

“Camera Enforcement – Five Big Lies”

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On June 30, 2010, five camera promoter groups (National Highway Traffic “Safety” Administration (NHTSA), Insurance Institute for Highway “Safety” (IIHS), Howard County Police, Florida “Representative” Ron Reagan and Partnership for Advancing Road “Safety” (PARS) – the new camera company front group) testified at the U.S. House Committee on Transportation and Infrastructure. Despite usurping \$8 billion annually in 500 locations, the camera profiteers are NOT satisfied. They wanted taxpayer grant money – for more cameras – to rob more Americans during the worse recession in American history. The pro-camera testimony was a **complete pack of lies**. Truth was provided to the committee by the National Motorists Association, Representative Loudermilk of Georgia and later that day by traffic safety/camera expert Greg Mauz of the Best Highway Safety Practices Institute, who should have been invited to the meeting.

Having analyzed ALL committee testimony, the following refutation deals with the **5 biggest LIES and their spawns**.

LIE #1. There is a national, urgent need for camera enforcement (ALL promoters). Promoters parrot outrageous deceptions from the IIHS. “Red light running causes 22% of all urban crashes” (IIHS). Or, “RLR is the number one cause....” To fake a “need” for speed cams they parrot NHTSA’s, “Speeding causes 31% of traffic fatalities”.

TRUTH. There NEVER was a need, just insatiable greed for money. Red light violations comprise a mere 1 1/2% of ALL accidents and just 2% of fatalities (762 of 37,261 in 2008, NHTSA). Urbanwise, RLVs comprise only 2%-4% of crashes and fatalities. Example: Broward County, Florida (population 1.5 million) 1994-1999 average 16 of 426 annual fatal factors or 3.76% RLV, NOT 22%. RLV crashes rank about #7, not #1. For perspective: you are 20 times more likely to be murdered than killed by a red light violator.

Lies of omission include: improper right on red (deceptively not mentioned) causes a microscopic 0.037% of all U.S. crashes but often accounts for 80%+ of tickets issued. See “The Right on Red Scam”, Mauz. Rear-end fatalities average 1800 annually versus 900 for RLV. Florida (without cameras) recorded a 20% drop in RLV fatal crashes (1996-2000 versus 2001-2005, 618-493=-125) NOT a big increase as soon to be former Representative Reagan claimed (pps. 37-39, “Picture of Fraud”). On the other hand, Arizona – with cameras – recorded a +14% increase of RLV fatalities for the same period.

NHTSA’s 31% speeding fatality figure is a 40 year old, MANY times refuted, BOLD FACE LIE! Car and Driver (9-1996) wrote a 7-page expose’ on NHTSA’s fraudulent book keeping. Even honest police officers admit to this fraud being used to obtain grant money for speed enforcement, which is a \$10 billion a year industry [“Speeding Crash Statistics”, “Speed – Related Fatalities Grossly Inflated by NHTSA” @ www.bhspi.org/mauz].

In 1997, Alabama state statistics show 141 fatal speed factors. NHTSA's Traffic Safety "Facts" (Table 118) claims 415!! Montana shows 50. NHTSA inflates to 131!! In 2007, Texas exaggerates at 822. NHTSA lies all the way up to 1,343! States already inflate their speed statistics with biases, second and third factors and weather caused crashes (speed too fast for conditions). Still, most states average about 10% speed caused fatalities, NOT 31%.

True speeding causes only 2% of ALL crashes and <5% of fatalities. Arizona data is fairly honest. Their DOT reports in 2006 that 58 of 1,767 fatal factors were "excessive, over the limit, speeding". That's a mere 3.28%, NOT 31% (page 30).

<http://www.azdot.gov/mvd/Statistics/crash/PDF/06crashfacts.pdf>

By 1999, RLV fatalities fell to a record low, further negating the phony "need" for cameras.

LIE #2. IIHS (Public Support, page 4) claims, "Acceptance of cameras has always been strong." The polls cited – like the safety research- are their own self-serving surveys (NHTSA, IIHS, and IRC). Florida Representative Ron Reagan presented 59 pages desperately trying to convince the committee that Florida (population 20 million) loves cameras. His colorful charts represented a tiny sample of 800 people with 72% allegedly endorsing red light cams. The Newhouse poll also claimed 85% of Houstonians "love" cameras. The other phony polls claimed 75% for RLTCs and 51-62% for speed ticket cameras.

