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Subject: S10 DIRECT REPLY - EXPRESSING CONCERNS ABOUT A RECENT EXPERIENCE OF HAVING A 2010 HONDA CIVIC SHIPPED FROM LOS ANGELES TO MINNESOTA VIA A CARRIER SERVICE		
Ack Date:	Ack By:	Signed For:
Sign Office: ACTING AA FOR ENFORCEMENT	Signature: JEFFREY GIUSEPPE	
Cleared Date:	Cleared By:	Cleared For:
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Most Recent Comment:		

Author:



JUL 22 2017

EDINA, MN
Tel: Fax: E-mail:

Assigned To	Task	Asgn Date	Deadline	Returned Date
NEF-010	REPLY	7/21/2017	8/3/2017	

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and recalibrate our
values and legitimate
expectations from our
government officials.

This is worthy of
your time.

Your husband too.

It should both sadden
and shock you - as
well as motivate you.

May God Bless You,

S10-170720-013

7-13-17

Dear Sec. Chao,

What a lovely photo
of you on the DOT
website.

For the sake of our
nation and all good
people I wish you
and your administration
great success as we
repair and rebuild our
nation's infrastructure.

ES17-002275



S10-170720-013



To: Sec. of Transportation Ms. Elaine Chao ✓

From: [REDACTED]

Date: July 12, 2017

RE: Unsafe Cars in America Today- A follow-up memo to the "Inappropriate/Illegal/Unlawful Driving of Vehicle that was shipped from Los Angeles to Mpls, in April/May of 2017" sent June 12, 2017

Cc: Vice President Michael Trump, President Donald J. Trump, Mr. Warren Buffet, CEO Berkshire Hathaway, Mr. Carl Icahn, Wilbur Ross, Sec. U.S. Dept of Commerce, MN Governor Mark Dayton, FTC Acting Chair, Acting Director FBI

Ms. Chao, I have been directed to your office by the Attorney Generals Offices of the State of CA and the State of MN in response to a memo I sent both of them regarding my recent experience of having my 2010 Honda Civic shipped from Los Angeles to MN via a carrier service this Spring.

Background/Context

(The background is relevant and there are parallels to the situations most directly relevant to your area of responsibility and representation and you are the only individual to whom this correspondence is being sent to that have been previously made aware of BMY/Abilify by me.)

To provide you with a little context, I am an Abilify Survivor. Abilify was the number one drug in the world by revenue in 2014. It is a Bristol Myer Squibb product- imported from Japan, a drug that is known to kill and maim, as evidenced by my body- British Medical Studies, and most significantly, the original FDA studies on animals, including monkeys. Ms. Lori Swanson and at least parts of her office have been well aware of BMY's behavior and the FDA and sent me on a wild goose chase, while I suffered withdrawal and poisoning from the drug for which BMY had previously been fined (unbeknownst to me but known to Ms. Swanson's office almost a half a billion dollars in 2007). Ms. Swanson and Ms. Kamala Harris and their offices enjoined with 45 other attorney generals to collect another \$19 million right after the 2016 Presidential election from BMY regarding Abilify. BMY hopes this will put "Abilify" behind them.

AFTER that, the FTC put my letter (President Trump and many member of his administration have been made aware of this, as has everyone above but yourself) in its secure database that law enforcement and members of Congress have access. Please retrieve the letter. The FTC and/or Vice President Trump or Carl Icahn should be in a position to help you, as they have all been sent copies. Team Trump was a first responder to my correspondence on this letter.

Ms. Swanson and the BMY board of directors were the first people I wrote after being illegally/improperly detained under false premises at Fairview Hospital in Dec. of 2012, due to the fact I was suffering from predictable withdrawal symptoms from Abilify, which were misconstrued and this information regarding the true dangers and damaging properties of Abilify- which now goes by other names too, have been actively suppressed by the press, the media, the government, the insurance industry, and the manufacturer- at an expense of the destruction of many lives, families, and conservatively estimated at a trillion dollars' worth of wasted/damaging spending in the name of "health care". This sadly, is ongoing. A trillion dollars of health care fraud and waste could go a long way provided safe infrastructure.

The hospital system, Fairview Health, has been shielded by Ms. Swanson's office and despite a Federal Investigation and multiple incidences, including mine, that warrants its shutting down, it continues to operate. In May of 2017, the business section of the Star/Tribune reported a lawsuit filed by the family of a [REDACTED] year old

S10-170720-013

girl who was molested by a patient at that hospital in the mental health area twice and it was caught on camera. This may not be a crime in MN, as relationships are tricky and those seeking or having sought any sort of counseling can and are labeled with diagnosis that have lasting detrimental consequences and empower hospitals and government officials and health care personal inappropriately.

Depression is now considered a terminal disease and in CA doctor assisted suicide for depression is legal. In MN, the district attorney's office represents the hospital in any claim the hospital makes- and does so aggressively, and does so without regard to factual evidence or due process- repeatedly. The hospitals word is "gospel".

Prior to Fairview/BMY/Abilify... which is still ongoing, I had been very helpful to the MN Attorney General's Office and her office had been responsive.

I purchased a nice used Camry, was told the title would be mailed to me and received some sort of provisional title- which essentially meant I did not have a title. In MN- with auto insurance it is with the car, not the person- and if you don't have the title for the car... so, basically I owned a car I could not- and basically did not drive- except to return it, which the attorney general's office helped facilitate upon my letter writing- and Ms. Swanson herself wrote me and requested my cancelled checks and other documentation. At no time did the office indicate to me there was an going investigation nor did they inform me that the information I provided would determine whether or not the proceed... I cashed my cashier's check for my returned vehicle on a Saturday once the vehicle returned on the following Monday or Tuesday, the State Patrol raided the owners offices/dealerships and homes. He is, I believe still serving time and has an undissmissed personal bankruptcy in the hundreds of millions. Unbeknownst to me when I made my inquiry and complaint to the Attorney General's Office, they were investigating the auto dealer that I purchased a used car from- for which, as time went on, it became clear he did not have the title for many of his cars (PONZI type scheme) and also used LLC type scheme- multiple company names.

I had been helpful in multiple other situations too, and am/was familiar with their procedures and what to expect from an external viewpoint. They cannot and do not reveal their ongoing investigations.

In the Fairview/ BMY Abilify situation, it was suggested to me over the phone by an Assistant MN Attorney General in the Spring of 2012 that I contact the federal authorities like the FDA and national representatives- which I naively did in 2012 and 2013- and it has nearly killed me and saved me both at the same time. It has cost over \$750,000 in wasted health insurance premiums and bogus, uninformed, medical treatment, and no cooperation from insurance companies- namely Aetna Blue Cross Blue Shield of MN and CA. The ramifications of the drug and lack of truth have damaged my body, my family, and my reputation- and there are millions of us impacted to a greater or lesser degree, all/most of which is likely to be misconstrued. This has been verified.

My first communication to BMY was a request for all studies regarding Abilify- be provided to me and my providers. It never happened. Reportedly, CEO Mr. Andriotti, even lost the letter from the MN Attorney General's office reinforcing my request, according to one of BMY's staff attorneys- of which they have 150- parlayed to me by MN Assistant District Attorney who made the request to Mr Adriotti in writing.

Is it no surprise that the Big Pharma lobby requested a meeting with incoming President Trump at the White House before President Trump and his new administration could their feet on the ground/lay of the land- which is a mine field. BMY Top Executives are not even American- and Mr. Andriotti is cashing in his stock on a regular basis!!!

Your area of jurisdiction may be the only area not informed of this dangerous and long standing behavior from BMY, who has even bribed Chinese officials. The FTC, SEC, DOJ, FBI, and complicit FDA all have spent an inordinate amount of time on BMY and its unlawful practices- and yet BMY goes on...

You might say I have an honorary PhD by the grace of God and the prayers of many in dealing with corruption.

This situation to which I will be responding directly, exemplifies the common behavior utilized by both companies and attorney generals when unpleasant/stinky issues are brought to their attention. This has been an escalating trend since Sept 11 2001 and picking up speed rapidly until the November election results were clear.

In the years 2012 on it was common for publicly held big businesses in necessity areas such as AT&T, Comcast, BMY, Anthem Blue Cross Blue Shield to remain unresponsive to legitimate consumer requests presented to them and/or to dumb them down to low level employees who did not use their last names nor provide basic contact information. This is also true of the Federal Government- FTC, FCC, SEC, FDA- and Congress and the Senate.

As mentioned previously, I am a highly trained statistician- aka I could be what is known as a "quant" or I could be a rocket scientist by basis of qualification. That being said, there is sufficient evidence readily available to show that "investment" in publicly held corporations is a thing of the past, in large part due to "indexing" and Algorithms- as well as low transaction costs and the concentration of money coupled with no interest rates as an alternative and a gross over supply of money. Very little corporate research is done by the street or the investment community any more. Volatility which is subject to influence by trades is how "money is made" which is why valuations are so inappropriately high. There are very few losers and really no need to isolate or discover them when the decks are so stacked and restacked and machines play unending poker games with free chips- and don't need potty breaks! The housing market "models" by the banks kind of got to that point too- but no interaction, real assets- that really do depreciate- and cannot be easily moved. With the "stock market" there are very few investments made based on the merits of the organization's behavior- caliber of products, management, strategy... and the McKinsey playbook especially for the fantasy world of tech- encourages the notion that only billion dollar revenue schemes within 2 years- worry about profit later... are worth pursuing. A lot of non GAAP reporting- auditors do not sign off personally...

Since the election, things are changing somewhat. It is my hope that this both saddens you and surprises you- and as you have worked in government for a long time- I hope you actively speak up and encourage the "cleaning of the swamps" the American people are hoping and praying for- frankly what the world is praying for.

Department of Transportation Issues

Issue 1 The "Unpoliced" Shipping of Vehicles/ Autotransport- a new phenom

Enclosed is a copy of the memo to encapsulating the issue that both attorney generals' offices informed me were under your jurisdiction.

It is a shame, and really an added expense and delay that they could not take the liberty of forwarding it to you themselves. Isn't government to serve the people- not provide for them- but to be conduit of useful, pertinent information?

Issue 2 Honda and its Airbags and Other Issues with the same Honda Vehicles- Lemon LOT by Flawed Design?

This second issue, which I have yet to surface- and which in fact in part just surfaced last week is that my car's dashboard is now cracking. It is cracking by the radio and over the passenger air bag/glove compartment area. It literally just surfaced. My car is a 2010 Honda Civic.

Prior to leaving CA, I took my car to a Honda dealer for an oil change and requested they investigate why my car was getting poor gas mileage- 16 mph. They aggressively volunteered to replace the airbag. I allowed them

to do so. I do not know which airbag, but I did some preliminary online research and the passenger side airbag for my make and year is on the replacement list.

I have never done anything unusual to my car or put any sharp or heavy object on the slanted dashboard.

(This is why insurance agencies should investigate the physical evidence as a matter of policy).

Now there is a legitimate question as to whether or not this is manufacturer defect or if something happened to my car while it was out of my possession in April of 2017.

Furthermore, the 2010 Hondas have, I have subsequently learned, been known to have piston issues which impact the gas mileage- in a systematic fashion. I know this because it happened to my car- whereby I was getting sixteen miles per gallon for months- took it to the dealership- no findings, searched and reviewed legitimate studies which indicated clear congregated distributions of gas mileage for the Hondas, of which 16 miles was one. I took it to an independent mechanic recommended to me who isolated the stuck piston issue and is/was able to fix it, yet the light still says on in the car indicating an issue.

I am no mechanic- but I am a statistician- I believe Honda at some level or multiple levels in the organization knows this issue too and has not reported it- and/or there are issues with the dealer. This warrants a proper investigation by one with authority to do so.

Your department is equipped to investigate this.

I will share with you, that I have previously worked with a world class polymer chemist- the interior of the Honda is almost all plastic, much of which is inappropriate type/properties for the areas it is located. I did share an instance of this in 2010 when a propane scratched a part of my car, after having shown it to a polymer chemist, I brought it to the attention of a the Bloomington Honda dealer I purchased the vehicle from- and they promptly told me it was not covered by warranty.

I will also share with you that the driver's side side airbag is placed in such a way that the bar from the dashboard to the roof is thick and creates a very large and problematic blind spot for people who are relatively short in stature- when making left turns. I have experienced this multiple times, and a former neighbor, who also drives a honda- different make compact but of around the same time period had the same issue- and wrote a formal complaint to Honda.

So here I am with a loser car- expensive insurance- waiting for a replacement title form the State of CA- I did find my original, but with their antiquated computer system, they cannot stop the process- and a decaying car that is perhaps inherently unsafe.

Maybe that's why their (Honda's) consumer ads avoid product, huh? They give surprises and grant wishes like Oprah and Ellen.

In addition, I will inform you that an Italian based Polymer Company has purchase/acquired several plastic companies near Detroit that provide plastic parts for the auto industry.

As even the Wall Street Journal did not know or did not accurately report, Volvo which was Swedish and at one time owned by Ford, is now a Chinese Company- Chinese owned- and manufacturing in China. I met the Chief Engineer who is from the Swedish speaking/heritage part of Finland and now resides in Shanghai.

It is my hope and prayer that the Federal Government- at the Cabinet level can help assure Americans and others in our land- all people- that our cars are up to standard- and that our standards are great! Not precarious, but necessary and helpful to industry, customers- in short: People- and with respect to Honda- for short people- so we don't hit people when make left hand turns. IT IS A MAJOR CONCERN AND HAZARD BY LACK OF DESIGN TESTING.

Issue 3- Redflex- The Corrupt and Dangerous Practice of Red Light Photo Enforced Tickets

Finally, I will bring to your attention the horrible application of the "Photo enforced cameras" for "red light" violation- which in my case, the camera, equipment, lack of adherence to intersection code standards and cheap not up to code equipment all played a role in having me run the red light in Culver City. The film and should go viral. It is like an episode of I Love Lucy- she was a red head as am I, and there are unique properties associated with that that my medical evidence references and shares.

