USDOT SAFE ROADS IN ACTION:
State DOT Submissions at a Glance

As of November 14, 2025

Alabama

The Alabama Department of Transportation (ALDOT) submitted a SAFE ROADS response describing an in-progress effort to build a new data-driven system for identifying and prioritizing high-injury, high-fatality corridors on the non-freeway arterial network. The agency highlighted Strategic Highway Safety Plan (SHSP) emphasis areas – reducing roadway departure, intersection, and pedestrian/bicyclist crashes – and reported reviewing arterial right-of-way for Manual on Uniform Traffic Control Devices (MUTCD) compliance, with limited issues found. Coordination occurred with Metropolitan Planning Organizations (MPOs), and future actions include developing a prioritized arterial list, targeting severe crash patterns, and aligning investments for delivery by the end of Federal Fiscal Year (FFY) 2026.

Alaska

The Alaska Department of Transportation and Public Facilities submitted a data-driven SAFE ROADS package of more than 200 non-freeway arterial segments and intersections – grouped into High-Crash Corridors (120+ roadways), Bridge Constraints (30+ bridges), Freight Bottlenecks (60+ locations), and 10 identified congestion hotspots – to be planned, programmed, or implemented by the end of FFY2026. Primary near-term countermeasures include enhanced pavement markings, rumble strips, high-friction surface treatments, intersection geometry fixes (roundabouts/turn lanes), lighting and pedestrian upgrades, and targeted bridge/load improvements. Delivery will leverage Highway Safety Improvement Program (HSIP), Statewide Transportation Improvement Program (STIP) and local/state funding, use internal milestones and a public Geographic Information System (GIS) dashboard for tracking, and coordinate with MPOs and freight stakeholders to reduce fatalities, serious injuries, and congestion.

Arizona

The Arizona Department of Transportation submitted a coordinated statewide list of arterial projects with planned improvements at 56 locations, developed in cooperation with the state's Councils of Government and Metropolitan Planning Organizations for the SAFE ROADS initiative. Of these, 45 projects are linked to the Highway Safety Improvement Program (HSIP) or the Vulnerable Road User (VRU) Safety Assessment, with others originating from local and regional priorities. Planned improvements include roadway lighting, passing lanes, raised medians, pedestrian hybrid beacons (PHBs), rectangular rapid flashing beacons (RRFBs), driver feedback signs, intersection and corridor lighting, left turn lanes, new and upgraded traffic signals, pedestrian refuge islands, flashing yellow arrows, flashing stop signs, transverse rumble strips, and general roadway widening. These projects span both urban and rural principal and minor arterials and target reductions in roadway departure crashes, intersection crashes, and pedestrian/bicyclist fatalities, with completion anticipated by the end of FFY2026.

Arkansas

The Arkansas Department of Transportation's SAFE ROADS submission targets arterial roadway departure countermeasures (e.g., cable median barrier, high friction surface treatment (HFST)), intersection improvements (e.g., roundabouts, geometry modifications, retroreflective signal backplates), and VRU enhancements (e.g., crosswalk visibility enhancements, pedestrian refuge islands, RRFBs, PHBs, leading pedestrian intervals (LPIs), sidewalks, and lighting) across multiple counties to address safety challenges through FFY2026.

California

The California Department of Transportation (Caltrans), working with 18 MPOs, submitted a SAFE ROADS location list of non-freeway arterial segments and intersections for improvements to be completed in FFY 2026, prioritizing safety countermeasures (e.g., pavement markings, shoulder widening at curves, median barrier, roundabouts, protected turn phasing, lighting, sidewalks, and pedestrian crossing improvements), including the installation of a temporary mini roundabout. Caltrans is also planning operational/traffic management enhancements (transportation management system upgrades, intersection improvements) across urban and rural corridors.