TRUTH. Ticket cameras are internationally abhorred. Ticket cameras are being disabled, smashed, burned and destroyed by fed up citizens all over the world. Traffic laws are supposed to be set in agreement with 85%+ of the driving public. See: LIE #4.

In July, 2008, MSNBC produced a dishonest pro-camera article entitled, "Red Light Cameras Too Good For Own Good?" Dallas officials claimed that 21 cameras were removed because they worked "too good". Actually the 21 RLTCs employed illegally short yellows (Fox 4 News Report) stealing millions from Texans. When corrected, the honest yellows (like in GA) made the cameras unprofitable. Hence, their removal. After the pro-camera article, MSNBC did an online poll. Despite the dishonest, leading pro-camera questions, 62% still said NO to ticket cameras. This poll contained 40,596 people responding, NOT a mere 800!

Speed ticket cameras (69 jurisdictions) are only around because profiteers snuck them in after RLTCs opened the door. STCs were rejected in over 20 cities from 1987-1994 (RADAR May 1996; Mauz book, 2001 pps. 45-46). The camera promoters regrouped, hired Richard Retting, shortened yellow times (LIE #4) and manufactured a problem to profit from. Once RLTCs are in the door, STCs can follow –without public approval.

To foster the illusion of public "approval", camera promoter's chicanery knows no bounds. Manipulating polls, creating phony grass roots groups/websites [like "National Campaign to Stop Red Light Running" or "Keep Houston (or any town) Safe"] hiring high profile lawyers to prevent voting, planting employees in the media (Arizona Republic, Orlando Sentinel, etc.) to endorse cameras, paying employees to write letters to the editor (disguised as regular citizens) and even creating fake votes in favor of cameras.

See: "Scottsdale Red-Light Camera Firm Stands Behind AstroTurf Campaign in Mukilteo", August 24, 2010 @ http://www.washingtonstatewire.com/home/4779-scottsdale_red_light_camera_firm_stands_behind_astroturf_campaign_in_mukilteo.htm

American "Traffic Solutions" spent \$1.7 million (of their victim's money) – using the tricks above – in an attempt to prevent, then manipulate, the voter referendum in Houston, Texas. They even labeled those opposed to their fraudulent devices as "racist." WOW!

ATS "friends" at the Houston Chronicle and other integrity challenged local media censored honest research from me, the Kubosh Brothers, and voter referendum leader Phil Owens, while endorsing a product they KNEW was a complete safety failure. See: LIE #5, Houston (in the Chart).

Two things frighten camera profiteers the most – honest yellows and voter referendums. Ticket cameras have NEVER survived a citizen vote (NMA testimony, 11 cities). Informed citizens of Sulphur, Louisiana vote 86% to BAN speed ticket cameras. Cameras are also BANNED in 15 States.

On November 2, 2010, five more cities voted to remove the cameras, including Houston. The score remains: We the People 16 wins, camera promoters 0! The People have spoken. The cameras MUST be removed from every location in OUR Country. NOW!

LIE #3. PARS, Kelly (The Camera Company Front Group) testimony and most camera promoters claim, "Photo enforcement is Constitutional." PARS also spouts, "Not once has photo enforcement been found unconstitutional." David Kelly (formerly of NHTSA) also mentions careful scrutiny before sending tickets, camera enforcement's over-whelming amount of evidence and same due process as a standard police officer traffic stop. The IHS admitted they think our rights (their paying customers) are irrelevant (page 1, part 3).

TRUTH. State Attorney Generals (MI, MN, MO, IN and FL – 1997 and 2005) and court decisions (FL, SD, TX, CA, MO, etc.) agree that photo enforcement VIOLATES our Constitutional Rights to due process, face accusers, be presumed innocent and receive a fair trial (5th, 6th and 14th Amendments). The 14th guarantees Federal protection against states violating our due process rights. ALL camera states violate these rights.

Redflex's CEO admitted in Arizona court to rubber stamping camera tickets (NMA News, 2006). See www.thenewspaper.com for dozens of known people wrongfully issued camera tickets that quite obviously – were NOT even casually checked. "Overwhelming evidence"? It's a photo/video of a car's rear license plate allegedly violating a red light/speed limit. No witness, plus no identity of the driver, equals hearsay. Inadmissible in real court (Randall Kallinen, Attorney, Houston, Texas – 3 tickets dismissed).

In 30% or more cases a ticket is mailed to an innocent vehicle owner who did NOT commit the offense. States, like Texas, still require the innocent owner to pay, even after attending the kangaroo hearing. Due process? Fair??

