

Red Light Cameras KILL!

IIHS “Lives Saved” Study is a FRAUD!

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By Greg Mauz

More people everyday are learning that camera enforcement (for red lights and speed limits) is a total fraud that entraps good drivers through engineering malpractice, then tramples due process rights to extort their money, all while CAUSING more crashes, injuries and fatalities. Courts and State Attorney Generals have declared the camera programs “illegal”.

Cameras have never survived a voter referendum (16 cities, including Houston’s \$44 million scam). In California, 23 cities have booted the fraudulent devices for various reasons. And cameras are banned in 15 states, with four pending.

Camera promoters are becoming desperate. They need some good P.R. Ticket cameras in almost 500 locations usurp \$8 billion annually for camera companies, state/local governments, police departments, etc. Damage control must come from a “neutral” appearing party.

Along comes the Insurance Institute for “Highway Safety”, or more accurately Higher Surcharges. You wouldn’t know it from dishonest media like the AP or Good Morning America but the IIHS (the lobbyist for 95 auto insurance cos.) makes over a \$billion annually from camera ticket points (CA, AZ), higher risk assessments and consultant fees from their camera company cohorts. All free money at their “customers” expense. In addition, Insurance unethically rakes in \$10 billion more from traditional traffic law enforcement. They remain an enforcement for profit, self-serving, special interest group whose policies are anything but “safety” motivated. They are anti-safety.

I have written [published] refutations of IIHS’ “research” on teen driving, speed limits and of course ticket cameras, including Oxnard.

So, it was no surprise that their new study, released on February 1, 2011, contained the predictable dishonest tricks to endorse their fraudulent money makers. The Institute’s claims of 83 to 159 (spillover-myth) lives saved by camera enforcement is a total fabrication. Speculating that 815 lives would be saved if cameras were everywhere is ludicrous.

Every step of their “study” contains dishonest manipulation of data to fabricate a pre-determined pro-camera outcome.

The years of comparison, 1992-1996 versus 2004-2008, are dishonest. Both 1992 and 2008 are recession induced, record safe years. Of course ALL crashes rose after 1992 and predictably descended to 2008. Plus, they skipped 7 valid research years in between. See Section C in chart and explanation why they deceptively used these years.

Only 14 cities with ticket cameras were analyzed. Why? In 2004, over 175 cities employed cameras. Why not all of them? Because an honest, all inclusive comparison would show there occurred 665

additional ALL signal-related fatalities from 2001-2007. See A in chart. "Camera Enforcement – A Picture of Fraud" (2007 www.bhspi.org/mauz) proves from seven different analyses that cameras cause fatalities. About 465 more deaths resulted from 2001-2005, after cameras rose from 40 to over 225 cities. Control site Florida (no cameras) saw a 20% drop in RLV fatal crashes. In addition, kinds of crashes, common sense, photo evidence, proper engineering and studies concur. CAMERAS KILL. There are over 40 studies-when objectively interpreted – revealing more crashes, injuries, and fatalities after ticket cameras ("Camera Enforcement – Charting a Catastrophic Failure").

Furthermore, unlike a normal study, **these cities data did NOT differentiate between camera and non-camera sites.** *A trick used in the Oxnard, IIHS study in 2001. For example, if a city contains 40 camera intersections and 200 without cams, the improvements at the no camera sites could collectively overshadow the increase of crashes from the camera sites.*

Regardless, 3 of the 14 cities admitted serious signal-related fatal crash increases (Bakersfield = +100%; Raleigh, NC = +300%; Baltimore = + 39%). At least 7 locations maintain integrity issues. Chandler, AZ officials have denounced IIHS findings of -79% signal-related fatal crash rate (actually -50% fatal crashes). The city majorly re-engineered many of their most dangerous intersections - Known to reduce injury crashes by 50% (Detroit, AAA Study). All Arizona (includes Phoenix) recorded a +14% increase of fatal crashes (See D). Chicago, Garland and San Diego were all caught falsifying data and other ethical issues. Portland, Oregon's own camera study showed crash increases, NOT decreases. And Washington, D.C.s (allegedly -11% FCR or more honestly -7% FCs) camera study from 2005 ("Five Big Lies", p. 11) recorded a horrific +81% increase of injury/fatal crashes (+118), including RLV.

Toledo (-2% signal-related fatal crash rates) and Sacramento (-11%) are way worse than the national average (-16% or 12.25 in 2008 vs. 14.63 in 2004) drop per 100,000 population.

Other locations incurring extra deaths after cameras include: Melbourne (+3), Houston (+3), Washington, DC (+5), Scotland (+28), FHWA 2005 (+3), Scottsdale, AZ (+3), Mesa, AZ (+1) and Burleson, TX (+1). These are conservative numbers or estimates based only on the camera study period. More recent extra fatalities are NOT recorded but certainly occurred.

NOT satisfied with cherry picking cities and unethically using record safe years, IIHS "authors" (Hu, McCartt and Teoh) further cheated by employing Poisson regression, biased predictions and per-capita rates to further increase alleged improvements while decreasing crash increase percentages.

