City Hall, 495 S. Main St.
City Clerk's 2nd Floor
Conference Room

January 2, 2020
1:00 PM

Senior Citizens Advisory Board Agenda

Items listed on the agenda may be taken out of the order presented; two or more agenda items for consideration may be combined; and any item on the agenda may be removed or related discussion may be delayed at any time. Backup material for this agenda may be obtained from LuAnn D. Holmes, City Clerk, at the Office of the City Clerk, 495 South Main Street, 2nd Floor or on the city's webpage at www.lasvegasnevada.gov.

1. **Call to Order**
2. **Announcement Regarding: Compliance with Open Meeting Law**
3. **Public Comment:** Comment during this portion of the agenda must be limited to matters on the agenda for action. If you wish to be heard, come forward and give your name for the record. The amount of discussion, as well as the amount of time any single speaker is allowed, may be limited.
4. For possible action to approve the Final Minutes by reference of the Regular Meeting of December 5, 2019
5. Report by Gregory Gray, Community Program Technician, Office of Community Services, regarding senior issues and 2020 Senior Services goals with the Office of Community Services – All Wards
6. Report by Board members regarding senior issues and 2020 senior-related goals within their Council Wards and at large – All Wards
7. Discussion regarding topics for future agenda items of the Board's Senior Living and Senior Outreach Subcommittees. Comments made during this portion of the agenda by individual members must refer solely to proposals for future Subcommittee agenda items and any discussion must be limited to whether or not such proposed items are within the purview of the Board and its Subcommittees and whether such proposed items shall be placed on a future agenda. No discussion regarding the substance of any such proposed topic shall occur and no action shall be taken.
8. **Citizens Participation:** Public comment during this portion of the agenda must be limited to matters within the jurisdiction of the Board. No subject may be acted upon by the Board unless that subject is on the agenda and is scheduled for action. If you wish to be heard, come forward and give your name for the record. The amount of discussion on any single subject, as well as the amount of time any single speaker is allowed, may be limited.
9. **Adjournment**

Facilities are provided throughout City Hall for the convenience of persons with disabilities. Reasonable efforts will be made to assist and accommodate persons with disabilities or impairments. If you need an accommodation to attend and participate in this meeting, please call the City Clerk's office at 702-229-6311 and advise of your need at least 48 hours in advance of the meeting. Dial 7-1-1 for Relay Nevada.

THIS MEETING HAS BEEN PROPERLY NOTICED AND POSTED AT THE FOLLOWING LOCATIONS:
City Hall, 495 South Main Street, 1st Floor
Clark County Government Center, 500 South Grand Central Parkway
Grant Sawyer Building, 555 East Washington Avenue
City of Las Vegas Development Services Center, 333 North Rancho Drive

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Submitted At Meeting by Chair O'Rear-Cameron

Date 1/2/20 Item 6

Senior Citizens' Advisory Board

Meeting

1 p.m., Thursday, January 2,

2020

City Clerk's Conference Room

Submitted At Meeting member Perazzo

Date 1/2/20 Item e

Goal Setting for 2020

My personal goal for 2019 was vision.

As a result, these are what I was seeing by the end of the year.

I believe in You.

Your priceless presence cannot be overvalued.

Your innocence is unassailable.

You have a beautiful mind.

Peace.

My commitment for 2020 is to do whatever it akes to make sure I am not fooled into thinking something is true that is not, or that something is not rue when it is. To accomplish this, as I have done in he past, I spend a little time each morning to distill a goal for that day towards my commitment for this year. Today my lesson is, "Love brings no guilt at all."

In light of this, I offer the following tools for correcting the mistake of the tragedy of the Alpine Motel fire on Saturday, December 21, 2019, in Ward 5.

Jones, M. D. (2009). The Thinker's Toolkit: 14 Powerful Techniques for Problem Solving. (n.p.): Crown Publishing Group.

Harich, J., & Rosas, M. K. (2019). Process-driven Problem Solving with Root Cause Analysis: Adapting powerful business tools to fit the sustainability problem. Retrieved from http://www.thwink.org/sustain/publications/papers/index.htm#ProcessDriven

Earth System Governance conference
November 6 to 9, 2019 - Oaxaca, Mexico
Document version: November 31, 2019
After the conference, material on the follow up questionnaire was added plus small improvements

Process-driven Problem Solving with Root Cause Analysis: Adapting powerful business tools to fit the sustainability problem

Jack Harich[1], Montserrat Koloffon Rosas[2,3]
[1]Thwink.og, Atlanta, USA. jack@thwink.org. Corresponding author.
[2]Vrije Universiteit Amsterdam, Amsterdam, Netherlands.
[3]Thwink.org, Atlanta, USA, montse@thwink.org.

Abstract

Two of the most powerful problem-solving tools in the business world are process-driven problem solving and root cause analysis. These tools are routinely used to solve difficult problems of any type, with a track record of astounding success. However, there's a catch. The tools have only been applied to *business and technical* problems. They have never been applied to *social* problems, such as sustainability.