As well all strive to thwart domestic threats to our security, I have no doubt, that with your education and honors and contacts, you will have great success in doing so- and I hope and pray that the American people see results soon- on the streets- and in the hospitals- as we all know- insurance is after the fact- it does not prevent nor does it protect people from unfortunate incidences in life.

The government can and should protect people from what I call "the bad apples"- I have been learning that Hedge funds like and see results putting puts on fraudulent companies- but now days with all that Artificial Intelligence, algorithms, and indexing, well it just makes it more difficult for those of us with good intentions, real knowledge, and concern for our neighbors to get rid of the "bad apples".

Enclosed you find some of my correspondence, research, etc...

Concluding Comments:

Those that have privy to my correspondences might think I am the unluckiest person around- that disaster follows me- actually, I prefer to take one day at a time- handle problems as they come- isolate them in buckets- My dad taught me that- it is part of what he learned at Harvard (HBS Class of 1962). I am not much of a business person, but I have been referred to as a "good scribe"- as a matter of fact, by my friend, the world class polymer chemist,- who then added he meant it as a compliment. In fact it is a precise and accurate description of my work. Pope Emeritus Benedict might agree.

Information coupled with wisdom and knowledge can and does save lives- Artificial Intelligence is about as interesting and relevant as tech, social media and the Kardashians!- A somewhat addicting yet frustrating mine field with speckles of truth that many Americans accept today due to lack of real work and Truth.

This is solid information from an honest and reliable- might even say bankable source- me. None of this was based on agenda but rather what happened to me. I happen to be a highly trained and published statistician, well versed in Economic theory and a researcher and consumer of government data for over thirty years. I am a Christian- I enjoy playing bridge, reading Saint Thomas of Aquinas, watching Arch Bishop Sheen of television and lemon meringue pie (chilled)- all of which were reported in an issue of Vanity Fair about 10 years ago as being en vogue in 1958.

For what it is worth, I am also a member of MENSA.

I am opposed to digital medical records, the immersion of the tech industry players into "health care" the showmanship of "AI"- which can be a tool- in some situations but is subject to great abuse, and oversized predatory companies that have been granted obscene favor by our government at the expense of the lives and pocketbooks of the American people.

When I was in college, in my class on International trade, at the time Foreigners could not in general own land in the U.S., I think even foreign ownership of stock was somewhat complicated, as were acquisitions. The professor stressed a few things that have stuck with me: He remembered when the U.K. was a formidable and powerful nation, He told us to remember that consumption not production is the goal of every economic system, and He told us to remember, that even if one side has an absolute advantage in everything, there is still room for trade. This is wisdom that is lacking in today's leaders, algorithms, artificial intelligence and the failure to realize this has costs us our economy and nearly our freedom as a people. We had anti-trust laws and barriers to foreign ownership for a reason- of which national security is/was a major part. Preserving a culture was also a benefit.

You and your administration will be in my prayers and I ask for yours, as we all work together to make America Safe Again. Although I disagree with the Justice department's decision of nepotism- and by all dictionaries, the Justice department is in error, by virtue of being elected, President Trump has shown how providence can and does work, and has helped make America Free again! May we make it clean again! and may our leaders show courage and have faith in the American people- we are all you've got!

I pray he follows the advice given to Harry Truman- "Read your mail" and he quits tweeting, which is as thoughtful, productive, acceptable and appropriate as a fart in public by one in his or any position. Pardon my vulgarity but it is true. It is not like he cannot have a press conference.

The American people want and can handle truth. Suppressing and twisting truth and agendizing, speculating, and sensationalizing are all enemies of truth- and all too commonplace and hurt us all.

Philippians 4:8 has helped me and many throughout the ages. May it be a guide and blessing to you and all you encounter as you have the honor of guiding the American people as we rebuild and repair the foundation of our great nation.

It is in that spirit that I write my correspondences.

To: Thomas V. McKernan, (or his replacement) AAA of Southern CA CEO it is important to note that his predecessor to whom I wrote in Feb. of 2017 retired in May of 2017.

From: [REDACTED]

Date: July 12, 2017

RE: Inappropriate/Illegal/Unlawful Driving of Vehicle that was shipped from Los Angeles to Mpls, in April/May of 2017: **Cars in America are Unsafe, Unprotected, and Some Insurance Companies may be Impotent at the Top- Leaving good citizens immobilized**

Cc: Vice President Michael Pence, President Donald J. Trump , Mr. Warren Buffet, CEO Berkshire Hathaway, Mr. Carl Icahn, Wilbur Ross, Sec. U.S. Dept of Commerce, Los Angeles Police Chief Charlie Beck, (Acting replacement for) James Comey FBI Director, Travis Kalanick, CEO of Uber, CEO of Lyft, BBB of Los Angeles, BBB of Southern CA, AAA of MN, Commissioner FTC Lori Swanson (MN Attorney General- big time fine collector) Xavier Becerra, CA Attorney General, State of Illinois Attorney General Lisa Madigan (Those in bold not included on this one), Sec. of Transportation Elaine Chud (you are welcome and encouraged to share this with your husband!) Gov. Jerry Brown (you are welcome to share this with your sister!)- - Dave Jones, CA Insurance Board those in italics are new additions first time recipients,

As you and I are both aware, AAA of Southern CA has major bookkeeping and billing issues all of which have been communicated at length in writing to your employees via email and written letters by me with legitimate requests for basic information such as a claims report, an investigation report- whether an investigation was even conducted, etc... and I continue to receive un wanted phone calls from uninformed individuals and no written information from your organization that addresses the issues, makes the undisputed corrections or adheres to any professional standards of communication, bookkeeping, or insurance agency reporting.

This behavior has gotten to the point where it harassing and places an undue burden on me and perhaps other good citizens that made/make the mistake of trusting your organization handle the functions of a legitimate insurance agency.

I have for over a year requested written communication from an officer of your company with the investigative report for the collision accident and an accounting statement for my billing payment and charges- I do receive a letter, with the most desired information omitted and a hand typed accounting in the body of the letter and then on the most pertinent issues receive phone calls from ignorant low ranking employees. This was prior to my move and the INQUIRY and ALERT on my part regarding the auto transport phenom.

I have yet to receive pertinent, honest communication to this basic request, and yet I am plagued with phone calls (AT&T style) when there is a legitimate need for me to obtain necessary communication from your organization to go about my life and "pursuit of happiness".

In my situation, probably no less than 50 hands have touched this at AAA of So. Cal made a big mess, of which I am suffering the consequences- and I am not unique- I am just more educated, assertive, and old enough and experienced enough to know good/proper/honest business practices from poor/ignorant/false business practices and I have more than a basic understanding of corporate governance and American Citizenship and the rights and responsibilities therein.

- Late last month I received several calls from uninformed employees from your organization, leaving telltale voice mails of ignorance, one even referring to an email- and I have not emailed you.
- I have never received any evidence that any investigation took place for the Feb. 9, 2016 incident where there was road construction and a vehicle on my right swerved into my lane and I swerved so as to avoid being hit.
- As part of the investigation, I suggested that the driver to my left be asked if she were using her cell phone at the time and that be checked. I also suggested that be a standard question like the seat belt question.
- This still remains a costly outstanding issue for me, from which your organization has benefited financially and like a bad virus, the legacy of your mistakes and laziness haunt me and my reputation and provide inaccurate and incomplete information in the CUE database system- the "Artificial Intelligence" of the Automobile Insurance Industry.
- The more I write your organization- the more I suffer financial consequences- i.e. the placing of a "forgiven" accident of \$600 worth of damage where I hit a car in parking lot- now shows in my file when it did not in April nor

did it show on your initial paper work to me when I was subject to renewal in 2016. Now, my induced photo enforced red light violation which most typically does not show on insurance and to which is in fact, still in contention, shows on my record.

- Your organization choses the lazy route of not including the amount of the accidents- all three of my fender benders total under \$5000 (and there is no time value of money now days)- and yet your agency does not include the amount of the claims, which is optional- but which would have benefited me, your client, as the "state average" is assumed if no amount is given.
- Your organization did not provide ever provide me with the amounts until I received them from a competitive agency with agents chosen by customers that manage the account- that use a different database system and I brought this to your attention.
- Having moved to MN, with all these car issues and more, these errors made the process of getting new insurance more cumbersome than it need be- hence, my using my God given talents to share this information so others may not have to go through such undo complications. I learned a lot speaking to multiple individuals of multiple insurance companies- and as a side note, I am a business to business researcher and analyst with over 30 years' experience, as well as a highly trained and published statistician.
- Your organization was unable to tell me in writing the cut off date I had prepaid my insurance for when I inquired prior to leaving CA. I was verbally told a date in May of 2017. As the process of getting new insurance took longer than anticipated, I paid an approx.. \$300 to your organization.
- Shortly thereafter I obtained insurance in MN and notified your organization over the phone and in writing. It is interesting to note that AAA of Mpls did not have an accounting of my accidents and incidents- I had to provide it to them.
- I received a refund check with no accounting documentation- perhaps this is how Artificial Intelligence is!
- My new agent and agency is professional and wanted information from your agency so as to show continuation of coverage incase there were an audit in the future, he instructed me what documents to ask your ask your organization for, and I did- the Geico database falsely indicating I did not have coverage due to their aggressive behavior and errors based on my attempts to requested a quote from them... They too do allow a continuity of contact through an agent of the customer's choice.
- My request for this information (of which I now have and is incorrect) was made that day to one of your agents. He informed me that one document would take three weeks and be sent to me by underwriting and he could email me a less formal document that evening. That did not happen.
- Despite multiple emails following up with the agent to whom the request was made by both myself and my Minneapolis agent- it was only upon threatening to report his errant behavior to the California Department of Insurance that my request was granted. Apparently he had his correspondence stuck in his out box- and thought this a sufficient excuse for a three week delay despite having received multiple requests on my part and my MN agent.
- A pay check never given to an employee isn't really a pay check, is it- that is to say, if AAA didn't get you your paycheck for three weeks, ignored your requests... and stated they printed it... well perhaps you are starting to get my point.
- The less formal document was finally emailed and I provided it to my agent just in time, as my new insurance policy was threatening to cancel. When someone's insurance is cancelled on them- they are put in a different

category and financially penalized in the future. ACTIONS and INACTIONS have consequences, just because you don't feel them- doesn't mean they aren't real.

- Last week I finally received a letter from your organization (dated June 20, 2017) regarding a summary of my loss experience and confirmation of coverage with your organization. insurance coverage. It is factually incorrect and I would appreciate your personal attention to this matter.
- It lists a claim I for April 20 of 2017- referring to my INQUIRY as to how to handle my situation with Lepke Auto Transport, Inc. out of Cook County, IL, whereby my automobile that was shipped by truck from Los Angeles to Minneapolis arrived late, with more gas in it than I left it, smelling of cigarette smoke and having been driven 500 miles.
- Perplexed myself at how to inform the proper authorities of what transpired, a friend suggested I call my insurance company. Mind you your organization is handicapped by its truncated phone system- whereby sales, billing and claims go to three different areas and there are no agents... I specifically told the operator that was making an inquiry and described the situation. The operator informed me she would have a claims agent contact me. By the time the claims agent I spoke, the situation had already been documented inappropriately as a claim.
- The agent, as you may recall, told me that this was not covered as there was no theft since I "got my car back"- and I asked her if this was policy or if she were winging it- to which she took offense. I had previously stated it was an unusual situation and that I was not sure how to proceed and that perhaps she refer this to a supervisor and get back to me. She didn't partake of that option. I informed the agent, that I would like it noted that the car was driven during this time without my permission, should some crime be reported regarding this car during that time - in the future. I informed her that I considered this proper documentation. I made it clear I was inquiring as to how to handle this situation and "as a good citizen" letting your company know of this type of incident for the sake of forewarning others and that I had not filed a claim.
- I am already paying almost \$3000 per year for auto insurance for a 2010 Honda Civic that I drive less than 500 miles per month, based on your organization's aggressive, lazy, and incorrect documentation and investigative and categorization procedures as well as self-servingly poor communication (as pointed out to me by more than two agents working for other organizations).
- I asked that your claims agent provide me with a written summary of that conversation and she was reluctant, and in fact informed me in writing that she could not do so per her supervisor.
- This is not the American way! We don't want our system of commerce to be riddled with errors, shoddy record keeping, rude and poorly trained junior workers, and executives/government leaders that all of this slip by, or put an undo burden on the victim do we?
- Mind you, time is a gift from God and a precious one at that. One that I treasure and when wasted consider it highly damaging (the FTC is very concerned about the level of damage in its Obama like (misguided) interpretation of improper billing practices and the (lack) of proper enforcement thereof.)
- Yesterday, another piece of mail came from your organization. I have not opened it- and will not be accepting it- as I can see it deals with the April "claim" of which there never was. If you want to thank me. apologize, make a correction, then YOU need to be man enough to do it yourself. Show some leadership!
- Both Attorney Generals offices of CA and MN referred me to the Federal Dept of Transportation- and did thank me for the information (per my hint/education on proper manners).
- Your organization didn't thank me- just appears to have made a bigger mess of things, put out to pasture and lauded the accomplishments of your former CEO- aka the Biden medal of freedom, and promoted you- you unlike, say Mr. Trump are internal, know the parties, practices, policies, procedures, and perhaps what you can get away with- well I hope for better.

