yes	Yes
36. Signalized Intersections	Signalized	Yes	Yes	Yes
37. Signalized Intersections	Signalized	Yes	Yes	Yes
38. Signalized Intersections	Signalized	Yes	Yes	Yes
39. Signalized Intersections	Signalized	Yes	Yes	Yes
40. Signalized Intersections	Signalized	Yes	Yes	Yes
41. Signalized Intersections	Signalized	Yes	Yes	Yes
42. Signalized Intersections	Signalized	Yes	Yes	Yes
43. Signalized Intersections	Signalized	Yes	Yes	Yes
44. Signalized Intersections	Signalized	Yes	Yes	Yes
45. Signalized Intersections	Signalized	Yes	Yes	Yes
46. Signalized Intersections	Signalized	Yes	Yes	Yes
47. Signalized Intersections	Signalized	Yes	Yes	Yes
48. Signalized Intersections	Signalized	Yes	Yes	Yes
49. Signalized Intersections	Signalized	Yes	Yes	Yes
50. Signalized Intersections	Signalized	Yes	Yes	Yes

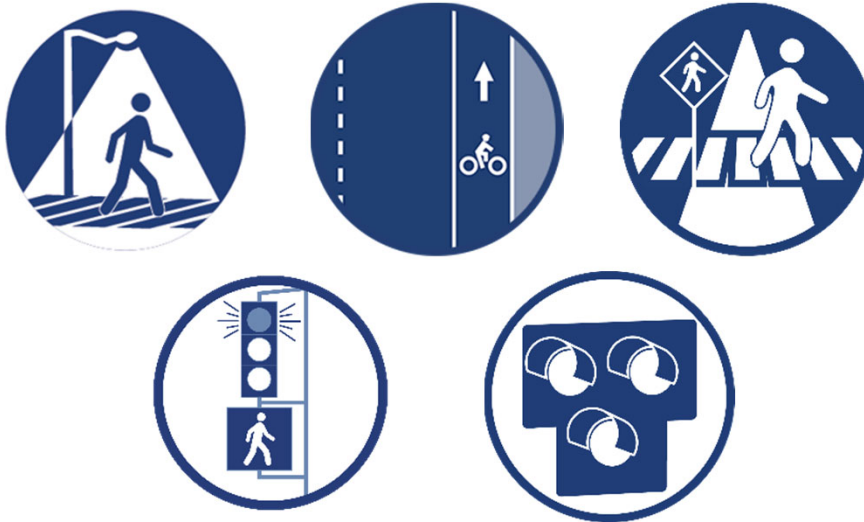




# Leverage FAS Status to Effect Change

## Project Level

- Double down on what works!
- Implement new practices and resources



Black, Indigenous, and people of color represent 38% of the total U.S. population but account for **48%** of all pedestrian fatalities.<sup>1</sup>

Of the top 30 pedestrian crash hotspot locations in the U.S., **75%** are bordered by low-income communities.<sup>2</sup>

**32.5%** of Americans live in a household with one car. **8.5%** live in zero-car households.<sup>3</sup>

NHTSA estimates that in 2021, **42,915** people died in crashes, a 10.5% increase from 38,824 fatalities in 2020.<sup>4</sup>

Complete Streets prioritize safety for all users at every part of the transportation process and address two of the Safe System elements (Safe Speeds and Roads).

Implementing Complete Streets equitably includes identifying underserved communities, recognizing their varying transportation needs, and prioritizing the creation of safe, connected networks.

Complete Streets increase transportation options for all roadway users.

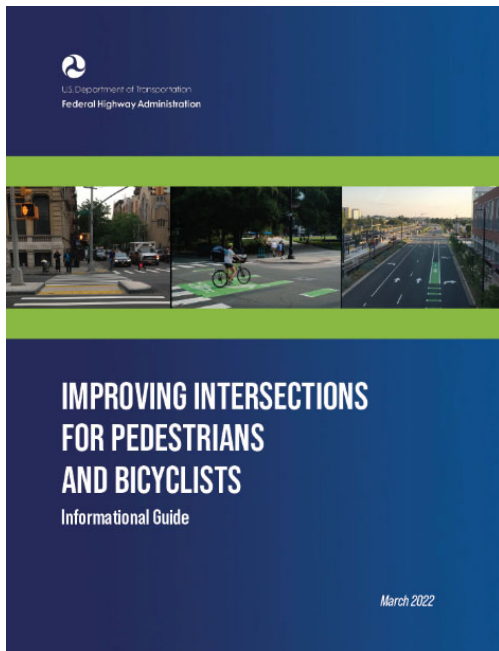
Creating a safe, connected, and equitable Complete Streets Network can be an iterative strategy that involves implementing improvements over time.

