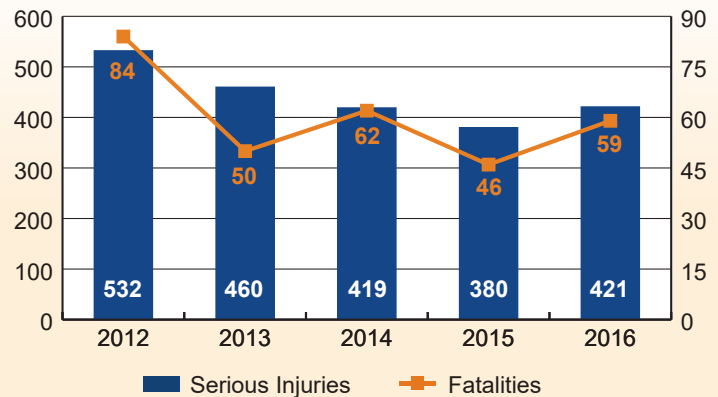




NEVADA'S INTERSECTION SAFETY PROBLEM

Between 2012 and 2016, 301 people lost their lives and a staggering 2,212 were seriously injured in intersection-related crashes on Nevada roadways.

The goal of the Nevada Strategic Highway Safety Plan (SHSP) is to reach zero fatalities. This fact sheet provides information on who is involved in intersection-related fatal and serious injury crashes, where and when these crashes occurred, and why they happened. It also outlines how the State plans to reduce intersection-related fatalities and serious injuries.

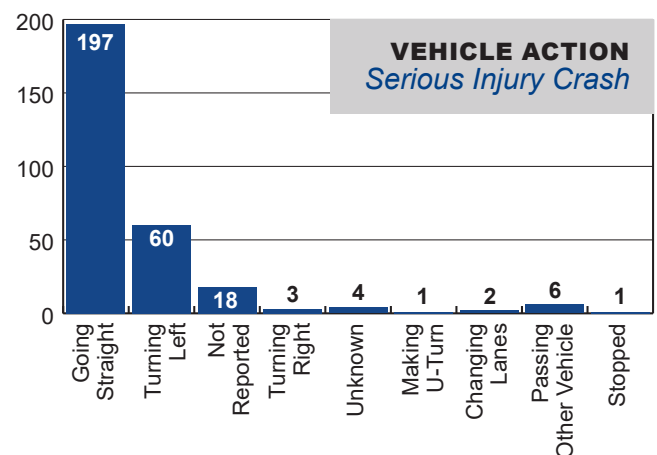
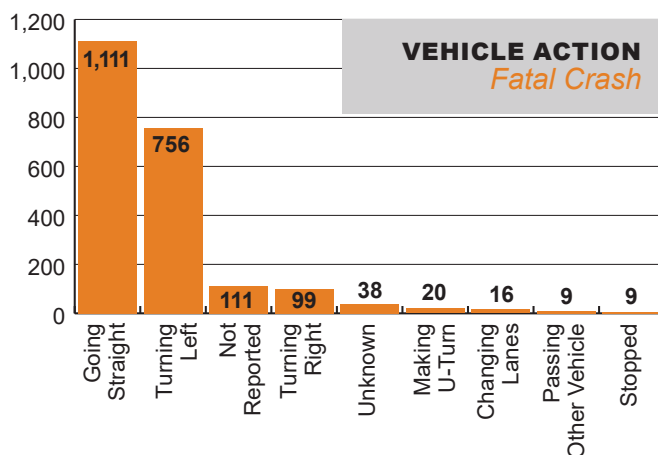
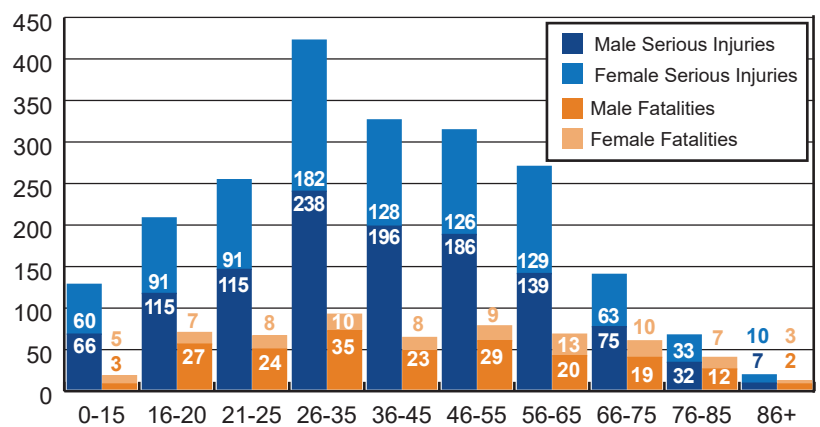


WHO?

