



April 16, 2025

The Honorable Steve Yeager, Speaker  
The Honorable Daniele Monroe-Moreno, Speaker Pro Tempore  
The Honorable Sandra Jauregui, Majority Leader  
The Honorable Gregory T. Hafen, II, Minority Leader  
Nevada Assembly  
401 South Carson Street  
Carson City, Nevada 89701

Dear Speaker Yeager, Speaker Pro Tempore Monroe-Moreno, Majority Leader Jauregui and Minority Leader Hafen:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports Assembly Bill (AB) 402. AB 402 would create a pilot program allowing the Nevada Department of Transportation, local authorities and regional commissions to utilize speed safety cameras in active roadway work zones in which construction, maintenance or repair work is being done when workers are present. We urge you to take swift action to implement this proven, lifesaving technology to curb speeding and the deadly consequences.

In 2023, 389 people were killed on Nevada's roads, which is a 34 percent increase since 2014.<sup>i</sup> Speeding is a major contributor to traffic fatalities as approximately a quarter of the fatalities in 2023 (23 percent, 88 lives lost) involved speeding.<sup>ii</sup> People in work zones are especially vulnerable. From 2017-2021, a total of 47 fatalities and 42 fatal work zone crashes occurred in Nevada.<sup>iii</sup> In addition, Nevada incurs approximately \$2.65 billion in economic harm annually due to motor vehicle crashes according to a 2019 analysis.<sup>iv</sup> This is equivalent to \$859 per resident each year.<sup>v</sup> When updated for inflation alone, in 2025, costs would equate to \$3.34 billion and \$1,084 respectively.<sup>vi</sup> Traffic safety is a serious and costly issue in urgent need of proven solutions.

Small increases in speed cause serious declines in safety. Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly escalate a driver's risk of injury or death.<sup>vii</sup> Speed increases also immensely impact pedestrians and other vulnerable road users (VRUs). The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.<sup>viii</sup> Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (51 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 23 percent of non-speeding drivers.<sup>ix</sup>

Speed safety cameras are verified to deter speeding and its impact and are recommended for adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.<sup>x</sup> Most states permit automated speed enforcement. A study by the Insurance Institute for Highway Safety (IIHS) found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.<sup>xi</sup> Similarly, the U.S. Department of Transportation (DOT) found that automated speed enforcement reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.<sup>xii</sup> Furthermore, changes in the Infrastructure Investment and Jobs Act (Pub. L. 117-58) now permit use of certain federal funds for automated enforcement programs in school and work zones.

Roadway workers and law enforcement risk their lives when performing their duties every day. Yet, it is implausible for law enforcement officers to be everywhere and catch every violation. Speed safety cameras augment traditional enforcement without requiring a traffic stop and will improve safety for roadway work zones.

Advocates urges you to ensure passage this session to permit speed safety camera use to save lives.

Sincerely,

Catherine Chase, President

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- i State Traffic Safety Information for Nevada, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- ii State Traffic Safety Information for Nevada, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- iii Annual Report, Nevada Advisory Committee on Traffic Safety, 2023. Available [here](#).
- iv The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
- v *Ibid.*
- vi CPI Inflation Calculator, BLS, Jan. 2019 to Jan. 2025, available at <https://data.bls.gov/cgi-bin/cpicalc.pl>.
- vii Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastoredocument/bibliography/2218>.
- viii Impact Speed and a Pedestrian’s Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available at <https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>.
- ix Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
- x Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>.
- xi Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
- xii Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).