Accomplishments

Problem ID

- Crash type: Majority of K & A crashes are angle crashes
- Vehicle Action: Going straight and turning left are the majority of K & A
- Majority of intersection crashes occur in daylight
- Age of Driver: 26 - 45

PREDICTIVE ANALYTICS UPDATE

Derq provided an update on a predictive analytics Pilot Program that was conducted at Flamingo Road/Maryland Parkway. A webinar was developed and presented to the Task Force after the February meeting. 50 people attended the webinar.

Strategy:

Strategy 1: Implement geometric improvements through engineering, Step 1.1: Provide data and tools for practitioners to choose appropriate safety mitigation measures for intersections

RETROREFLECTIVE BACKPLATES

Washoe County Phase 1 project is out (152 intersections). Inventory was completed for most of the state. Following is a summary of the inventory and future phases.

Jurisdiction	*Intersections*	*Backplates*
Washoe Phase 1	*152*	*2422*
Washoe Phase 2	*229*	*3241*
Las Vegas	*593*	*8846*
Henderson	*181*	*3324*
Mesquite	*11*	*188*
Carson	*36*	*547*
Douglas	*16*	*254*
North Las Vegas	*TBD*	*TBD*

Explanation: *Retroreflective backplates are a FHWA Proven Safety Countermeasure.* https://safety.fhwa.dot.gov/provencountermeasures/blackplate/ *(15% reduction in intersection crashes).*

Strategy:

Strategy 1: Implement geometric improvements through engineering, Step 1.2: Develop systemic intersection safety program for awareness on safety improvements

TURBO ROUNDABOUTS The Task Force received a presentation on Turbo Roundabouts. Some of the benefits of Turbo Roundabouts include: • Higher capacity than a traditional roundabout. • Fewer sideswipe crashes. • Less right-of-way than a traditional roundabout. The DMV noted that roundabouts could be included in the driving test if they are located within 5 miles of a testing facility.	**Strategy:** Strategy 2: Use appropriate traffic controls to reduce conflicts, Step 2.2 Educate other NDOT and local agency employees of the benefits of alternative intersection designs
Priorities/Actions	
REVIEW STRATEGIES AND ACTIONS Review of strategies and actions along with the latest intersection data to determine if modifications need to be made as part of the SHSP Update.	**Strategy:** All.
BENEFITS OF ALTERNATIVE INTERSECTION DESIGNS A Brochure summarizing the alternative intersection designs is being developed and will be presented to the Task Force at the next Task Force meeting.	**Strategy:** Strategy 2: Use appropriate traffic controls to reduce conflicts, Step 2.2 Educate other NDOT and local agency employees of the benefits of alternative intersection designs
DESIGN STANDARDS Develop a list of FHWA Proven Safety Countermeasure that apply to intersections and identify what design standards they impact.	**Strategy:** Implement geometric improvements through engineering, Step 1.3 Encourage the review and make recommendations on design standards to incorporate safety updates
PUBLIC EDUCATION ON ALTERNATIVE INTERSECTION DESIGNS Develop a flyer/handout based on the information contained in the PowerPoint.	**Strategy:** Strategy 2: Training, education and awareness, Step 2.3 Educate the public on the benefits of roundabouts and other alternative intersection designs
IDENTIFY TASK LEADERS Since the strategies and action items were recently agreed to, there are still openings for task leaders that need to be filled.	**Strategy:** Various
Advisory Opinions	

Enable law enforcement agencies to use automated enforcement This will be removed with the update of the SHSP.	**Strategy:** Strategy 3: Legislative and Enforcement, Step 3.1: Support the efforts for automated enforcement legislation
INTERSECTION CONFIGURATION ANALYSIS Presented at the Task Force meeting on 02-26-2020. No action or advisory opinion.	**Strategy:** Strategy 3: Legislative and Enforcement, Step N/A