

Arizona Ticket Cameras Cost 28 Lives

Bogus Safety Claims by AZ Department of Public Safety!

By Greg Mauz
February 2009

Arizona Department of Public Safety claims that speed [ticket] cameras are saving 3 lives a month on the freeways surrounding the Phoenix Metroplex. A heinous lie. In fact, the opposite is true. Almost everything camera promoters publish or say is opposite of the truth. I charted 36 camera promoter deceptions versus truth in "Camera Enforcement – How the Fraud Developed" (pages 10-14 at www.motorists.org/mauz.php).

Camera promoters say, "Speeding is a leading cause of fatalities." Wrong. "Exceeded lawful speed" caused ONLY 3.28% (58 of 1767) of fatal "driver errors" in Arizona Crash Facts Summary (2006, page 30). Further diminishing this small number is the fact that many are 2nd or 3rd factors, NOT the primary error in the crash. There occur less than 9 true speeding caused fatalities annually on ALL Arizona freeways. Speed enforcement has never produced a meaningful effect on traffic safety. See chart.

"Interstate/freeway fatalities are rising across Arizona because of speeding." Nonsense. See above. Scottsdale's Loop 101 recorded -26% less crashes in 1995 (297) versus 1994 (403). Yet, deceitfully, speed ticket cameras were installed in 2006. Arizona interstate/freeway fatal crashes reached a record low in 2007 (188 versus 238 in 2006). There remains NO VALID REASON why STCs were installed on freeways in 2006 or 2008.

"Slower traffic (by STC enforcement) improves safety." False. Interrupting the faster, uniform flow of traffic causes serious crashes. Variations from mean speed studies show that the slower drivers are the most dangerous. Faster than average is safest. See chart (Federal Highway Administration).

"There's a major speeding problem", say those profiting from photo enforcement. There is no such thing as a "speeding problem", only speed limit problems. Speed limits are supposed to reflect the speed of traffic, NOT the other way around.

The Federal Highway Administration's Manual on Uniform Traffic Control Devices sets the standard. All states must comply. Section 2B.11 requires an engineering study or Speed by Volume Report be completed for each road or highway. Then, post the speed limit at "the 85th percentile speed of free flowing traffic, rounded up to the nearest 5 MPH increment." There remains NO valid excuse to round down on limited access divided highways. A legislated cap (like 65 MPH maximum on urban highways) is in clear contradiction to the letter and spirit of the law. The 85thile is the SAFEST speed limit and garners nearly complete compliance. Again, proving the "need" for cameras is a total fabrication.

The ONLY WAY ticket cameras can usurp enough money for all cohorts to profit is through engineering malpractice – the deliberate, illegal under posting of speed limits (and yellow times at traffic signals) to entrap motorists for financial gains. It's called FRAUD – a crime! Then, these law breaking

hypocrites violate people's rights to due process, face their accusers and obtain a fair trial (5th, 6th and 14th Amendments). Then, there's the burden of proof reversal (illegal) to coerce the 30% plus innocent vehicle owners into paying an unjust fine. Then, there's the invisible violations, camera companies committing other crimes, civilian foreigners (Redflex) illegally enforcing U.S. laws for profit, using STCs for unauthorized spying, etc.

"Red Light Camera and Speed Camera CrimeLine" contains over 30 examples of camera company/promoters unethical/illegal activities (<http://www.thenewspaper.com/news/26/2649.asp>). Redflex (Arizona's freeway camera vendor) has been caught NOT properly checking tickets, having illegal (uncertified) photo radar, and forging legal documents. Gives new meaning to the old proverb of the fox guarding the hen house.

We honest citizens – who pay these peoples salaries – are suppose to overlook ALL of this fraud because people profiting from this fraud claim it "saves lives."

More than 25 studies (even several camera promoters ones!) reveal that cameras cause more fatalities. In fact, a 10 year analysis of U.S. signal-related fatal crashes shows 600 more dead after ticket cameras proliferated (2001-2006). "Camera Enforcement – A Picture of Fraud" proves from 7 different analyses that cameras cause more crashes, injuries and fatalities.

In 1997, when Arizona contained only a few red light ticket cameras, there occurred just 20 fatal disobeyed traffic signal driver errors. Propaganda articles with biased, dishonest information given by camera promoters helped fuel the "need" for more cameras. USA Today, showing a complete lack of journalistic integrity, printed "Arizona Has Deadliest Red Light Runners" (July 13, 2000). They failed to tell the readers that the authors of the report – the Insurance Institute for Highway Safety profits from the very points levied on Arizona and California camera tickets. The "article" contained NOT one counterpoint!

