



**AAMPO**

**Federal Highway Administration (FHWA)  
Focused Approach to Safety Program (FAS) and  
Upcoming FHWA Training Opportunities**

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## Overview of the FHWA Focused Approach to Safety (FAS) Program

Since 2004, FHWA has used the Focused Approach to Safety (FAS) to identify areas of opportunity and to offer priority assistance to select Focus States toward reducing fatalities and serious injuries on the Nation's highways.

### Recent Updates to FAS:

- Instead of Cities (current FAS), identify Regions/MPOs for Intersections, Pedestrians and Bicycle Focus Areas
- Bicyclists and pedestrians are being treated as separate categories.
- Developed Safety Performance Function Models
  - Used travel extent and population for exposure
  - For Peds & Bikes, used Scalable Risk Assessment Model (SCRAM) to develop statewide and regional/MPO miles-walked and miles-biked
- Developed Equity Metric
- Established Screening Criteria

## Why was AAMPO chosen as a FAS MPO?

A Focus Region/MPO must meet or exceed all 3 of the following to be selected:

1. Fatalities Delta
  - Net difference between observed and predicted
2. Fatalities Ratio
  - Ratio of observed to predicted
3. Fatalities Equity
  - For People of Color, both the Proportion of Focus Area Fatalities and the Proportional Ratio of Focus Area Fatalities and Population

## Why was AAMPO chosen as a FAS MPO?

A Focus Region/MPO 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

Table 1. Focus Area Metrics

Metric	Threshold
Fatalities Delta	≥ 20 fatalities (at least 20 more than predicted)
Fatalities Ratio	≥ 1.1 (at least 10% higher than predicted)
Fatalities Equity	Equity Proportion > Median Average Value (out of 50 states, DC, and PR) OR Equity Ratio > 1

## Tailored Technical Assistance and Monitoring

As with past iterations of the FAS, FHWA offers priority access to assistance through several different options, such as:

- **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.

## Tailored Technical Assistance and Monitoring

- FHWA subject matter experts for the focus areas and their Division Office staff discuss with and provide to the Focus States technical assistance that is instrumental in reducing fatalities and serious injuries in the specific focus area.

## Examples from Past FAS Iterations

- Designing for Pedestrian and/or Bicyclist Safety Workshop (Alamo Area MPO, 2021)
- Pedestrian Safety Action Plans
- Pedestrian & Bicycle Strategic Plan
- Pedestrian & Bicycle Road Safety Assessments
- Peer Exchanges

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## AAMPO FAS Program Goals

Priority (Low, Medium, High)	Possible Needs	Type of Need	Anticipated Timeframe
High	Overseeing development of a pedestrian and bicyclist safety action plan with regional safety goals and targets (PBSAP)	Future AAMPO Program Goal	TBD
High	Conduct Pedestrian Safety Action Plan (PSAP) Training/Workshop	Training/Workshop	TBD
High	Conduct Road Safety Audits (RSAs) according to high crash corridors identified in the PBSAP	Future AAMPO Program Goal	Dependent of the PBSAP Timeline
High	Executive-level briefings	Training/Workshop	Spring 2023

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## AAMPO FAS Program Goals

Priority (Low, Medium, High)	Possible Needs	Type of Need	Anticipated Timeframe
Medium	Designing for Pedestrian Safety 201 & Ped-Bike Signals Module	Training/Workshop	Spring 2023
Medium	Complete Streets Course	Training/Workshop	Fall 2023
Medium	Equity Course	Training/Workshop	Fall 2023
Medium	Expand safety work with schools, primary, secondary, community colleges.	Future AAMPO Program Goal	Winter 2024 - Winter 2025
Medium	Work with partner agencies to design better facilities and incentivize making more comfortable facilities for pedestrians.	Future AAMPO Program Goal	TBD
Medium	Expand options for safety data analysis and visualization*	Future AAMPO Program Goal	TBD

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## AAMPO FAS Next Steps: Designing for Pedestrian Safety Training – March 2023

- **FHWA will be delivering the *Designing for Pedestrian Safety 201 (DPS 201)* course on *March 21 and 22*.**
- DPS 201 focuses on pedestrian safety countermeasures and details about their effectiveness and intended use.
- Agencies can select modules in advance to build a course that is tailored to their needs and interests.
  - A few examples of possible modules include curb extensions, Leading Pedestrian Intervals (LPIs), road diets, roundabouts, and work zones.

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## AAMPO FAS Next Steps: Designing for Pedestrian Safety Training – March 2023

- This year's DPS 201 will also include the pilot delivery of the new FHWA Pedestrian and Bicyclist Signals Module.
- This new module will cover application criteria, design specifications, special considerations, and example applications of pedestrian and bicycle signals.

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## Questions?

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