Advisory Opinion

Based on national research and the potential for saving lives throughout the state, the Nevada SHSP Intersection Safety Task Force strongly recommends the following:

- **Support the Development of an Intersection Control Evaluation (ICE) Policy for NDOT**
- **Automated Enforcement at Intersections**

**Statement of Scope**

Advise the Nevada Executive Committee on Traffic Safety (NECTS) concerning issues relating to transportation safety, specifically intersection safety.

1. **Support the Development of an Intersection Control Evaluation (ICE) Policy for NDOT**

   1.1 **Recommendation**
   
   It is recommended that NDOT develop and adopt an ICE Policy to select the optimal control for an intersection based on an objective analysis.

   1.2 **Issues**
   
   Current evaluations for intersection control include a technical analysis; however, they do not include a comprehensive analysis including financial and safety analysis in addition to technical analysis. NDOT has started conducting ICE at intersections, but does not have an ICE Policy requiring ICE to be conducted at all intersections where improvements are to be recommended.

   1.3 **Explanation**
   
   There are many options for intersection traffic control, in addition to the traditional stop control and signalized control. Other options for intersection control include roundabouts, reduced conflict intersections, and alternative intersection designs. To select the best option for intersection design, an ICE is recommended to be conducted to compare the viable alternatives. Many states currently have ICE policies and require an ICE to be completed prior to determining intersection control and configurations, including California, Indiana, Florida, Minnesota, Washington State, and Wisconsin.

   The purpose of an ICE analysis and supporting documentation is to document all of the analysis (technical, financial, and safety) that went into determining the preferred alternative. In order to identify the most effective intersection treatment, NDOT must consider different strategies, treatments, configurations, and countermeasures. An ICE Policy will define the analysis required to determine appropriate intersection control and configuration along NDOT maintained roadways.
2. Automated Enforcement at Intersections

2.1 Recommendation
It is recommended that NDOT conduct a study to quantify how many people are running red lights and how many crashes are resulting from these incidents. The study is also recommended to include judicial and engineering challenges and implementation costs. If the study recommends camera enforcement, NDOT will research best practices on implementing automatic enforcement to improve safety and move forward with updating NRS 484A.600 to allow photographic, video, or digital equipment to gather evidence for issuance of traffic citations.

2.2 Issues
NRS 484A.600 does not allow photographic, video, or digital equipment to gather evidence for issuance of traffic citations, unless it is held in the hand or installed temporarily or permanently within a vehicle of facility of a law enforcement agency.

2.3 Explanation
In Nevada, 27.6% of vehicle crash fatalities and serious injuries occurred at intersections. A 2011 Insurance Institute for Highway Safety study that compared large cities with red light cameras to those without found the devices reduced the fatal red light running crash rate by 24% and the rate of all types of fatal crashes at signalized intersections by 17%.