

ine the design and operation of the equipment itself.

18. **Doesn't remove any immediate threat** to citizens like drunks, reckless drivers, or speeders.
19. **Creates distrust and animosity** for local officials, law enforcement departments, and makes a mockery of our judicial system.
20. **Delegates the state's sovereign powers to third parties** – photo enforcement companies.
21. **National Security Risk** - Foreign corporations such as Redflex are monitoring our highways, streets, neighborhoods, and school zones all across America. They are storing the data and activities of millions of American citizens. The photo radar vans (displaying the DPS logo) are the perfect acquisition for terrorists. The vans are strategically placed across the country to cause maximum damage and are also left unattended.

Camerafraud.com

PARTICIPATE: Join us at our meetings, sign initiative to outlaw photo radar, collect signatures

COMMUNICATE: Join us at Meetup and Twitter and get educated

DONATE: Visit ArizonaCitizensAgainstPhotoRadar.com and make a contribution

LEARN: Learn the facts about photo enforcement at PhotoRadarScam.com

21 REASONS TO OPPOSE PHOTO RADAR

1. Burden on the innocent: Misidentification

According to the Insurance Institute for Highway Safety, the registered owner is the driver only 72% of the time. Without consideration for any other shortcomings, over 1 in 4 tickets are issued to the wrong person!

2. Burden on the Innocent: Equipment Malfunctions

Sensitive photo enforcement electronics are often left unattended and vulnerable in harsh and extreme weather conditions 24/7. No one knows if all of the components of a photo system are working properly at any given moment, or if equipment has started to malfunction intermittently.

Equipment vendors refuse to publish their equipment reliability and error rates!

3. Leaves Motorists Defenseless

Motorists who receive photo tickets are at a severe disadvantage to make a defense due to the weeks or months that may lapse before a driver is served with a citation. Weeks or months after a violation, a driver is unlikely to be able to recall the exigency of the violation such as to even know if he is even guilty! Furthermore, drivers are unable to collect evidence to defend themselves because there is no guarantee that signs

and road conditions are the same as they were when the alleged violation occurred.

4. Unequal Enforcement & Discrimination

Photo enforcement only targets drivers who live locally who are driving their own car with visible license plates. Many drivers are exempt or almost exempt, such as: Cars with missing, covered, temporary or otherwise unreadable plates, out of state drivers, out of country drivers, drivers of company cars, vehicles with wheelchair or bike racks, cars towing trailers or other equipment, and trucks with their tailgate down, drivers who turn head or hide their face or closely resemble a family member.

Only a fraction of photo tickets that are mailed out ever actually get paid. Drivers who know how the system works escape any penalties, while those who don't end up paying.

5. Lack of Audit and Oversight

There is no stated maintenance or audit program by any government authority of the private camera vendors and their equipment and processes to ensure reliability and accuracy.

6. Double Jeopardy

It is possible for drivers to receive multiple tickets for the same speeding violation.

7. Photo Enforcement Vendors Are Not Trustworthy

Arizona Secretary of State Jan Brewer confirmed that Redflex documents used in court to convict motorists of speeding in Lafayette, Louisiana **had been falsified.**

Many cities have all been **caught shortening yellow lights to increase profits** from red light cameras.

In Italy, a speed camera company was caught in **a fraud scandal** that involved 109 officials and contractors.

In January 2009, the makers of the T-Red brand of red light cameras were similarly arrested for fraud after prosecutors found motorists were being trapped at intersections with short yellows and improperly certified equipment

Redflex violated federal law by using radar units that were not FCC certified.

Redflex employees have been charged with assault, child pornography, and extreme DUI (while driving a photo radar van). They can observe your car, wife, and children and they can figure out where you live. They have access to your DMV records.

8. Slows Down Emergency Personnel Response Time

Because officers and emergency responders may be found personally responsible for photo tickets, officers are now going slower when they respond to 911 calls, and it has deterred officers from working certain areas.

9. Affects Consumer Spending and Tourism

Nationwide, cities have responded to threats from locals and out of towners who have vowed to stop shopping in areas with photo enforcement by removing equipment. AAA has designated the entire state of Arizona as a strict enforcement area.

10. Less Safe

Driving conditions on roads and freeways are made more dangerous by interrupting the free flow of traffic as people respond to the presence of cameras. The same goes at red light camera intersections where drivers slam on their brakes to avoid tickets. Multiple studies show an INCREASE of injuries and fatalities with red light and speed cameras.

11. Secondary Violations

The new Phoenix/Redflex contract allows for "solution expansion" which includes secondary violations and enforcement. These could include turn violations, tailgating, failure to wear seatbelt, expired tags, HOV lane compliance, light rail cams, point-to-point speed assessment, expired insurance coverage, expired license plates, and Automatic Number Plate Recognition (ANPR) to monitor and track the movements of drivers.

12. Conflict of Interest

Redflex provides court administration modules for judges, DPS, attorneys, and witnesses that presents and assesses common dispute tactics and appropriate sound counter-measures required for successful prosecution. Photo enforcement also helps to fund the re-election efforts of two-thirds of Arizona's politicians and provides lawmakers with a personal financial incentive to protect controversial photo en-

forcement programs.

13. Invasion of Privacy

The cameras are high-resolution video devices that run 24 hours a day. According to officer King with Arizona DPS, "We can just about zoom in and see stuff on the dash."

Although required by law, Redflex and ATS employees are not licensed as private investigators and have illegal access to your private records.

Redflex and ATS technology allow the tracking of the daily movements of all citizens regardless of guilt or suspicion without a court order.

14. Different Penalties for Otherwise Identical Speeding Violations

If you are pulled over by a DPS officer, for going five miles over the posted speed limit, the presumed fine is \$155; but if found responsible, you also get two points recorded against your license and your vehicle insurance will likely increase as a result. If you receive a highway photo enforcement ticket, and you are found responsible, the fine is \$181.50, whether you were going 76 mph or 106 mph, and nothing is reported to MVD.

15. Criminal Activity Has Become a Civil Matter, Not a Crime

Local governments have skirted constitutional protections by classifying speed camera tickets as civil, not criminal violations. Efforts to challenge the tickets based on constitutional grounds that appear to have a chance at succeeding are simply dismissed in favor of the driver, swept under the rug by local governments before they can be fully adjudicated.

16. Lucrative Photo Enforcement Favored Over Engineering

Cities rarely conduct engineering studies to determine why a particular location experiences more accidents. Officials incorrectly assume that bad drivers flock to these locations and that their behavior can be cured with the threat of tickets received weeks after the infraction. In reality, the same drivers are present in all locations, and if a particular location has a high accident rate the reason is undoubtedly due to flaws or problems that can be corrected with proper traffic engineering. Such measures may include: adding signs, making signs clearer, making signs more visible, changing road striping and indicators, increasing signal visibility, adjusting light timing, and increasing signals more visibility. Until an engineering study is done, it is impossible to understand the underlying factors and thus impossible to objectively evaluate possible solutions.

17. Denial of Due Process

In Arizona and across the country, **citizens are being charged a fee to defend themselves** against photo tickets in court.

The Sixth Amendment's Confrontation Clause, which is also echoed in Arizona's Constitution, gives the accused the right to be confronted by witnesses against him. With photo enforcement, the driver is never confronted by a police officer ticketing him. **The accused are not being provided with the opportunity to cross-examine or subpoena all camera equipment operators along with anyone who handled the evidence** or the officer who issued the citation. The accused are not being provided with the opportunity to exam-