Colorado

The Colorado Department of Transportation (CDOT) submitted a prioritized list of arterial segments and intersections – covering safety, operations, and compliance concerns – and committed to implementing improvements by the end of FFY2026. Planned improvements across the State and local system include pedestrian and bicyclist enhancements, intersection traffic control, intersection geometry, access management, lighting, and Intelligent Transportation Systems (ITS) enhancements. CDOT also noted planned activities of developing local road safety plans and conducting road safety audits (RSAs) across multiple regions and local MPOs.

Connecticut

The Connecticut Department of Transportation (CTDOT) conducted an analysis to identify intersections and segments that experienced the highest safety needs on both State and municipally owned roads. CTDOT, in coordination with their MPOs, submitted 86 projects that deploy FHWA Proven Safety Countermeasures (PSCs) (such as LPIs, backplates with retroreflective borders, crosswalk visibility improvements, signing enhancements, and lighting) to be completed by the end of FFY2026. CTDOT included non-infrastructure initiatives in their submission, most notably their traffic incident management training they provide first responders, which has reduced highway incident clearance times by over 15 percent, reducing the risk to first responders, the likelihood of secondary crashes, and delays experienced by the travelling public.

Delaware

The Delaware Department of Transportation (DelDOT) submitted a data-driven arterial safety package focused on improving high-risk intersections across New Castle, Kent, and Sussex counties which were identified through their HSIP network screening analyses based on crash history, severity, and roadway characteristics. Under the SAFE ROADS initiative, DelDOT has prioritized improvements at 28 intersections in which they intend to complete work on within FFY2026–

FFY2027 timeframe. In addition to their HSIP funds, DelDOT has allocated State funding to more rapidly reduce fatal and serious injury crashes.

District of Columbia

The District Department of Transportation (DDOT) submitted a list of 68 arterial locations from their High Injury Network (HIN), which accounts for nearly 50 percent of all fatal and injury crashes but only makes up approximately five percent of their total roadway mileage. The list includes corridor improvements, maintenance activities, and additional intersection projects that will complete the planning, design, or construction phase by the end of FFY2026. In addition to the list, DDOT's annual safety program (ASAP) deploys rapid-implementation safety improvements at targeted intersections and corridors.

Florida

The Florida Department of Transportation (FDOT)'s SAFE ROADS submission includes MPO-prioritized arterial safety projects derived from the State's Five-Year Work Program, with projects focused on lighting, pedestrian safety, sidewalks, crosswalks, signaling, and other safety enhancements. The package references FDOT's Target Zero policy, Safe System Approach (SSA) alignment, and coordination with 27 MPOs, and notes management of arterial safety through the SHSP lens. In addition, FDOT noted that the Florida legislature strengthened the agency's authority to enforce MUTCD compliance, providing them the ability to withhold state funds if needed.

Georgia

The Georgia Department of Transportation (GDOT)'s SAFE ROADS submission centers on a data-driven HSIP-aligned package of 51 arterial and intersection safety investments programmed through FFY2026 that enhance safety, strengthen the economy, and improve mobility for all users. Project work types include intersection improvements, roundabouts, pedestrian facilities and crossings, median work, curve treatments, all-way stop control and ITS/management improvements. Through these projects, GDOT aims to apply PSCs, leverage technology and innovation, and accelerate project delivery to maximize every safety investment.

Hawaii

The Hawaii Department of Transportation's SAFE ROADS submission provides a data informed, multimodal safety program that targets nonfreeway arterials, high injury corridors, and priority pedestrian corridors across the State with projects scheduled to be designed or constructed by the end of FFY2026. The submission couples corridor level planning with discrete infrastructure projects (traffic signal modernization, guardrail/shoulder upgrades, pavement markings and milled rumble strips, lighting, and intersection improvements) and a strong active transportation emphasis (bike lanes, shared use paths, sidewalks, raised crosswalks, RRFBs with actuated streetlights, and other pedestrian crossing enhancements) to reduce fatalities and serious injuries.