This paper serves as a progress report on the research results of Thwink.org, which has been attempting since 2001 to adapt these tools to fit social problems. The result is the *System Improvement Process* (SIP), a generic process designed from scratch to solve difficult large-scale social problems of any type.

At the heart of SIP lies a systematic approach for using root cause analysis to find the main root causes of a problem and the high leverage points for resolving those root causes, using subproblem decomposition, social force diagrams, and system dynamics feedback loop simulation modeling. Solution elements are then designed to push on the high leverage points. The effect is fairly predictable, since the simulation models can roughly predict, on a qualitative or quantitative bases, how the system will respond to focused efforts to push on the high leverage points.

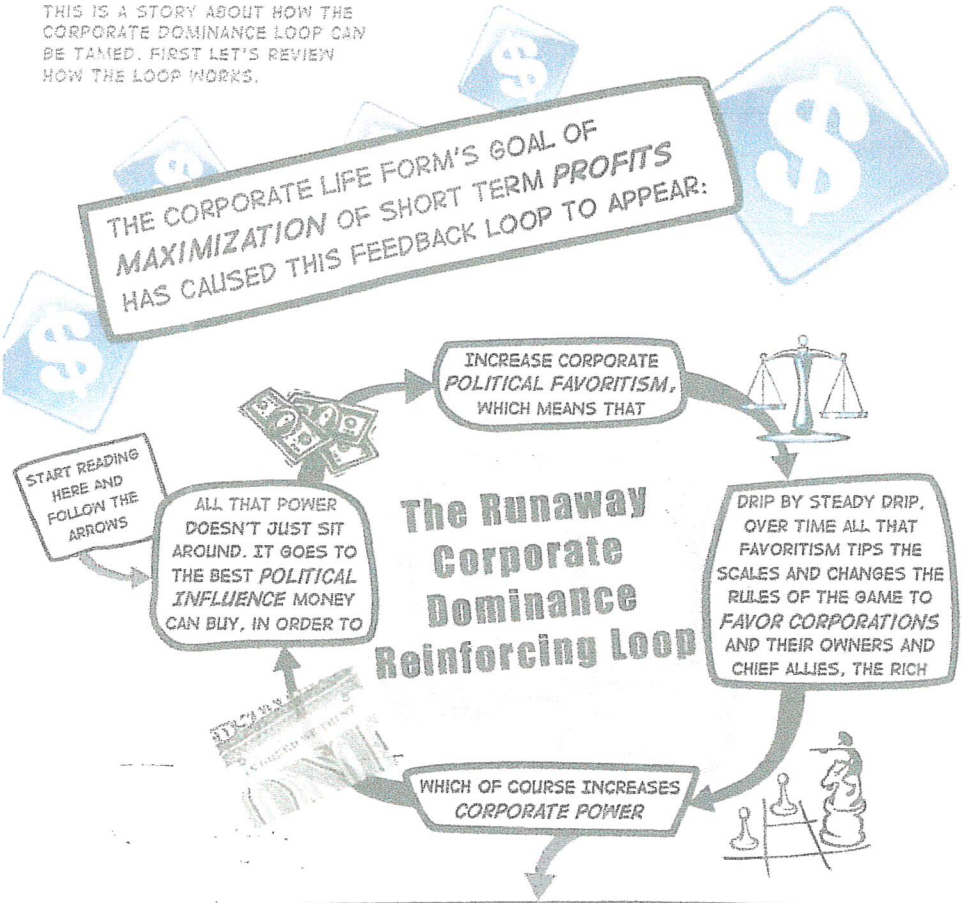
Research results consist of SIP, a preliminary analysis, a large body of descriptive material, a paper on *Change Resistance as the Crux of the Environmental Sustainability Problem*, and just this year, preliminary studies on the effectiveness of a solution element called Truth Literacy Training.

Perhaps the most interesting aspect of this body of work is it represents a new paradigm for achieving successful earth system governance. This new way of thinking begins with the premise that "*All causal problems arise from their root causes.*" Current problem-solving approaches contain no concept of finding and resolving root causes, which appears to explain the poor results to date on solving difficult systemic problems like climate change and achieving the UN SDGs.

WHAT A SOLUTION TO THE CORPORATE DOMINANCE PROBLEM WOULD LOOK LIKE

THIS IS A STORY ABOUT HOW THE CORPORATE DOMINANCE LOOP CAN BE TAMED. FIRST LET'S REVIEW HOW THE LOOP WORKS.