- In the 1980s- "Quality" was a big buzz word. As a statistician, I didn't really get it- in the sense that I thought it was synonymous with proper operating procedures and even thinking.
- I think quality is going to be making a come back!!!
- The millennials and the employees at the Culver City office need and deserve better than this peculiar policy/structure whereby they operate under the impression it is their duty to limit access to the claims area of your practice- and the claims area has the greatest impact on customers and in my case, riddled with errors and incompetency by design from an operations management and transparency point of view. Your customers deserve better too. As we all strive to make America great again, I ask you personally pick up the pace, grab the bull by the horns (move the little girl) and do your job- be a leader and a role model.
- The women at your Culver City office are by and large quite kind and many of it was not unusual for them to be frightened when I for asked for the mailing address and the head person of the Claims office. These are good women looking to feed their family in a tough economy which has been festured with illicit business practices at an escalating rate since 9-11-2001.
- Imagine were I new immigrant or a person purchasing auto insurance for the first time, how I would navigate these waters, understand and isolate the wrong doing, and have a properly calibrated vision of the Glory of America or learn a sense of how to behave in society? Is this the legacy you want to provide. that secrecy, sloppy bookkeeping, uncorrected errors are the norm and you are impotent to do anything about it? It is where you seem to be at, but praise God, Every day is a new day in Christ Jesus!

I love my country, I love God, I love horses- but at times I, and other American's may need a car. I hope and pray you love your country too- a close look will show, there is not much left to the American economy- but and the American people. However, through the grace of God, the American people know how to pull together, share, care and make a new when truth and righteousness lead.

Do your part. Say your prayers. Think of the soldiers that have given their lives for OUR freedom. Respect your position and your employees and your customers.

Wake Up! Grow UP! If you are going to give up- call the Federal Authorities.

As my great uncle, who was friends with [REDACTED] when [REDACTED] worked at the radio station in Iowa, said once when he was very fed up and rightly so, "good governor, talk about your one horse operation"!

To be very clear: I want a written response, apology, correction of ALL ERRORS in writing by August 15, 2017 from you personally or your replacement and I request you copy Sec. Chua- after all, this is what I pay the overhead portion of my premium for, right?

Any phone calls or contact from anyone but you in writing or your replacement by your organization or anyone with whom you may subcontract will be considered harassment to be taken up legally.



Interinsurance Exchange of the Automobile Club

P.O. Box 25001, Santa Ana, CA 92799-5001
(877) 422-2100

June 20, 2017

[REDACTED]
MINNEAPOLIS, MN [REDACTED]

Policy: [REDACTED]

Thank you for choosing the Auto Club!

This letter is in response to your request for a summary of your loss experience and confirmation of insurance coverage with the Interinsurance Exchange of the Automobile Club.

According to our records, we insured you under the above policy from 02/07/2014 to 05/17/2017.

The following claims were filed for this policy during this time period..

<u>Date of loss</u>	<u>Type of loss</u>	<u>Driver's Name</u>	<u>Claim for Bodily Injury included?</u>	<u>Assessment of fault</u>
10/07/2014	Accident	[REDACTED]	No	100%
11/29/2015	Accident	[REDACTED]	No	100%
02/09/2016	Accident	[REDACTED]	No	100%
04/20/2017	Comp.	...	No	0%

I sincerely hope the information provided within this letter satisfies your request. If you have any questions, or if I can be of further assistance, please call me at (714) 850-5216.

We appreciate your membership and look forward to serving you for many years to come.

Respectfully,


Heather Barajas-Batham
Records Management

Administrative Offices: P.O. Box 25001, Santa Ana, CA 92799-5001 Headquarters: 2601 S. Figueroa, Los Angeles, CA 90007-3294

Auto Club Enterprises provides service to more than 14 million members



S10-170720-013

We're always with you.®

57570



Automobile Club of Southern California
DAMAGE ASSESSMENT CENTER
16920 S FIGUEROA STREET
GARDENA, CA 90248-8887

WILL NOT ACCEPT RETURN TO SENDER

[Redacted]
Los Angeles California [Redacted]

911 NFE [Redacted] 08/17
NOTIFY SENDER OF NEW ADDRESS

RE: Claim Number [Redacted]
Date of Loss : April 20, 2017

EDINA MN [Redacted]
BC: [Redacted] *2852-04048-04-00

8 EJDATSB 50034

S10-170720-013

To: Ms. Lori Swanson, Attorney General of the State of MN and of "Lori Swanson's Office"

From: [REDACTED]

Date: July 12, 2017

RE: Inappropriate/Illegal/Unlawful Driving of Vehicle that was shipped from Los Angeles to Mpls, in April/May of 2017; Cat got YOUR Tung???

Cc: Vice President Michael Trump, President Donald J. Trump, Mr. Warren Buffet, CEO Berkshire Hathaway, Mr. Carl Icahn, Wilbur Ross, Sec. U.S. Dept of Commerce, Sec. of Transportation Elaine Chod (you are welcome and encouraged to share this with your husband!) MN Governor Mark Dayton, MN Supreme Court Justice Lorle Skjerven Gildea, Attorney General Jeff Sessions,

As you should be aware, your office, using letterhead and an envelope with your name, thanked me for my information regarding Lepke Auto Transport - and the unauthorized driving of my car (which is stealing- sometimes stolen property is returned) -informed me that the Federal Dept. of Transportation is the relevant body for this. On the same day, a letter arrived from the Attorney General of CA's office too, essentially doing likewise.

Thank you both for your information.

The CA District Attorney's office suggested that if I think a crime has been committed I report it to the police and the district attorney's office will decide how to proceed. I would think that in informing the Police Chief of Los Angeles, by virtue of copying him on the memo you both received, I have done so.

Given the state of both my car and my body- driving back to California is not an option and I am a slow learner but praise God I am on a limited budget,- so having my car shipped back to CA for purposes of reporting a crime-well for a multitude of reason is not going to happen.

As I know you are quite aware that victims can readily be used and further victimized, even by seemingly well meaning people with legitimate authority, like say for example, in health care- begging insurance companies and agencies for help, asking well intended doctors in large practices, going to multiple hospitals when in need only to get mischaracterized and maligned by false mental health diagnoses, while they search for truth and help for their survival, only to learn that their state's top law enforcement official had reason to know all along the real culprit and yet lets the circus proceed. Talk about your elephant in the room. What happened to me by misplacing my trust in you and boy did I, is...

Millions still place that same trust in you. The killer elephant is still around. Abilify and BMY are doing what they do, harming, killing, lying, stealing... while you, Kamala and your cohorts fine fine fine and revealed no warnings or new information to the public about this killer- as its runs wild today on playground and nursing homes and in the lives of several American families- and is even exported abroad.

You hedge- look which way the wind is blowing and use people- and let/have your staff use your name sake stationery and envelopes to do so.

When I was a teaching assistant in graduate school, I graded a lot of essays- ironically for a Transportation class. The students were given three essay questions and were to select two to answer.

I was to read both essays for each student and attribute points.

A few students would play both sides of the field, not take a stand, not demonstrate any knowledge or insights and frankly annoy me and waste my time. In red pen and capital letters I wrote HEDGE on their paper. They always did it for both questions. So did I.

Hedging is a form of covering up a lack of expected knowledge and it wastes peoples God given time.

I gave them a D- which was the lowest grade on a 4 point system at the University of MN at the time.

They never questioned me, nor did they do it again. They knew I was fair minded, had their best interest at heart and cared about the integrity of education. It taught them a quick somewhat painful but not harmful lesson. They learned.

You, on the other hand....

Well you behave like AT&T, Century Link, and AAA of Southern CA- only worse- you pilfer, throw up (that's a health care term) irreparable harm in 2017 to stop the Federal travel ban, yet ignored the irreparable harm argument when I provided you the information in 2013 regarding my situation with Fairview Hospital and BMY and you know and knew that I am a very good and loyal citizen of the United States of America- and had been very kind and helpful to your office in the past on numerous cases.

As Former President Ronald Reagan used to say, "Here we go again"...

Now your office gets a response from Mr. Lepke- of Cook County IL- showing his contract that I signed, and I get a letter from your office with your name on the envelope and on the letter head from an employee from the Customer Service Division of your office who sends me a copy of the contract wants to know "my thoughts" before HE decides how to proceed with this situation and does not copy you.

Processes out of Control!!! Audit. Audit. Audit. Major Training issue. Inappropriate for Law Enforcement. Out of Order.

Let's get real Ms. Swanson you know who I am, you may be surprised I'm still alive- I am, but I have been told by your office that they will put things in "my file"- aka not the subject matter case file.

After I wrote in Oct. letting you know I wanted to meet with you to clean legal mess that watched being created by Fairview, Hennepin County, etc.. and did nothing. After my mother died- in part as a result of all of this mess- I get a letter from your office with your name on the envelope and letterhead- yet other staffers and phone numbers mentioned and about Comcast- an issue I had written about in what 2015 and never received a response and a request for me to sign a contract whereby your office would have access to all my emails and phone calls, ... to use for what whatever purpose you want.

I'm a private citizen, you are not.

So now, ...

He, the customer service employee, does not ask for copies of my emails, my photos or any tangible evidence, but rather my "thoughts"- and he uses your letterhead with your name sake and your name on the envelope and does not copy you or anyone else.

This is how Hennepin County proceeds with putting people away under the guise of Civil Commitment... No regard for the factual evidence and prying into the victim- when there is no overt behavior or danger to warrant it, and in the case of Abilify- a scientific explanation for what is going on- and a need for true medical help.

When I shared this with my friends- it is difficult to know where to begin- you see as Christians we called to believe people are of good intent until shown otherwise and can change. I think most Americans, Christians or otherwise like to operate under those assumptions and I believe that is what makes America Great and Innovative.

To be very clear, Ms. Swanson, you have done wrong. You have perhaps committed crimes. You have hurt people. I forgive you, but I cannot absolve you from this, and you are accountable to the laws of the state of MN, the United States of America, the Haig, and God. We all are. You are no exception.

Praise God, as one of his precious creations, you have the capacity to change. All people do. That choice is your free will.

The choice to follow and obey the state and federal laws are up to you. The consequences for breaking laws are not up to you, despite your position.

Pope John Paul II has been quoted as saying "The opposite of love is not hate, it is using people".

Benjamin Netanyahu has been quoted as saying "American's should read their bibles more"

Pope John Paul II has also very frequently said, "Do not be afraid"

I will add- courage begets courage- and have previously stated this to you, It is always the right time to do the right thing.

Regretfully, regarding you, as a government official and as a person, have shown me through your conduct over the past 5 years that you use people, you lack manners, and have very little regard for human life. I know all three of those statements to be true with respect to your treatment toward me- and my family. You are also a weak leader and poor manager and may not be in compliance with the duties of your office.

When I bring to you a legitimate issue, you have shown a propensity to disrespect your staff and constituent (me) by putting an undo burden on both, perhaps without your even knowing so (Chinese walls, multiple parties, telephone... the Russians apparently use these type of techniques too) whereby you use others to protect you, when in fact, you are top law enforcement person for the State of MN. I provided you and others with a prosecutable case of killers, you knew they were, didn't tell me, let me suffer, and after the election collected some peanuts from them, provided no information to the public or medical community, and call it a day.

The studies on Abilify, of which either you were aware of prior to me- or I brought to your attention- clearly bring light and truth to the realities of Abilify and its impact on the human body and human behavior, especially during withdrawal.

If you were aware of them and did not share them with me and my providers- you are complicit, if I brought them to your attention (new facts)- it would be appropriate to let me, my family, Fairview, Hennepin County, etc... know. I did. I am not an authority. You are

In a very peculiar way that perhaps only the Lord understands, I personally have benefitted by taking care of myself vs. the dialysis and drugs of conventional medicine on top of the toxic chemicals and anesthesia from Abilify left in my body and I have provided a wealth of knowledge to many researchers and others regarding what I have learned about the needs and functioning of marvels of the human body- and for that I am eternally grateful. I know the cyclical issues my body has and little has changed since the first pain journal- with the exception of the unstoppable run of adrenaline and its tremendous stress and pain on the body. Honestly, my decision to freeze them- which did make me a zombie for a while, was probably lifesaving and definitely life changing. Freezing reduces inflammation, as explained to me by a retired medical professional. In addition, I breathed Epsom salts, and later started drinking baking soda- again attacking the inflammation.

All of this being said, untold hardship has happened in the 6 years for me, my family, and many others. The knowledge I had that BMJ's website stated 30 days in detox for going off Abilify- which has now been removed, helped at times keep me alive, in that I knew it was not "my mind on its own accord" and the physical pain I cannot even describe.

My belly protrudes, clothing is an issue, and my back is concaved. My kidneys are impaired, and my colon and rectum leave a lot to be desired- my finger nails break off periodically- the toxins want to come out.

I was making reference to Nazi Germany as I pleaded for help and my body hurt like no one would believe and the damage is still present and always will be, in 2012 before I found the original studies. I am not alone. I have told more people and helped more people regarding mental health and Abilify than you, BMJ, and the "arena" of psychology and psychiatry and the FDA combined- and this is not by any means a grandiose thought. It is very sad state of affairs

Were my information on Abilify helpful in your collecting moneys- you could of and should of thanked me, like your large celebration in 2012 with the victims of unlawful practices at Fairview Hospital where they each received small checks presented by you. You knew the issue was and is bigger. Now a young girl has been molested, and probably only believed because it was caught on camera- I suggestion I made to your offices and the MN Dept of Health and Human Services and Sen Frankin in 2013 in my comprehensive report- of which MN HHS has no record!!!

As you no doubt are aware, Kamala Harris is no longer the Attorney General of CA, she ran for Senate, virtually uncontested. You should know, because, while I lived in CA, I wrote her and encouraged her to contact you and your office regarding Abilify. Her office categorized my correspondence incorrectly and labeled it as correspondence regarding Osuka, and Ms. Harris was copied on that correspondence. You were copied on my correspondence to her.