Idaho

The Idaho Transportation Department's SAFE ROADS submission highlights a safety-driven list of arterial construction projects programmed in FFY2026 from the Idaho Transportation Investment

Program. The submittal focuses on arterial safety improvements across the state highway system and local roads, emphasizing corridor and intersection treatments aligned with the HSIP. These projects will include roadway widening, the addition of paved shoulders, enhanced pavement markings, curve treatments, intersection improvements, lighting, sidewalks, high-visibility crosswalks, and RRFBs.

Illinois

The Illinois Department of Transportation (IDOT)'s SAFE ROADS response presents a comprehensive, data-driven program aimed to reduce distractions and improve arterial safety, leveraging the state's SHSP, VRU Safety Assessment, and recent policy actions under the Zero Traffic Fatalities Task Force. IDOT's submittal outlines a mix of engineering, enforcement and education countermeasures, including intersection improvements (roundabouts, signal modernization, left-turn treatments), roadway departure treatments (shoulder and median improvements), VRU enhancements (pedestrian/bicycle facilities), speed-management policy implementation and enforcement, and coordinated MPO-level Comprehensive Safety Action Plans and outreach campaigns to reduce distracted driving.

Indiana

The Indiana Department of Transportation's (INDOT)'s SAFE ROADS submission centers on urban/suburban arterial countermeasures. Each year, INDOT conducts comprehensive safety and mobility screenings of the entire state highway network and uses the results to compile the Top 50 Corridor list. The list is also used by in-house maintenance forces to make improvements on corridors with high crash severity as part of a rapid deployment program. Projects from the Top 50 Corridor list as well as submissions from MPOs were included. Implementation measures include raised/non-traversable medians, roundabouts, median U-turns, and displaced left-turn intersection conversions, pedestrian facility upgrades, traffic signal modernization and ITS/Advanced Transportation Management Systems (ATMS) deployments, and targeted low-cost systemic treatments such as rumble strips, signage and pavement markings.

Iowa

The Iowa Department of Transportation and the State's MPOs emphasize data-driven, systemic safety actions in their SAFE ROADS response. Arterial project types programmed to be constructed in FFY2026 include paved shoulders and rumble strips, intersection improvements (left turn lane extensions, roundabouts, Reduced Conflict Intersections), ITS solutions (dynamic traffic routing, conflict monitoring), pedestrian crossings and RRFB/PHB devices, and local systemic, low-cost countermeasures guided by potential for crash reduction and local and District road safety plans.

Kansas

The Kansas Department of Transportation's SAFE ROADS submittal references projects from their FFY2026 letting list, with a focus on projects identified through a data-driven safety analysis process on both the State and local system. Projects include lighting, school crossing improvements, guardrail, sign/striping updates, and clear zone improvements. In addition, KDOT will initiate a new High Risk Urban Roads (HRUR) program, which provides funding to local agencies to systemically treat stop-controlled intersections with modernize signing and markings to enhance safety. Lastly, KDOT has committed to bolster maintenance efforts to maintain vegetation and remove distractions from the right-of-way of state corridors.

Kentucky

Kentucky's SAFE ROADS submission highlights partnering efforts across multiple agencies to prevent deaths and serious injuries through implementation of the Safe System Approach. Kentucky is partnering with local law enforcement to increase seat belt use in rural communities, developing local road safety plans for multiple communities, as well as State and Local speed management action plans. KYTC completed more than 250 VRU road safety assessments in high-opportunity communities, which are used to guide investments in both safety projects and the broader portfolio. In addition to these and other safety initiatives, improvements at arterial locations include Restricted Crossing U-Turn intersections (RCUTs), diverging diamond interchanges, turbo roundabouts, bike/pedestrian facilities, signing, and signal timing, with partnerships across local agencies and enforcement efforts.