Now, Arizona maintains hundreds of red light cameras in at least 11 cities. The "life saving" results? From 1995-2000 Arizona incurred 199 fatal disobeyed signal driver errors. After installing numerous RLTCs, 2001-2006 recorded 227, for a +14% increase in red light violation deaths (+28). For comparison, Florida, despite gaining 3 million more drivers, recorded a -20% drop in disobeyed signal fatal factors from 2001-2005 (-125). Florida's results were best in the nation and accomplished without ticket cameras (page 38, Mauz Report).

Speed cameras also Kill. Great Britain's Department for Transport Report admits on page 43 that STCs caused a +31% increase in personal injury accidents along major highways. In construction zones with STCs, the increase was +55%. During 1989-1993 Britain's fatal crashes plummeted -29% from 5373 to 3814. After cameras (1994-1998) FCs only diminished an insignificant -6%. When STCs doubled to 500 in Scotland, fatalities increased +28 dead or +9% (2003). Both Mesa and Scottsdale's Loop 101 saw crash/injury increases after speed ticket cameras were installed. Paranoid motorists drive worse, NOT better. See chart, "Speed Enforcement..."

Most studies contain years of data with control sites. The DPS [conflict of interest \$\$\$] study covers a very inadequate 80 days, without control sites and they failed to document causation factors. Remember, only 3.28% "exceeded lawful speed."

If the numbers can be trusted, the reason for the decline of crashes, injuries (-116) and fatalities (-9) is simple – the very serious national recession. A huge cutback in driving (over 100 billion vehicle miles traveled less than normal, FHWA) continuing positive historical trends and declines in DWI resulted in a RECORD SAFE YEAR for the entire U.S.A. Arizona reflects that trend which started in 2007. Preliminary figures from the National Highway Traffic Safety Administration suggest about 38,500 deaths for 2008 - the lowest number in 45 years!

Nothing new. Camera promoters dishonestly presented the last record safe [recession] year of 1992 in an unethical comparison to a record worse year, 1996, to sell the public a “need” for red light ticket cameras. See deception #8. For the record: Red light violation crashes comprise a mere 1.5% of all crashes and a mere 2% of fatalities (U.S. AZ, FL, etc.).

Control sites (without cameras) almost always score safer than camera sites. Hence, the last three camera promoter funded (your \$\$\$) studies I’ve analyzed have dishonestly left them out to fudge the truth. Research 101.

Las Vegas, Nevada freeways – without cameras – scored equivalent results to Phoenix. Their 90 days of data, September – November recorded -142 less injury crashes and – 551 fewer crashes overall.

The jig is up. Thousands of speed measurements from Phoenix area freeways confirm serious engineering malpractice. When almost all average speeds exceed the speed limit, the limits are unethical at best or illegal at worse. The original Loop 101 camera sites, in 2006, contained illegally low speed limits entrapping over 90,000 drivers to the tune of about \$14 million. Readings from August 2008, on I-10 near Yavapai Street, recorded average daily travel speeds of 68 MPH. This means the posted speed limit should be 75 NOT 65 MPH. I-10 at Cheyenne averages 72 MPH, meaning almost nobody agrees with the 65 limit. This is honest data, NOT a phony survey by camera promoters ludicrously claiming most people like photo enforcement. A recent MSNBC poll found 62% against cameras with over 40,000 respondents.

The title of a 1990’s Arizona DOT pamphlet says it all – “Setting Speed Limits – A Case of Majority Rule.” How can any rational officials – in a democratic republic – condone, defend and excessively enforce “laws” that 80% of the people strongly disagree with? We the people pay for everything – roads, gas, insurance, taxes, government/corporate salaries, etc. Yet, we are oppressed by the very leaders who are supposed to be working for US. Arizonans have told me they feel like they are living in a police state and they certainly are NOT safer. Several complained of flicker vertigo. See charts.

For the record: Lower speed limits CAUSE MORE crashes, injuries and fatalities. See charts.

Camera enforcement is a terrible social injustice. Everyone with a speck of common sense knows MONEY drives these enforcement for profit scams. Former Governor Napolitano frankly admitted money (predicted at \$90 million plus) was the reason for the speed camera program. Red light ticket cameras extort \$7 billion from Americans in over 370 communities in 25 states. The more controversial STCs are employed by only about a dozen cities. Even pro-camera IHS stated that freeway STCs were not a good idea.

