



# Red Light Robber

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## PRESS RELEASE ([Detailed version](#))

### Fatal Safety Problem – Death by Yellow Light



**Cary, North Carolina.** On September 23, 2014, 15 year-old Panther Creek High School student [Laura Yost](#) died from a crash related to the improper timing of yellow traffic signal lights. Such tragic consequences stem from physics errors in a formula the nation's departments of transportation (DOT) use to calculate yellow signal light durations. The errors create a dilemma zone, a zone upstream from the intersection where if a driver is in it when the light turns yellow, the driver either must accelerate to beat the light or run a red light involuntarily. The length of the zone expands to several hundred feet for commercial vehicles and/or for drivers who need to slow down once past their ability to stop. The formula in question is called the "[ITE yellow change interval formula.](#)" Traffic engineers do not understand this formula and so misapply the formula and plug the wrong numbers into it.

### Affirmation

The problem is all about the physics. The highest authorities in the engineering and science communities verify our discoveries and conclusions. Even the inventor of the formula himself, Dr. Alexei Maraudin, takes our side, or rather we his. Because physics is an open book, objective and immutable, anyone performing an investigation will draw the same conclusions.

### Legal Solution Exhausted

"The courtroom is the not the venue to discuss physics." I sued the Town of Cary, North Carolina for profiting off of physics errors via red light cameras. Mats Jarlstrom sued the City of Beaverton, Oregon for the same errors. But court judges do not understand physics. Instead judges rely on experts in the field, those experts being traffic engineers. The field in question is really physics, a prerequisite for engineering. But because traffic engineers do not know physics, the engineers have spent 50 years inventing and defending unsubstantiated arguments. Judges are not familiar with their arguments and are easily fooled. And so the Court sides with the traffic engineers, the end result being striking the laws of physics.

### Board of Engineers Solution Exhausted

Because the Courts failed, we filed complaints with the Boards of Engineers. By State's mandates such as [NC General Statute 89C-3\(6a\)](#), the Boards are supposed to discipline their engineers so that they comply with the laws of physics. But the Boards refuse to act because the Boards are complicit. The Boards themselves spread the physics errors to [800,000](#) engineers in 50 States. So for the Boards to discipline engineers means to condemn themselves. This kind of inaction should scare everyone. It makes the professional engineering license valueless. Now an engineer can say  $2 + 2 = 5$  and make a bridge collapse and the Boards would not care. It is like a Medical Board approving a doctor to practice in spite of the fact that the doctor cannot discern a heart from an appendix.



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## Laura Yost

[Miss Laura Yost](#) died from a September 16, 2014 car crash in Cary, North Carolina. The underlying causes of the crash are the real-world manifestations of physics failures within the yellow light specifications. This crash involved a SUV turning left crossing the path of an oncoming commercial truck driver. The SUV entered the intersection on a yellow, last in line of several other cars doing the same. The dump truck, approaching from the opposite direction, hit the SUV killing passenger Laura Yost and injuring her brother and the driver.

1) **The NCDOT, like all DOTs in the setting of yellow durations, never provides the comfortable stopping distance requirements of commercial trucks.** Given that the light turned yellow and given the location of the dump truck upstream from the intersection, the dump truck must run a red light. 2) **The NCDOT ignores the laws of physics.** The physics of the yellow light forbids the dump truck driver to slow down, even for hazards. Once a driver sees a light turn yellow and he is too close to comfortably stop, the driver must proceed to the intersection at the speed limit or more. If he proceeds at less than the speed limit, he can inadvertently enter the intersection after the light turns red. 3) **The NCDOT violates a standard in the Manual of Uniform Traffic Control Devices (MUTCD).** Upon this single point a good lawyer can [sue the NCDOT of wrongful death](#). The yellow light facing drivers in the left lane flips from 3.5 seconds and 5.2 seconds depending when drivers arrive. This flipping makes the yellow light unpredictable. Unpredictability is bad. Violating a MUTCD *standard* breaks the [law](#) in most States.

## Mats Jarlstrom

Mr. Mats Jarlstrom lives in Beaverton, Oregon. He is an electrical engineer. He [sued](#) the City of Beaverton in federal court for physics errors. The Court dismissed his case. The State of Oregon commits physics errors with the all-red clearance intervals and with the yellow formula. The combination of the two spells disaster. Like all such court cases, the City of Beaverton strives to save face at the sacrifice of life, even to the point of denying the laws of physics. Government insisted that Jarlstrom had no legal standing to sue. Jarlstrom himself did not get a red light camera ticket; his wife did. Jarlstrom argued that he cannot stand if he is dead.

