

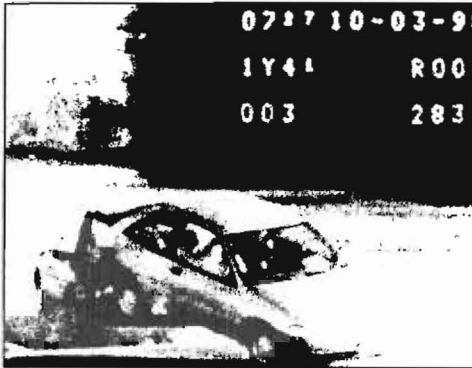
KILLER REDLIGHT CAMERAS

BY GREG MAUZ

If you were asked the question "Do ticket cameras save lives?" What would you answer? Proponents of redlight cameras (RLC) claim that data shows that red light ticket cameras significantly reduce crashes, injuries, and fatalities. But now after 10 years of US crash data, there is more than enough other documented evidence to ascertain irrefutable conclusions. The data proved they are dead wrong.

Instead of preventing anything, the cameras cause a lot of things. Fear of a receiving a ticket makes motorists slam on their brakes during a yellow light, often causing read-end collisions. The profitability of photo enforcement causes local governments to ignore installing proven engineering safety improvements (example: more yellow time). And the camera's ticket-by-mail scheme causes a violation of our guaranteed Constitutional Rights of due process, facing accusers, right to a fair trial, etc. And in some cases, cameras even cause the layoff of police officers.

Comprehensive studies clearly document the effects of ticket cameras on traffic crashes—most importantly, fatal crashes. Conclusive analysis of seven different angles prove that ticket cameras cause fatalities.



370 STUDIES

Presently, over 200 cities employ multiple ticket cameras—more than enough to seriously affect national crash trends. NHTSA fatal crash data develops into a dire picture. This report analyzed 12 important red light traffic crash (RLTC) studies. All studies combined reveal a conservative estimate of 1000+ crashes, 500+ injuries, and 75+ deaths attributed solely to the installation of ticket cameras. Six RLTC studies showed rear-end collision increased by 70% or more after ticket cameras.

STATISTICS

Over ten years of traffic signal related national crash data was comprehensively analyzed comparing a period of five years *before* the serious proliferation of ticket cameras (1996-2000) versus five years *after* (2001-2005).

- Red light violation fatalities did decline an average of 9.2%. *
- Rear-end fatalities rose plus 12%.
- Fatal angle crashes increased over 10%.
- All traffic signal related fatal crashes went up plus 2.9%.

* Florida intersections without ticket cameras and driving an average of 56% more than the national trend saw red light vehicle fatalities drop 18.3%. If Florida's fatal crash reductions were removed from the national statistics the more accurate result would confirm an increase in red light vehicles. An analysis of all pertinent data concludes red light ticket cameras resulted in over 500+ dead human beings from 2001-2005.

CONTROL SITES

These are those intersections that are similar to the RLC crash sites but with no camera enforcement. Intersections without RLC consistently score much safer than their camera enforced counterparts again proving that ticket cameras cause more crashes, injuries, and fatalities.

PHOTOS

A picture is worth a thousand words. Photos of red light violation crashes and fatalities at camera sites around the globe—England, Australia, Virginia etc—prove ticket cameras inability to prevent crashes or save lives. Cameras continue to quietly photograph increases in rear-end crashes—proving that ticket cameras cause crashes, including fatalities.

KINDS OF CRASHES

Nearly half (45%) of serious/fatal red light violation crashes result from driving while intoxicated on alcohol and/or drugs. Police admit that red light ticket cameras cannot stop drunken driving fatalities.

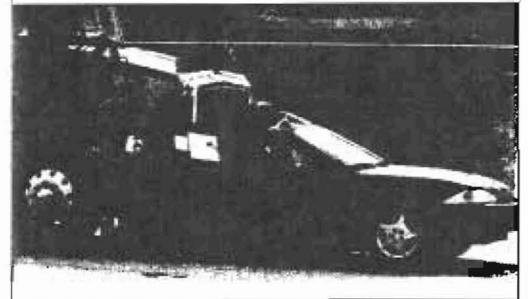
The next most common red light vehicle crashes result from emergency vehicles—police, EMS, and citizen—which comprise 24% of the fatal crash pie. Not paying attention (22%), license problems (17%), and elderly drivers (15%), round out the bulk of the human factors. Yet not well documented, inclement weather plays a factor at least 15% of the time. And traffic signal related engineering deficiencies—usually too short yellow time—cause at least 15% of fatal red light vehicle crashes.

Ticket cameras fail to prevent any of the human fatal factors, while consistently causing injury and fatal rear-end collisions. Cameras compound the accident potential during bad weather and at poorly engineered intersections.

Can cameras prevent or deter terrorism? London, England contains more cameras than any place on earth. Despite their multitude of cameras, they failed to deter or prevent the July 2005 terrorist attacks that murdered approximately 60 people.

Cameras were present at Columbine. They recorded the carnage, but failed to deter or prevent the tragedy. Have cameras prevented or even reduced robberies at banks or stores? Absolutely not! There occur more robberies in contemporary times—since cameras started being used—than during the Wild West.

Sometimes South Florida experiences several bank robberies a week, despite each bank being equipped with numerous cameras. It's impossible for cameras to prevent anything, especially random traffic crashes. While defibrillators save lives—cameras take photographs.



THE TRUTH

The truth becomes evident through the speech, public statements, research studies, and actions of the pro-camera coalition. They freely admit to rear-end crash increases after RLC installation. Their own studies admit to increases of injuries and fatalities.

But engineering research (which they don't recognize) shows that added yellow time seriously beats cameras in both safety and red light violation reductions. Their own control sites acknowledge that doing nothing is better than employing cameras. And almost all their actions clearly demonstrate the camera proponents foremost concern is making money.

www.bhspi.org/mauz

In order to settle a complaint against Redflex Traffic systems for illegal use of uncertified radar equipment, the Australian redlight camera manufacturer agreed to pay the Federal Communications Commission \$22,000 to train its employees in US rules and regulations governing radar. ⁹⁸