

**MSNBC Poll = 62% against cameras.**

National Motorists Association activist Greg Mauz is among that "vociferous minority." Mauz asserts that companies and cities are using technological tricks to turn their cameras into cash machines.

They do this by shortening yellow lights so that it's hard to stop, triggering violations a fraction of a second into the light change, and fining drivers for slowly rolling right-hand turns on red, he said. **70%+ tickets < 1 sec. red NOT dangerous + invisible. LIE. SEE: Below.**

Meanwhile, the safety evidence for the cameras is mixed. Although broadside crashes tend to drop once cameras are in place, rear-end crashes rise as motorists hit the brakes to avoid a fine. **+70% on average. \***

"What if there's a big truck behind you? What if the road is wet?" Mauz said. "There are about 20 different studies that show these cameras increase crashes, and the only studies that show they prevent crashes and save lives are done by the companies that make money off of the cameras."

**SELLING OUT OUR COUNTRY FOR PERSONAL/GOV/CORPORATE PROFITS.**

The companies argue otherwise, and a parade of lobbyists and company representatives has been making the rounds at county government buildings, repeating the "save lives" refrain. **Cameras CAUSE fatalities.**

**Buying politicians (bribery).**

One firm hired former state Rep. Sharon Merchant, R-Palm Beach Gardens. She promised that the county could avoid any upfront expenses if it agreed to split fines 50-50 with her client, RedSpeed, based in Lombard, Ill.

She brought sample bid language to help the county craft its bid request in a way that would be advantageous to her client, public records show.

**Buying police (bribery, conflict of interest)**

Another firm, Traffipax, brought along Palm Beach County sheriff's Capt. William Patrick Kenny, the traffic division commander, to pitch its system.

Lobbyist Hugo Unruh had been the first to raise the issue with commissioners, representing two firms that set up a test camera at St. Andrews Boulevard and Glades Road in 1999, not far from the site of a red-light crash on Yamato Road that left six people dead that year. **Dishonest data presented to legislature and media.**

Today, Unruh isn't returning calls on the issue. **Cam. Cos. → Gave \$\$\$ to Aaronson et al. Saw campaign finance records. Attended Legislative meetings. 2/9/02**

Unruh is under federal scrutiny for his role in deals that have landed two former commissioners in prison.

Meanwhile, the Boca Raton-based red-light camera firms he represented, Cam FiIm Works and Le Marquis International, are in disarray, as their president serves time in a federal prison in Miami for double billing New York City in the 1990s.

Another firm pushing for Palm Beach County's business, ATS, lost its contract with Lubbock, Texas, after city officials found that add-on charges for service and installation wiped out revenues in the first six months of operation.

**+60%**

**\*Meanwhile, they saw a spike in rear-end crashes. RLV crashes rose +50% after RLTCs.**

Though the private firms employ slightly different systems, most work in a similar way.

The system is activated when the signal turns red.

Sensors detect if a car moves forward at the stop line, and then an elevated camera snaps a picture, and generally shoots video, of the car from behind. The picture is blown up to reveal the license plate.

A central processing unit estimates when the car will reach the middle of the intersection, so the camera can

**"Camera Enforcement - A Picture of Fraud," [www.motorists.org/mauz.php](http://www.motorists.org/mauz.php) Greg Mauz NMA**