Louisiana

As part of the SAFE ROADS national initiative and in collaboration with their HSIP efforts, the Louisiana Department of Transportation and Development (LADOTD) launched a statewide, data-driven arterial safety effort focused on improving visibility and retro-reflectivity across prioritized rural and urban non-freeway arterials. Under this initiative, LADOTD will prepare plans and program projects by the end of FFY2026 to install enhanced pavement-markings, targeting roughly 200 centerline miles of roadway, to increase nighttime/daytime lane visibility and reduce roadway departure and intersection crashes. These low-cost, quick-turnaround countermeasures aim to optimize safety funds and address routes that collectively experienced over 4,500 fatal and injury crashes over the past five years.

Maine

The Maine Department of Transportation's SAFE ROADS submission emphasizes using data-driven safety analysis to identify both systemic and spot arterial safety projects, with many efforts already in the implementation phase or expected to be under construction by the end of FFY2026. Planned work highlights statewide centerline and shoulder rumble striping efforts, as well as center and edge line retro-reflectivity enhancements. Spot and corridor projects include roundabouts, signal installations, left-turn lanes and other intersection geometry corrections, high-visibility pedestrian crossings and RRFB installations, and sidewalk and curb ramp installations.

Maryland

The Maryland Department of Transportation's SAFE ROADS submission presents a data-driven, multimodal arterial safety program closely aligned with statewide plans (including the Pedestrian Safety Action Plans). The list of locations to be advertised for construction or completed by FFY2026 emphasizes pedestrian and intersection safety investments – sidewalks, roundabouts and intersection reconstructions, targeted geometric and sight-distance improvements, signal installations, and traffic barrier/guardrail installation.

Massachusetts

Massachusetts Department of Transportation (MassDOT) developed their SAFE ROADS submission by using a two-part process. First, they reviewed all projects on the Statewide Transportation Improvement Program and Capital Investment Program that will be advertised within FFY2026 and selected top crash arterial locations based on their MassDOT Safety Analysis Tool. MassDOT also reviewed their top ranked intersection crash clusters and selected those that will be advertised or under construction within FFY2026. After coordinating with MPOs, the final submission resulted in projects that include intersection improvements, roadway reconstruction, pavement resurfacing, and sign replacement.

Michigan

The Michigan Department of Transportation (MDOT)'s SAFE ROADS list targets 36 arterial segments and intersections that demonstrate a specific fatal or serious injury crash pattern or risk of future fatal or serious injury crashes based on predictive analysis. MDOT will implement proven safety treatments that correspond to those identified crash locations and trends. MDOT has also incorporated the Safe System Approach in their SHSP with a mission of applying it through statewide strategies and initiatives.

Minnesota

The Minnesota Department of Transportation (MnDOT)’s SAFE ROADS submission identified 61 projects with letting dates up to state fiscal year 2026 in which road user safety was the primary purpose, including HSIP projects and improvements for segments, intersections, and vulnerable road users. Projects include roundabouts and intersection upgrades, interchange grade separations, J-turn conversions, districtwide rumble/edge line striping and chevron signs, and pedestrian/bicycle facility improvements. In addition, MnDOT works with local partners to advance implementation of the Safe System Approach through their Statewide Multimodal Transportation Plan, as well as District, Regional, County and Tribal Safety Plans.

Mississippi

Mississippi’s SAFE ROADS submission applied safety data and analysis to prioritize arterial and intersection safety projects most critical for development. Planned FFY2026–FFY2028 projects prioritize access management and conflict point reduction and include corridor conversions (systemic conversion of open median section to superstreet), RCUTs and directional medians, center line rumble strips, raised medians, targeted intersection improvements, pedestrian sidewalk and crosswalks, signal upgrades, and a mix of low-cost systemic countermeasures.

Missouri

The Missouri Department of Transportation's SAFE ROADS submission was created from a well-established planning framework, including the STIP, HSIP implementation plan, local public agency projects lists, and MPO input. Typical planned measures include roundabouts and geometric intersection realignments, added turn lanes and medians, signal upgrades and striping improvements, sidewalk and curb ramp upgrades, rumble-strip installations, targeted pavement and signage upgrades, and systemic low-cost countermeasures implemented through district and local partnerships to maximize fatal and serious-injury reductions.