*Example: Bakersfield, CA (92-96) population was 204,000 versus 301,000 in 2004-2008. **From 1992-1996, red light violation fatal crashes numbered 7 versus 16 in 2004-2008, for a huge +130% increase, after cameras.** To spin-doctor that frightening number lower, they wrongly employ fatal crash rates per 100,000 population, which - unlike mileage fatality rates (MFR) – do NOT provide an accurate picture of traffic safety. Their chart deceptively records +55% (.69 to 1.05 annual crash rates). Phoenix's 100 vs. 76 RLV FCs = -24%. Spin doctor in the per capita rate makes the "decline" inflate to -45%.*

Their phony total RLVFC improvement is -27% but spin doctored by per capita rates to -35%. Ironic side bar: the Institutes fantasy chart shows -88 RLVFCs not -74 as reported in their news release. The no camera, cherry picked controls show -14% less RLVFC Rates. The IIHS claims a -14% reduction in signal-

related fatal crash rates. However, 1992-1996 records 739 fatal crashes versus 707 (2004-2008) for a less than historical trend drop of only -4.3% - a failure, NOT a success.

The IIHS Status Report (Feb. 1, 2011) "Red Light Running Kills" despicably resorts to exploiting the pain and suffering of several people killed by red light violators, including an adorable 3 year old named Marcus May-Cook, whose story also was exploited on Good Morning America. The truth is: The "Kinds of Crashes" that result in fatal red light violations [DWI (45%), police chases/emergencies (24%), not paying attention (22%) and habitual reckless factors] CANNOT be prevented by cameras ["A Picture of Fraud"]. The four stories concurred – 2 habitual reckless, not paying attention and a victim at fault.

For the record: Hundreds of children have died because of airbags and ticket cameras – policies wholeheartedly (\$\$\$) endorsed by IIHS (and National Highway Traffic Safety Administration) hypocrites!

Status also repeats a bunch of other lies and insults the intelligence of opponents who correctly realize that red light camera enforcement is a total fraud. "Camera Enforcement – How the Fraud Developed" charts 36 deceptions versus truth (pages 10-14). Also see "Camera Enforcement – Five Big Lies," 13pps, 12/10, which documents how IIHS, NHTSA and camera profiteers lied to Congress.

Speaking of TRUTH, the following chart and explanations will objectively analyze the entire United States (no cherry picking) using non-recession, 12 consecutive years of ALL signal-related fatal crash data, rear-end, angle crashes and red light violations with control sites. ALL statistical indicators shout one constant refrain, "Cameras cause fatalities." As stated earlier and in USA Today's, "Study Puts Spotlight on Red Light Cameras" close to 700 additional deaths occurred after camera proliferation from 2001-2007. Before cameras (1996-2000), ALL signal-related fatal crashes were going down.

A. ALL SIGNAL-RELATED FATAL CRASHES (NHTSA, Table 28)

1996-2000 (Before)	2001-2005 (After RLTCs)	Difference
14,149	14,561	+412 (2.9%) = +465 Fatalities
2,830 avg/year	2,912 avg/year	+82 = +93 fatalities

Updated S-R FCs

2006 = 2,915	2007 = 2,922	2008 = 2,635*	*Record Safe, Recession
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TOTAL +85 (06) +92 (07) + 412 (01-05) = +589 FC or +665 fatalities.

B. ALL REAR-END 8,179 vs. 9,159 = +980 (+12%) 500? S-R Fatalities.
ALL ANGLES See page 39 ("Picture of Fraud") (+10.9%)

C. U.S. RLV FCs 1992=847* 1996 =944 1999=837* 2002=815
ALL U.S. FCs 34,942 (2.42%) 37,494 (2.52%) 37,043 (2.26%)

D. RLV FCs Florida (no RLTCs) 618 vs. 493 = -125 (-20%)
Arizona (with RLTCs) 199 vs. 227 = +28 (+14%)

Complete annual statistics found at "Camera Enforcement – A Picture of Fraud", pps. 37-39.

Although ALL fatalities dropped -1,449 to 41,259 in 2007 , ALL SIGNAL-RELATED (A) still remained at 92 FCs (104 fatalities) above average AFTER cameras. Finally, fatal S-R crashes decreased in 2008 (2,912 to 2,635 or -9.6%). However, this improvement is attributed to the Great Recession, which actually began in October, 2007. We drove at least 110 billion less vehicle miles traveled (VMT) than in a healthy economic year (FHWA) and drank a lot less, resulting in 1,268 less DWI fatalities (NHTSA Table 13). DWI accounts for up to 45% of RLV fatalities (#1 cause) and CANNOT be prevented by cameras. These two factors, plus historic regression trends resulted in a RECORD safe year (since 1950s) of 37,261 fatalities (-3,998 from '07 or -9.7%). The barely equal drop at signal-related intersections continues to prove the opposite of IIHS claims. Cameras are still causing a higher number of fatal crashes, than intersections without the fraudulent money usurpers.