Not once “unconstitutional”? Florida Supreme Court Chief Justice Barbara Pariente’ said – in reference to civil trials – “Facing ones’ accusers is among the minimum essentials of a fair trial.”

Miami-Dade Circuit Court Judge Gerald Bagley declared Florida’s red light cameras illegal on February 22, 2010. He based that on Florida and U.S. rights to face your accusers in court, plus AG decisions from 1997 and 2005. Charlie Crist was AG in 2005. As Governor, in May 2010, he ignored his own prescribed law and honest research (from Mauz and others) to allow the still illegal cameras to defraud the public (“Stop! Red-Light Cameras Illegal” www.sun-sentinel.com , February 23, 2010).

Floridians were dismayed to see in the staff reports and Chairman’s statement the absolute nonsense that “Florida is protecting the public interest and is a ‘model’ red-light camera program.” There was NEVER a need (-20% RLV fatalities, -11% injuries), the cameras are still ILLEGAL, fines rose from \$125, to \$158, there are no yellow requirements and no delay into the red before ticketing an imperfect science. See LIE #4. Several cities are already breaking the new anti right on red part of the “law” (N. Miami Beach). AND if a camera ticket isn’t paid after 60 days, car owners (remember 30% innocent) can have their license suspended.

A Sioux Falls, South Dakota Circuit Court Judge declared red-light cameras illegal on June 15, 2010. The city [illegally] reversed the burden of proof, plus violated the 14th Amendment of the U.S. Constitution. This Amendment guarantees federal protection against states violating our due process rights. Translation – ALL ticket cameras are illegal in every state!!

As explained in Rep. Loudermilk’s testimony, Minnesota Supreme Court , and California Courts also declared camera enforcement illegal (burden of proof, facing accusers).

Need even more? Ticket cameras are a traffic control device. However, they have NOT been approved by the Manual on Uniform Traffic Control Devices. This, again, means that camera enforcement is illegal.

It also remains illegal/highly unethical for civilian corporations (several of them foreign, like Redflex of Australia) to usurp U.S. police duties by enforcing [and profiting from] our laws. Redflex also broke FCC law by using uncertified radar to steal \$ millions from U.S. citizens. Punishment? None. And , almost all camera promoters violate Federal Trade Commission laws which require disclosure when you are PAID to promote a product - even on the internet. You know, the only real reason why anyone promotes cameras – they are paid lots of money! All promoters at the Committee Meeting were seriously compensated, including Reagan who dishonestly implied otherwise. Who knows how many other laws these promoters are breaking? See: “Red Light Camera and Speed Camera Crimeline” @ <http://www.thenewspaper.com/news/26/2649.asp>.

So when will the U.S. Attorney General, FBI or Congress do their job (remember your oath to protect the Constitution from all enemies –foreign and domestic) and stop these illegal, dangerous camera programs. How about you, Chairman DeFazio? Or you Florida

Representative John Mica? Or you Representative John Duncan? Anyone care? If this doesn't move you to do what's right, see LIE #5.

LIE #4. "There is an epidemic of dangerous red-light runners, speeders and scofflaws" (ALL TC promoters). "Habitual, thoughtless, reckless drivers" (Reagan testimony, pps. 1 & 3) threatening to kill you at every turn. All this demonizing language implies that cameras ONLY target deliberate, dangerous drivers.

TRUTH. There is an EPIDEMIC of traffic engineering MALPRACTICE (NOT dangerous drivers) pervading our Country. Camera programs encourage (\$\$\$) and require unethically/illegally short yellows, dangerously under posted speed limits and other immoral tricks to usurp enough money for all camera promoters to exorbitantly profit (camera companies, city, county, state governments, police, NHTSA, IIHS, trauma centers, ETC.). Cameras reside in about 500 locations and defraud Americans for at least \$8 billion annually.

Traffic engineering is NOT an exact science. Some disobedience is purposely programmed in. Even "proper" yellow times contain numerous [admitted] flaws (Institute of Transportation Engineers). Minimum yellow times were actually lowered from 1989-1994. These new shorter yellows (**-1.3 seconds average**) do NOT provide enough yellow time for 47% of American drivers, including: slower than average, the elderly, the disabled, drivers of large trucks and those trying to stop during inclement weather. Cameras ticket all these people and more. See: "Blowing the Whistle on a Dangerous Crime," FBI/AG/Congress complaint, pages 2-6 for complete shocking details.