Montana

The Montana Department of Transportation (MDT)'s SAFE ROADS submission outlines a data-driven, HSIP-aligned arterial safety program with projects prioritized for end of FFY2026. The list includes safety improvements on key rural and urban arterials, designed to reduce crashes and improve corridor safety for passenger vehicles, commercial vehicles, pedestrians, and bicyclists. Notable projects include intersection improvements, curve treatments, and pedestrian enhancements. All projects are currently approved in the 2025-2029 STIP and are ready for delivery in FFY2026, underscoring Montana's commitment to data-driven prioritization and coordinated delivery with MDT districts, MPOs, and SHSP partners.

Nebraska

The Nebraska Department of Transportation (NDOT)'s SAFE ROADS response emphasizes a data-driven approach to arterial safety, noting that urban arterials account for roughly 91 percent of the State's VRU crashes and that design policies are being updated to prioritize sidewalks, safer crossings, and more consistent incorporation of bikeways. NDOT highlights ongoing and planned investments such as roundabout conversions at select intersections identified through crash-based analysis and cost-benefit evaluation to reduce right angle and severe injury crashes. The submission describes strong partnerships with the Metropolitan Area Planning Agency (Omaha MPO) and other local agencies to translate safety data into prioritized projects and indicates several projects are slated for construction in FFY2026 to advance multimodal accessibility and reduce fatalities and serious injuries.

Nevada

The Nevada Department of Transportation's SAFE ROADS submittal focuses on multimodal corridor and intersection investments across the state based on network screening and local analyses to prioritize locations for pedestrian, bicycle, intersection, and roadway-departure countermeasures. The submission ties a broad set of planned and programmed projects in the FFY2026 STIP to improve safety and operations, including bridge repairs, preservation, passing lanes, and roadway widening, sidewalks, curb ramp upgrades, pedestrian refuge islands, high visibility crosswalks, and walk audits near schools, bicycle facilities, roundabouts, traffic signal modernization and ITS deployments, signing and pavement marking upgrades, and lighting enhancements.

New Hampshire

The New Hampshire Department of Transportation (NHDOT)'s SAFE ROADS plan aims to improve safety on non-freeway arterials statewide with projects through FFY2026. Using the ten-year Transportation Improvement Plan and the Governor's Advisory Council on Intermodal Transportation prioritization (with input from MPOs and regional planning commissions), the plan targets high impact projects such as guardrail replacements and installations, pavement marking upgrades, rumble strips, and intersection treatments (all-way stops, upgraded signals, roundabouts). Pedestrian and bicycle enhancements (sidewalks, high-visibility crosswalks, multimodal facilities) are included, along with RSAs to identify countermeasures at key intersections. Behavioral safety efforts including speed management, distracted-driving campaigns, and a Highway Fatality Summit complement data-

sharing improvements to better target investments and speed project delivery, aligning with the goal to eliminate fatalities and serious injuries on arterials.

New Jersey

The New Jersey Department of Transportation (NJDOT) response commits the State to the national SAFE ROADS initiative and centers on a focused, data-driven effort to improve safety on non-freeway arterials. NJDOT identified 10 high priority arterial segments and intersections with documented safety and operational concerns. These corridors accounted for four fatalities, 27 serious injuries, and 238 other injuries from 2020–2022. NJDOT committed to coordinating with FHWA to track delivery and is working through the State's recently created Target Zero Commission to advance statewide efforts to eliminate traffic deaths and serious injuries.

New Mexico

The New Mexico Department of Transportation, working with multiple MPOs, submitted a targeted list of non-freeway arterial safety projects currently in design or construction phases. The package commits to deploying proven countermeasures including roadway widening, paved shoulders, rumble strips, enhanced pavement markings, curve treatments, intersection improvements, automated signal timing, sidewalks, shared use paths, lighting, high-visibility crosswalks, and RRFBs by FFY2026.

