



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

February 12, 2026

The Honorable Steve Montenegro, Speaker of the House
The Honorable Michael Carbone, Majority Leader
The Honorable Oscar De Los Santos, Minority Leader
Arizona House of Representatives
1700 West Washington Street
Phoenix, Arizona 85007

Dear Speaker Montenegro, Majority Leader Carbone and Minority Leader De Los Santos:

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, urges you to oppose House Concurrent Resolution (HCR) 2004. The measure seeks to prohibit the use of automated enforcement (AE) systems, an effective technology to deter speeding and red light running, through a referendum.

In 2024, there were an overall estimated 1,250¹ traffic fatalities in Arizona according to the National Highway Traffic Safety Administration (NHTSA), which is a 39 percent increase since 2015.² Speeding contributed to 34 percent (417) of traffic fatalities in the state in 2024, and speeding related fatalities in Arizona increased 39 percent from 2015 to 2024.³ During the same period fatalities among vulnerable road users (VRUs) increased as well with a 63 percent increase in pedestrian fatalities and a 52 percent increase in bicyclist and other cyclists fatalities.⁴ In 2023, 1,086 people were killed and more than 135,000 were injured in red light running crashes in the United States.⁵ According to the Insurance Institute for Highway Safety (IIHS) half of those killed were VRUs or people in other vehicles.⁶ An analysis of four states without red light safety cameras found 3.2 violations per hour per intersection.⁷

In addition to the physical and emotional burden, traffic crashes exact a financial toll. In 2019, the estimated cost of traffic crashes in Arizona surpassed \$5.9 billion, effectively imposing a \$817 “crash tax” on all Arizona residents.⁸ When updated for inflation alone, in 2025, costs would equate to \$7.5 billion.⁹ Clearly, traffic safety is a serious issue that urgently needs improvement rather than the dismantling of an effective traffic safety countermeasure.

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.¹⁰ Speed increases also immensely impact pedestrians and other 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.¹¹ Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (52 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 22 percent of non-speeding drivers.¹²

Speed safety cameras are proven to deter speeding and its impact and are recommended for state and local adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.¹³ Most states, including nearby California, Colorado and Utah, have state enabling legislation to permit speed safety cameras while New Mexico has speed safety cameras in use through local ordinances. A study by the 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.¹⁴ Similarly, the U.S. Department of Transportation (DOT) found that AE reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.¹⁵ A study by Carnegie Mellon University of speed safety cameras in Philadelphia, PA found a 90 percent reduction in speeding and an approximately 50 percent decrease in crashes and injuries relative to the most similar arterials, all arterials and local roads in Philadelphia.¹⁶ Furthermore, the Infrastructure Investment and Jobs Act (Pub. L. 117-58) permits use of certain federal funds for AE programs in school and work zones. Repealing use of speed safety cameras would nullify an essential tool, elevating risk for all road users.

Red light safety cameras show similar safety benefits, and 23 states, including nearby California, Colorado and New Mexico, permit red light safety cameras. In fact, 25 percent of drivers admit to running a red light in the past 30 days¹⁷ even though 83 percent of Americans believe that doing so is “very” or “extremely” dangerous.¹⁸ Red light safety cameras are an effective tool to deter this behavior. According to the Journal of Safety Research, rates of fatal red light running crashes were 21 percent lower and all fatal crashes were 14 percent lower at signalized intersections in cities with camera programs.¹⁹ Conversely, cities that took down their red light safety cameras experienced a 30 percent increase in deadly red light running crashes and a 16 percent increase in fatal crashes at signalized intersections overall.²⁰ This “spillover” effect, wherein people modify their driving habits to avoid running red lights at intersections with and without safety cameras, amplifies the benefits of such programs overall. The data are clear – red light safety cameras are successfully changing driver behavior and making intersections safer.

Law enforcement officers risk their lives when performing their duties on the roadways every day, and it is implausible for law enforcement officers to be everywhere and catch every violation. AE augments traditional enforcement without requiring a traffic stop.

On average, over three people are killed every day as a result of traffic crashes in the state.²¹ We urge you to reject HCR 2004 and similar measures like Senate Concurrent Resolution (SCR) 1004. Instead, we encourage you to advance measures like House Bill 2417, which would create an intelligent speed assistance (ISA) program to protect road users and keep Arizona families whole and visitors safe. Thank you for your consideration.

Sincerely,



Catherine Chase
President

cc: House Majority Whip Willoughby, Speaker Pro Tempore Carter, Assistant Minority Leader Gutierrez, Minority Whip Crews and Minority Whip Travers

¹ Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2024, NHTSA, April 2025, DOT HS 813 710, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>.

² State Traffic Safety Information for Arizona, NHTSA, available at <https://cdan.dot.gov/stsi.htm>.

³ Arizona Motor Vehicle Crash Deaths 2024, ADOT, Jul. 2025, available at <https://azdot.gov/sites/default/files/2025-07/2024-Crash-Facts.pdf>;

⁴ Arizona Motor Vehicle Crash Deaths 2024, ADOT, Jul. 2025, available at <https://azdot.gov/sites/default/files/2025-07/2024-Crash-Facts.pdf>;

⁵ Arizona Motor Vehicle Crash Facts 2015, ADOT, June 2016, available at <https://azdot.gov/sites/default/files/2018/10/2015-crash-facts.pdf>;

⁶ Red Light Running, IIHS, available at <https://www.iihs.org/topics/red-light-running#overview>.

⁷ Red Light Running, IIHS, available at <https://www.iihs.org/topics/red-light-running#overview>.

⁸ Red Light Running, IIHS, available at <https://www.iihs.org/topics/red-light-running#overview>.

⁹ The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised), National Highway Traffic Safety Administration (NHTSA), DOT HS 813 403, February 2023, available at: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.

¹⁰ CPI Inflation Calculator, BLS, Jan. 2019 to Jan. 2025, available at <https://data.bls.gov/cgi-bin/cpicalc.pl>.

¹¹ 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/datastore/document/bibliography/2218>.

¹² 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>.

¹³ Traffic Safety Facts 2022 Data: Speeding, NHTSA, Jul. 2024, DOT HS 813582, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813582>.

¹⁴ 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>.

¹⁵ Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS, August; available at <https://www.iihs.org/topics/bibliography/ref/2097>.

¹⁶ Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](https://www.fhwa.gov/speed-safety-camera-program-planning-and-operations-guide).

¹⁷ Evaluating the Effectiveness of Urban Speed Cameras on Traffic Safety in a Period of Dramatic Change, Carnegie Mellon University, July 2024, available at https://ppms.cit.cmu.edu/media/project_files/Guerra_Erick_420.pdf.

¹⁸ 2022 Traffic Safety Culture Index, AAA Foundation for Traffic Safety, November 2023, available at <https://newsroom.aaa.com/wp-content/uploads/2023/11/AAAFTS-TSCI-Technical-Report.pdf>.

¹⁹ 2022 Traffic Safety Culture Index, AAA Foundation for Traffic Safety, November 2023, available at <https://newsroom.aaa.com/wp-content/uploads/2023/11/AAAFTS-TSCI-Technical-Report.pdf>.

²⁰ Effects of turning on and off red light cameras on fatal crashes in large U.S. cities, Journal of Safety Research, June 2017, available at <https://www.iihs.org/topics/bibliography/ref/2121>.

²¹ Effects of turning on and off red light cameras on fatal crashes in large U.S. cities, Journal of Safety Research, June 2017, available at

<https://www.iihs.org/topics/bibliography/ref/2121>.

Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2024, NHTSA, April 2025, DOT HS 813 710, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>.