THE CORPORATE LIFE FORM'S GOAL OF *MAXIMIZATION* OF SHORT TERM *PROFITS* HAS CAUSED THIS FEEDBACK LOOP TO APPEAR:



IT'S A CLASSIC VICIOUS CYCLE. ALL THAT POWER AND PURSUIT OF PROFITS PRODUCES TERRIBLE *SIDE EFFECTS*, LIKE

- UNJUSTIFIED WARS
- EXCESSIVE INCOME AND POWER INEQUALITY
- MORE AND BIGGER ECONOMIC RECESSIONS
- UNSUSTAINABLE ENVIRONMENTAL IMPACT OF UNPRECEDENTED GLOBAL PROPORTIONS
- LOWER PAYING JOBS
- FEWER JOBS
- ENDEMIC CORRUPTION
- LESS LEISURE TIME IF EMPLOYED DUE TO LONGER WORK HOURS
- INSTITUTIONAL POVERTY ON A GLOBAL SCALE DUE TO CORPORATE COLONIALISM
- LOSS OF CULTURAL IDENTITY

IT'S A CALAMITY! BUT WHO AM I TO CHANGE IT?

FORTUNATELY EVER SINCE THE SCIENTIFIC REVOLUTION

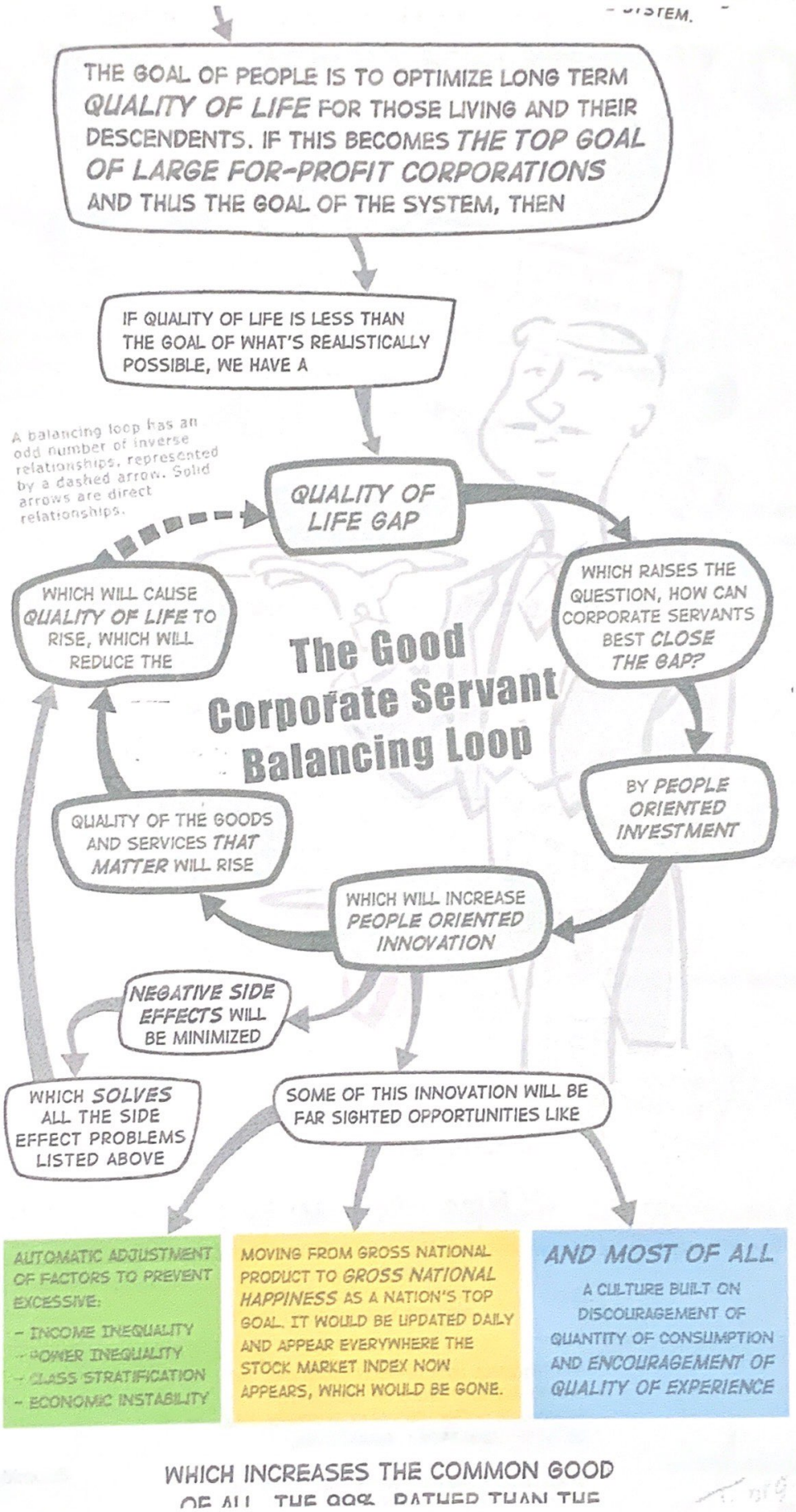
Knowledge Is Power

SO IT CAN BE CHANGED IF WE KNOW WHAT THE *ROOT CAUSE* IS AND FOCUS OUR EFFORTS THERE.

THE POWERFUL TOOL OF ROOT CAUSE ANALYSIS SHOWS THE ROOT CAUSE OF CORPORATE DOMINANCE IS *THE WRONG CORPORATE GOAL* OF SHORT TERM PROFIT MAXIMIZATION.