Cameras target everyone! Over 70% of those ticketed are less than 1 second into the red – neither dangerous or deliberate, but entrapped by short yellows. Safe drivers who have NEVER received a ticket their whole life are receiving camera tickets. Ticketing a flawed science for <1 second into the red is akin to issuing a speeding ticket for 65.6 MPH in a 65 MPH zone. It's WRONG! (And has now happened in the Italian town of Vergiate! <http://www.thenewspaper.com/news/32/3266.asp> or <http://www.lyonmag.com/article/18681/radar-incendie-a-dardilly> where the town was ticketing for 1 km/h, or 6/10 of a MPH!). These violations are invisible and would NOT be ticketed by any honest cops. About 93% of RLV tickets are less than 2 seconds into the red – still NOT dangerous (Mauz, Monash University, Australia). RLV crashes occur 3 or more seconds into the red (usually > 5 seconds).

Here's real world proof that ticket cameras target and entrap everyone. Washington, D.C.s population was 560,000 people in 2005. At that time over 500,000 RLTC tickets were issued in six years extorting \$32 million. Adding STCs and RLTCs together, Washington, DC wrote over 2 million camera tickets – about 4 times the population – while extorting \$151 million by the end of 2009! Houston, Texas in 4 years ticketed about 800,000 people. In addition, there remain 1.4 million outstanding traffic warrants for unpaid traditional tickets. Not even counting paid citations, Houston (population: 2 million), like Washington, has ticketed the equivalent of every man, woman and child. Duncanville, Texas (pop: 38,000) ticketed 44,000 people in less than 2 years! And Cary, N.C. (pop: 120,000) has exceeded their population in number of tickets. *So everyone is a dangerous, reckless criminal?*

Then there is the more recent scam (not mentioned by any of the promoters). Insatiable greed has led to ticketing legal right turns on red. As mentioned in LIE #1, improper right on red causes a microscopic 0.037% of all US crashes and maybe 20 fatalities nationwide – not even remotely dangerous and many of those ticketed actually stopped. Over 80% of LA County and 96% of Duncanville’s tickets were for legal right turns on red. See: “The Right on Red Scam.”

In addition to invisible violations, illegally short yellows and right on red shenanigans, remember 30% or more tickets go to innocent vehicle owners (LIE #3). Maybe 25% of RLVs are deliberate and deserve a ticket (to the real driver). Maybe 10% would qualify as potentially dangerous.

It is a long recognized fact that 85-90% of Americans drive in a reasonable and safe fashion (ITE, FHWA, etc). A mere 5% of licensed drivers are involved in accidents in any given year (NHTSA, Traffic Safety Facts 2007, Table 5, 10.5 million of 205 million). And road safety constantly improves, EXCEPT in camera areas (LIE #5).

The real epidemic is the multitude of FRAUD being perpetrated upon the American public by corrupt corporate/political special interests who do NOT represent our best interests.

Not even remotely satisfied with entrapping 47% of drivers or cheating with illegal approach speeds (underposted speed limits) to nab more people or targeting Right on Red, most camera profiteers shamelessly employ extremely dangerous ILLEGALLY short yellows to target everyone!!! And we’re the “scofflaws”???

The following list is a small sample of cities caught with illegal yellows. The number of signals with RLTCs is in parentheses. IVL means: illegal violations lines. New York and Chicago are still illegal.

New York City (100+)	Dallas, TX (21)
Chicago (380)	Houston
Virginia (55)	Humble (5)
Tucson, AZ (ALL)	Lubbock (8)
Mesa (IVL) (6)	N. Richland Hills
Cleveland, OH	Garland (IVL)
Albuquerque	Sugarland
San Diego, CA	Nashville, TN
LA County	Chattanooga
Union City	Germantown
Beaverton, OR	Tupelo, MS
Springfield (ALL)	Maryland
Cary, NC	Florida

Institute of Transportation Engineers MINIMUM Yellow Interval Lengths

Kinematic Model

<u>Approach speed (85%ile)</u>	<u>Seconds</u>
25 MPH	3.0
30 MPH	3.3
35 MPH	3.6
40 MPH	3.9
45 MPH	4.3
50 MPH	4.7
55 MPH	5.0
60 MPH	5.4

These times do NOT include wet weather, downhill approaches, large trucks and slower than average drivers. Underposted speed limits, unethically low 1 second perception/reaction times, red clearance replacing yellow and unsynchronized signals all cause more violations and serious crashes. MINIMUM yellows should be a starting point, NOT an ending point. Lowest yellow should be 4.0 seconds at 25 MPH. Left turn yellows should also be 4.0 seconds, plus. Photo enforcing these extremely flawed yellow times is malicious entrapment. IT is straight-up STEALING!