1 <https://www.fhwa.org/sites/default/files/2021-03/Ped%20Spotlight%202021%20FINAL%2023.21.pdf>  
2 <https://plu.org/index.php/plu/article/view/1825>  
3 <https://www.census.gov/acs/www/about/why-we-ask-each-question/vehicles/>  
4 <https://www.nhtsa.gov/press-releases/early-estimate-2021-traffic-fatalities>

FHWA-SA-23-003

Source: FHWA

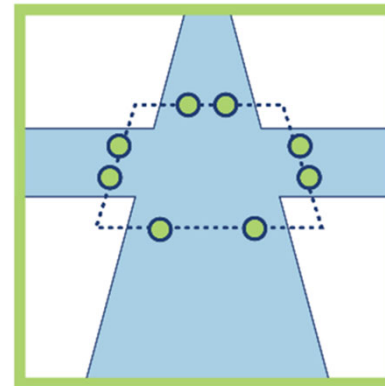
# Make Twice the FAS Impact



Source: FHWA



**Expect Pedestrians  
and Bicyclists at All  
Intersections**



**Use a Safe System  
Approach**



**Provide Access for  
All Ages and  
Abilities**

<https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa22017.pdf>



# Principle 1: Expect Pedestrians and Bicyclists at All Intersections



## BICYCLIST DESIGN USER PROFILES

### Interested but Concerned

**51%-56%** of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

### Somewhat Confident

**5-9%** of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

### Highly Confident

**4-7%** of the total population

Comfortable riding with traffic; will use roads without bike lanes.



**LOW STRESS TOLERANCE**

**HIGH STRESS TOLERANCE**



- Integration of Complete Streets
- Consider broad planning areas
- Determine design user



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# Principle 2: Use a Safe System Approach



## THE FIVE ELEMENTS OF THE SAFE SYSTEM APPROACH



Safe Road Users



Safe Vehicles



Safe Speeds

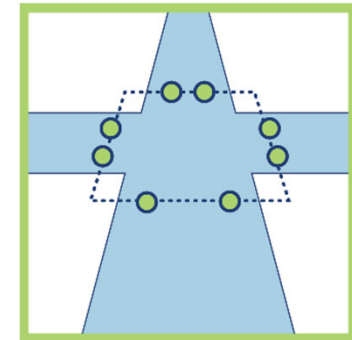


Safe Roads



Post-Crash Care

*What does this mean for pedestrians and bicyclists?*



Source: FHWA



Source: FHWA

- Minimize conflict
- Conduct safety reviews
- Reduce intersection speeds

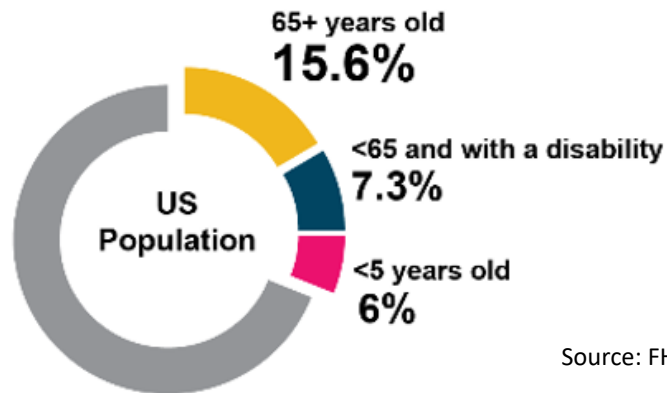


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# Principle 3: Provide Access for All Ages and Abilities



