

Camera Enforcement – Charting A Catastrophic Failure

By Greg Mauz
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When “selling” their product to your city council, ticket camera companies promise that “photo enforcement will dramatically reduce ALL (or overall) signal related crashes, injuries and fatalities.” Additionally, they claim crashes decrease citywide through “spillover effect” (“halo”) at intersections without red-light ticket cameras. Camera promoters define “dramatic” as a -30% or more decrease.

Charted on the following pages are 40 studies, involving about 60 cities, employing ticket cameras – mainly red light cameras, but some speed cameras, also. At least 12 of these studies are camera promoter funded with your money. NOT even ONE study – when properly scrutinized – can even remotely claim to be a safety success story.

Virtually all cities or “studies” claiming “cameras improve safety” or “save lives” are bought-and-paid-for fraud. The jig is up. Camera promoters are getting so desperate they are now hiring cops disguised as independent, objective researchers to spin doctor cameras into a safety success story (see: Texas DOT Report, Arizona and Philadelphia). They are also deceptively using data from 2008, which is a record all-time safe year since 1965, due to a huge drop in mileage travelled (-100 billion miles). No correlation to cameras. Most integrity problems are noted in the results column.

The charts clearly show that ticket cameras are a unanimous, catastrophic safety failure. Crashes increased (after ticket cameras) across the board. Control sites handily outscored camera sites in safety (and violation rates) further proving that “spillover effect” is a lie! Rear-end crashes rose dramatically in over 25 locations. Significant to serious injury increases were documented in over half of the studies and implied in others. When crashes increase, injuries and the probability of death increases. At least 10 studies reveal a rise in fatalities after cameras. ALL U.S. signal related fatalities have risen [after cameras] including a +12% increase of rear-end deaths. All told, over 600 additional Americans have been killed to provide \$7 billion annually in personal/corporate/government profits.

The treacherous lies need to stop! Ticket cameras remain a money usurping scam since day one. Camera companies knew way back in 1995 that camera enforcement caused huge increases of crashes (Andreassen, Mauz, and Armeij).

The awful truth is: ticket cameras violate 4 due process rights, employ engineering malpractice (illegally short yellows) to entrap motorists, immorally write the vast majority of tickets for invisible (tenths of a second) non-dangerous violations, exploit legal right turns on red and falsely charge innocent vehicle owners 29% (or more) of the time. These crimes are bad enough. But, causing \$billions in personal property damage along with injuries and deaths of real human beings is contemptible.

Camera enforcement represents a most heinous example of out of control greed, influence peddling (\$\$\$) and total fraud. All ticket camera programs must be dismantled immediately and permanently. Every day they continue to exist shows a complete lack of respect for GOD, Country and human life.

Greg Mauz is an honest (no \$\$ conflict) traffic safety researcher with 23 years experience and a volunteer activist with the Best Highway Safety Practices Institute. He has authored 6 Camera Enforcement Reports. www.bhspi.org/mauz/ 325-896-2595.