Male drivers aged 26 to 35 years old are involved in most intersection-related fatalities and serious injuries.

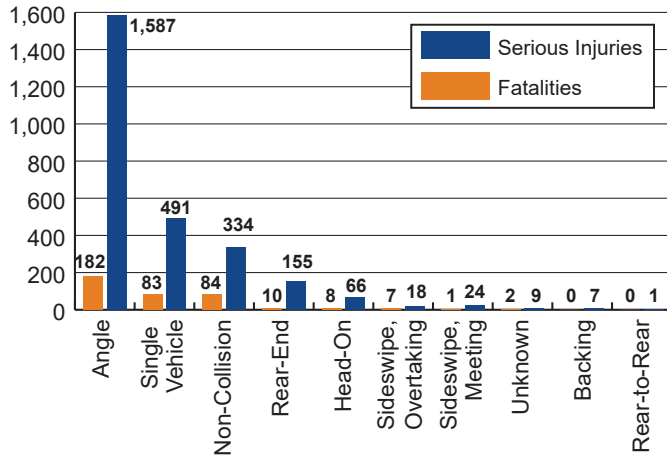
WHERE?

Between 2012 and 2016, three-quarters (75 percent) of the intersection-related fatalities and serious injuries occurred in Clark County.



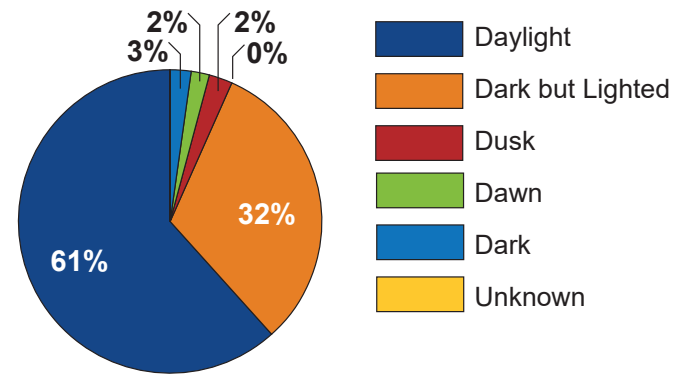
WHY?

Most of the intersection-related fatalities and serious injuries involve angle crashes followed by single vehicle crashes.



WHEN?

Most of the intersection-related fatalities and serious injuries occurred during daylight hours (61 percent) and 32 percent occurred in dark but lighted conditions.



HOW DO WE REACH OUR GOAL?

CRITICAL STRATEGIES TO REDUCE INTERSECTION FATALITIES

The Nevada SHSP identified several strategies that have the greatest potential to reduce intersection fatalities and serious injury crashes. By focusing on these strategies we can begin to reduce the terrible toll caused by intersection fatalities.

Implement geometric improvements:

- » Develop a systemic intersection safety improvement program.
- » Improve safety through design standard improvements.

Use appropriate traffic controls to reduce conflicts:

- » Use Intersection Control Evaluations (ICE) to determine appropriate traffic control at intersections.
- » Educate other NDOT and local agency employees of the benefits of roundabouts.
- » Install Flashing Yellow Arrows (FYAs) at traffic signals with protected permissive phasing.

Improve sight distance and traffic control visibility:

- » Install retroreflective backplates at traffic signals.

Improve access management to reduce conflicts:

- » Update NDOT Access Management Manual.
- » Implement access management guidelines at the state and local level.

Improve behavior at intersections through the use of education and enforcement:

- » Educate the public on the benefits of roundabouts through a roundabout Public Relations (PR) campaign.