

Virtually all the methods program a certain amount of driver disobedience into the traffic signal. Gene Quinn explains, "The idea is to increase (or decrease) the amber time until some level of tolerable driver failures occur. As is clear, the amber time setting is like a driver failure (and hence violation) switch. Turn amber time down and driver failures increase. Turn amber time up and driver failures decrease. It is as simple as determining just how many failures (and therefore citations) one wants to achieve."

The following outline reviews the multitude of documented problems concerning traffic signals.

The Trouble With Traffic Signals Documented Problems

- Unwarranted installations.
- Series of signals lacking synchronization.
- Flashers not being employed during slow hours.
- Inappropriately short green arrow durations followed by solid red lights.

- All formulas (Kinematic, Rule of Thumb and Uniform Value) to determine signal change intervals contain the following limitations:
 - Too short duration for driver reaction - one second.
 - Dry weather conditions only.
 - Truck guidelines not available or established.
 - Minimum stopping distance times too aggressive.

- Using the posted speed limit as the approach speed fails to provide an accurate value for determining amber change intervals.
- Illegal approach speed value documented in Florida.
- Illegally short yellow timing documented in Virginia.
- Driver disobedience purposely programmed into signals.
- Proposals to unethically shorten yellow times.
- All-red intervals stealing away yellow time for clearance.

As proven in this chapter, traffic signals do not even remotely resemble the "infallible devices" asserted by camera proponents. As outlined, there occur at least 15 distinct problems that can be associated with signals.

The majority of "red-light running" results from government malpractice, created by programming unethical and illegal traffic signal timing deficiencies, NOT "aggressive driver behavior." Furthermore, the overwhelming majority of RLVs occur less than 2 seconds into the red light or during the all-red clearance intervals and are not dangerous actions threatening public safety.

Even proper engineering of traffic signals is not an exact science. Therefore, it remains hypocritical for local governments to micro-manage the actions of ordinary drivers who would need to outperform the honed reflexes of professional race car drivers just to avoid violating an improperly timed light. But, to publicly demonize the pre-programmed failure of reasonable drivers and violate their rights by issuing camera based citations is unconscionable.

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