IF WE CHANGE THE CORPORATE GOAL TO BE THE

Submitted At Meeting by member Perazzo
Date 1/2/20 Item 6


THE GOAL OF PEOPLE IS TO OPTIMIZE LONG TERM QUALITY OF LIFE FOR THOSE LIVING AND THEIR DESCENDENTS. IF THIS BECOMES THE TOP GOAL OF LARGE FOR-PROFIT CORPORATIONS AND THUS THE GOAL OF THE SYSTEM, THEN
IF QUALITY OF LIFE IS LESS THAN THE GOAL OF WHAT'S REALISTICALLY POSSIBLE, WE HAVE A
A balancing loop has an odd number of inverse relationships, represented by a dashed arrow. Solid arrows are direct relationships.
QUALITY OF LIFE GAP
WHICH WILL CAUSE QUALITY OF LIFE TO RISE, WHICH WILL REDUCE THE
WHICH RAISES THE QUESTION, HOW CAN CORPORATE SERVANTS BEST CLOSE THE GAP?
The Good Corporate Servant Balancing Loop
BY PEOPLE ORIENTED INVESTMENT
QUALITY OF THE GOODS AND SERVICES THAT MATTER WILL RISE
WHICH WILL INCREASE PEOPLE ORIENTED INNOVATION
NEGATIVE SIDE EFFECTS WILL BE MINIMIZED
WHICH SOLVES ALL THE SIDE EFFECT PROBLEMS LISTED ABOVE
SOME OF THIS INNOVATION WILL BE FAR SIGHTED OPPORTUNITIES LIKE
AUTOMATIC ADJUSTMENT OF FACTORS TO PREVENT EXCESSIVE:
- INCOME INEQUALITY
- POWER INEQUALITY
- CLASS STRATIFICATION
- ECONOMIC INSTABILITY
MOVING FROM GROSS NATIONAL PRODUCT TO GROSS NATIONAL HAPPINESS AS A NATION'S TOP GOAL. IT WOULD BE UPDATED DAILY AND APPEAR EVERYWHERE THE STOCK MARKET INDEX NOW APPEARS, WHICH WOULD BE GONE.
AND MOST OF ALL
A CULTURE BUILT ON DISCOURAGEMENT OF QUANTITY OF CONSUMPTION AND ENCOURAGEMENT OF QUALITY OF EXPERIENCE
WHICH INCREASES THE COMMON GOOD

In memoriam

Francis Lombardo, Jr., age 72, of Las Vegas

Henry Lawrence Pinc, age 70, of Las Vegas

Donald Keith Bennett, age 63, of Las Vegas

Cynthia Mikell, age 61, of Las Vegas

Tracy Ann Cihal, age 57, of Las Vegas

Kerry Baclaan, age 46, of Las Vegas

December 21, 2019

213 N 9th St, Las Vegas, Nevada 89101

Submitted At Meeting by Member Perazzo

Date 1/2/20 **Item** 6

Clark County Department of Building & Fire Prevention

4701 West Russell Road, Las Vegas, NV 89118
(702) 455-7316 FAX (702) 455-7347

Jerome A. Stueve, P.E., Director
Samuel D. Palmer P.E., Assistant Director • Girard Page, Fire Marshal

Permit Type: 105.7.15
Control Number: A.0
Effective Date: 9/14/11

TITLE: ACCESS GATES - AUTOMATIC

SCOPE: Clark County Department of Building Fire Prevention requirements for the submittal and approval of automatic-electric gates installed across fire apparatus access roads.

PURPOSE: To standardize plan/permit requirements required by the Fire Prevention in accordance with the Clark County Fire Code for electrically operated access gates are installed across any emergency vehicle access way.

DEFINITIONS:

ASSESSOR'S PARCEL NUMBER (APN): A unique number assigned to each property by the Clark County Assessor's office.

PERMIT FEES:

Permit fees shall be assessed in accordance with the Permit Fee Schedule as adopted in the Clark County Fire Code.

SPECIFICATIONS AND REQUIREMENTS

An application must be completed for each submittal. A minimum of three sets of plans shall be submitted with the permit application. Plans shall show compliance in accordance with section 503 of the Clark County Fire Code as adopted and amended. All submittals must be legible and readable or the plan shall be issued a correction letter for cause.

Plans shall include the following:

1. Site plan with north arrow, roadway and gate dimensions, location and address including assessor's parcel number.
2. Location and length of underground roadway detector loop and green marker. Underground roadway loop must extend across center of road to be within 2' 0" of right and left sides of access lane.
3. Manufacturers' specifications sheets detailing the voltage, current, radio frequency, power cable and coding for the proposed system.