<u>Study/Location/Year</u>	<u>Notes / RLTC Crash Results</u>
<p>“Camera Enforcement-Developing the Factual Picture”, March 2001 (96 pages) by Greg Mauz 325-896-2595</p>	<p>Most comprehensive. Covers all aspects (STCs and RLTCs) including: lack of an honest need, rights violations, money, bogus public acceptance, engineering malpractice, objectively refutes promoter research (IIHS & CamCo), most statistics examined and RLTCs cause fatalities. Proven fixes for signal and ALL traffic safety.</p>
<p>“Red Light Running Crisis Is It Intentional?” May 2001 (23 pages) House Speaker Dick Armey</p>	<p>Concurs with Mauz, excellent yellow time research. Money amounts for a dozen cities, RLTCs cause more crashes. “Cameras are a scam and Un-American.”</p>
<p>http://www.highwayrobbery.net/TickRedCamWebsiteArmeysSiteHome.html</p>	
<p>Red Light/Speed Camera – five part series. April 2002 (17 pages) Matt Labash, Weekly Standard.com</p>	<p>Concurs with Mauz and Armey.</p>
<p>"Camera Enforcement - A Picture of Fraud" May 2007 (52 pages) Greg Mauz www.bhspi.org/mauz/</p>	<p>Proves from 7 different analyses (Common Sense, Photos, Kinds of Crashes, Studies, Control Sites, Statistics and Truth) cameras cause more crashes, injuries and fatalities. National signal – related fatal crashes up over 500 after RLTCs in over 200 cities. Rear-end fatalities up +12%. Angles up. RLVs up. A dozen studies examined. Eight engineering studies show RLV and safety improvements. +1 sec yellow = -40-75% less violations and -30-50% less crashes.</p>
<p>“Camera Enforcement – How the Fraud Developed”, May 2007 (17 pages) Greg Mauz www.bhspi.org/mauz/</p>	<p>Documents how camera promoters defrauded our Country. Charts 36 promoter deceptions (vs. truth) used to “sell” this fraudulent product. They knew in 1995 that RLTC’s caused serious crash increases.</p>
<p>"Red Light Running Cameras Increase Crashes and Costs", March 2008 (7 pages) USF Barbara Langland-Orban, Ph.D., et all. http://hscweb3.hsc.usf.edu/health/publichealth/news/?p=55</p>	<p>Concurs with Mauz (2007) Florida data. Injuries and deaths down without ticket cameras. Crashes increase after cameras. Insurance increases. Refuted IIHS phony research, FHWA study.</p>

"The Case Against Red Light Cameras",
June 2008 (21 pages) ACLU of Rhode Island

http://www.riaclu.org/documents/redlightcamerareport_000.pdf

"Red Light Photo Enforcement Analysis",
September 2007, for Philadelphia Parking
Authority (18 pages) by Nestel Consulting

Second Report, August 2008
(32 pages)

"Red Light Cameras In the Volunteer State:
Unsafe, Unconstitutional and Unnecessary,"
Sept. 2008 (10 pages) G. Shifflett, J. Owen
www.tennesseepolicy.org

"Analysis on the Effectiveness of
Photographic Traffic Signal Enforcement
Systems in Texas", November 2008 (39
Pages) Troy Walden
Texas Transportation Institute/Texas DOT
<http://www.thenewspaper.com/news/26/2642.asp>

"Evaluation of the City of Houston Digital
Automated RLC Program", December 2008
(16 pages) Robert M. Stein, et al, Rice
U./TTI

"Camera Fraud Invades Texas"
December 2008 (8 pages) Greg Mauz
www.bhspi.org/mauz/

Providence, Rhode Island. Due process violations.
Two years after RLTCs=small increase of crashes.
Deceptive data reporting by officials. City lost \$900,000 to
camera company.

RLTC promoter. Author a cop, not enough data,
No regression to the mean check. Only 1 yr. before vs. 2 yrs.
after at just one RLTC intersection. One too close by
control site. RLTC site = 61 crashes before versus 67
and 44 after. Control results = 26 to 43 to 38.
Inconclusive, with problematic injury data.

Same integrity problems. Four of five RLTC sites <1 year
of data. 5 camera sites = 260 crashes before versus 255
after. Injury crashes before = 23 versus 31 after for a +35%
increase.
Controls NOT documented but supposedly showed results
equivalent to RLTC sites. Rear-ends down? NOT consistent
with most studies. If rear-ends down, then angles rose.

The title says it all! Uncovered illegal yellow times
and other fraud. Crashes increased after RLTCs.

RLTC promoter, author a career cop, not enough data, no
controls, no regression to the mean check, 2008 data *, 56
intersections (31 Houston), 10 towns,
5 Lies in 1st paragraph! Contrary data to Rice.
No independent references. 20 sites < 5 crashes.
Why cameras? MONEY. Lubbock omitted from
study. Admitted alleged -30% crashes was inconclusive.