I believe in Democracy and the American people and as I Christian and a responsible citizen I report issues as appropriately and completely as I am able- and I have been praised by even a ruthless tech company for my business acumen and my adherence to norms/corporate culture- and I am kinder than I am intelligent.

In this current situation where a punk kid who is very rude and not very truthful (Mr. Lempke) sends his contract and you/your office decide to hedge/go fishing using the victim as bait. Was it the fact that he is from Cook County or what that prompted this peculiar letter?

Or was I because you were able to so readily use and discard me in my life threatening situation regarding Abilify? Just because I am in poor physical health and nearly died, and you played a role in it, I can assure you I did not come back to MN to haunt you, but I do want justice and truth and I care deeply and pray to God to keep me focused on those currently suffering like I suffered, mainly I want a civilized society, like that within I was blessed to be born.

At least Mr. Lepke responds to authority. He sent the contract to your office and emailed me that he is unable to get a response from his subcontractor.

The drivers of the truck that delivered my vehicle were cooperative in answering my questions. Yet no enforcement was interested in contacting them.

No one disputes that my car was driven approx.. 500 miles, had gas put into it and smelled/smells of smoke.

I have been subject, yet again, to false record keeping by a reporting agency that does impact my livelihood and financial situation- praise God, they cannot force known to be dangerous drugs on me.

I am not an attorney- you are! The UCC book is pretty big and pretty helpful. Guess what, in 2012, pharmaceuticals were indeed covered by the UCC- and I made you and your office aware of that at the time.

One other college story- really regarding my own stupidity or the unfairness of life. In freshman composition, I wrote some very good papers and I excelled at grammar, having diagnosed sentences since the third grade. The teaching assistant was rather aloof and some might even say irresponsible. I got primarily A s on my papers. One day someone in the class asked her, what is the difference between a colon and a semi colon. She said, I don't know, [REDACTED] do you know.

I answered correctly, told the truth, was thanked by her in front of the class. It was my first quarter at the U. I got a C for a final grade. I was young, shocked and did not know what to do. I did nothing and took the inappropriate hit.

I survived!

I learned about processes and "bad apples". I can believe that you did not start out with intent of killing people nor do I think your actions were a personal response toward me by any means, but you in fact, have been an accessory to allowing BMY to knowingly push its dangerous drugs on people- killer drugs for a long time- and you likely knew when I first complained to you in 2012. In 2016 you collected money from BMY. In 2012 and 2013 when kidneys were acting up, I begged you for help- inquired about where the moneys you collected from BMY were being deployed. I begged Fairview and Blue Cross for help- I was ignored. I was given opioids, unbeknownst to me in 2013, at the time of the investigation into District Attorney Mike Freeman and his office- that I initiated prior to receiving any information from your office, and as the Opioids acted in a known to be predicable fashion with Abilify- well, I nearly died and it was all misconstrued by my family and ensuing providers- basically covered up by your deliberate withholding of information, all the while, I was offering comfort and encourage to you, as I knew this was a horrific issue- now there is proof, documentation- yet no public knowledge or forewarning nor appropriate care or prosecution.

This may be beyond what our forefather's ever imagined, yet somehow it would not surprise me if the constitution when properly read, makes provisions for government corruption at all levels simultaneously on an issue endangering the American public. Benjamin Franklyn always encouraged prayer in times of difficulty. It is the best first step.

Under no circumstances do I want anyone but you or your replacement contacting me from the MN Attorney's office- and only in writing and only if it is essential and you have questions that only I can answer that I have not already. I highly suggest you control the use of letterhead and envelopes with your personal name on them. Neither the White House nor the Vatican practice this curious self-promoting behavior.

I happened to catch local news in May and some fifth or sixth graders were touring the MN Supreme Court, and the Chief Justice was asked questions, and she answered "it is the people's court". Ms. Swanson the State of MN and its Attorney General's Office belong to the people, don't they?

This is not a rhetorical question. For the sake of democracy and justice and human life, you need to give this a lot of thought and put pen to paper- or you need to resign- and/or both.

The legal ramifications of your choices past and present are beyond me. Your moral choices appall me and have harmed my family and me morally, spiritually, financially, emotionally and there are other victims. I ask and encourage you pray for them. I do. I pray for you.

I know I neither cultivate nor evoke sympathy- I guess it is called taking responsibility for your actions, being an adult- or even once, being an American. That being said, I am the victim here. Quit bothering me, start looking at the evidence and investigating the perpetrators- which you, Ms. Swanson may for reason of character lack the capacity to do now.

To be very clear, this takes me back to my 2012 correspondences with you and others, including then Congressman Paul Ryan, during which I formally stated that I am a person. I am, with all the glory that entails. People, all people are made in God's image, I pray we embrace that truth with the zealously of our forefathers.

If this memo at times reads like an anti-Abilify commercial- that is the intent. I have recommended to the Federal Government that we no longer allow pharmaceutical companies to advertise and that we require them to fund for educational public service messages and needs when issues arrive- like many basic manufacturing industries do- and that they be held financially accountable for the damage done by their known to be harmful products- get back to the Hippocratic Oath.

Now we have hospitals and clinics advertising on buses- really, for a derived demand service, if there is the need for advertising, there must be an oversupply and a lot of waste. There is more marketing in healthcare and accounting than science, math, truth, order or logic these days.

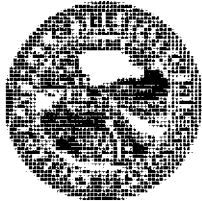
I wrote to you personally on this transport issue, because it is a new phenom worthy of your attention as chief law enforcement officer for the state of MN. I was not looking for an occasion to contact you.

I recently ran into improper billing issues with Centrylink and addressed it to MN Attorney General's Office. It is just about money- not about lives, same as Comcast and AT&T...

Today, just like the playbook. someone from their "corporate office" called and left a message and wants to talk to me... there will be more calls, even different phone numbers,... a letter that they tried to reach me, then the FCC will get letter stating my reluctance... more improper billing..., turned over to an agency... fairly predictable now- unless they are surprised by a government official, like Denny Heckert.

I realize YOU personally did not ask for my thoughts, what I have given you in the above is a hodge pod of my opinions, professional assessment of normal business practices vs. misleading and/unusual ones, a succinct version of our "history", my typos,... and the assurance of my prayers, all of what I write is protected by the Glorious Bill of Rights for which I will shed my blood any day to protect, if necessary.

It is time for a change. God willing there will be.



LORI SWANSON
ATTORNEY GENERAL

STATE OF MINNESOTA

OFFICE OF THE ATTORNEY GENERAL

July 7, 2017

SUITE 1400
445 MINNESOTA STREET
ST. PAUL, MN 55101-2131
TELEPHONE: (651) 296-7575

[REDACTED]
Edina, MN [REDACTED]

Re: Lepke Auto Transport, Inc.
File No: [REDACTED]

Dear [REDACTED]

You previously contacted this Office for assistance with a problem involving Lepke Auto Transport, Inc. I enclose a copy of a response this Office received from Lepke Auto Transport, Inc.

I ask that you review the enclosed response and give me a call or send me your thoughts on the matter so that we can further discuss whether this Office can be of additional assistance to you.

I look forward to hearing from you.

Sincerely,

PAUL MUELLER
Consumer Services Division
(651) 355-0730 (Voice)
(651) 282-2155 (Fax)

Enclosure: Correspondence from Lepke Auto Transport, Inc.

Paul Mueller

Office of Minnesota Attorney General

445 Minnesota Street, Suite 1400

St. Paul, MN 55101-2131

Re: [REDACTED]

I haven't been able to get a response from the carrier yet regarding [REDACTED] claim. I spoke to the carrier on 6/26/17 and he asked me to send him an email. I cc'd [REDACTED] in on that email. I did want to advise that our contract clearly states the following:

1. Lepke is not responsible for any damage during transport of your vehicle (clause 10).
2. Lepke is not responsible for any delays of transport (clause 7)
3. Any litigation would need to be filed in Cook County Illinois (clause 13).
4. The prevailing party of any suit or action is entitled to receive costs for legal fees (clause 13).

I have attached a signed copy of the contract for your records.

Regards,

Tobias Lepke
Owner of Lepke Auto Transport



S10-170720-013

To: Los Angeles Police Chief Charlie Beck, (Acting replacement for) James Comey FBI Director, Thomas V. McKernan, (or his replacement) AAA of Southern CA CEO, Travis Kalanick, CEO of Uber, CEO of Lyft, BBB of Los Angeles, BBB of Southern CA, AAA of MN, Commissioner FTC Lori Swanson (MN Attorney General- big time fine collector) Xavier Becerra, CA Attorney General, State of Illinois Attorney General Lisa Madigan

*Issue 1
original
correspondence*

From: [REDACTED]

Date: (Date started writing May 3, 2017) (Date completed and sent June 7, 2017)

RE: Inappropriate/Illegal/Unlawful Driving of Vehicle that was shipped from Los Angeles to Mpls, in April/May of 2017.

CC: (truncated version to Mr. Lepke) Tobias Lepke, Lepke Auto Transport Inc. 2432 W. Polk, Chicago, IL 60612, Vice President Michael Trump, President Donald J. Trump, Mr. Warren Buffet, CEO Berkshire Hathaway, Mr. Carl Ichan, Wilbur Mills, Sec. U.S. Dept of Commerce

I recently completed a move from Los Angeles to MN and as such it was necessary to have my car shipped by an interstate shipping company.

This industry by and large has a bad reputation, in general, well deserved, as it is a broker/subcontractor type industry, done remote, with little follow-up, frequent company name changes with both the trucking company and the booking company, and very little oversight. That being said, for thousands of Americans it provides a necessary function and for some Americans it is the most viable option.

I selected Lepke Auto Transport, Inc. to handle my move. The first subcontractor they selected was very flighty/poor and provided unreliable communication and unrealistic timetable and I cancelled my order. I then emailed the company I had used to transport my car from Minneapolis to Los Angeles. They now operate under 3 or 4 different business names essentially to comply with bond/insurance legislation mandated by the Obama administration while also maximizing presence (a consumer could receive 3 quotes all from the same company without knowing it). They too use subcontractors and cannot provide a guaranteed timetable until you commit to an order. They offer gratuitous therapy to customers too, in the form of don't get upset with us just because you selected a bad vendor. (They in fact, could be saying this about themselves, literally).

I then called Lepke Auto Transport back and requested a new/more screened company, and was assigned OM Transportation Logistics Inc (562) 852-0137 .

The booking company- Lepke Auto Transport, Inc. is paid \$150 for the booking, they cover the insurance,...

The driving company is paid \$700, cashiers check or cash, COD. I chose cashiers check.

My car was picked up on Thursday April 20, 2017 at approx.. 2:30 pm. My car had 2 bars worth of gas and approx.. 54,233 miles.

When the driver from OM Transportation arrived to pick up my car to place it on the truck, the driver was in a hurry and I was busy with my movers. He provided me a photo document, commented on right side dent in my car, took my keys, and took my car. He informed me my car would arrive on Tuesday.

When my car did not arrive on Tues. and no effort to contact me was made, I contacted Tobias Lepke. I was told by Tobias that my car would arrive on Wed. That did not happen and I was then I was told. Thursday, that

there had been a host of weather related incidences and truck brake down excuses and that they were stranded in Nebraska by Tobias Lepke.

By Thursday I was quite concerned and threatened to contact to law enforcement and let Tobias know I would be writing letters. His attitude toward me became one of "some people can never be pleased" type manipulation. (I have emails that document this).

My car arrived Friday evening around 8:30 pm., after I had gone to bed. There were two men, and no paper work filled out.

I noticed the additional miles and my car reeks of cigarette smoke. In addition, I believe there is a dent in the front left bumper that was not present before I left.

The lead driver was discourteous and only concerned about getting his money. He informed me that the car was in an oversupply/waiting lot in CA until Tuesday, and that he was "only the truck driver".

My car reeks of cigarette smoke and the seat was adjusted as well as the mirrors.

The trunk had not been opened, I had provided a valet key- and nothing was missing.

It does not take much imagination to wonder- could this car have been used as an Uber vehicle or Lyft Vehicle, if a driver subcontracted by either of those lose organization's had issues with their own car, could my car have been used in a crime, or an accident?

This industry and this situation warrant scrutiny, if we are to keep America safe and ascribe to the values our forefather's intended and necessary for safe/equitable/honest commerce.

In many ways Los Angeles is becoming a lawless city due to a variety of social and corporate forces which must complicate things immensely for the police and at individual mind set, and police force level. Now is the time to fight this type of behavior before it becomes "expected" and then "accepted"- it is not nor will it ever be acceptable-even if or when it becomes common place. To blame, ignore, or use the victim is wrong.

We as a society are at a typing point, especially in CA, where this behavior is "not surprising" and almost "expected"- as an experienced watchdog and fighter of corruption- the corruptors are well aware of this- it is important that you let them know, as the safe guarders of American Commerce and most importantly the American people- that you too are aware of this- and you will take action.

Prior to going this route, I had contacted two distant acquaintances: One a truck driver, whose works for a company that now does a lot of work for Amazon, and another, a first generation immigrant from Bulgaria. I ruled the truck driver out when I learned he uses marijuana. The Bulgarian, likes to refer business to other Bulgarians, and this was the case when I was looking for a mechanic. He knew some Bulgarians that could help me and asked me how much I wanted to pay. When I informed him that I want to pay an appropriate rate to have my car shipped properly, documented,... and that I operate within the context of the law and hire those that do so, he informed me he could not help me.

In short, I did all I could to avoid this route, which should- and there is no reason it couldn't be a safe option- other than known lack of enforcement.

After starting this letter, I contacted my insurance company so has to alert them to this type of behavior and find out how to proceed. They are not a traditional full service agency, but rather have a stone wall between claims and sales and I have and still previously question their concern about safety and truth- as their willingness to investigate matters is very questionable, even when they may have responsibility to do so.