Submitted At Meeting by staff
Date 1/2/20 Item 6

4. Battery backup for power failure or explanation of how gates can be opened in the event of power failure without having to climb over the fence, break a lock, or possess any special knowledge or procedures.
5. Detailed vicinity map.
6. Contractor's statement of compatibility of existing installations.
7. When required by the *fire code official*, the installing contractor or the owner of the property shall provide the Fire Department transmitter(s) or approved alternative without cost to the Fire Department.
8. Gates must have a minimum clear opening width of 20'-0".
9. Gates must begin automatic opening sequence at a point no closer than 25'-0" as measured form the center of the gate.
10. Electrically operated access gates must be equipped with an Automatic Vehicle Identification System, utilizing a standard roadway loop to a vehicle detector/receiver which is to be mounted on Fire Department emergency response vehicles. Electrically controlled gates that are not manned on a 24- hour basis shall be provided with an approved vehicle detector/receiver system in accordance with these guidelines.
11. Automatic Vehicle Identification Access System installations must incorporate the following:
    a. Voltage – 12 volt D.C. (11.5 – 15.0), with protection against current reversal and momentary over voltage
    b. Current – 0.065 amps to 0.035 amps
    c. R.F. – 375 kHz, crystal controlled and pulse modulated type carrier(s)
    d. Power cable – utilize two conductor twisted and shielded cables e. Coding – codes must transmit every 15 ms.
12. The emergency vehicle access code shall be the same code as that is utilized for the systems safety loop. It is the manufacturer's responsibility to ensure that the Emergency Vehicle Code is identical for all installations within Clark County.
13. Access gate systems shall be maintained operational at all times.
14. Non-complying gates shall be secured in the open position in a manner approved by the Fire Prevention.

PERMIT REVISIONS AND RESUBMITTALS:

Revisions to approved plans are required to be submitted and approved. Revisions will be assessed additional plan review fees. A copy of the previously approved plan shall accompany the revised submittal to facilitate the review. Clearly indicate all changes to the revised plans by clouding the change with a delta number to signify the date of plan change. When several changes have been made, a detailed list of changes is required.

Re-submittals to address a Letter of Correction will require a full submittal. These plans require a copy of the red lined plan from the previous submittal to facilitate the review. Clearly indicate all changes by clouding the change with the delta number to signify the date of plan change.

PLANS CHECK STATUS INSTRUCTIONS:

The status of the review can be checked by logging on to:
www.clarkcountynv.gov/building/fire-prevention.

INSPECTION SCHEDULING INSTRUCTIONS:

If approved, an inspection will need to be scheduled. To schedule an inspection, go to:
www.clarkcountynv.gov/building/fire-prevention
A fire inspector will review your site in accordance with the approved plans and this guideline.

A final inspection, conducted by Fire Prevention, is required prior to placing the Automatic Vehicle Identification System into use. The following conditions apply:

1. Approved plans must be provided on site at time of inspection.
2. Installations must conform to approved plans.
3. An operational test shall be conducted prior to placing the system into operation to establish that the final installation complies with this code and the specified design and is functioning properly.

The Fire Prevention (FP) may witness and accept inspection, testing and maintenance of fire and life safety systems conducted by approved individuals as required by and within the scope and authority of the Clark County Fire Code.

This Guideline does not take the place of the Fire Code and does not take precedence over any Fire Code requirement or position taken by the Fire Chief. When a conflict exists between the requirements of this Guideline and the Fire Code or the opinion of the Fire Chief, the Fire Code or opinion of the Fire Chief prevails.

Technical Assistance may be required and when it is it will require a Technical Opinion and Report prepared by a State of Nevada licensed: qualified engineer, specialist, laboratory, or fire safety specialty organization acceptable to the Fire Chief and the owner. The Fire Chief is authorized to require design submittals to bear the Wet Stamp and Signature of a professional engineer.

Acceptance of Alternative Materials and Methods requires a Technical Opinion and Report prepared by a State of Nevada licensed: qualified engineer, specialist, laboratory, or fire safety specialty organization acceptable to the Fire Chief and the owner. The Fire Chief is authorized to require design submittals to bear the Wet Stamp and Signature of a professional engineer.

LAS VEGAS FIRE & RESCUE

FIRE PROTECTION ENGINEERING DIVISION

Emergency Access Gate Regulations

The intent of this regulation is to provide necessary information and specifications related to the installation and operation of access gates across required fire apparatus access road in accordance with City of Las Vegas adopted fire code.

Unless otherwise noted, the provisions contained in this document are mandatory for both new and existing locations.

Definitions.

Gates and Barriers – shall mean a gate, crossbar, door or other obstructive device which is utilized for the purpose of restricting, controlling or obstructing entry or exit by motor vehicles or pedestrians to or from a private roadway and which is not manned on a twenty-four hour, seven day per week basis by a person capable of providing immediate access to a police or fire safety vehicle or person.

Manual "crash" gates are defined as non-motorized gates across required emergency access roadways.

Automatic Gates are defined as a motorized gate across required emergency access roadways. Gate(s) are operated by means of an installed ground loop detector or radio operated controller (Click 2 Enter).