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## INTERNATIONAL

### Todd Dube, Winnipeg, Manitoba, Canada

Mr. Dube leads <http://wiseupwinnipeg.com>. In Winnipeg the laws of physics do not apply at speeds greater than 38 mph. Dube presented these physics errors to the Association of Professional Engineers and Geoscientists, Manitoba (APEGM). The Association dismissed his claim. Dube is now appealing the Association's dismissal to an Administrative Law Panel.

### Frank Cullinane, Ireland

<http://drivingscorecard.com/>

The National Standards Authority of Ireland believes that the laws of physics do not apply at all. Ireland and the UK sets all its [yellow durations to 3.0 seconds](#).



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## Self-Driving Cars

Google, Tesla, Mercedes-Benz and Audi are currently developing the self-driving car. To these manufacturers, the same yellow light formula not only poses the same safety concerns but also liability issues. In a recent test in Nevada, the Google car got a black mark for hard-stop at a yellow.

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## NORTH CAROLINA - SPECIFIC

### Raleigh

1. The City of Raleigh still commits fraud by making vehicles owners who are not driving the car pay the red light camera fine. Raleigh Mayor McFarland and the Director of the Safelight confess to the fraud but the fraud continues.
2. Raleigh is currently shortening its yellow lights at all intersections, including the red light camera intersections. These changes permanently increase red light running 100% to 700%.
3. In 2013, [AECOM](#), an engineering company, wrote a [report](#) to justify that Raleigh's red light camera program is effective. The study reports that rear-end crashes increased by 32% and right-angle crashes decreased by 41%. Raleigh concludes that because newly produced rear-end crashes are less severe than right-angle crashes, the cameras are *effective*. A victim of a newly-produced rear-end crash would not concur.
4. David Wysochanski

Mr. Wysochanski appealed his Peace and West St. red light camera ticket. The policemen at the hearing, Officer Tom Paul Hughes and Sergeant L. W. Codrington, neither knew the [law](#) nor would carry it out when we taught them the law. Instead the policemen convicted the innocent in order to save the reputations of themselves and their employer.

5. Eric Tengowski

The City of Raleigh and ACS, Raleigh's red light camera vendor, hit Mr. Tengowski's credit record without Tengowski knowing he ran a red light. Tengowski found out about the problem when months later he went to bank to apply for a mortgage loan. For this breach of due process to happen Raleigh has to violate the US Constitution 14<sup>th</sup> Amendment, the federal Fair Credit Reporting Act and its own North Carolina Session Law.

### Fayetteville

The impediment with operating red light camera programs in North Carolina lays with the conflict between the red light camera program's high operating costs and the laws of North Carolina. The laws insist that 90% of gross penal fines go exclusively to the public schools. A city cannot afford to pay the costs and give 90% of the fines to the schools at the same time.



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This past summer the NC legislature granted the City of Fayetteville the provision to fashion an agreement with Cumberland County Schools so that Cumberland Schools can cover the operation costs of Fayetteville's red light camera program. Fayetteville pays the Schools 90%. The Schools kick back the operation costs.

The kick back provision violates higher laws: [NC Constitution IX Sec 7](#), [NCGS 115C-437](#) and the NC Court of Appeals ruling [Shavitz vs City of Point](#).

## Wake County

Wake County's red light camera programs are illegal for the same reason. In 2004 the NC legislator introduced a provision which allows Wake County to redefine "clear proceeds." But the new definition of clear proceeds still contradicts the same higher laws.

## Wilmington

For the last 5 years, the City of Wilmington has been violating [NC Constitution IX Sec 7](#), [NCGS 115C-437](#) and the NC Court of Appeals ruling [Shavitz vs City of Point](#). Wilmington has a [kick back deal](#) with New Hanover County. Wilmington pays New Hanover County 90% of gross penal fines if New Hanover County pays back Wilmington up to around \$200,000 of the red light camera operation costs. Wilmington's deal is illegal. It is clearly illegal given that the NC legislature enabled only Fayetteville to cut a deal.