This incident was categorized as a stolen vehicle by the customer service person- the claims person decided it was not a stolen vehicle since I have the vehicle in my possession and was reluctant to transfer me to her

supervisor and when asked if she were following corporate policy or "winging it", given that this was an unusual situation- she became offended and informed that she was not winging it. I made it clear to her that I had no idea how to proceed with such a situation and as a good citizen wanted to make her company aware of this phenome (perhaps they would be in a position to track it...) She informed me that I needed to contact the police, which I am now doing.

In addition, I contacted the local police and spoke to the dispatcher who categorized this as a civil matter and dissuaded me from coming in to report it.

Someone drove my car for 500 miles without my permission. Just because it was returned, does not mean it didn't happen. This is a crime. In CA, now, there is legislation to make violations of traffic laws a civil matter. Breakings laws is not Civil. In MN at a hospital, a vulnerable ■ year old girl was molested twice by another patient in the Emergency Room of a known to be dubious hospital. This was reported in the business section, as there is a civil suit. Molesting is a crime.

WAKE UP People. Just because it doesn't happen to you, doesn't mean it isn't real. Just because it doesn't fit your agenda or is difficult or too easy, or might expose some previous neglect on your part, or might not have sweeping implications of your agenda, doesn't mean you are ENTITLED to ignore it.

ALL CORRUPTION IS COMPRISED OF CRIME. Sadly today, in some cases the laws are even retrofitted to fit the criminal.

Just because you know how to change laws to cover your tracks or because you would "never be in my situation" does not by any means justify neglecting this type of situation.

I am not expecting reimbursement or anything of the like. I am protecting democracy and freedom by notifying authorities of wrong-doing with the purpose of having it stopped. There is no cure to crime, only daily pursuance and prosecution of wrong doing.

Do we really want a society of the fittest? If so, why do we even need police or attorneys- why not just steroids and personal trainers?- oh and body guards for those that can afford them.

Were I a dubious criminal, I would take a non-descript, non-valuable car from a middle aged woman, if she is shipping such a car, she is probably not wealthy- aka limited access to attorneys... and the car is non-descript, and not highly valuable, neither are the "damages". When someone takes a Mercedes or Tesla, it another story. (The Tesla might even be accused of taking itself!) This is a very effective and pretty basic form of profiling by criminals, as evidenced by the responses of the institutions in place to deter such happenings- insurance and police.

Thanks to rebellious punks founding rebellious/ proud to be "disruptive companies" like Uber- taking a cab for a woman of my profile is the same type of crap shoot- and the cab industry- built on years of safety practices and accountability has all but destroyed in the process. I know, I had to take some cabs while waiting for my car to arrive.

I am going to que you all in here- a thank you for this information is both an appropriate attitude and response. I am not making more work for you. I am not responsible for this behavior. Prosecuting and making examples of a few bad guys- complete with prison sentences- fines no longer cut it- would go a long way. An attorney general that actually talks to the victim and investigates and forewarns would help. An insurance agency that provides a vetted list of carriers makes cents/sense too. A Federal Bureau of Investigations that actually employs its resources on interstate crime instead of international terrorism and corruption would and are necessary.

The driver who picked up my car for OM Transportation Logistics Inc informed me that he makes weekly runs from Los Angeles to MN. He also informed me to pay cash. He was of Eastern Indian heritage, as was the previous subcontractor I was assigned but rejected.

There may very well be a next time. In fact, likely already has been. You may very well never know- and perhaps you have given up caring, The victim (of the used vehicle) may not even notice, especially if not made aware.

I will contend, it is your job- as a human being in the capacity you are being compensated for, as some of know that society is in many ways no longer civil. You have the honor and privilege of serving people like me. Honor- because it is beyond the capability of anyone person to do so, and as such, you depend on the participation and grace of Good Citizens, Providence, and God.

I for one would appreciate it if state officials hired to enforce state laws would focus their efforts on doing so, instead of focusing on agendas to push their theories of social justice (even at an international level and for non-citizens) as good citizens like me are caught in the crossfire, as is the entire semblance of basic law and order.

When seasoned American "leaders" do not know how to behave and push agendas and blame and then fine, how do we expect new immigrants and/or those here illegally to understand what it means to be an American- the notion of brotherhood and the responsibility freedom entails. I gave a talk to one of my MN cabdrivers that couldn't/didn't know to open the door for me or say thank you- and we was genuinely grateful and told me he likes to learn new things. My talk was about brotherhood and liberty and that we are not a society just about money and opportunity.

I have photos, checks and other evidence- as known to be collected for previous crimes which I will gladly provide upon request to the appropriate parties.

I ask for a written response to this memo from all of those to whom this is addressed by July 4, 2017.

[REDACTED] Edina, MN [REDACTED]

God Speed and May you all have a Happy and Safe Independence Day.

Los Angeles, CA

May 22, 2017

Santa Monica Courthouse
1725 Main St.
Santa Monica, CA 90401

Ms. Jean Shimoto
Director CA DMV
Office of Director, CA Dept of DMV
2415 1st Ave, Mail Station F101
Sacramento, CA 95818-2606

Mr. Jim B. Clarke
Mayor Culver City
City of Culver City City Hall
9770 Culver Blvd.
Culver City, CA 90232

Lynn Bronstein
Culver City Observer
4346 Sepulveda Blvd
Culver City, CA 90230

Dear Madams/Sirs,

This letter is written in response to the notice I received from the Santa Monica Courthouse informing me that my CA license would be suspended on June 7, 2017 and I would be subject to a misdemeanor were I not to pay the fine for the alleged red light violation in Culver City.

In fact, I did pay the City of Culver City the amount of the fine prior to the court date and I did inform the courts. In addition, I also provided significant information showing that the intersection was in fact, not up to code, and that this on the part of Redflex, induced my running of the red light.

I made it clear to the court and the Mr. Clarke that the new evidence needed review that it was not a failure to appear.

I properly informed and educated the court of the situation with relevant, pertinent, direct information from experts in the traffic management field as well as details regarding the specific intersection and the behavior I was subject to, both at the time of the incident, meeting with Officer Lopez and by speaking with the clerks at the Santa Monica Courthouse was intimidating as if they had something to hide- and they do. See previously sent enclosed documentation (not included for those who previously received it).

The Mayor may have declined involvement (politicians have a way of doing that when they are caught doing something they don't want seen) as I was sent certified mail from Culver City, which I denied for a number of reasons.

I did not plead guilty but I paid the fine to the City of Culver City prior to my court date. The check and explanation were sent to the Mayor and the court was duly notified.

As previously noted, the court clerk has been very rude over the phone and has had a history of ignoring
S10-170720-013 on, which is very curious in legal situations.

Issue 3



Redflex does not care about safety and equipment is not up to code. It is about money and I paid the fine. I also provided compelling evidence that this behavior is wrong, and in fact dangerous.

As further evidence of this, I refer you to Sweden's Vision Zero, as described in Southern California Auto Club's May 2017 Westway's Magazine for state of the art thinking in traffic safety, and an article regarding Redflex and the City of Chicago regarding corruption. Please see enclosed.

It is ironic, I pay the Mayor of Culver City, and the Mayor of Chicago seems to think he does not have to pay when he and his entourage run the photo enforced red lights. Lest some of us forget, we are a nation of laws-equal justice under the law.

In addition, last week, in speaking with an auto insurance agent and describing the incident, as well as with sharing with him my observations when the new cameras were being installed at Overland Blvd and Washington, in Culver City, I parlayed that I observed while walking by the cameras that the camera to the left side of the intersection emits a very bright fast flash- at eye level, and it is piercing. My agent commented that the flash at the intersection where my incident occurred likely surprised/shocked me and played a role in my ensuing behavior. I believe this to be true.

My specific situation was as follows:

- I was in an area where I had not been before and although I wanted to take a left turn, it was right turn only, no turn on red. I was the first car at the intersection. When the light turned green I made right turn and the intersection was not configured geometrically in a typical fashion and I was pulled furtherer than usual to the left and the distance to the intersection with the red light camera was quite short and the light turned red, and I hesitated and then ran the light and immediately pulled over.
- After meeting with Officer Lopez, I investigated the intersection and saw that baseplate was not black and that the photo enforced sign was blocked by an untrimmed tree. At a neurological level, all of these things come into play and for the sake of traffic safety need to be proper. THEY WERE and ARE NOT. THIS IS THE ISSUE.
- I do have photos which I can supply to substantiate my written testimony.
- Neurological testing has validated that I have extraordinarily high processing speed, and I believe that this flash may have been the final trigger in inducing me to proceed through the red light. It is obvious upon viewing the film that the behavior was induced, as I was so shook up, I pulled over immediately.

In the past ten days, the violation has shown up on my auto insurance and is in fact costing my over \$300 more per year. This is not right. This is complicit corporate/government corruption, and it is very sad because it uses/abuses law enforcement and violates citizens all while making driving less safe.

The insurance industry profits due to a false report whereby I am classified as less safe a driver than I actually am. The underlying principle of insurance is pooled risk- Rexnord makes the road unsafe, and I and other like me are penalized.

When someone is killed- and someone could be- due to an intersection that is circumspect- and a victimized driver is left with the blame and a life or lives are lost, was the deferring of safety to a devious company a worthy decision???

This is not a video game. Real lives are at stake.

As a researcher who studies the evolution of industries, the level of corruption here is quite mature, in that an ecosystem of parasite industries/options to pay more money to avoid having insurance rates go up are

S10-170720-013

not address the problem. These options include: paying \$100 more and attending a school,

and paying \$300 to hire an attorney that has a self-proclaimed 85% success rate (Visa/Mastercard) money back if the case isn't won. These options reinforce the corrupt status quo, and as such are not options to a true patriot.

Call me the Rosa Parks of traffic corruption. This is wrong and we all know it. I am being punished for bringing to light unlawful/code breaking/dangerous behavior on the part of my accusers, as Culver City and Redflex expand their operations.

I ask you stop the injustice or do what you can. Join me in curbing corruption. Be brave. Act like a citizen of the United States of America, with the responsibilities that entails. It entails more responsibility if you are an elected official or a judge.

I would like a written/signed response from a court official and the DMV prior to taking action regarding the suspension of my CA license. This is a reasonable request. I am, indeed a friend of the court and a law abiding citizen. I am an activist against big pharma and the FDA, safety and human lives and human dignity are core beliefs and priorities for me and my behavior reflects this.

I am law abiding- I paid the fine, and I am a responsible citizen- I have provided a legitimate widespread protest and it should be recognized and reviewed, for my sake as well as others. No one should have to pay for justice. Our government officials have an obligation to provide safe intersections.

In addition, I have moved out of state and had my car shipped. While "shipped" my car was driven 500 plus miles, arrived 4 days late and had more gas in it than I left it.

When we assign police officers desk jobs for traffic violations vs. real time on the road, we minimize the opportunity and deterrent of catching real criminals- and they know it and capitalize on it, while we promote the notion that corrupt/lazy/corner cutting behavior acceptable in some third world countries is acceptable- and that is not the America I grew up, nor the one I want to leave behind. Do you??? We all have a voice. Use it or Lose it, before it is too late. Please use it. Speak up against wrong doing.

God Speed,

CC: Supreme Court Justice Ruth Bader Ginsberg, Mr. Louis Freeh, FTC Secretary U.S. Supreme Court Chief Justice John Roberts, Los Angeles Police Chief Charlie Beck, National Association of Police Chiefs, Anderson Cooper 60 Minutes, Ms. Karla Sutliff, Caltrans Chief Engineer, Mayor Michael O'Leary, CA Attorney General Xavier Becerra, Mr. Jay Beeber, Mr. Jesse Creed, Margo Reiner, Republican Women Federated of Santa Monica,

CA Gov. Jerry Brown

When I got my driver's license in the United States at age 16, I wanted every road to be the autobahn. I drove too fast on residential streets. To be honest, I drove too fast everywhere. Luckily, the only price I paid was one speeding ticket and the shame of a few unhinged parents waving their fists at me.

Fast-forward 30 years and now I'm the unhinged parent wishing those hormonal teenage drivers would slow down. Only, I'm doing so in Sweden, where I've lived since 2002. Even here, in one of the world's safest driving countries, officials have not found the perfect cure for impetuous young drivers—yet. But they're getting surprisingly close.

Their not-so-secret weapon? A movement named Vision Zero that turns the conventional approach to road safety on its head. Instead of looking at traffic injuries and deaths as the inevitable price of mobility, Swedish road-safety experts called these deaths unacceptable and said that we all have a moral obligation to end them. ("Zero" refers to zero traffic deaths or serious injuries—the movement's goal.)

The Swedes concluded that the traffic engineers and officials who design roads and laws have been looking at the wrong data all these years. The emphasis shouldn't be on preventing all vehicle collisions, they decided. Instead, the goal should be to eliminate those that lead to serious injuries and fatalities. To accomplish this, they needed to come in on the right data and not get sidetracked by fender benders.

You could say the Swedes stole a page from Billy Beane's playbook. Just as the former Oakland A's general manager transformed baseball by emphasizing different statistics in decision-making, a move immortalized in the book and movie *Moneyball*, Swedes are transforming traffic safety by focusing on key collision data and using it in innovative ways. In other words, Swedes have "moneyballed" traffic management.

How effective is this approach? From 2000 to 2014, Sweden experienced one of the highest rates of decline in road fatalities per miles driven of all industrialized nations. What's more, the country saw a roughly 40 percent greater drop than the U.S. did over the same period. A range of factors undoubtedly contributed to the decline, from safer vehicle technology to better road engineering, but Vision Zero was among them.