New York

The New York State Department of Transportation's SAFE ROADS submission details a statewide, MPO-coordinated arterial safety program approved in the STIP for completion by the end of FFY2026. Planned projects include systemic sign replacement on rural arterials to improve retro-reflectivity and horizontal curve delineation, a high-visibility signal upgrade package to address crash-prone intersections along a corridor, and installation of centerline audible roadway delineators on high-speed undivided roads. Additional work involves replacement of a signalized intersection with a modern roundabout to improve safety and operations. These targeted investments combine systemic countermeasures with site-specific geometric and operational improvements, all selected through a data-driven process to reduce roadway departure, intersection, and VRU crash risks.

North Carolina

The North Carolina Department of Transportation's response to the SAFE ROADS initiative resulted in a screening of its ~10,000 miles of non-freeway arterials, focusing on fatal and serious injury crashes involving non-motorists, lane departure, frontal impacts, or congestion. Focused reviews for speed, lane-departure, and non-motorist crashes will occur in 2026 on over 3,000 miles and 650 spot locations. Planned work in FFY2026 includes systemic treatments (centerline/edge line rumble strips, long-life pavement markings), corridor intersection fixes (roundabouts, all-way stops, turn lanes), pedestrian crossing and curb ramp upgrades, signal hardware/software upgrades and large-scale signal retiming.

North Dakota

The North Dakota Department of Transportation's SAFE ROADS submission builds on the State's Vision Zero initiative that includes many partners working together to advance a data-driven

comprehensive approach to safety. NDDOT shared non-freeway arterial projects that were selected through the HSIP solicitation process that will be addressed by the end of FFY2026. Projects include a roundabout and multiple left-turn lane realignments.

Ohio

The Ohio Department of Transportation's SAFE ROADS approach centers on publishing a list of the top 100 arterials for fatalities and serious injuries. ODOT encouraged District offices and local governments to study these locations, recommend safety improvements, and apply for safety funding for ODOT (where recommendations will be given priority in the safety application process). In addition, ODOT will continue to focus on arterials through existing initiatives including investment in the development and construction of 130 projects on non-freeway arterials via ODOT's safety program, the systemic safety application program for pedestrian and roadway departure crashes, target speed pilot program and context classification guide.

Oklahoma

The Oklahoma Department of Transportation in coordination with their MPOs submitted a broad list of arterial projects to be completed by the end of FFY2026. Project types include resurfacing and pavement rehabilitation, targeted intersection modifications and ITS/signal improvements (including curb ramp upgrades and left-turn phase additions), pavement marking and signage programs, guardrail and end-terminal upgrades, and pedestrian and school-crossing enhancements.

Oregon

The Oregon Department of Transportation submitted a comprehensive, data-driven SAFE ROADS response built on a 10-year crash analysis (2014–2023) showing that arterials account for roughly 60% of all crashes in Oregon, with rural high-speed corridors (posted 55 mph or higher) and curves significantly overrepresented in fatal crashes. The plan highlights multiple programs and tools, including the updated HSIP Implementation Plan, the VRU Safety Assessment, the Vulnerable User Crash Response program, the Safety Quick Fix program, the Great Streets multimodal corridor program, and a Heat Map screening tool to identify overlapping high-priority needs. Key strategies target VRU safety improvements, low-cost quick-build fixes, corridor upgrades, speed-zoning methodologies, and MPO collaboration through arterial safety workshops.

Pennsylvania

The Pennsylvania Department of Transportation (PennDOT)'s SAFE ROADS submission includes HSIP projects that will be worked on during FFY2026 and were selected in coordination with Metropolitan and Rural Planning Organizations. Project types include corridor safety improvements, roundabouts, rumble strips, high-friction surface treatments, and targeted congestion relief projects. PennDOT also highlights SHSP efforts to reduce fatalities and serious injuries through engineering, enforcement, and education.

