Speed Enforcement – Traditional (TSE) and Ticket Cameras (STC)

Location (Years)	Type	Results
Roseville, CA (1990s)	STCs	No reduction in crashes. Program cancelled.
Ontario, CAN (1990s)	STCs	No reduction in crashes. Citizens voted in new officials who cancelled the program.
Connecticut (1995)	TSE	$500,000 grant = thousands of tickets. Crashes increased +67%.
South Florida (1996) I-95 Broward/PBC	TSE	$450,000 grant, 9 police depts., "to save lives", all year, 12,000 plus tickets. Fatalities increase +14% (50 to 57).
Palm Beach County	TSE	About 100,000 annual speeding tickets to "save lives." Many illegally low SLs. Fatalities = 192 in 2000, before overzealous enforcement. After = 212 in 2001 to a record high 219 in 2002.
Meza, AZ (1995 - 1998)	STCs	Four sectors of 6 streets vs. crash rates. STC sector worse, injury rate increased. Lindsey/University = +38% crash rate. No camera sector = best injury rate.
Ohio LADHs (1995 - 99)	TSE	Did NOT raise freeway SLs. Kept 55 for trucks. Serious enforcement. In 1995 fatal crashes = 105. In 1999 fcs = 146. Fatal crashes increased +39%.
Great Britain (1989 - 98)	STCs	Before cameras (89 - 93) fatal crashes declined from 5373 to 3814 (-1559 or -29%). After cameras (94 - 98) fcs only declined from 3650 to 3421 (-229 or -6%). In 2003 FCs =3508. STC related crashes negated/reversed positive safety trend.
Great Britain (2001 - 03) Dept for Transport Camera promoter $$	STCs	Deceptive text, blocked public release, FOI Act by Safe Speed reveals truth - STCs increase injury crashes +31% and +55% in constructions zones (p. 43).
Scotland (2001 - 2003)	STCs	In 2003, cameras increased to 500 (+100%). A record 180,948 tickets = 111 million pounds (over $160 million). Fatalities increased from 303 in 02 to 331 in 03 or +9%.

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Location (Years)	Type	Results
Scottsdale, AZ Loop 101 (2006)	STCs	Before STCs, crashes fell from 403 in 2004 to 297 in 2005 (-26%). So why cameras? Money. Speed by Volume Report - over half of the drivers above 75 MPH. Not reported: This means the 65 Speed Limit is Illegal! According to SL law (MUTCD 2B.11) the legal, proper (85%ile) SL should be 80 MPH. The cameras illegally entrapped over 90,000 drivers & extorted over $14 million. Some "types" of crashes allegedly decreased. Rear-ends increased +54%, plus injuries.
British Broadcasting Company England (2008)	STCs	TV and Internet footage showed drivers panic braking in the presence of STCs, resulting in potentially deadly crashes. The government owned BBC quickly suppressed the footage when it realized the video proved that cameras are a fraud.
Flicker Vertigo	STCs	A scientifically proven, dangerous phenomenon caused by the strobe flash of the ticket cameras (US Military). Several people related that the flash blinded them for several seconds almost resulting in a serious crash. How many have been injured or killed? Plus, many people relate that they are not paying proper attention to driving while paranoid about where the next STC might be. Not paying attention is the #1 cause of crashes (>25%). Speed causes only 2%. Cameras are a fraud.

HIGHER SPEED LIMITS = LESS FATAL CRASHES

Study/Locations (Years)	Results
Federal Highway Ad. Speed Limit Survey (1992) 5 yrs, 27 states, 256 locations	Over 90% SLs set too low. Slowest drivers cause most crashes. Faster than average drivers (5 - 10 MPH above mean) are safest. Higher SLs = safest. SL should be 85%ile for compliance, enforceability and SAFETY. Lower limits increase crashes by creating more speed variance, tailgating, lane surfing and denying enough yellow at traffic signals.
All US Limited Access Divided Highways (1995 - 1997)	National Motorists Assn. helps repeal 55/65 NMSL. Enforcement for $$$ groups predict 6,400 more deaths. In 1996-97, 36 states raise speed limits. In 1995, fatal crashes = 5769. 1997 = 5659 or -110 FC + 39 billion VMT = -400 fewer fatalities.
Montana (1995 - 1996) All highways (inc. 2 lanes)	1996 = no daytime limit (reasonable & prudent). Bloodbath predicted. Results: a record safe year. 1995 = 215 fatalities versus only 198 in 1996 with a record 2.1 MFR.
Martin Parker Report FHwA (1997) 22 states, 100 locations (3 yrs. before/ 2 yrs after) 1.6 million speed measurements	Speed limit changes at 100 sites. Speed limits set higher resulted in fewer crashes. Lowered limits caused more crashes. Raising or lowering SLs do not change travel speeds.
West German Autobahn (1995 thru 1997)	U.S. LADHs Mileage Fatality Rate = .87 per 100 million miles driven. Autobahn (with no SL on 4,100 of 6,900 miles) = .77 MFR or -12% lower than U.S.

Colorado Interstates (1995 - 1999) NHTSA	In 1995 65 SL = 118 fatal crashes. In 1999 75 SL = 104 fatal crashes for a 12% reduction in fatal accidents.
New Mexico Interstates (1995 - 1999) NHTSA	In 1995 65 SL = 99 fatal crashes. In 1999 75 SL = 88 fatal crashes for an 11% reduction in fatal accidents.
Florida Interstates Rural (1997 - 2001) NHTSA	Speed limit raised to 70 MPH. Fatal crashes = 166 in 97 to 145 in 99 to 113 in 2001 (-53 or a 32% improvement). Add VMT = >32% improvement.
West Texas Interstates I - 10 432 miles I - 20 89 miles (1999 - 2004) TxDOT	From 1999 - 2001 70 MPH speed limit = 92 fatalities. From 2002 - 2004 75 MPH SL = 80 fatalities for a -13% decline.
Mauz Report "Setting Speed Limits - An Epidemic of Malpractice" (September 1999)	Arizona Transportation Research Center favorably reviewed. Refuted enforcement for profit deceptions. "Speeding" causes only 2% of all crashes. Refuted TRBs "Managing Speed,,,," (1998). Faster drivers are safer. 85%ile Law should be enforced by withholding highway funds. Unjust, excessive speeding fines documented. LADHs = lowest fatality rates and fatal crashes. Lower speed limits increase crashes . Speed does NOT KILL. Not paying attention kills. DWI Kills. Overzealous speed enforcement Kills. Cameras Kill. Proper 85%ile speed limits save lives.