The shift has put Swedes on a path toward easing the global health crisis. According to the World Health Organization, collisions kill well over a million people every year. That might explain why Vision Zero is

now gaining traction in other countries. In the United States, where 32,000 people are killed in crashes annually, about two dozen cities have adopted the movement, including Los Angeles (see page 59) and San Diego. It's under consideration in Santa Monica, Long Beach, and Santa Barbara.

A Vision Is Born

Vision Zero was created by the Swedish Transport Administration after it merged with the Swedish Road Safety Agency in the 1990s. Safety advocates within this governmental organization, led by Claes Tingvall, who was the director of traffic safety, drafted a plan to eliminate traffic deaths and serious injuries in the country. Founded on this Vision Zero document, the Road Traffic Safety Bill was adopted as a national policy by the Swedish Parliament in 1997; it placed implementation in the hands of 288 municipalities. Some cities have been slow to embrace the plan. Others have adopted large portions of it.

Prior to the late 1960s and early '70s, Swedish policies focused on deterring bad driving behavior. Studies show that human factors cause more than 90 percent of accidents, so legislators used tools like speeding tickets, drunk-driving penalties, seat belt requirements, and extensive education to correct for human error. (Sound familiar?) While this approach has saved countless lives, its effectiveness might have reached its limits.

At Vision Zero's core is the notion that preventing crashes must be the responsibility of those who design and maintain roads, as well as those who create traffic laws and regulations.

"Two basic ideas drive the science," says Swedish traffic-safety strategist Matts-Åke Belin, PhD, an architect of the original plan who now travels the globe helping other countries implement Vision Zero. "The first is that energy kills." And by energy, he means speed. Through research, experts now understand that the speed a car is traveling has a direct bearing on a crash's outcome but varies by situation. "For example," Belin says, "when a car is going 50 mph and gets into a collision, even a head-on collision, most passengers will survive. Above 50 mph and the chances aren't so promising. If a pedestrian is struck by a car going 30 mph, the survival rate is 20 percent. But at 20 mph, the survival rate jumps to about 80 percent."

"The second idea," Belin says, "is that energy can be managed through design." In other words, roads can be better engineered for survival. Perhaps the best example is the speed bump. A speed-limit

sign asks the driver to comply; a speed bump all but forces compliance by making a speeding driver uncomfortable. "Vision Zero factors in that the driver might be adjusting the radio or refereeing an argument in the backseat and can fail to observe the speed limit," Belin says. "So we want to empower road engineers to create a safe environment under any situation."

Not all Vision Zero-related changes are as intrusive as speed bumps. To prevent head-on collisions on roads with speed limits over 50 mph, Vision Zero recommends a median separating opposing traffic. In fact, this may be the biggest life-saving design Sweden has implemented. On high-speed rural roads, the so-called "2 plus 1" road separates oncoming vehicles with a steel cable barrier (which is safer than a solid guardrail) and allows each direction of traffic alternating use of a middle passing lane. To call this design a success is an understatement. In Sweden, this change has cut fatalities on roads where it has been implemented by 79 percent.

Even the classic four-way traffic light has been moneyballed. "When someone runs a red light, the accident is very serious and often fatal," Belin says. "Now compare that to roundabouts. They may be trickier to navigate and there may even be more total accidents, but studies show the accidents are far less serious and total fatalities are dramatically lower than with stoplights."

If some of this sounds familiar, it might be thanks to Volvo. The carmaker showed that safety could be a profitable selling point using the same philosophy: Anyone can get in an accident, so car design must help drivers survive.

Thinking Outside the Lane

Changes I've seen on Swedish roads have long fascinated me. Where Swedes haven't implemented the 2 plus 1 road system (because of budget constraints or challenging terrain), they've frequently employed speed cameras—but not in the way you might expect. While driving to one of my favorite beaches south of Stockholm, I pass signs warning of speed cameras ahead. Why, I've always wondered, are authorities warning me? How do Swedes expect to generate revenue if they give drivers plenty of time to slow down?

Turns out, Swedes don't care all that much about making money from the cameras. "Our goal is to get people to slow down and drive more safely," Belin says, "and we can get better compliance if we focus less on revenue."

Sweden's response to mobile phones has also

perplexed me. While other European countries have outlawed use of the devices while driving, Sweden hasn't. Instead, Belin says, Swedes are working with car manufacturers to design a better phone interface—"one that allows only voice activation while driving and locks up the keypad at certain speeds." Apple's CarPlay, a voice-, knob-, and touch screen-controlled iPhone system built into select cars, is an example.

Swedes have used engineering to try to prevent drunk driving, too. "In Sweden, school bus drivers cannot start [some buses] until they blow into a dashboard-mounted Breathalyzer," Belin says. "If every car were fitted with an Alcolock, we would be close to reducing drunk-driving deaths to zero." In the U.S., the National Highway Traffic Safety Administration is testing two related devices.

The Price of Safety

Despite the reduction in traffic deaths in Sweden, Vision Zero has its share of critics. Many who'd pushed for stronger driver education and human-behavior fixes have been reluctant to support an emphasis on road design. Others have questioned the price tag. Early cost-benefit analyses estimated that Sweden has spent about \$100 million per saved life (the 2 plus 1 road has cost about \$3 million per saved life, a figure that drops with each passing year).

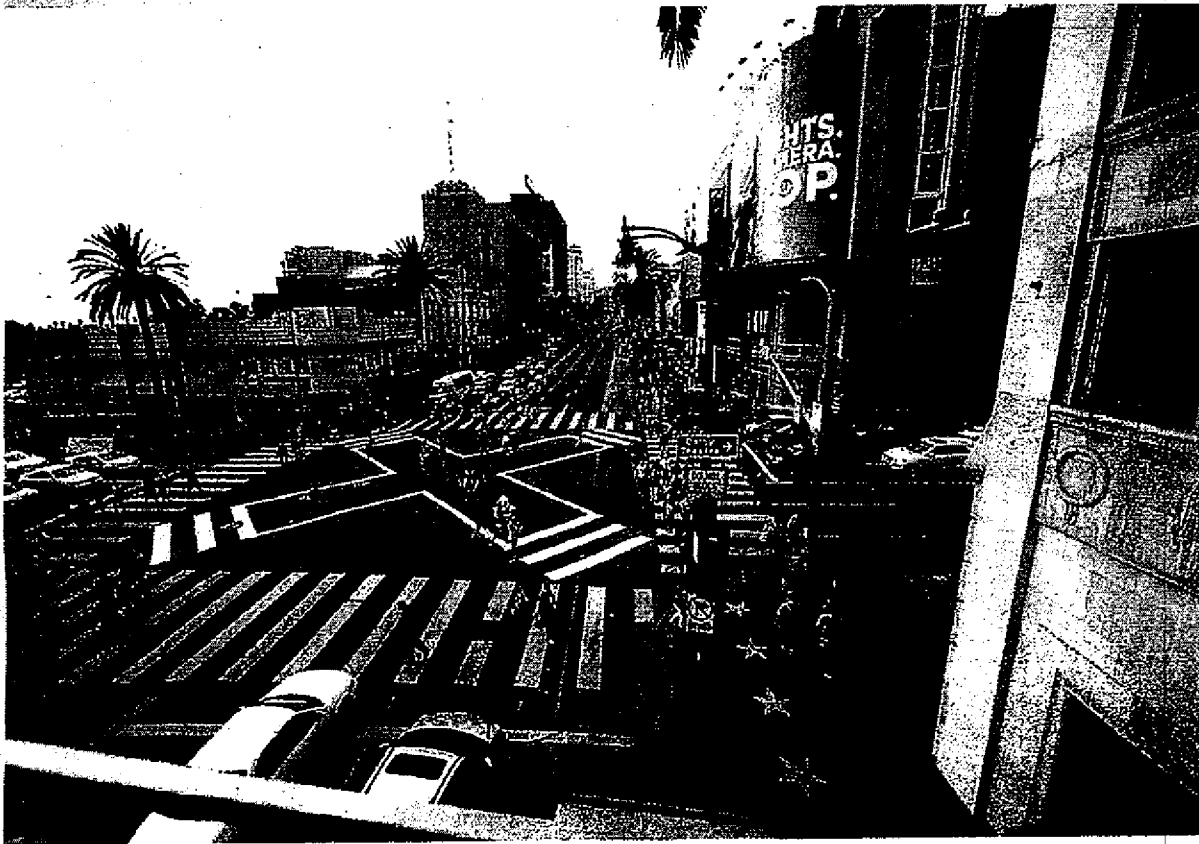
Some people also have taken issue with the name, arguing that Vision Zero is not really aimed at zero deaths, but simply at decreasing fatalities. The Zero, they argue, is just catchy marketing. That may be, but perhaps reducing traffic deaths needs a little catchy marketing.

Nevertheless, Vision Zero is spreading, and Belin sees bigger gains on the horizon. With driverless and semiautonomous cars already entering traffic, the burden of safety will shift even more to carmakers.

"We're in communication with car manufacturers every day to help make sure the cars can better interpret and handle the road systems," Belin says, "and this technology will allow many cities and countries to leapfrog much of the human-based regulations as they achieve higher levels of safety."

The way he sees it, we're rolling in the right direction.

Doug Lansky is an American writer and keynote speaker based in Stockholm, Sweden. Even though the roads are quite safe, he still prefers to get around by bicycle whenever possible.



Hollywood Intersection Gets a Vision Zero Makeover

BY JIM BENNING

On a cool afternoon in the heart of Hollywood, as tourists gawked at Batman and Superman impersonators in front of the Dolby Theatre while a guy in a bucket hat did the walk, [REDACTED] looked out at pedestrians crossing the street and smiled.

Not long ago, the intersection of Hollywood Boulevard and Grand Avenue (pictured) had a reputation for being crowded, congested, and collision prone. But as part of Los Angeles' Vision Zero initiative, Fremaux and other L.A. Department of Transportation engineers reconfigured its traffic signals. Rather than allowing cars to let pedestrians cross in the same direction at the same time, as has been the case for years, the engineers installed a "scramble" crosswalk that permits pedestrians to cross only when all cars stop, and then prevents pedestrians from crossing when automobiles roll.

The initial results have been promising. Before the change, the intersection averaged 1.5 pedestrian-involved collisions a year, with 12 other crashes occurring, too. After the change took effect in December 2015, the number of collisions dropped. In 2016, only three minor crashes occurred, and neither involved pedestrians.

While a few L.A. intersections might qualify for scrambles like this one—high pedestrian volume and a history of crashes typically qualify—[REDACTED] believes the drop in collisions shows Vision Zero's potential in L.A.

[REDACTED] is relatively new to the movement. City officials approved the initiative in 2015 and soon after set about installing it at key intersections. Their findings were striking: While

pedestrians and cyclists were involved in only 14 percent of collisions, they accounted for 43 percent of all traffic deaths in 2014. What's more, almost two-thirds of all fatal accidents occurred on only 6 percent of city streets.

In January, the city announced a plan to cut traffic deaths by 20 percent by year's end, and to eliminate traffic fatalities altogether by 2025. Under the plan, engineers prioritize safety over traffic flow, and emphasize changes that will protect those most at risk: children, older adults, cyclists, and pedestrians. Officials are targeting corridors and intersections where serious and fatal accidents involving pedestrians and cyclists occur most often.

Among the strategies the city plans to employ: extend curbs at some intersections to improve visibility and reduce distances that pedestrians must cross; add "leading pedestrian intervals" at key crosswalks to give pedestrians a few seconds to begin crossing—and catch drivers' attention—before cars get the green light; and enforce existing traffic laws. A \$2 million education campaign is also in the works, and the Auto Club is supporting this effort with safety resources and other informative materials.

Vision Zero represents a major shift in thinking about traffic safety. For a city that's synonymous with car culture—L.A. did, after all, serve as the backdrop for the movies *Speed* and *The Fast and the Furious*—that's no small thing. But [REDACTED] believes the time has come. "The culture," he says, "is ripe for change."

Jim Benning is a features editor at Westways.

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BLUE STATE BLUES: CORRUPTION, ANOTHER REASON TO HATE RED LIGHT CAMERAS

Blue State Blues: Corruption, Another Reason to Hate Red Light Cameras

by JOEL B. POLLAK | 23 May 2014 | 

Retired Chicago mayor Richard M. Daley is still fondly remembered by many in the Windy City, but he left three giant messes for his successors: a failing pension system that rivals Detroit's for insolvency; a bad parking meter deal that will rob the city for generations; and red light cameras, which were seen as a way to raise revenues for the city, but are universally hated by everyone who has to squeeze through intersections on congested streets.

Even Mayor Rahm Emanuel hates them—and he doesn't like paying the tickets, either. Earlier this month, the local ABC News affiliate revealed that Mayor Emanuel's motorcade had been caught on camera running red lights illegally 17 times. Worse, the mayor refused to pay the traffic fines.

ABC 7's report noted: "On three occasions the mayor's convoy had so many unpaid tickets, city computers flagged the vehicles for seizure."

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This week, one of Emanuel's potential re-election rivals, Cook County Board President Teri Preckwinkle, hit Emanuel for not paying his tickets.

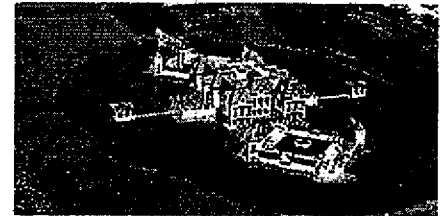
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SUBMIT

That's not to say she doesn't have red-light camera problems of her own: ABC 7 found that her own detail had run red lights 8 times. Preckwinkle pointed out, however, that unlike Emanuel, she had paid most of her fines. Or *someone* had—perhaps the taxpayers of Chicago footed the bill.