Honest yellows are kryptonite to dishonest cameras. Representative Loudermilk, from Georgia, explained to the committee how adding one second of yellow to the ITE minimum averaged a -72% reduction in red light violations at ticket camera intersections (HB 77). Most cameras – in 12 Georgia cities – were removed as profits plummeted. Ditto for Dallas, Texas and Mesa, Arizona.

Cameras and yellows – like oil and water – don't mix and create a mess when attempted. As evidenced above, regardless of fines, short yellows force people to violate the red anyway. While short yellows make camera promoters rich, these unethical signal times cause more crashes, injuries and fatalities. Cameras only create more problems (LIE #5).

One added second of yellow to any light reduces violations 40-80% and unlike RLTCs actually reduces crashes by 25-50% (AAA Detroit, Texas Transportation Institute, San Francisco, etc). Cameras often require over a year of enforcement to reduce RLVs by 30% (Garland, TX "Model Program"). However, yellows "astonishing results" (Detroit quote) start happening in 12 minutes, NOT 12 months! See: Truth and Conclusion chapters in "Camera Enforcement – A Picture of Fraud."

Speed limit malpractice pervades the nation. A five year, 27 state, FHWA Speed Limit Survey 1992 (by honest – now retired engineers) found that 90% of U.S. speed limits are posted too low, slower drivers cause the most crashes and higher limits are safer ("Arizona,,,,," Mauz, 10 examples). NHTSA tried to censor the study.

Underposted speed limits cause more crashes by increasing speed variance, tailgating, lane surfing, confusing yield situations, (including pedestrians) and denying necessary yellow time for safe stopping at traffic signals (ITE, FHWA, Parker, Mauz, Dornsife, etc).

Its' been highly recommended (and federal/state law) for decades in the Manual on Uniform Traffic Control Devices for SAFETY (2B.11,2000; 2B.13,2010). The safest speed limit (determined by an engineering study) "should be the 85th percentile speed of free flowing traffic, rounded up...." This is the speed, at or below, which 85% of drivers are traveling.

Setting a speed limit is suppose to be a scientific, democratic process. Therefore, there is no such thing as a "speeding problem," only unethically/illegally underposted limits to induce profits through predictable violations. Legislated caps, like 65 on rural interstates, remain contrary to proper engineering and safety. For the record: most rural freeways should be posted at 80 MPH, not 65, 70 or 75 MPH.

The speed enforcement (traditional and STC) scam works like this, science says a speed limit should be 80 MPH. Politicians (government – profits from enforcement) post 65 MPH, which 75% of drivers disagree with. ANY law that cannot garner a voluntary vast majority compliance is a BAD LAW in any society – especially a democratic republic!

Since lower (unrealistic) limits do NOT slow traffic down (FHWA SLS) a phony "speeding problem" is invented. To seem reasonable, your kind government officials (cops) will give you a 5 or 10 MPH grace over the limit, before ticketing you. But, the speed limit is dangerously underposted by 15 MPH below the prevailing, safe speed of traffic. Most of the resulting thousands of people ticketed have NOT done anything wrong!! AND they are the safest drivers, NOT "dangerous scofflaws."

The exact scenario above took place in 2006 on rural loop 101 in Scottsdale, Arizona. Speed ticket cameras illegally entrapped 90,000 drivers, extorting over \$14 million. As with RLTC's in Florida, there was never a need as crashes fell from 403 in 2004 to 297 in 2005 (-26%) BEFORE camera enforcement, and with higher travel speeds.

LIE #5. The most heinous LIE: "Cameras save lives" (ALL promoters). "Cameras dramatically reduce crashes, injuries and fatalities." "Initial slight increases in rear-end collisions" (IIHS, NHTSA).

TRUTH. Ticket cameras cause fatalities! There are over 40 studies (including a dozen camera promoter ones) PROVING red light ticket cameras and speed ticket cameras CAUSE SERIOUS increases of crashes (all types), injuries and fatalities. NOT EVEN ONE truly independent study endorses cameras. See: "Camera Enforcement – Charting a Catastrophic Failure."

"Camera Enforcement – A Picture of Fraud" PROVES from 7 different analyses (common sense, photos, kinds of crashes, studies, control sites, statistics and truth) cameras cause more crashes, injuries and fatalities.