Private Street or Roadway is defined as any roadway (not dedicated as public right-of-way) that is owned and maintained by abutting property owners, or association of property owners that is utilized for the purpose of providing vehicular or pedestrian access to a subdivision, apartment complex, condominiums or other residential development or wild land, excluding off-street parking areas, driveways, and driveways to off-street parking areas.

Private Driveway is defined as a private way for vehicular travel that provides access from an off-street parking area to a public or private drive.

Construction permits in accordance with Section 105 of the adopted fire code shall be obtained for the applicable scope of work. A general building permit will be required, electrical and a permit will be required for electrically operated gates.

Submittals. Three sets of plans and specifications for fire apparatus access road gates shall be submitted for review and approval prior to construction. The plans and specification shall indicate or showing the following information where applicable:

1. Civil plans shall be included in the submittal. The civil plans shall be approved by the Fire Department, Planning, and Engineering, and shall have been approved through the civil plan review process.
2. Installing contractor(s) shall stamp their respective plans for the installation of the gate(s).
3. All structural plans and calculations for gates over 6 ft. (1.83 m.) in height shall bear the stamp of a structural engineer.
4. Contractor's business name, address, phone number and contact person.
5. Assessor's Parcel Number (located on the property owners tax bill);

Submitted At Meeting by staff
Date 1/2/20 Item 12

6. Proposed fence, pedestrian gates, vehicle gates;
7. Existing vehicular access;
8. Proposed location of KNOX key switch/KNOX box(s); (if applicable)
9. The exact physical street address of the gated entry, or property, as assigned by the Planning Dept.
10. Location of pavement loops

Product specifications. Specifications shall be provided that include:

1. Method of operation;
2. UL listing numbers of equipment used and;
3. Manufacturers specifications sheets for all equipment.

Minimum Design Requirements

1. Gates shall not be installed within a required turning radius of a fire access roadway;
2. Access Width for single- and bi-direction traffic shall be unobstructed 20 ft. (6.1 m.) wide and 13.5 ft. (4.1 m.) high.
3. Swinging gates for single direction traffic shall swing in the direction of vehicle travel.
4. Swing gates for bi-directional traffic shall swing into the property being entered;
5. Gated entry designs shall be in accordance with Clark County Area Standard Drawing #222A.
6. All gates shall be accessible from the driving lane nearest the edge of the street by turning radii of at least 28ft. (18.5 m.) inside and 52 ft. (15.85 m.) outside.
7. After passing through a gate, the nearest curb of any cross street shall be no less than 40 feet;
8. Access roadway throat length from the public road shall be approved by Public works/Traffic Engineering.

Operation of Gates

1. All gates shall be electrically operated for entry and exit by an approved fire department method;

    1.1 Key override switch (KNOX); and

    1.2 Ground loop gate operator or

    1.3 Radio operated controller (Click 2 Enter or other approved equipment).

    Exception: Radio controlled exit may be waived by installation of a "Free exit" loop.

2. Gates installed utilizing a radio-controlled exit shall be provided with an approved 2 in. (50.8 mm) by 2 in. (50.8 mm), blue, reflective marker visible to the exiting traffic. It shall be located in the center of the exit gate.
3. Where applicable, KNOX Company authorization forms are required for orders of key switches, boxes and padlocks. The forms may be obtained by calling the LVF&R or items can be ordered via the Internet at www.KNOXbox.com.
4. Electrically operated gates shall fail to the full open position upon the loss of power. They shall remain fully open until such time the power is restored.
5. Gates shall reverse direction to full open position upon contact with an obstruction.

Manual gates, barriers, or Crash-Gates. Such may be approved on a case-by-case basis for nighttime security of business property, or gated communities.

1. They shall be constructed in a manner that reflects good construction practices acceptable to the Fire Department.
2. They shall be accessible by means of an approved fire department padlock where applicable

(KNOX) or by the installation of an approved key box (KNOX).

3. Approved manual gates or barriers across emergency access roadways shall be provided with an 18-gauge metal sign in the center of and on both sides of the gate that shall read, "FIRE LANE – NO PARKING". Letters shall be red on a white background and be a minimum of 4 in. (76 mm) high with a ½ in. (12.7 mm) stroke.
4. Gates to close off a fire lane behind strip malls/stores in order to minimize dumping and vandalism shall be approved with (KNOX) padlock access.

Prohibitions

1. No gate shall be installed where access requires the use of a proximity reader or card, unless a "turn-out" is provided for its use;
2. Direction-limiting devices, such as fixed tire spikes, are prohibited;
3. Direction-limiting protrusions on any gate are prohibited;
4. The total number of vehicle access control devices or systems, through which emergency vehicles must pass to reach any address shall **not** exceed one.
5. No commercial property owner shall install fences and gates where more than one gate must be opened in order to reach within 150 ft. (46 m.) of the rear portion of any building.

Pedestrian Gates. All vehicle gates obstructing pedestrian access to a public way (street) shall have an approved pedestrian gate installed within 10 ft. (3.05 m.) of the vehicle gate.

