

Dear Members of the House Committee on Transportation and Infrastructure:

**We urge that you reject SCR 1002.**

For decades in Arizona, the question of whether to employ photo enforcement on local streets has always been left to local elected officials, in consultation with local law enforcement. That is where this decision belongs.

Unfortunately, SCR 1002 rips away this decision-making authority. In its place, Arizona would have voters in, say, Bisbee vote on whether police in Phoenix or Mesa should be able to utilize photo enforcement. This undermines local control and undercuts law enforcement. No wonder Arizona's largest law enforcement organizations representing rank-and-file officers and chiefs of police oppose SCR 1002.

According to the Arizona Department of Transportation's 2023 Motor Vehicle Crash Facts Report, someone is killed on Arizona roadways every six hours. In 2023 alone, over 1,300 people were killed and nearly 55,000 injured in Arizona crashes. Red-light running and speeding are two of the leading factors that account for much of this carnage.

We ask a lot of law enforcement, but police cannot be everywhere all the time. Photo enforcement is a tool that acts as a force multiplier – freeing officers to focus on the most urgent crimes at any given time, while spending less time writing traffic tickets.

Photo enforcement works. The National Highway Traffic Safety Administration (NHTSA) reports that speed cameras reduce roadway injuries and fatalities by 20-37%. A study by the Insurance Institute for Highway Safety (IIHS) found a 21% reduction in red-light running among cities that utilize photo enforcement. Locally, an analysis of Phoenix intersections found that those with red-light cameras experienced 28% fewer crashes than those without.

Photo enforcement acts as a long-term deterrent. Among motorists in Scottsdale, Mesa, Chandler and Paradise Valley who received a photo enforcement citation between 2022 and 2024, over 85% did not receive a subsequent ticket. Additionally, creating a safe environment for children is a priority for everyone. Photo enforcement in school zones is a deterrent to dangerous driving behavior and helps protect vulnerable students.

No city or town is forced to employ photo enforcement. It is a decision that local officials make by considering the data, talking with police and receiving input from constituents. SCR 1002 would forever end this community-led process and replace it with a single statewide vote on the 2026 ballot. This is no way to thoughtfully consider an issue with life-and-death consequences for the traveling public.

**Please join us in opposing SCR 1002.**

Sincerely,



**City of Phoenix**



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