Puerto Rico

The Puerto Rico Highway and Transportation Authority's (PRHTA) SAFE ROADS Compliance Report outlines a data-driven, coordinated approach that identifies targeted roadway segments,

prioritized investments, and aligns proposed improvements with Puerto Rico's SHSP emphasis areas. The PRHTA submission includes a prioritized list of non-freeway arterial segments and intersections where systemic safety improvements will be implemented between FFY2025 – FFY2029 using either State resources or federal HSIP funds. Countermeasures include RRFBs and raised crosswalks, roadway lighting, speed management treatments, retroreflective backplates, and roundabout conversions. Additional systemic treatments – rumble strips, high-friction surfaces – address roadway departures, while monitoring and evaluation will ensure reductions in fatalities and serious injuries across multimodal networks.

Rhode Island

The Rhode Island Department of Transportation (RIDOT)'s SAFE ROADS submission emphasizes systemic, data-driven safety improvements on non-freeway arterials. The agency uses a risk-scoring approach (based on crashes involving fatal or serious injuries) to prioritize projects and distribute funding via a five-year rolling average of crashes across Intersections, Roadway Departure, and VRU emphasis areas. Projects span across multiple towns and include enhancements such as pedestrian crossings, RRFB/PHB devices, guardrail updates, sidewalk and curb improvements, and targeted intersection improvements to reduce fatal and serious-injury crashes, aligned with the SHSP objective to move highway deaths toward zero.

South Carolina

The South Carolina Department of Transportation (SCDOT)'s SAFE ROADS response emphasizes a data-driven, statewide approach to arterial safety – focused on reducing roadway departure, intersection, and vulnerable-user fatalities and serious injuries. The State leverages its Rural Road Safety Program and HSIP data-driven processes (including prioritization processes for intersections, VRUs, and RSAs) to select high-risk segments and intersections. SCDOT included projects that will either be planned or underway by the end of FFY2026. SCDOT allocates substantial annual safety funding through blended state and federal sources and uses formal prioritization directives and RSA processes to ensure the most cost-effective countermeasures are advanced to construction.

South Dakota

The South Dakota Department of Transportation's SAFE ROADS response highlights their comprehensive approach to safety. The agency emphasizes SHSP implementation, systemic safety improvements, data-driven decision making, and public engagement education. Projects that will be addressed by the end of FFY2026 include urban corridors, rural arterials, and intersections selected based on crash data, traffic volumes, predictive analysis and systemic risk factors. Improvements will include deployment of PSCs such as intersection modification, rumble strips, high visibility crosswalks, signal upgrades, high visibility enforcement, and access management strategies.

Tennessee

The Tennessee Department of Transportation (TDOT)'s SAFE ROADS submission covers arterial segments statewide identified through HSIP and Spot Safety Program criteria that will be let to construction by the end of FFY2026. Projects are delivered through TDOT's Integrated Project Delivery process and in coordination with MPOs, law enforcement, FHWA, and other partners through the SHSP and project planning process with the goal of achieving measurable reductions in

fatalities and serious injuries. These projects will include roadway widening, the addition of paved shoulders, enhanced signing and pavement markings, curve treatments, medians, intersection improvements, lighting, sidewalks, high-visibility crosswalks, RRFBs, PHBs, and LPIs.

Texas

The Texas Department of Transportation (TxDOT)'s submission discusses how TxDOT's safety goals and projects align with SAFE ROADS national initiative and includes already completed projects, projects that will be completed by the end of FFY2026, as well as ongoing and future projects. Projects to be addressed in FFY2026 include interconnected traffic signals, roadway resurfacing, corridor lighting, raised medians, and a grade separation to reduce conflict points. In addition, TxDOT highlighted their crash data and safety analysis software, District Safety Plan Reviews and how they monitor and address VRU safety needs.