1. Gates shall be handicap accessible and comply with exit door requirements of the building code as adopted by the City of Las Vegas.
2. An approved key box (KNOX) shall be installed at least 4 ft. (1.22 m.) above grade on the outside of the gate. It shall be provided with a key to open the pedestrian gate.
3. No pedestrian gate shall be located in the median between two vehicle gates.

   Exception: Private driveways serving one single-family residence are exempt from this requirement.

Maintenance. Emergency access gates and barriers shall be maintained to assure proper and continuous operation.

Installation Approval. The Fire Code Official shall conduct inspections on all gates and barriers for proper installation and operation prior to activation or use.

Additional Requirements

1. Because of the delays caused by vehicle access control devices or systems, additional fire protection requirements may be applied based on other access limitations, such as narrow or winding streets or dead-end streets without an approved turnaround available for fire apparatus.
2. Other than the obstruction and the reduced width controlled within this standard, no other requirement of the fire authority having jurisdiction shall be adversely affected by the placement of any vehicle access control device or system in any required fire apparatus access road.
3. Fire department approval does not waive any requirement by other authorities having jurisdiction

Social Media Content

Best Practices:

- Tag the following;
  - On Facebook, tag Zero Fatalities Nevada
  - On Twitter, tag @DriveSafeNV
  - On Instagram, tag @zerofatalitiesnv
- Use the following hashtags: #DriveSafeNV #ZeroFatalites #PedestrianSafety

Pedestrian Safety Content Ideas:

- Content: Although pedestrians have the right-of-way in a crosswalk and at intersections, vehicles don't always stop. Before you step off the curb, make certain cars in both directions have stopped. Don't put yourself or anyone else in the position for a potential crash.
  Asset: Use photo titled *Pedestrian 2*

- Content:
  While crossing the street, you should:
  A. always keep watching for traffic
  B. try to make eye contact with any drivers
  C. both of the above
  Asset: Use photo titled *Pedestrian 1*

- Content: As a pedestrian, pay attention to where you're going—distracted walking can be just as dangerous as distracted driving. For more tips visit: https://bit.ly/2pBt8jZ
  Asset: Use photo titled *Pedestrian 3*

- Content: Every pedestrian fatal crash is preventable. Motorists, know the law, yield to pedestrians, and share the road. Pedestrians, be visible, use crosswalks, and be predictable.
  Asset: Use photo titled *Pedestrian 6*

- Content: A pedestrian died every 88 minutes in 2017, in the United States. Learn more about the importance of pedestrian safety at www.zerofatalitiesnv.com.
  Asset: Use photo titled *Pedestrian 5*

- Content: Before crossing an intersection, look left, right, and left again for oncoming or turning traffic. Establish eye contact with drivers who slow down or stop to ensure the driver is yielding the right-of-way to you.
  Asset: Use photo titled Pedestrian 6

DATE OF REPORT: 12/05/2019
DATA AS OF: 11/30/2019

TO: PUBLIC SAFETY, DIRECTOR NDOT, HIGHWAY SAFETY COORDINATOR, NDOT TRAFFIC ENGINEERING, FHWA, LAW ENFORCEMENT AGENCIES
FROM: THE OFFICE OF TRAFFIC SAFETY, STATE FATAL DATA
PREPARED BY: AMANDA BRANDENBURG, FARS ANALYST
SUBJECT: FATALITIES BY COUNTY, PERSON TYPE, DAY, MONTH, YEAR AND PERCENT CHANGE.

Month	2018 Crashes	2019 Crashes	% Change	Month	2018 Fatals	2019 Fatals	% Change
JAN	20	22	10.00%	JAN	22	24	9.09%
FEB	27	16	-40.74%	FEB	30	16	-46.67%
MAR	28	23	-17.86%	MAR	29	23	-20.69%
APR	18	23	27.78%	APR	19	23	21.05%
MAY	25	25	0.00%	MAY	31	25	-19.35%
JUN	26	19	-26.92%	JUN	31	19	-38.71%
JUL	26	21	-19.23%	JUL	28	22	-21.43%
AUG	32	23	-28.13%	AUG	36	24	-33.33%
SEP	34	22	-35.29%	SEP	37	25	-32.43%
OCT	25	18	-28.00%	OCT	26	18	-30.77%
NOV	17	22	29.41%	NOV	19	24	26.32%
DEC			0.00%	DEC			0.00%
Reporting Period Total	**278**	**234**	**-15.83%**	**Reporting Period Total**	**308**	**243**	**-21.10%**
Total	**299**			**Total**	**329**		

KNOWN FATAL COMPARISON BETWEEN 2018 AND 2019.

