

# Houston Cameras Increase Injuries!

## *An Objective Analysis of the Rice University Report*

*By Greg Mauz*

Like the Texas DOT/Texas Transportation Institute Report, the Rice University/TTI Report, "Evaluation of the City of Houston Digital Automated Red Light Camera Program" contains numerous integrity problems. In addition, the two reports have opposing results for at least seven of the exact same intersections, further inferring the DOT report is a fraud.

*The original report was rejected by pro-camera Mayor Bill White and banned from publication!* The main author Robert Stein is the husband of Marty Stein, a top aid to the Mayor. A closed door meeting occurred between the Mayor, Stein and Troy Walden (Tx DOT study author and retired cop). A rewrite ensued. Attorneys Randall Kallinen and Paul Kubosh are suing Houston for the original draft.

Despite the spin-doctoring, the new Rice Report - when analyzed objectively - condemns red light ticket cameras. The short, 5 page text is standard dishonest camera company propaganda. However, the charts tell the real story. With two full years of before crash data, the five "groups" charts reveal crash declines of 6-28% from 2004/05 to 2005/06. After RLTCs, all groups recorded huge increases of crashes with group 5 at +100% and group 4 at +155%.

Ditto for crash type groups. Rear-end collisions average 55 annually before most cameras went up. After all 50 cameras were installed, the crashes increased to 90 or +65%. The average increase is about +70%. "Swipes" average 75 crashes before, to 167 after, or a +122% increase. "Sides" (angle, includes RLV) collisions average 239 before versus 427 after cameras for a +79% increase. The camera (only) approaches incurred 113 sides before, to 155 after, for a +37% increase. Other honest studies concur. Examples include: NC A&T U. =+40% all, Lubbock =+50% RLV, Melbourne =+70% (includes RLV) and Washington DC =+30% RLV and +81% injury/fatality.

Fearing the loss of \$20 million dollars in camera revenue, the Mayor, Stein and Police Chief Harold Hurtt want to somehow convince the public that the rights violating devices still improve public safety. The Mayor contends that violations are down -40%. There is no correlation between reduced RLVs (by camera) and reduced crashes (FHWA, Mauz Reports). However, if they really cared about safety, adding 1 second of yellow to a signal reduces violations by 40-75% and reduces crashes by 30-50% - immediately, not after one year (TTI, Detroit, San Francisco). For the record: Houston employs unethically short yellows to entrap motorists, like Dallas and Humble.

Next, since crashes increased (allegedly) less at camera approaches versus non-approaches, the Mayor incredulously thinks this is a good thing! ***No non-camera (control site) intersections were checked.*** Research 101. The Mayor and Stein speculate that overall city crashes are greater than the RLTC intersection increases. Irrelevant and likely wrong. Control sites almost always score safer. See chart.

Location	RLC Sites	Control Sites
Greensboro, NC	+78% rear-end; +40% ALL	-25% ALL
Oxnard, CA	-5% ALL? +180% rear-end	-10% ALL (Santa Barbara); Best Injury Rate (San Bernardino)
Winnipeg, Canada	+64% injury; +58% ALL	+7% ALL

Read any camera sales propaganda. Camera promoters promise to “dramatically reduce all (or overall) crashes, injuries and fatalities” both at camera enforced intersections AND citywide through “spillover effect”. A fraudulent sales pitch.

Close examination of the camera enforced (only) approaches show a disproportionate percentage of crashes still occurring in relation to the other three non-camera approaches. Chart two shows that 27 RLTC approaches still incurred more than 26% of the intersections crashes, with 12 over 50%. Chart one reveals that 23 sites contained collision decreases, 22 increased and 5 remained unchanged. **Of the 22 increase sites, 12 rose greater than +103% with 6 exceeding +300%! How can any rational, sane human being spin-doctor this blatant disaster into a positive safety trend?**

The Rice Report failed to report the injury/fatality increases. One out of every three signal-related crashes results in an injury (NHTSA, page 37, “Camera Enforcement – A Picture of Fraud,” <http://www.motorists.org/PictureOfFraud.pdf>). **At least 315 extra (after RLTCs) crashes occurred. This translates into +107 injury crashes with about 120 injuries and probably 3 deaths.** *A ten year analysis of signal-related fatalities divulges that 600 more fatalities resulted from the proliferation of ticket cameras across the nation (2001-2006).*

More than 20 studies (even some camera promoter \$\$ ones – FHWA, VA DOT, England DOT, etc.) reveal crashes, injuries and fatalities INCREASED AFTER CAMERA ENFORCEMENT!

This is dead serious. Real people are being injured and killed to provide corporate/government profits. How can any rational leaders continue to endorse such heinous programs? The only ethical course of action is to permanently remove cameras from Houston, Texas and across the country.

Greg Mauz, a volunteer activist for the National Motorists Association, has written three comprehensive, objective camera enforcement reports (<http://www.motorists.org/mauz.php>).