Camera profiteers keep repeating that the IIHS Oxnard Study shows cameras remain a “safety success” story. Congressman Dick Armey and I handily refuted that lame excuse for a study back in 2001 (<http://www.thenewspaper.com/rlc/reports/rlcreport.asp> and “Picture of Fraud”, Mauz, p. 21). Like all camera promoter “studies”, it is riddled with integrity, methodology and interpretation problems. With their fraudulently obtained money, camera profiteers BUY phony results favoring cameras.

Red light violation crashes were NOT analyzed, ALL crashes decreased a mere 5% (in 29 months) at 125 signalized intersections and IIHS (Retting) failed to report that rear- end collisions increased +180% at the 11 camera sites (18 to 51, 9 serious injuries, Kadison, photo p. 11, “Picture of Fraud”) . On the other hand, the NO camera (control) sites recorded a -10.2% decrease in ALL crashes (Santa Barbara) and better injury rates (San Bernardino) than camera enforced Oxnard.

In 2007, California Office of Traffic Safety Statistics reported that Oxnard was the #1 WORSE city for overall crashes and #2 WORSE for injuries/fatalities. So much for another “model camera city” (<http://www.thenewspaper.com/news/19/1943.asp>).

Camera collaborators constantly misrepresent the 2005 FHWA Study “Safety Evaluation of Red Light Cameras” as a major ticket camera “safety success”. Below is the recorded results, put into proper perspective – something an honest researcher provides.

TICKET CAMERA SITES (2 1/2 Years After).

Angle Crashes -379 (-25%)	Rear-End Crashes +375 (+15%)	Difference -4 crashes (0%)
Angle Injuries -55 (-15.7%)	Rear-End Injuries +32 (+24%)	Difference -23 inj. < 2% overall improvement

<NO CAMERA> CONTROL SITES.

Angle Crashes -290 (-8.5%)	Rear-End Crashes +71 (+1.8%)	Difference -219 crashes, about 6% improvement
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The signalized intersections doing NOTHING (no RLTCs) - like Oxnard and almost everywhere – scored way better than the camera enforced ones. But the kicker here is on page 68 (Table 18). There occurred a higher percentage of SEVERE angle injuries and a few extra deaths AFTER cameras!! Read, people, read! See: “FHWA Study Analysis,” Mauz and USF, Orban et al <http://hsc.usf.edu/NR/rdonlyres/C1702850-8716-4C2D-8EEB-15A2A741061A/0/2008pp001008OrbanetalRedLightPaperMarch72008formatted.pdf> .

Camera promoters parrot that rear-end crashes are few, temporary and “no big deal”. Angles are way worse. It’s a good “trade-off”. There’s NO trade-off. Angle crashes increase too. See Chart. Rear-end crashes are serious. Whiplash is serious. About 30% inflicted with whiplash NEVER fully recover. Rear-ends increase almost always, for years,

usually > 70% after camera enforcement. Melbourne's +125% was 3 years after cameras! And who rides in back seats? CHILDREN! Rear-end fatalities (ALL US) have risen +12% from 2001- 2005, after cameras, for about 600 deaths. Ditto for ALL signal-related fatalities and angle fatalities. (NHTSA data, pages 37-39 in "Picture of Fraud"). Check it.

Several camera promoters mention the 2005 Cochrane Collaboration's supposed results – from 10 biased studies - of -16% overall injuries, -24% angles and no significant change in rear-end collisions. The Cochrane Board is composed of medical scholars, NOT traffic safety researchers. The medical community maintains a serious conflict of interest. In many states, camera ticket money is earmarked to Trauma Centers (Texas, Florida, etc..) Plus, camera programs help boost medical profits (health insurance) by causing more people to become hospital patients. Everyone publically proclaiming that cameras improve safety gets paid. They are paid to LIE. See examples at end of FBI Complaint ("Blowing the Whistle on a Dangerous Crime").

Just because some scholar owns a PH.D or is a professor does NOT mean he or she has integrity or knows anything about doing an objective, accurate safety study. Despite often looking scientific, most highly paid camera promoter studies are amateurish, lack perspective, contain only one sided references, false information, inadequate comparisons, misinterpretations, not enough data, deceptive language, lack of or misrepresented control data, no regression check and often contain disclaimers proving their own pro camera "research" is FALSE!

A real researcher would know that a -16% decrease of injuries [if true] is NOT a "dramatic" improvement. Doing nothing at signal intersections can often accomplish better results! Most angle crashes are NOT RLVs. AND rear-end collisions – almost without exception – increase dramatically, including injuries and deaths. See chart.