COUNTY	2018 Crashes	2019 Crashes	% Change	2018 Fatalities	2019 Fatalities	% Change	2018 Occupants	2019 Occupants	% Change	2018 Unrestrained	2019 Unrestrained	% Change
CARSON	2	4	100.00%	2	4	100.00%	1	3	200.00%	0	1	100.00%
CHURCHILL	4	4	0.00%	4	4	0.00%	4	4	0.00%	3	1	-66.67%
CLARK	189	145	-23.28%	207	149	-28.02%	109	71	-34.86%	47	21	-55.32%
DOUGLAS	1	5	400.00%	1	5	400.00%	0	3	300.00%	0	1	100.00%
ELKO	9	4	-55.56%	10	5	-50.00%	8	3	-62.50%	3	1	-66.67%
ESMERALDA	4	3	-25.00%	4	3	-25.00%	1	2	100.00%	1	1	0.00%
EUREKA	0	5	500.00%	0	6	600.00%	0	6	600.00%	0	0	0.00%
HUMBOLDT	4	2	-50.00%	4	3	-25.00%	2	3	50.00%	2	0	-100.00%
LANDER	2	0	-100.00%	2	0	-100.00%	1	0	-100.00%	1	0	-100.00%
LINCOLN	4	4	0.00%	4	4	0.00%	2	4	100.00%	1	3	200.00%
LYON	8	10	25.00%	12	11	-8.33%	10	9	-10.00%	4	4	0.00%
MINERAL	2	2	0.00%	2	2	0.00%	2	2	0.00%	0	1	100.00%
NYE	7	7	0.00%	8	8	0.00%	5	6	20.00%	3	0	-100.00%
PERSHING	3	1	-66.67%	3	1	-66.67%	2	1	-50.00%	2	1	-50.00%
STOREY	1	2	100.00%	1	2	100.00%	1	0	-100.00%	0	0	0.00%
WASHOE	37	34	-8.11%	43	34	-20.93%	23	12	-47.83%	9	7	-22.22%
WHITE PINE	1	2	100.00%	1	2	100.00%	1	1	0.00%	0	0	0.00%
Reporting Period Total	**278**	**234**	**-15.83%**	**308**	**243**	**-21.10%**	**172**	**130**	**-24.42%**	**76**	**42**	**-44.74%**
Total	**299**			**329**			**182**			**81**		

KNOWN COMPARISON OF FATALITIES BY PERSON TYPE BETWEEN 2018 AND 2019.

COUNTY	2018 Pedestrian	2019 Pedestrian	% Change	2018 Motorcyclist	2019 Motorcyclist	% Change	2018 Bicyclist	2019 Bicyclist	% Change	2018 Other Scooter, Moped, ATV	2019 Other Scooter, Moped, ATV	% Change
CARSON	1	0	-100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
CHURCHILL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
CLARK	57	42	-26.32%	32	29	-9.38%	7	6	-14.29%	2	1	-50.00%
DOUGLAS	0	0	0.00%	1	2	100.00%	0	0	0.00%	0	0	0.00%
ELKO	0	1	100.00%	2	0	-100.00%	0	0	0.00%	0	1	100.00%
ESMERALDA	0	0	0.00%	3	1	-66.67%	0	0	0.00%	0	0	0.00%
EUREKA	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
HUMBOLDT	1	0	-100.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
LANDER	1	0	-100.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
LINCOLN	0	0	0.00%	2	0	-100.00%	0	0	0.00%	0	0	0.00%
LYON	1	1	0.00%	1	1	0.00%	0	0	0.00%	0	0	0.00%
MINERAL	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
NYE	0	0	0.00%	3	2	-33.33%	0	0	0.00%	0	0	0.00%
PERSHING	0	0	0.00%	1	0	-100.00%	0	0	0.00%	0	0	0.00%
STOREY	0	1	100.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
WASHOE	12	15	25.00%	6	6	0.00%	1	1	0.00%	1	0	-100.00%
WHITE PINE	0	0	0.00%	0	1	100.00%	0	0	0.00%	0	0	0.00%
Reporting Period Total	**73**	**60**	**-17.81%**	**52**	**44**	**-15.38%**	**8**	**7**	**-12.50%**	**3**	**2**	**-33.33%**
Total	**79**			**57**			**8**			**3**		

THIS DATA DOES NOT INCLUDE DATA FIELDS MARKED BY THE OFFICER AS UNKNOWN.
2019 DATA IS PRELIMINARY AND DOES NOT NECESSARILY INCLUDE FINAL REPORTS (FORM 5, CORONER, AND/OR TOXICOLOGY).
2018 DATA IS NOT FINAL UNTIL THE END OF DECEMBER 2019.
NOTE: The monthly report will be distributed by the 7th of each month.

Key: Fatalities= Total number of reported fatals (vehicle occupants, pedestrian, motorcyclist, bicyclist, and other).
Vehicle Occupants = Driver and occupant fatalities in a motor vehicle.
Vehicle Unrestrained = Driver and occupant fatalities in a motor vehicle unrestrained.
Pedestrian = Any person on foot, on a personal conveyance, or in a building.
Motorcyclist= A person riding any motor vehicle that has a seat or saddle for the use of its operator and is designed to travel on not more than three wheels in contact with the ground.
Bicyclist= A person on a non-motorized other road vehicle propelled by pedaling (bicycle, tricycle, unicycle, pedalcar).
Other = A person on a scooter, moped, ATV, or other motorized vehicle not captured above on a roadway.