The Spectrum of Abilities

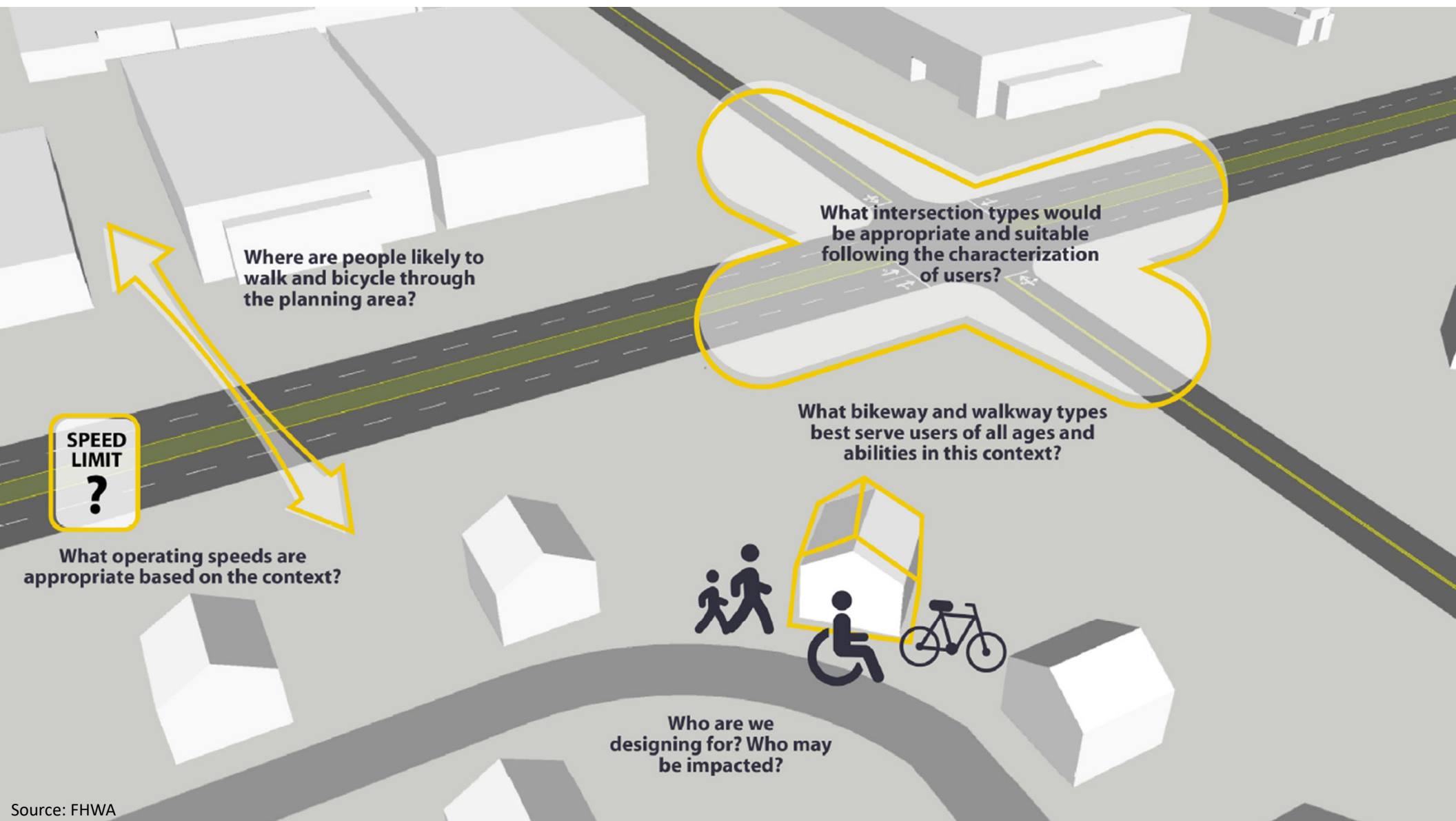


Source: FHWA

- Consider context
- Develop a continuous network
- Install consistently-placed features for accessibility



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Where are people likely to walk and bicycle through the planning area?