RLTC promoter, 50 sites (data from 2004-2007) no controls,
Mayor White/PC Hurtt try to fudge report. Dishonest
text. Charts reveal truth. Crashes decline 6-28% before
RLTCs. After=20 sites > +100%. Rear-end=+65%.
Swipes=+122%. Angle=+79% and +37% on cam (only)
approaches. Over +120 extra injuries + 3 deaths?
Cameras extorted \$21 million.

Legislative deception (2003). Crash increases in Harlingen,
Houston, Lubbock & Plano. Yellow Fraud in Dallas,
Houston, Humble, Lubbock and TxDOT. Cam Co. (\$) influence
abounds. Many cities now exploit (legal, non-
dangerous) right turns on red.

Burleson, Texas; City Report
Late 2008

RLTC \$\$\$, not enough data, no controls, no regression to the mean check, 2008 data * inconclusive. 3 fatalities before RLTCs vs. 4 after (+33%). Most tickets issued for legal right turns on red despite only 2 such crashes before cameras.

Lubbock, Texas; City Report
January 2008 (12 pages)
<http://www.thenewspaper.com/news/21/2168.asp>

RLTC \$\$\$, 2 before periods / 1 after with control sites (2005-2007). Before ALL avg. = 190 / after cams = 286 crashes or +51%. RLV crashes = 29 1/2 before vs. 44 after or +50%. Rear ends = +55%. Controls = -50% RLV = 18 1/2 vs 9 after. Rear ends = +120%. Extra injuries NOT properly documented. Cameras were shut down.

"Evaluation of Red Light Camera Pilot Project" (2003) Synetics Transportation Consultants for Ontario Ministry of Transportation
<http://www.motorists.org/photoenforce/home/evaluation-red-light-camera-enforcement-pilot-project/>

Six jurisdictions. RLTCs = +16% crashes & +2% increase injury or fatal crashes. Control Sites (w/police enforcement) = +8% crashes & -10% injury or -12% fatal.

"Impact of Red Light Cameras (Photo Red Enforcement) on Crashes in Virginia" (2007) Also 2005.
See other page.
<http://www.thenewspaper.com/news/18/1844.asp>

RLTC promoter. Five cities with 7 years of data. All crashes = +29% Angle +20% Rear end = +42% (for years). Overall injuries = +18%.

California Office of Traffic Safety Statistics on Oxnard, California (2007) Also IIHS Study (2001). See other page.
<http://www.thenewspaper.com/news/19/1943.asp>

Data from 2005. Cameras since 1997. Ranks #1 in overall accidents of 50 comparable cities. Ranks #2 in injury/fatal collisions (1,867). Further proof IIHS lied in 2001.

Harlingen, Texas
The Monitor (December 7, 2007)

ALL = 43 before RLTCs versus 57 after or +33%.

Plano, Texas
KXAS-TV (November 6, 2006)

Overall crashes increase at 4 camera intersections.
Rear-ends = +50%.

Duluth, Georgia (2006)

March 2004 - February 2006. Before RLTCs, ALL crashes = 75, after = 91 or +21%.

Lilburn, Georgia (2006)

ALL = 37 before versus 46 after or +24%. Angles = -18%
Rear ends = +100%. Injuries = 7 before vs 16 after or +128%.

Marietta, Georgia (2006)
Atlanta Journal-Constitution
All three Georgia cities.

ALL = 108 before RLTCs versus 163 after or +51%.
Rear ends = 65 to 97 or +49%.

Fort Collins, Colorado
Coloradoan (July 1, 2007)
<http://www.thenewspaper.com/news/18/1835.asp>
<http://www.coloradoan.com/apps/pbcs.dll/article?AID=/20070629/NEWS01/706290329/1002>

Crash rate per million VMT = 1.51 in 1996 (1st year of cameras).
2005 = 2.81 or +86%. Add +1 sec yellow in 2006 = 2.0 crash rate or -28%.