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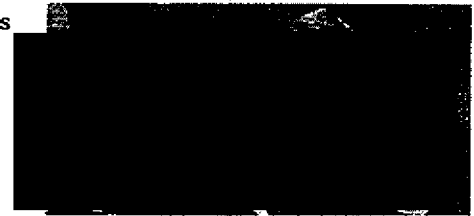


This Mega-House is Minnesota's Most Expensive (pics) Who Owns It Will Shock You

Now Buzz

Recently, Emanuel had the opportunity to fight back against the cameras, banning Redflex, the company that initially ran them, from operating them in future or competing for the city's new speed camera contracts.

That decision came after investigations forced the company to admit "that its flagship camera program in Chicago was likely built on a \$2 million bribery scheme," recounts David Kidwell of the *Chicago Tribune*.



Barbi Benton Was Stunning in the 70s.. But What She Looks Like Today is Incredible Worldlifestyle

Redflex has also been banned from cities around the country, even after it fired executives that it said had been responsible for the corruption. One of those executives, Aaron Rosenberg, is now fighting back, suing Redflex for defamation and saying that he had simply carried out his duties as instructed, alleging that bribery had been a standard business practice imposed by the company leadership on its employees, not their own wrongdoing.

Rosenberg's complaint, filed last year in Arizona, alleges that Redflex, its CEOs, and board members "engaged in providing governmental officials with lavish gifts and bribes." The expenses were categorized, Rosenberg alleges, as "entertainment." He adds that the scheme extended to over a dozen states, including California.



These Historic Photos Are Pretty Unnerving HistoryInOrbit.com

Small wonder, then, that dozens of municipalities across the Golden State have rushed to ban Redflex.

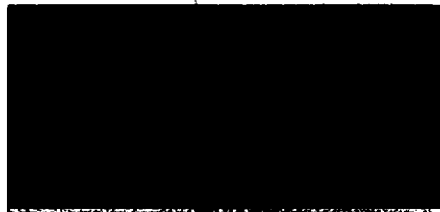
For some reason, however, Culver City—within Los Angeles—seems not to have received the memo. On May 12, the Culver City City Council approved a new three-year deal with Redflex to operate the city's red light cameras.

Angry residents warned about the company's track record—to no avail, notes Lynne Bronstein of the *Culver City Observer*. "The allegations were found to have had no correlation to the functional performance of automated enforcement services and equipment as provided to Culver City by Redflex," said the local police chief.

Apparently the attraction of increased revenues—Culver City projects 3% annual growth in money from traffic and parking tickets—trumped concerns about corruption.

Besides, the police chief noted, "When somebody gets one of these tickets they don't get them again."

Well, unless you're the mayor of Chicago and don't pay them.



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- Vanna White Says Goodbye After Diet Scandal Surfaces

[REDACTED]
Los Angeles, CA [REDACTED]

March 23, 2017

Mr. Jim B. Clarke
Mayor Culver City
City of Culver City City Hall
9770 Culver Blvd.
Culver City, CA 90232

Dear Mayor Clarke,

Congratulations! The rogue justice and intimidation tactics employed for your nonstandard and dangerous red light photo enforcement has gained you money at the expense of diminished trust with the court system and the police- and I am an exemplary citizen.

Bully for you and your city's police department- they can break down citizens and cause them stress and nightmares over behaviors the city's lack of compliance to National and Caltran intersection standards induce.

In the words of Christ, "give unto Caesar that which is Caesar's". Enclosed you will find check for \$490 made payable to the City of Culver City as payment and full for violation [REDACTED]

After being hounded by incorrect and intimidating "court" documents from one of the three companies out of Phoenix, I have logically decided that it would illogical to expect the court to be fair or impartial, and knowing that people have suffered gravely from erroring courts in the past, I am unwilling to step foot in a court room under these pretenses.

This is a major hardship. Financial and in principal- and this is your standard operating procedure.

Perhaps this truth and the enclosed documentation will inspire you and the people of Culver City to help make America Great Again- by helping to make America Safe Again by bringing your intersections in compliance with national and Caltran standards and having your police police.

Please read the enclosed materials and please take care of the administration for me. I would hate to think I cannot count on the Mayor too. We are all responsible for the choices we make and their ramifications. I am law abiding but I cannot pay the court or the company in Phoenix out of good conscience. I will pay the City of Culver City and in fact, now have.

Merci.
[REDACTED]

Cc: Officer Lopez, Chief Justice John Roberts, Chief Charlie Beck, FBI Director James Comey, Mr. Louis Freeh, FTC Secretary, U.S. Supreme Court Justice John Roberts, National Association of Police Chiefs, Ms. Karla Sutliff, Caltrans Chief Engineer, CA Attorney General Xavier Becerra,, Mr. Jay Beeber, Mr. Jesse Creed, Santa Monica Court Clerk, 3 Companies out of Phoenix

S10-170720-013

Los Angeles, CA

March 21, 2017

Santa Monica Courthouse
1725 Main St.
Santa Monica, CA 90401

Dear Judicial Clerk,

Due to new evidence that sheds a completely different light and correct perspective on Culver City's photo enforced red light violations as practices, a postponement of verbally provided court date of March 24, 2017, and if not an outright dismissal is within our legal rights and is necessary to ensure justice.

This in no way constitutes a failure to appear or admission of guilt or subjects me to additional fines, but rather is an extension of the basic legal premise in the United States that courts are to be impartial and suspects are innocent until proven guilty and that traffic intersections are to meet the codes and standards designed to assure public safety.

This letter is not intended to be the complete legal defense for [REDACTED] or others but rather to present:

- 1) Legitimate defenses for the specific general circumstances of each of [REDACTED] situation as well as that of a person she just happened to meet facing a ticket although she was not driving the car
- 2) Convey the very real psychological and legal intimidation and abuse and overt manipulation [REDACTED] and the other person independently experienced as a result of the practices employed by Culver City and the Phoenix based company that provides the equipment for this "known to be controversial" procedure.
- 3) The broader issue of the willingness of government to subordinate safety (the intrinsic raison d'être of a traffic signal) for the sole purpose of monetization and while both using the police force to do so, and simultaneously deploying valuable police resources to monitor film and forgo the possibility of capturing real criminals through the legitimate process of stopping and questioning drivers that run lights at the time the light is run (to apprehend those with outstanding warrants or who appear to be intoxicated, for example).
- 4) The dangerous practice of sacrificing basic freedoms and tenants of our nation's premise of privacy, innocent until proven guilty, and mutual respect and subordinating and destroying public trust in the legal, court, and police "systems" and individuals, for the sake of monetization. The inappropriately intimidating behaviors each of us independently encountered created an understandable sense of distrust for the legal system, the courts, and the police, that we cannot just shake off- and this saddens us both deeply, as we are both law abiding citizens of the United States of America, and during these difficult times in our nation's history, we want there to be trust between citizens, law enforcement, the courts, and the legal system, and we realize that trust is earned and broken one human encounter at a time, and only when systems are non partial, fair and just. We believe we are not alone in this view.

[REDACTED] did in fact run the red light and does not dispute this. As a matter of fact, she was so shook up that the tape will reveal she pulled over immediately upon passing through the intersection.

[REDACTED] was in an area of town unfamiliar to her and was on a short road where her only option was to take a right turn, and there was no turn on red at this intersection. (This means that the timing of her movements

were under the jurisdiction/control of this departing traffic signal.) She was the first car in line. The right turn line was not a typical right turn lane and pulled vehicles out more to the left of the intersection than typical. The distance to the intersection where the violation occurred was quite close in distance. The geometry, timing and choice of equipment as well as the alterations made to fit in the camera equipment, all likely played a direct role in creating this mishap, making the running of the red light a non-independent event. The back plates of the signal equipment in Culver City vary from intersection to intersection, as does their placement, height, and color. The right side signal back plates at the intersection of the alleged infraction were not black. Black is the standard color so as to sure maximum visibility of the red light.

The other person is the owner but was not the driver of the car that allegedly ran the red light. It is not right that there are photos of the inside of her car and she, through Gestapo type tactics- be forced to give up the driver or pay up, is put in this type of a position, whereby she is made complicit to procedures that she abhors and that violate public trust.

██████████ and the other person met in passing for the first time this week at a swimming pool where ██████████ swims. ██████████ had spoken to one of the employees at the desk regarding the photo enforced ticket and the desk employee informed her that the some of the employees working at the pool had been given incorrect parking violation tickets recently, whereby the tickets were written (and stated) times before no parking commenced. (Overly aggressive, in anticipation of violation, not actual violation). ██████████ met the other person by asking her if she were one such individual, explaining that that she was fighting a photo enforced ticket.

The other person commented that it really disturbs her, that the government seems be putting undue responsibilities on her to "turn over the driver", when most typically, were there an officer on the scene, she would not be involved, troubled her it that is seems intimidating and illegal and wrong. Both The other person and ██████████ have lost sleep over this, and both are good citizens. Neither The other person nor ██████████ have criminal records or have they ever been arrested. ██████████ has had speeding tickets years ago in a different state and has politely paid them.

The other person received her mailing of the ticket after her initial court date, and ██████████ found the mailing very difficult to understand and found the process curious. ██████████ originally thought based on her reading that you could either pay the \$500 ticket or pay and go to school and not have the ticket count against your driving record, both of which seemed wrong or difficult to follow. Upon calling the court, both The other person and ██████████ were told they could have an extension. The more ██████████ and The other person independently thought about this, the more wrong it seemed and the more helpless they felt.

Upon making an appointment with Cory of the Culver City police department, ██████████ was kept waiting a long time and met Officer Lopez, who watched her review the tape and informed her that the State of CA Supreme Court has upheld red light enforcement tickets. ██████████ pointed out to Officer Lopez that in the tape, the equipment appears to hinder the view of the intersection, he disputed this. ██████████ asked Officer Lopez how many tickets are issued through this system and also asked Officer Lopez if he has ever pulled someone over for a red light violation, to which he said yes. She then asked if he has ever let someone go without a ticket, just a warning, etc... to which he responded yes. She informed him she did not have that opportunity.

██████████ then went to the site of the incident and studied the situation and took photos.

██████████ then wrote the court and informed the court that she would like a court date and that it would be a hardship to pay and that is per se wrong to demand the fine be paid prior to the hearing.

The letter was sent back and she was instructed to phone to the court. This seemed curious since the first request needed to be in writing and certain postal stipulations and now writing is not acceptable.

It took three efforts during the appropriate office hours to reach a staff person who was very rude and unwilling to give her full name, and specifically stated that there would be no written documentation of the court date.

Upon putting all these factors together, it does not seem like standards and behaviors befitting a legal/court situation.

██████████ and the other person were both so stunned by all of this inappropriate behavior, that until they discussed this they remained stunned and frightened, which is wrong, and an indication that something is wrong. Something is wrong.

It took a while, but ██████████ who trained a professionally trained and educated researcher and statistician, interviewed a Senior Executive with Econolite, an Anaheim based company and leading manufacturer of traffic equipment with a stellar reputation in the industry on Wed. March 15, 2017. Econolite shies away from this "back end" controversial sector of the industry, and in Europe, it is not a moving vehicle violation, but rather a fine associated with the vehicle. The executive informed ██████████ that there are national standards designed to assure that intersections are safe and consistent with geometry and equipment placement and specifications so as to assure drivers processes the situation appropriately and assure maximum safety for all. The inclusion of the photo equipment and the transferring of ownership to the private company vs. the city can as does cause intersections to not meet these safety standards.

The common undercurrent is that a questionable legal practice is in play accompanied by questionable legal tactics and practices that are inappropriate and hinder trust with exorbitant and escalating fines threatened against law abiding citizens, when in fact, criminals would and do run free and likely ignore all of this. Specifically, for the purposes of monetization, law abiding citizens are guilty until proven innocent in procedures and arenas controlled by the parties who are to be neutral and who benefit financially not from justice, but from scare tactics and intimidation. This is not the American Way! In fact, it is the converse. It is no wonder good citizens lose sleep over such practices becoming commonplace and adherence to such expected.

The fines for these alleged violations are almost \$500, more than double the fine for texting while driving on CA Highways. Texting while driving is a complete choice on the driver's part to break the law and practice dangerous driving. The photo enforced red light violations are choice on the driver's part per se, but rather, could be due to extenuating circumstances and interaction between the procedure and its mechanisms that impair normal proper intersection layout to standards, driver reactions or both. The notion that the driver must self-identify/incriminate him/herself or someone else is a violation of the Fifth Amendment.

Looking at all of this in totality shows how wrong this practice is. It should not be allowed to bait and take advantage of unsuspecting, compliant citizens, of which we were. In fact, we believe there is a need for behavior like this to be stopped and prosecuted.

Included you will find articles, codes and standards that show the merit of our assertions. These are not all inclusive. It is not our job to be traffic engineers or standard officials to show our innocence.

- 1) MUTCD Manual 2009 Edition Chapter 4 Excerpts
- 2) Caltrans Traffic Manual Cover page- Chapter 9 Traffic Signals and Lighting
- 3) Backplates with retroreflective tape- California TAP PSCM- Backplates
- 4) ██████████ Washington State Website March 19, 2017
- 5) 3 Private Companies Making Money from Red Light Tickets
- 6) Arizona Photo-Enforcement Cameras Not Issuing Tickets after AG's Opinion
- 7) Red Light Camera Tickets Challenged in the (CA) Supreme Court

We believe where there is a little pushing the limit of injustice, there may be a lot. We therefore are unwilling to adhere to the tenants set out by this system and demand our full rights as citizens.

To assure them, we would like a neutral venue chosen outside of Los Angeles County, whereby a judge will review our documentation and anything else he/she deems pertinent and in a signed affidavit, attest that our materials have been read and that He/She in their capacity as a judge deem this to uphold our constitutional rights and to be in the best interest of the inherent purpose of traffic signals, namely safety.

In addition in order to be assured that the intersections meet safety standards, I will need a sign off by a licensed Cal Tran Traffic Engineer indicating that both MUTCD and Cal Tran Appropriate standards are met and were met during the Fall of 2016.