**SPEED LIMIT**  
**?**

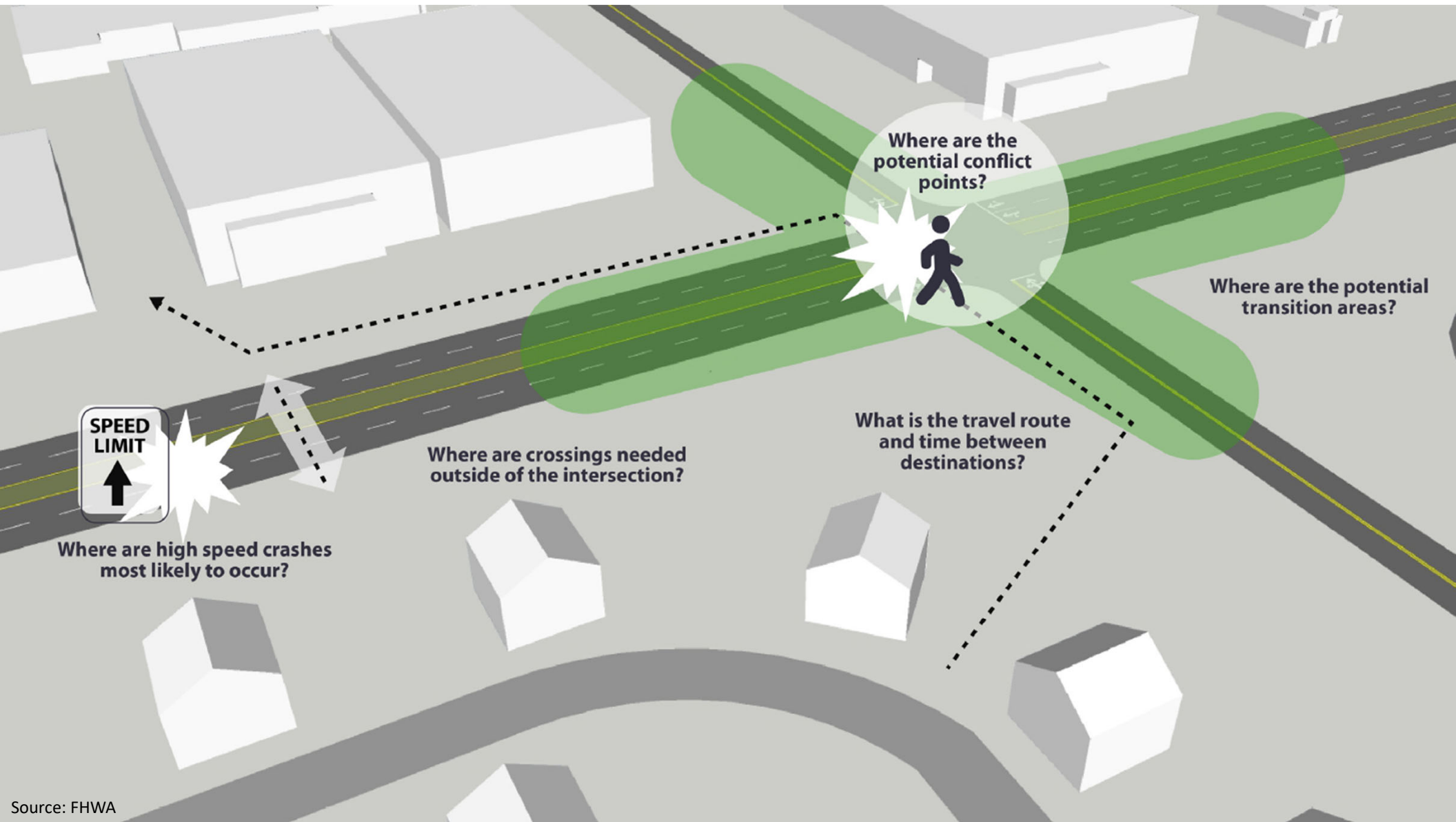
What operating speeds are appropriate based on the context?

What intersection types would be appropriate and suitable following the characterization of users?

What bikeway and walkway types best serve users of all ages and abilities in this context?

Who are we designing for? Who may be impacted?





# Priority Design Features

- **Sidewalks and Crosswalks**

- Crossings with minimal turn radii and at shortest paths
- Crosswalk visibility enhancements at uncontrolled crossings

- **Refuge Islands**

- Storage space in median for wheelchair users, bicyclists, and groups of pedestrians
- Push buttons in median to facilitate two-stage crossings

- **Bikeways and Bike Crossings**

- Green colored pavement to indicate conflict points and
- Clear markings and signs at transitions