Portland, Oregon
KATU-TV (November 12, 2005)
<http://www.thenewspaper.com/news/07/763.asp>
<http://www.katu.com/team2/story.asp?ID=81073>

Cameras (since 2001) extorted \$17 million.
Rear-ends increased +140%. Overall accidents up.
Extra injuries not reported.

Seattle, Washington. "City of Seattle
Traffic Safety Camera Pilot Project"
(June 2007)

RLTC promoter. Four years before / 1 year after. Before RLTCs = 4.94 crashes per intersection. After = 5.25 or +6%. Allegedly, a few less injuries? Control sites = inconsistent (some up in crashes / some down). RLTC \$ = 1.4 million.

New York City (1993 to present)
Mayor Rudolf Guilianni

First U.S. City to install RLTCs. NO public knowledge, debate or consent. No camera site study ever reported. FOIA requests by NMA lawyer went unanswered for crash records. R. Retting (engineer) later hired by IIHS to promote cameras nationwide - was richly (\$\$\$\$\$) rewarded. IIHS/Retting involved in most phony "research". Unethically short yellows at all RLTC sites.

"Arizona Ticket Cameras Cost 28 Lives"
(February 2009) (8 pages) Greg Mauz
www.bhspi.org/mauz/

Refuted DPS dishonest study on speed cameras "saving lives" (2008 data *). Fatal "exceeded limit" factors = a mere 3%. AZ RLV fatal crashes = 199 before cameras from 1995-2001. After, from 2001-2006 = 227 (+28) or +14% more deaths. England STCs = +31% injury crashes. Contains 9 Speed Ticket Camera studies. Higher speed limits = less fatal crashes - 10 studies. Cameras Kill! Italy indicts 108 camera promoters.

* 2008 RECORD SAFE YEAR (ALL U.S.) due to recession, -100 billion VMT. No correlation to cameras. Invalidates [phony] RLTC crash declines.

Complete 2-3 page analyses available for FHWA 2005, Andreassen, TxDOT, Houston/Rice, Oxnard (IIHS) and Philadelphia.

Red-Light Ticket Camera Studies

Location Study/Year	Notes/RLTC Crash Results
Synthesis 310 (2003) [TRB, FHwA, IIHS]	40 cities, 11 camera promoters, tons of data; still, no “conclusive evidence” to support RLCs
Melbourne, Australia [Andreassen, 1995]	41 RLC sites, 11 years data, identified crash types, +70% ALL (includes RLV), +100% rear end, RLCs reversed positive historical trends, refuted other studies
Monash University (1999)	Concurred with Andreassen
Charlotte (2001)	News report: +15% rear-end collisions
Greensboro (2001)	News report: +100% red-light violation crashes
North Carolina (2004) [Urban Transit Institute]	5 years data, 303 intersections. +40% ALL, +78% rear-end, non-camera control sights -25%
Howard County (2000)	+15.9% ALL, +21% rear-end
Oxnard, CA (2001) [IIHS]	5 years, 125 intersections (11 RLC sites), RLC promoter, -5% ALL (inconclusive), +180% rear-end (1 fatal), not reported. No RLC controls: -10% ALL--Santa Barbara; San Bernardino--best injury rate
Mesa, Arizona (2000)	4 years, 4 quadrants (6 intersections each), no crash types, rates only, TC sites = -7% to -15% (1 fatal); control sites = -10%, lowest injury rate
Scotland (2004)	Speed Cameras (photo radar), +9% fatalities (+28 deaths)
Virginia (VTRC, 2005)	7 cities, 5+ years, RLC promoter Net injury crashes +7% to +24%; rear-end +50% to +71%
Washington, D.C. (2006) [Washington Post, NMA News]	6 years data, \$32 million fines (500,000 tickets), +81% injury/fatal crashes (including RLV) [+118 injuries/deaths]
Winnepeg, Manitoba Canada (2006)	+58% ALL, +64% injuries, control sites = +7%
FHwA (2005)	7 cities, 132 sites, RLC promoter 10+ years. Net increase +8% (understated) injury crashes, a few extra fatalities