The proof against cameras continues in B above. Rear-end fatalities increased a serious +12% and angles rose +10.9%.

Section C shows the previous RECORD SAFE YEAR of 1992 with 34,942 fatal crashes or 39,250 fatalities and 847 FC or 958 fatalities for red light violations. President Bush, SR. left office because of this '92 recession. Unlike now, recovery took only 2 years and fatalities returned to the normal range of about 42,000 by 1995. Naturally, RLV FCs increased to their highest point in 1996 with 944 or 1066 fatalities.

Richard Retting of the IIHS (and camera co. payroll) exploited (like now) this very dishonest comparison to show RLV crashes were "rising". Other fabrications included, "red-light running is the leading cause of urban fatalities at 22%." Try #8 in urban crashes and a mere 2% nationwide as [indicated] in the chart. These LIES to create a "need" for red light ticket cameras continued deep into the 2000s, despite the fact that red light violation fatalities in 1999 broke the 1992 record in both numbers 947 (vs. 958) and percentage wise 2.26% (vs. 2.42% FCs). A new record achieved before RLTCs proliferated, even with 2,101 more nationwide ALL fatal crashes!

During RLTCs years of proliferation (2001-2005) any drops in the US RLV FC numbers are mainly attributed to Florida, which had NO cameras. Without the Sunshine State declines, there would be a national increase in both U.S. RLV fatal crashes and ALL U.S. Signal-Related FCs (412 + 125 = 537). Florida's real results score way better than IIHS fabricated results (125 vs. "74 " or 88?), while driving 56% more VMT versus 2008's negative VMT! Section D shows control site Florida (no cams) versus Arizona (with cams). Arizona's fatal crashes INCREASED +28 or +14%.

For the record: Control sites (no RLTCs) almost always out-score camera sites in safety and violation rates, even at IIHS studies (Oxnard, Fairfax). Spillover effect is another LIE (FHWA 2003, 2005; Mauz 2001, 2007) In plain English, doing nothing is better than installing ticket cameras. See: Control Sites chapter in "A Picture of Fraud."

Doing nothing or doing anything else is better than cameras. Camera promoters know this, but keep trying to CON everyone for outrageous profits.

For REAL SAFETY engineering is King. Add 1 second of yellow to any signal (with or without cameras) and red-light violations plummet 40-80% and – unlike cameras – yellow improvement studies ALL show crash decreases of 25-50% (Detroit, San Francisco, Texas Trans. Institute, Dallas, 12 Georgia cities, Mesa, Omaha, etc.). While RLTCs take a year to reduce violations by 20-30% (Garland, Mesa, etc.), added yellow takes only 5 minutes.

We at the Best Highway Safety Practices Institute are working with the Federal Highway Administration to require longer [safer] yellows at all US signal intersections.

Camera profiteers rely on illegal and unethically short yellows, invisible RLVs (70% < 1 sec. into red) and targeting legal rights on red among other unethical tricks to maximize their usurping of our money! These short yellows CAUSE more crashes. Adding ticket cameras compounds the danger. "Five Big Lies" lists 26 cities caught with illegal yellows. And when honest yellows are employed, cameras come down (GA – 12 cities, Dallas, Mesa).

Other SAFETY (NOT enforcement for profit) solutions include requiring more comprehensive Drivers Ed and training behind the wheel of a real car. IIHS actually opposes Drivers Ed because of possible discounts. Since DWI and emergencies/chases cause over 60% of RLV fatalities, police need to curb unnecessary chases and improve drunk driving apprehension. Paying attention education, like Oprah's NO PHONE ZONE pledge, can reduce crashes. And properly engineered, 85th percentile speed limits also reduce fatalities (9 examples in "Arizona Ticket Cameras Cost 28 Lives").

Like the IIHS and their "research", camera enforcement is a total fraud. Fraud, violating rights, racketeering, extortion, engineering malpractice and manslaughter are CRIMES. Over a dozen court decisions and six AG decisions have declared cameras illegal for violating due process rights – 5th, 6th and 14th Amendments. U.S. Department of Justice Title 18, U.S.C. section 241/242 of the criminal code concurs. State/local governments and politicians look the other way because they get a piece of the action (obscene profits).

Ticket cameras have caused \$ billions in lost income, property damage, thousands of injuries and about 500 deaths. Camera promoters (IIHS specifically) already knew cameras caused serious increases of crashes back in 1995 (11 year Australian Study) making these crimes even more despicable.

It's time for Congress, the FBI, Attorney General, Justice Department and ALL leaders to DO YOUR JOBS! You work for us, NOT corrupt corporations/local governments. Camera enforcement is a criminal enterprise. Honor GOD and Country. Defend the Constitution (your oath of office). Enforce our laws. Save lives, freedom and restore justice. ALL ticket cameras must be permanently removed from our Country. NOW!

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