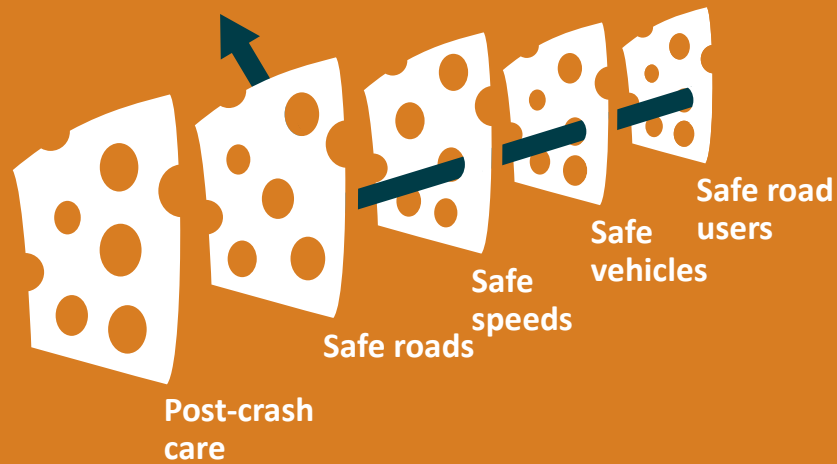
- **Traffic Signals and Beacons**

- Signals or PHBs for multilane approaches (i.e., channelized dual-turns)
- LPI, and APS to address needs for pedestrians with low or no vision
- Longer WALK phases to allow people to cross wide intersections in one stage
- No Right on Red restrictions



# Create the Safe System Redundancy

The “Swiss Cheese Model” of redundancy creates layers of protection



Death and serious injuries only happen when all layers fail



# Leverage FAS Status to Effect Change

## ↳ Training & Technical Assistance

- **Focus Area countermeasure/strategy implementation** evaluation, guided self-assessments and maturity-capability reviews;
- **Data Analysis, action plan development and technical support** from initiation to implementation;
- **Training in several formats**, including in-person or virtual workshops, webinars, and various training materials;
- **Ongoing Support for a wide range of safety program activities**, including data collection, analysis tools and countermeasures.





# Examples from Past FAS Iterations

Pedestrians & Bicyclists	Intersections	Roadway Departures
<p><b>Designing for Pedestrian and/or Bicyclist Safety Workshops</b> Pinellas County FL (2008); Charlotte &amp; Durham NC (2019); San Antonio TX (2021)</p>	<p><b>Systematic Intersection Improvements</b> South Carolina (2010)</p> <p><b>Intersection Control Evaluation, Directive &amp; Deployment</b> California (2013); Georgia (2016)</p>	<p><b>Roadside Safety Design Courses (NHI) &amp; Seminars (RC)</b> Average 15 NHI courses per year; 6 virtual offerings in FY21 [FAS and non-FAS]</p>
<p><b>Pedestrian Safety Action Plans</b> Georgia DOT (2007); Arizona DOT (2009); NYC (2010)</p>	<p><b>Intersection Safety Implementation Plans</b> Tennessee (2007); South Carolina(2008); Louisiana (2008); Indiana (2011); New Jersey (2014); New York (2015)</p>	<p><b>Roadway Departure Safety Implementation Plans</b> Kentucky Transportation Cabinet (2010); South Carolina (FY10); California (2012); Alabama &amp; Oklahoma (2014); West Virginia (2019); Texas DOT's Atlanta, Beaumont, &amp; Lubbock Districts (2020); Update Louisiana (2020)</p>
<p><b>Pedestrian &amp; Bicycle Strategic Plan</b> Florida (2013)</p>		
<p><b>Pedestrian &amp; Bicycle Road Safety Assessments</b> Albuquerque NM (2014 &amp; 2016)</p>	<p><b>Innovative Intersections Workshops</b> Florida (2020)</p> <p><b>Workshops</b> Roundabouts - New Jersey (2019) Intersections - Tennessee (2019)</p>	
<p><b>Peer Exchanges</b></p>	<p><b>Peer Exchanges</b> (2016, 2018)</p>	<p><b>Peer Exchanges</b></p>

# For More Information

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Safety

About Office of Safety Programs Initiatives Resources Contact

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## Focused Approach to Safety



### Roadway Departure

HQ: Joe Cheung  
joseph.cheung@dot.gov  
202-366-6994

RC: Dick Albin  
dick.albin@dot.gov  
360-550-8804



### Intersections

HQ: Jeff Shaw  
jeffrey.shaw@dot.gov  
202-738-7793

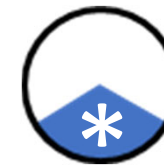
RC: Mark Doctor  
mark.doctor@dot.gov  
404-562-3732



### Pedestrians

HQ: Becky Crowe  
rebecca.crowe@dot.gov  
202-507-3699

RC: Keith Sinclair  
keith.sinclair@dot.gov  
667-219-0096



### Bicycles

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rebecca.crowe@dot.gov  
202-507-3699

RC: Brooke Struve  
brooke.struve@dot.gov  
720-237-2745

<https://highways.dot.gov/safety/other/focused-approach-safety>

Questions?

