

I am not guilty. Under the color of law, I am not guilty.

I am defending myself and my fellow Suffolk County residents from the crimes committed by Suffolk County government and its traffic engineers.

I have been accused of 4 counts of violating Title 7, Article 24, Section 1115. I have been accused of tampering and temporarily deactivating red light cameras. Violating statute 1115 is a criminal offense. I have gone to jail. I am willing to go to jail again.

Bryan Valentine, my friend, also has been accused of 2 counts of violating the same statute. He has been put in jail too.

Many people look down on us and judge us as scofflaws. They believe that we are not willing to pay our penance.

It has nothing to do with this.

Look at us. We are not scofflaws. We are willing to go to jail for what we believe is true. I do it for you. I do it for me. I originally did it for my priest.

Here are the facts in hand:

1. Suffolk County has accused Bryan and I of 6 counts of violating a State statute 1115.

But while Suffolk County charged us with 6 counts of a criminal act,

2. Suffolk County itself is guilty of 800,000 counts of violating statute 1111b (e). Each count a criminal act on par with ours, except while we did not make any money for our acts, Suffolk County makes \$80. By State law, it is illegal for Suffolk County to tack on an extra \$30 onto each red light camera ticket. The State enabling statute places a firm cap on the financial liability to the vehicle owner. It is \$50. Suffolk County cannot charge any more than \$50. The statute explicitly prohibits any sort of fees to be added. But Suffolk County adds the fees and does so knowingly. Suffolk County adds the illegal fees because it cannot make a profit without those fees. It is all about the money to Suffolk County, and it has no remorse for breaking its own laws to get the money.
3. Suffolk County is also guilty of millions of counts of violating a different statute. Statute 1111b – o. This statute requires that before a red light camera ticket can be issued, the yellow light must be functioning properly. But Suffolk County has a problem with the yellow light. The math equation Suffolk County engineers use to calculate the length of the yellow light is literally called a malfunction. It is a flawed equation. Suffolk County has instituted this malfunction into every yellow light in violation of 1111b – o. The malfunction creates dilemma zones at every signalized intersection. A dilemma zone is a stretch of road upstream from the intersection where if you are in it when the light turns yellow, you neither have the distance to stop nor the time to reach the intersection before the light turns red. The laws of physics will cause you to run a red light and there is nothing you can do about it. 90% of red light camera revenue comes from drivers entrapped in dilemma zones.

4. Creating the dilemma zones are the direct fault of traffic engineers. Now we address engineering malpractice. By using this malfunction to set yellow lights, traffic engineers put us in harm's way every day. Because the error is on the high school level, the engineer is guilty of gross incompetence—a criminal violation of Article 130, Section 6509-2 and New York's Rules of the Commissioner, Section 68.2.
5. Just discovered is the most heinous engineering infraction of all. The red light camera installation plans have **not** be signed and sealed by a professional engineer. Without signature and seal, the presence of a red light camera at an intersection is not authorized to exist. Lack of signature and seal means that no licensed professional engineer is willing to take responsible charge for the cameras. Apparently the red light cameras are hot potatoes to engineers. And yet the red light cameras are in place.

Because of lack of seal and signature, every red light camera ticket dispensed in Suffolk County violates of Title 7, Article 24 Section 1110. That is about 1 million criminal acts just by itself. Section 1110 requires that all traffic control devices must be conform to lawful requirements. The signature and seal requirement is in the NYSDOT Highway Design Manual Chapter 21, Sheet 21.2.2.4. What we are seeing is engineering negligence of the worst sort. No other place in the USA violates such standard engineering practice laws.

(Red light cameras satisfy the MUTCD definition of a traffic control device. The camera *regulates* traffic by modifying human behavior.)

6. Finally to top it off is Suffolk County's 2014 Red Light Camera Safety report. New and hot off the press, we now learn that Suffolk County government believes that 42% more rear end crashes is safer. I dare you to ask people who are now paralyzed from whiplash whether they approve of red light cameras.

The report in general is junk science. Even an 8th grader who applies the scientific method knows that if the conclusion of a study is mixed, the initial hypothesis must be wrong. The results of this study is 42% more rear-ends, 21% less T-bones. Mixed results by definition. Therefore the hypothesis that drivers are at fault (hence punish them with red light cameras) must be wrong. The scientific method points to a different mechanism as the cause. That other cause is faulty traffic engineering. That is the only explanation left, and a given in civil engineering circles. According to the scientific method, the research must do the research over but begin with a different hypothesis. That won't happen because this is about money, not safety and certainly not science.