PARS (the camera company group) quotes "results" from 2 refuted (biased \$\$\$) studies – Iowa and Texas. The Texas DOT study contained even more chicanery than usual. However, the study itself admits the "results" (-30% crashes) were NOT CONCLUSIVE. Read, PARS, read. See: "Texas DOT Study Seriously Flawed," Mauz.

"Representative" Reagan (an Insurance and Camera Company employee) helped pass the illegal camera legislation in Florida. Unlike his collaborators, he did NOT even provide ONE [phony] study to support his outrageously dishonest claims that "cameras save lives."

Howard County Police Captain Glen Hansen's written testimony at least gave lip service to education and engineering. Actions speak louder than words. Clearly, camera promoters only real concern is monetary profits.

Hansen did admit, "cameras do not automatically increase traffic safety." Try NEVER improve safety. The claims of Howard County being a "camera success" story were proven false in 2001, where they lied to the Committee, then. Crashes rose +15.9%, rear-ends +21%. (Mauz and Labash of www.weeklystandard.com).

City	Angles (RLV)	Rear-End	All Crashes	Injuries	Deaths
Greensboro, NC	NC	+78%	+40%	up	?
Houston, TX	+79%	+65%	+100%	+120*	+3*
Lubbock, TX	+50% (RLV)	+55%	+51%	+25*	
Philadelphia	?	NA	-2%	+35%	
Lilburn, GA	-18%	+100%	+24%	+128%	
Washington, DC	+30% (RLV)		+107%	+81%(+118)	+5*
Melbourne, AUS	+150%	+125%	+70%	+125*	+3*
Winnipeg, CAN			+58%	+64%	
Arlington, VA	+53%	+139%	+65%	+89%	
Falls Church, VA	-15%	+136%	+38%	+79%	
Average	+41%	+100%	+55%	+79%	

*Formula (from NHTSA data) 1 of 3 signal crashes = injury; 1 of 140 = death.

What's evident in the chart? Cochrane and ALL pro-camera "studies" remain extremely dishonest. Rear-end crashes averaged +100% increases, angles rose +41% and ALL crashes averaged +55%, with about a +79% rise of injuries. Just from these 10 random cities, ticket cameras CAUSED approximately 1500 extra crashes, 500 injuries and 11 deaths.

Anyone who does NOT find camera enforcement despicable – and in need of being stopped – should turn-in their human being card!

Not evident in the chart: cops tried to fudge results in Philly, Houston, Winnipeg and the Texas DOT Study. Police departments usually receive money from enforcement.

There occurred more than 300 additional crashes (each) in Houston, Melbourne, and Washington, D.C., after RLTCs. Before cameras, NC, Houston, and Melbourne recorded 20% declines in accidents. This means, the after results are worse than already indicated!

I personally warned Lubbock Mayor Miller and Houston Mayor Bill White that crashes would seriously increase if they employed ticket cameras. I was also interviewed in both cities' newspapers. Money deafened their ears. Mayor Miller later showed integrity by casting the deciding vote to remove Lubbock's RLTCs (Lubbock Avalanche Journal).

No integrity in Houston. The camera program was expanded from 50 to 70 camera enforcement sites despite 315 extra crashes with 120 injuries and 3 deaths (?). White and Police Chief Harold Hurtt coerced changes to the original Rice University Report to downplay and obfuscate the horrific results. One must be able to decipher the charts to obtain the truth. Six camera sites recorded over +300% increases of collisions, with one exceeding +900%! See: "Houston Cameras Increase Injuries", Mauz.

Not including camera company "American Traffic Solutions" cut, Houston defrauded its citizens for \$21 million net profit through 2008. By the end of 2010, ATS/Houston will

have extorted about \$50 million total. With GOD's help, a voter referendum ended this greed induced fiasco in November 2010. ATS spent over \$1.7 million (of OUR money) fighting to keep the fraud going. Now, they filed a court injunction to nullify the voice of the people and prevent the termination of their contract.

Like short yellows/cameras, underposted speed limits with ticket cameras CAUSE serious increases of crashes, injuries and fatalities. Again, rear-end collisions greatly increase. Rear-end crashes increased +54% on Scottsdale 101 after STCs.

England contains more speed ticket cameras than anywhere. A Great Britain Department for Transport Study (2001-2003) found that STCs caused a +31% increase of injury collisions on major highways, with a +55% increase in constructions zones.

