

Safe Roads Initiative

This document provides an overview of how the Ohio Department of Transportation used AASHTOWare Safety to support the agency's efforts in meeting the USDOT Safe Roads Initiative.

Process Overview

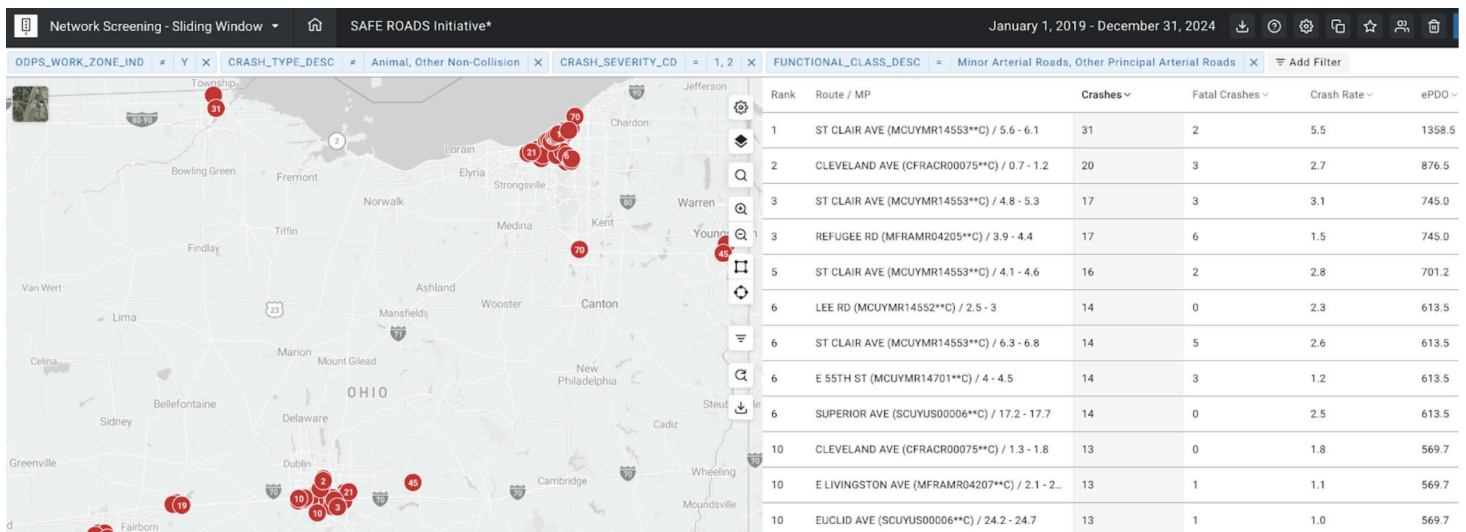
Ohio DOT used AASHTOWare Safety to comply with the U.S. Department of Transportation's National Safe Roads Initiative by quickly developing, sharing, and implementing a data-driven priority list of high-risk non-freeway arterial segments and intersections. The same system was also used to track progress through study, funding, and reporting.

The Safe Roads Initiative, issued by USDOT in July 2025, required State DOTs to identify arterial locations with the highest safety, operational, or compliance concerns and submit this within 60 days. It was also required to develop a plan that addresses these areas by the end of Fiscal Year 2026. The initiative specifically prioritized non-freeway arterials, where more than 50% of roadway fatalities nationwide occur. In Ohio, 45% of all fatalities and serious injuries occur on arterial roads, often within city limits, making this focus directly aligned with existing state safety priorities.

Developing Priority Lists with AASHTOWare Safety

Ohio DOT developed its required priority list using AASHTOWare Safety's Network Screening - Sliding Window application. The screening was configured to focus exclusively on arterial roadways using .5-mile sliding windows and included intersection crashes along each corridor.

Ohio used crash data from 2019 through 2024, filtered out animal, work zone, and non-collision crashes, and limited the analysis to fatal and serious injury crashes. Locations were ranked based on total crash counts. This approach allowed Ohio to identify continuous high-risk arterial corridors and ensured the results aligned with the federal initiative's intent.



(The Network Screening Ohio used to develop the priority list to fulfill the federal Safe Roads Initiative requirements)

Identifying High-Risk Locations with AASHTOWare Safety

Ohio DOT developed its required priority list using AASHTOWare Safety's Network Screening - Sliding Window application. The screening was configured to focus exclusively on arterial roadways using .5-mile sliding windows and included intersection crashes along each corridor.

Ohio used crash data from 2019 through 2024, filtered out animal, work zone, and non-collision crashes, and limited the analysis to fatal and serious injury crashes. Locations were ranked based on total crash counts. This approach allowed Ohio to identify continuous high-risk arterial corridors and ensured the results aligned with the federal initiative's intent.

Statewide Distribution and Transparency

Once the priority list was developed, Ohio DOT distributed it to districts for review and then posted it publicly in September. The screening was shared directly within AASHTOWare Safety to more than 900 users statewide. This allowed districts and local partners to interact with the data, review the locations themselves, and understand exactly how the list was created. This transparency supported coordination with local agencies.

After finalizing the list, Ohio DOT moved immediately into implementation. Districts were offered funding for two safety studies each and were asked to coordinate with local governments to identify priority locations from the screening results. Proposed study locations were gathered between October and December 2025. In January 2026, consultants were assigned and studies initiated.

SAFE ROADS PLAN



**Develop
Priority List
using
AASHTOWare
Safety**



**Distribute to
Districts**



**Coordinate
with Locals**



Fund Studies



**Recommend
Safety
Improvements**



**Prioritize
Funding**

(Ohio DOT's Safe Roads Plan)

Timeline and Reporting

These studies are scheduled to be completed in the fall of 2026, aligning with Ohio's next funding application cycle. The identified locations will be prioritized in funding decisions, and Ohio DOT will report progress to FHWA at the required intervals. Within months of identifying high-risk locations, Ohio DOT had allocated funding, engaged local partners, and launched safety studies. This turned federal data requirements into action to address the state's problem roadways.

AASHTOWare Safety supported the Ohio DOT's ability to meet the Safe Roads Initiative requirements by providing a consistent, data-driven framework for identifying, sharing, and advancing priority arterial safety locations. Ohio plans to use the tool to continue supporting statewide alignment and ongoing tracking as the Safe Roads Initiative moves from identification to implementation.

More information on this topic can be found below:

- https://ops.fhwa.dot.gov/memorandum/Governors_Safe_Roads.htm
- <https://youtu.be/ZCVtvIGGT0c?si=uCHRJ5S7N3SHpoUy>
- <https://www.transportation.ohio.gov/traveling/safety>



Program Focus Areas

Safe Roads Initiative

US DOT

Arterial Roads



Related Safety Processes

- [Creating District Safety Plans in Crash Query](#)
- [Local Road Safety Action Plan](#)

To view all Safety Process Documentation, go to numetric.com/safetyprocesses



AASHTOWare Safety Applications

Network Screening - Sliding Window

Available with AASHTOWare Safety Segment Analytics

Available with AASHTOWare Safety Intersection Analytics



More Information

For more information regarding this process, please email success@numetric.com



Required Data

In order to implement this process in your organization, the following data is required:

- Crash Data
- Roadway Data



Implementation Effort

Implementing this safety process requires **moderate** effort to develop and implement.

Assuming an agency has an existing, configured AASHTOWare Safety instance and all required data, implementation should require between **4-6 weeks**.