For the record: Camera companies KNEW IN 1995 that their devices caused serious increases in all signal related (angle, RLV and rear end) crashes, injuries and fatalities. But, they covered up the

rigorous, 11 years, Melbourne, Australia study, which recorded a +70% increase of crashes at 41 camera sites. Here we are \$7billion later with 600 extra dead Americans.

This remains a cancer on the soul of America. Self-serving, greedy, corrupt camera companies in financial cooperation with the state and local governments of Arizona and elsewhere - are breaking the letter and spirit of several laws to entrap and extort money from mostly safe driving Americans. This blatant fraud likely violates the RICO Statutes against racketeering. Where are the patriot lawyers, honest cops, FBI, and Attorney Generals? Even Italy recognizes camera fraud as a crime. Under investigation are 63 police officials, 39 government officials and 7 corporate managers (The Independent).

Corporate corruption runs far, wide and deep. Camera companies buy everyone with our money! They are the poster child for REAL campaign finance/conflict of interest reforms. The people who help their money-driven agenda – politicians, city managers, lawyers, insurance reps, police, DOT Officials, engineers, college professors and some media – usually profit themselves through campaign contributions, political favors, consultant fees, lobbying fees, current or future jobs, stock options, free vacations, etc. Virtually all pro-camera “research” is funded from ticket camera revenue and riddled with other integrity problems. Like asking Philip Morris to be the leading research voice on the “health benefits” of smoking, while ignoring the Surgeon General. Even the “National Campaign to Stop Red Light Running” is a phony advocacy group wholly owned by camera companies (Redflex, ACS, Gatso) and run by a highly paid public relations firm (Leslie Blakey of Washington, D.C.). Why even new Governor Jan Brewer has an aid who is a high ranking employee of Australia owned Redflex – the very company running the freeway cameras program!

The National Motorists Association (www.motorists.org, 1-800-882-2785) rid our country of the despised, unjust 55 National Speed Limit and we have led the fight against ticket cameras since day one. More members and money could expedite victory over this corruption. The tide is turning. Even formerly apathetic citizens are righteously fighting back; forming groups like Camera Fraud (.com) and beat your ticket now (.com). About 60% of drivers are refusing to pay their fraudulent tickets. Even pro-government law and order type personalities are realizing the truth – ticket cameras remain a total fraud.

Defrauding citizens (especially the poor) and violating their guaranteed Constitutional Rights while CAUSING MORE crashes, injuries and fatalities is unconscionable! Are corporate/government profits really more important than human life?? Are we truly a corrupt corporate autocracy?

This heinous fraud must stop! ALL ticket camera programs must be dismantled permanently. ALL traffic controls need to be properly, lawfully set to the 85%ile rule to safely expedite traffic. May GOD help us. We the people want our state and country back!

Greg Mauz is an honest traffic safety researcher (22 years, no \$\$ conflicts), volunteer Activist for the National Motorists Assn. and author of 5 ticket camera studies. www.motorists.org/mauz.php 325-896-2595.

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

<u>Location (Years)</u>	<u>Type</u>	<u>Results</u>
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%.

<u>Location (Years)</u>	<u>Type</u>	<u>Results</u>
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

<u>Study/Locations (Years)</u>	<u>Results</u>
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.

<p>Colorado Interstates (1995 - 1999) NHTSA</p>	<p>In 1995 65 SL = 118 fatal crashes. In 1999 75 SL = 104 fatal crashes for a 12% reduction in fatal accidents.</p>
<p>New Mexico Interstates (1995 - 1999) NHTSA</p>	<p>In 1995 65 SL = 99 fatal crashes. In 1999 75 SL = 88 fatal crashes for an 11% reduction in fatal accidents.</p>
<p>Florida Interstates Rural (1997 - 2001) NHTSA</p>	<p>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.</p>
<p>West Texas Interstates I - 10 432 miles I - 20 89 miles (1999 - 2004) TxDOT</p>	<p>From 1999 - 2001 70 MPH speed limit = 92 fatalities. From 2002 - 2004 75 MPH SL = 80 fatalities for a -13% decline.</p>
<p>Mauz Report "Setting Speed Limits - An Epidemic of Malpractice" (September 1999)</p>	<p>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.</p>