Utah

The Utah Department of Transportation (UDOT)'s SAFE ROADS submission includes 10 non-freeway arterial segments and intersections targeted for safety upgrades to be completed by the end of FFY2026. Sites were selected using their HSIP safety data analysis, which combines reactive crash screening, statewide systemic analyses including predictive models, and Intersection Control Evaluations to identify locations of highest need. Projects are prioritized by benefit/cost ratio and programmed in the STIP. Primary projects include treatments such as concrete median barrier, high-T intersection conversions, enhanced curve signage and delineation, lighting improvements, and raised medians. UDOT evaluates post-construction effectiveness using three years of after-period data to inform future safety planning.

Vermont

The Vermont Agency of Transportation's SAFE ROADS plan focuses on maintaining low-speed arterial and collector routes through enhanced safety treatments. Projects slated for FFY2026 include shoulder widening with added rumble strips on rural segments, installation of pedestrian crosswalks with RRFB signals near community centers, intersection reconfiguration to reduce conflict points, guardrail replacement and terminal upgrades, and pavement marking refreshment emphasizing edge and centerlines. The strategy includes a strong emphasis on bicycle and pedestrian infrastructure upgrades to support active transportation and school routes. Increased community engagement and safety awareness campaigns around impaired and distracted driving complement physical improvements.

Virginia

Virginia Department of Transportation's arterial safety program including 655 infrastructure improvement projects on arterials within safety need segments. Planned project types feature conversion of selected intersections to roundabouts and reduced-conflict designs, systemic unsignalized intersection treatments and curve delineation, expanded shoulders and guardrail improvements, and intersection signal upgrades with pedestrian countdown signals. Bicycle and pedestrian network expansion includes multiuse trails and enhanced school crossings. Advanced traffic management system implementations and dynamic message signs support enforcement and traveler information campaigns targeting speed management and distracted driving reduction.

Regional coordination with MPO safety action plans ensures data-driven, systemic safety investment prioritization.

Washington

The Washington State Department of Transportation (WSDOT)'s SAFE ROADS submission includes arterial roadway safety projects and operational projects included in the STIP for years 2025 and 2026, emphasizing multimodal corridor safety and reducing rural roadway departures. Planned projects include intersection conversions and operational improvements (roundabouts, turning lanes, signal retiming), roadway departure countermeasures (shoulder paving, centerline/shoulder rumble strips, guardrail and end-terminal upgrades), high-friction surface treatments, targeted horizontal/vertical alignment corrections, and pedestrian improvements (continuous sidewalks, high-visibility crosswalks, RRFBs and PHBs. WSDOT also highlighted other safety initiatives, including their SHSP and adoption of the Safe System Approach, and state and local safety programs.

West Virginia

The West Virginia Department of Transportation (WVDOT)’s SAFE ROADS submission identified arterial roadway locations which represent the State’s most significant highway concerns and then matched these locations with the current listing of projects scheduled for completion by the end of FFY2026. Project types include traffic signal upgrades, resurfacing, roadway widening, signing renovations, guardrail upgrades, lighting and slip repairs. WVDOT also provided a list of studies to be completed during the same timeframe, as they will eventually lead to additional projects. WVDOT highlighted other safety initiatives, including SHSP implementation efforts, VRU safety projects, leveraging VRU safety assessment process for other emphasis areas, defining a safety on all projects process, coordinating with law enforcement to target speeding and aggressive driving, and distracted driving, and launching a highway safety-based education program to integrate into State schools.

Wisconsin

The Wisconsin Department of Transportation (WisDOT) developed the SAFE ROADS submission in coordination with the Wisconsin MPOs and includes a list of 154 federally funded projects on non-freeway and non-expressway arterials that are scheduled to be let for construction by mid-August 2026. These projects will primarily address safety concerns, operations issues, or both. WisDOT ensures a consistent and safe user experience on Wisconsin’s roads through uniform application of the MUTCD.

Wyoming

The Wyoming Department of Transportation (WYDOT)'s SAFE ROADS submission identifies eight projects over the next two years to address arterial safety concerns. Key project types include intersection improvements, pavement treatments, lighting enhancements, and striping. WYDOT addresses these and other safety projects through the HSIP and overall asset management plan.