<http://www.thenewspaper.com/news/06/602.asp>

Effect on Personal Injury Accidents		
Enforcement Type	Construction Zone	No Construction
Conventional speed cameras	55% increase	31% increase
Speed-averaging cameras (SPECS)	4.5% increase	6.7% increase
Police patrols	27% reduction	10% reduction

Like NHTSA, they lied and tried to block the study's release to the public. Safe Speed (UK) forced the release through the English equivalent of a freedom of information act. See: "Arizona Ticket Cameras Cost 28 Lives," Mauz, for 13 charted examples proving serious speed enforcement causes more fatalities and 10 studies proving higher speed limits (closer to 85%ile) REDUCE fatalities.

Anything causing an interruption in the uniform flow of traffic can be deadly. Ticket cameras are a major interruption.

Conclusion

Camera enforcement is the worse fraud ever perpetrated upon the American public! Camera promoters are chronic LIARS. They tell more than 36 lies (including the big 5 here) to "sell" their blatantly fraudulent product to the oppressed American public ("Camera Enforcement – How the Fraud Developed," pps. 10-14). Even the titles of their groups are a LIE. "Safety" should be [honestly] replaced with Enforcement for Profit. Money is all they really care about.

There was never an honest need for ticket cameras. Red light violations and speed limit violations cause a mere 2% of ALL crashes. Right on red causes a microscopic 0.037%. Cameras are internationally hated, have never survived a U.S. voter referendum and remain un-Constitutional – hence ILLEGAL! Camera

enforcement REQUIRES engineering malpractice (illegally short yellows and underposted speed limits) to entrap enough MARKS to exorbitantly profit. Camera promoters have even admitted to this dangerous fraud (ITE, IIHS-Retting, FHWA, Camera Co. memo –San Diego Court, 2001).

“Cameras save lives” is suppose to nullify ALL the aforementioned frauds perpetrated upon the public. “Its’ a trade-off,” some corrupt media say. “You give up your freedom (and they forget money) for safety.” Without freedom, there is NO safety. President Lincoln stated, “Our liberty and safety depends upon preserving the Constitution. Overthrow the men who PERVERT the Constitution.” He also said, “Nothing is politically right that is morally wrong!”

“Cameras save lives” is an outrageous, contemptible, heinous LIE. Cameras kill! Even worse, camera promoters knew this in 1995, BEFORE ticket cameras invaded America (besides NYC in 1993).

The Australian Road Research Report by David Andreassen is bulletproof – **11 years of data**, 41 RLTC sites in Melbourne (in chart, this report), control sites and documented crash types [“Picture of Fraud” pps. 18, 19, 28]. ALL crashes decreased 20-25% BEFORE cameras. After, rear-ends increased as high as +125% (3rd year after cameras). Angles (mostly RLV) rose as high as +150% - from 30 in 1984-85 to 80 in 1989. Injuries were not reported but seriously increased. Andreassen (like Mauz) also refuted all previous pro camera “studies”. Retting (IIHS 1998) and FHWA (2005) referenced this study but covered-up its [camera condemning] results.

We the People want OUR roads back. Perverting traffic control devices into revenue extorting ATM’s while causing more fatalities is morally reprehensible. THE CAMERAS MUST BE REMOVED (like Italy). They are ILLEGAL for heaven’s sake!! Violating rights, racketeering (RICO), fraud and manslaughter are crimes. Uphold OUR laws.

YELLOW times must be lengthened by 1-1 ½ seconds. Cities must synchronize their traffic lights. Right turns on red must become a YIELD, not stop. And speed limits must be set to the 85th %ile, nothing less.

These proper engineering improvements will produce HONEST violation/safety improvements (40-80% less violations and 25-50% less crashes). Our Country will save time, energy (gas), money, and reduce stress. Furthermore, NHTSA should be abolished (savings \$1 billion) along with taxpayer funded grants for any traffic enforcement.

Congress, FBI, Attorney Generals, Justice Department and ALL leaders, DO YOUR JOB! You work for us NOT corrupt corporations/local governments. Camera enforcement is a criminal enterprise. Honor GOD and Country. Defend the Constitution (your oath of office). Enforce our laws! SAVE LIVES AND FREEDOM!!! REMOVE ALL TICKET CAMERAS!!

Greg Mauz is an honest (no \$\$\$ conflicts) traffic safety researcher with 24 years experience and volunteer Activist with the Best Highway Safety Practices Institute. This is his 8th Camera Enforcement Report. See complete report and other research @ www.bhspi.org/mauz or call 325-896-2595. Also see: www.banthe cams.org, <http://camerafraudtexas.wordpress.com/>, and Google Greg Mauz.