Upon receiving this written assurance, I will decide how to proceed with respect to having our day in court or paying a fine or requesting community service.

If I do not receive written assurance of these very reasonable parameters by April 10, 2017 I will consider the cases against me, non-prosecutable and void/dropped.

I of course, reserve all of our rights to take further legal action against all parties involved in these compromised and contrived allegations against us.

I believe it is wrong in principle to be subject to processes that initially and inherently restrict our constitutional rights and are therefore not legal and proceed to behave with impunity and intimidation and it would therefore be wrong cave in to intimidation to provide moneys to further this course of action.

If the City of Culver City is so desperate for revenue and this is how creatively finds a solution, I suggest it talk to its citizens and neighbors for ideas. There are better ways than compromising public trust, one tainted and compromised activity in the name of law enforcement at a time.

In addition, as this involves interstate commerce, it falls under the jurisdiction of the FBI and perhaps the UCC, hence FBI director James Comey, former FBI Director and expert on fraud, Mr. Louis Freeh, and the FTC will be copied on this communication, as well U.S. Supreme Court Justice Ginsberg and others.

I believe in liberty and justice for ALL. And I practice what we preach. I want this inappropriate un American behavior stopped.

God bless America. God Speed.

[REDACTED]

Automated Traffic Enforcement Violation [REDACTED] enc.

Cc: Supreme Court Justice Ruth Bader Ginsberg, FBI Director James Comey, Mr. Louis Freeh, FTC Secretary U.S. Supreme Court Chief Justice John Roberts, Los Angeles Police Chief Charlie Beck, National Association of Police Chiefs, Anderson Cooper 60 Minutes, Ms. Karla Sutliff, Caltrans Chief Engineer, Mayor Michael O'Leary, CA Attorney General Xavier Becerra, Mr. Jay Beeber, Mr. Jesse Creed

Section 4D.12 Visibility, Aiming, and Shielding of Signal Faces

Standard:

01 The primary consideration in signal face placement, aiming, and adjustment shall be to optimize the visibility of signal indications to approaching traffic.

02 Road users approaching a signalized intersection or other signalized area, such as a midblock crosswalk, shall be given a clear and unmistakable indication of their right-of-way assignment.

03 The geometry of each intersection to be signalized, including vertical grades, horizontal curves, and obstructions as well as the lateral and vertical angles of sight toward a signal face, as determined by typical driver-eye position, shall be considered in determining the vertical, longitudinal, and lateral position of the signal face.

Guidance:

04 The two primary signal faces required as a minimum for each approach should be continuously visible to traffic approaching the traffic control signal, from a point at least the minimum sight distance provided in Table 4D-2 in advance of and measured to the stop line. This range of continuous visibility should be provided unless precluded by a physical obstruction or unless another signalized location is within this range.

Table 4D-2. Minimum Sight Distance for Signal Visibility

85th-Percentile Speed	Minimum Sight Distance
20 mph	175 feet
25 mph	215 feet
30 mph	270 feet
35 mph	325 feet
40 mph	390 feet
45 mph	460 feet
50 mph	540 feet
55 mph	625 feet
60 mph	715 feet

Note: Distances in this table are derived from stopping sight distance plus an assumed queue length for shorter cycle lengths (60 to 75 seconds).

05 There should be legal authority to prohibit the display of any unauthorized sign, signal, marking, or device that interferes with the effectiveness of any official traffic control device (see Section 11-205 of the "Uniform Vehicle Code").

06 At signalized midblock crosswalks, at least one of the signal faces should be over the traveled way for each approach.

Standard:

07 If approaching traffic does not have a continuous view of at least two signal faces for at least the minimum sight distance shown in Table 4D-2, a sign (see Section 2C.36) shall be installed to warn approaching traffic of the traffic control signal.

mph where sun glare, bright sky, and/or complex or confusing backgrounds indicate a need for enhanced signal face target value.

Support:

19 The use of backplates enhances the contrast between the traffic signal indications and their surroundings for both day and night conditions, which is also helpful to older drivers.

Standard:

20 The inside of signal visors (hoods), the entire surface of louvers and fins, and the front surface of backplates shall have a dull black finish to minimize light reflection and to increase contrast between the signal indication and its background.

Option:

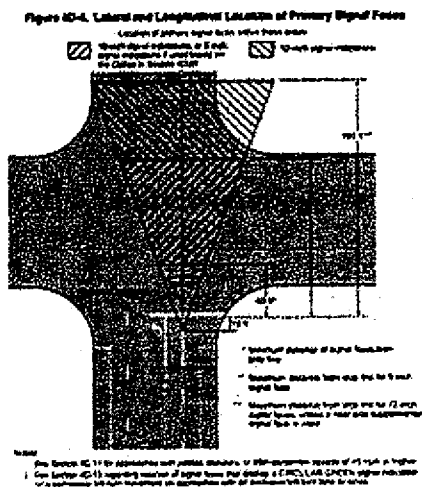
21 A yellow retroreflective strip with a minimum width of 1 inch and a maximum width of 3 inches may be placed along the perimeter of the face of a signal backplate to project a rectangular appearance at night.

Section 4D.13 Lateral Positioning of Signal Faces

Standard:

01 At least one and preferably both of the minimum of two primary signal faces required for the through movement (or the major turning movement if there is no through movement) on the approach shall be located between two lines intersecting with the center of the approach at a point 10 feet behind the stop line, one making an angle of approximately 20 degrees to the right of the center of the approach extended, and the other making an angle of approximately 20 degrees to the left of the center of the approach extended. The signal face that satisfies this requirement shall simultaneously satisfy the longitudinal placement requirement described in Section 4D.14 (see Figure 4D-4).

Figure 4D-4 Lateral and Longitudinal Location of Primary Signal Faces



02 If both of the minimum of two primary signal faces required for the through movement (or the major turning movement if there is no through movement) on the

physically impractical, the signal faces for each approach to an intersection or a midblock location shall be provided as follows:

- A. A signal face installed to satisfy the requirements for primary left-turn signal faces (see Sections 4D.17 through 4D.20) and primary right-turn signal faces (see Sections 4D.21 through 4D.24), and at least one and preferably both of the minimum of two primary signal faces required for the through movement (or the major turning movement if there is no through movement) on the approach shall be located:
 1. No less than 40 feet beyond the stop line,
 2. No more than 180 feet beyond the stop line unless a supplemental near-side signal face is provided, and
 3. As near as practical to the line of the driver's normal view, if mounted over the roadway.

The primary signal face that satisfies this requirement shall simultaneously satisfy the lateral placement requirement described in Section 4D.13 (see Figure 4D-4).

- A. Where the nearest signal face is located between 150 and 180 feet beyond the stop line, engineering judgment of the conditions, including the worst-case visibility conditions, shall be used to determine if the provision of a supplemental near-side signal face would be beneficial.

Support:

02 Section 4D.11 contains additional provisions regarding longitudinal positioning of signal faces for approaches having a posted or 85th-percentile speed of 45 mph or higher.

TRAFFIC MANUAL

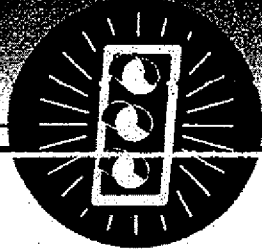
CHAPTER 9

TRAFFIC SIGNALS AND LIGHTING

- 9-00 - Table of Contents, List of Figures and List of Tables
- 9-01 - Traffic Signals, Basic Information and Warrants
- 9-02 - Traffic Signal Development Procedures
- 9-03 - Traffic Signal Design
- 9-04 - Traffic Signal Operations
- 9-05 - Flashing Beacons
- 9-06 - Highway Safety Lighting
- 9-07 - Freeway Lighting
- 9-08 - Conventional Highway Lighting
- 9-09 - Highway Safety Lighting Development Procedures
- 9-10 - Highway Safety Lighting Design Standards
- 9-11 - Lighting Standards
- 9-12 - Luminaires
- 9-13 - Conduit, Wiring and Circuits



November, 2002



BACKPLATES WITH RETROREFLECTIVE

WHAT IS THE COUNTERMEASURE?

Backplates are added to a traffic signal head to improve visibility of the illuminated face. Signal head with a backplate can be made more conspicuous by framing the backplate with a retroreflective border. Backplates with retroreflective borders make signals more visible and conspicuous in both daytime and nighttime conditions. This increases the operational safety of a signalized intersection. Additionally, during a loss in power, this treatment can increase the road user's awareness of the dark signalized intersection.

Section 4D.12 of the California Manual on Uniform Traffic Control Devices (CA MUTCD) allows the option for *"A yellow retroreflective strip with a minimum width of 1 inch and a maximum width of 3 inches may be placed along the perimeter of the face of a signal backplate."*

An agency in an urban area could expect crashes at the signalized intersection to be reduced by 15 percent where the countermeasure is installed.



Figure 1. Courtesy

WHAT HAVE WE DONE SO FAR?

The countermeasure was approved for use in California as a traffic control device statewide in Decemr made it into the MUTCD in 2009. In February 2014, the California Division Office presented with Caltra California Traffic Safety Steering Committee meeting to illustrate its performance in California.

WHERE DO WE WANT TO GO? – SUCCESSFUL PRACTICES, LESSONS LEARNED, POINTERS FOR IMPLEMENTATION

Getting more descriptive information in the CA MUTCD will help transportation professionals be aware acceptable it is to use this treatment. Additionally, as validating data continues to come in for this device the state highway system, a state specification will help strengthen its role as a lasting solution.

On the state system, District 1 has been using this treatment since February 2013 on U.S. 101. Preliminary crash data shows performance better than the expected crash reduction. It is unclear at the local agency level how much retroreflective backplates has been used. Agencies are encouraged to share their experiences with the FHWA Division Office.

For existing traffic signals that lack even standard backplates, t retroreflectiv

U.S. 101 NB @ R Street, Eureka, CA (Feb)



Source: [REDACTED] Washington State Website March 19, 2017

Home

Blog

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Get the facts

Other States

How to Fight Tickets

Traffic Camera Studies

Cameras Increase accidents in Los Angeles

Nov 10th 2009 – Channel 2 news (KCBS/KCAL) in Los Angeles did some excellent investigative reporting on the impact of red light cameras in LA.

The LA Police Department claims that the red light cameras make the streets safer, but the investigative reporters looked at the data themselves and came to the opposite conclusion: red light cameras actually increase accidents.

March 23rd 2010: LAPD admits that red light cameras increase rear-end accidents, but they say it's worth it.

Red Light Camera Studies Roundup

[REDACTED]

A collection of red light camera studies over the last decade shows red light cameras have serious side-effects. Updated 1/10

Over the past decade, a number of studies have examined the use of red light cameras. The most relevant studies examined the devices in light of changes in traffic and engineering conditions made at intersections during the study period and pulled actual police reports to examine the particular causes of each collision. The following studies are the most comprehensive available:

"Our findings are more pessimistic, finding no change in angle accidents and large increases in rear-end crashes and many other types of crashes relative to other intersections."

Read a summary

Full copy, 1.7mb pdf

A 2003 Ontario Ministry of Transportation study found:

"Compared to the average number of reported collisions occurring in the before period, the average yearly number of reported collisions increased 15.1 per cent in the after period."

Read a summary

Full copy, 1.5mb pdf

A 1995 Australian Road Research Board study found:

"The results of this study suggest that the installation of the RLC at these sites did not provide any reduction in accidents, rather there has been increases in rear end and adjacent approaches accidents on a before and after basis and also by comparison with the changes in accidents at intersection signals."

Read a summary

Full copy, 2.4mb pdf

A 1995 Monash University (Australia) study found:

"a simple correlation analysis was undertaken for red light running data in the current study and revealed no significant relationship between the frequency of crashes at RLC and non-RLC sites and differences in red light running behaviour."

Read a summary

Yellow Light Times

The importance of the yellow warning signal time in reducing the instances of red light running is found in the following reports:

A 2004 Texas Transportation Institute study found:

"An increase in yellow duration of 1.0 seconds is associated with a [crash frequency] of about 0.6, which corresponds to a 40 percent reduction in crashes."

Read a summary

Full copy, 1.5mb pdf

A 2001 report by the Majority Leader of the U.S. House of Representatives found:

"The changes in the yellow signal timing regulations have resulted in the inadequate yellow times. And these inadequate yellow times are the likely cause of almost 80 percent of red light entries."

3 Private Companies Making Money from Red Light Tickets

Scott Desind

The Traffic Ticket Attorneys

Posted on April 18, 2013 |

Red light ticket cameras at intersections are becoming more prevalent with the technological innovations like enhanced imaging making traffic cams less prone to errors. The reasons many municipalities cite for using such technology is the perceived reduction in traffic accidents and fatalities at high-risk intersections.

However, these cameras are also coming under increased scrutiny due to a variety of other factors such as:

Timeliness. Some red light runners didn't receive a ticket until more than a month after the incident for which they were ticketed occurred.

Fairness. Opponents claim this technology has little or no effect on overall safety and is nothing more than a way for localities to raise additional revenue.

Privacy issues. Despite technological advances, these cameras are unable to clearly discern the driver of a vehicle; instead tickets are issued to the registered owner.

Effectiveness. While studies show that there is a decrease in some types of traffic accidents such as right-angle crashes, there was actually an increase in rear-end collisions and an overall increase in accidents that resulted in injury.

The profit motive. Opponents argue that private companies who provide this technology are more concerned with making money than with public safety.

IT'S THE PROFIT MOTIVE THAT HAS THE ANTI-CAMERA AND CITIZEN'S RIGHTS GROUPS UP IN ARMS.



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Arizona Photo-Enforcement Cameras Not Issuing Tickets After AG's Opinion

BY RAY STERN

FRIDAY, APRIL 1, 2016 AT 6 A.M.

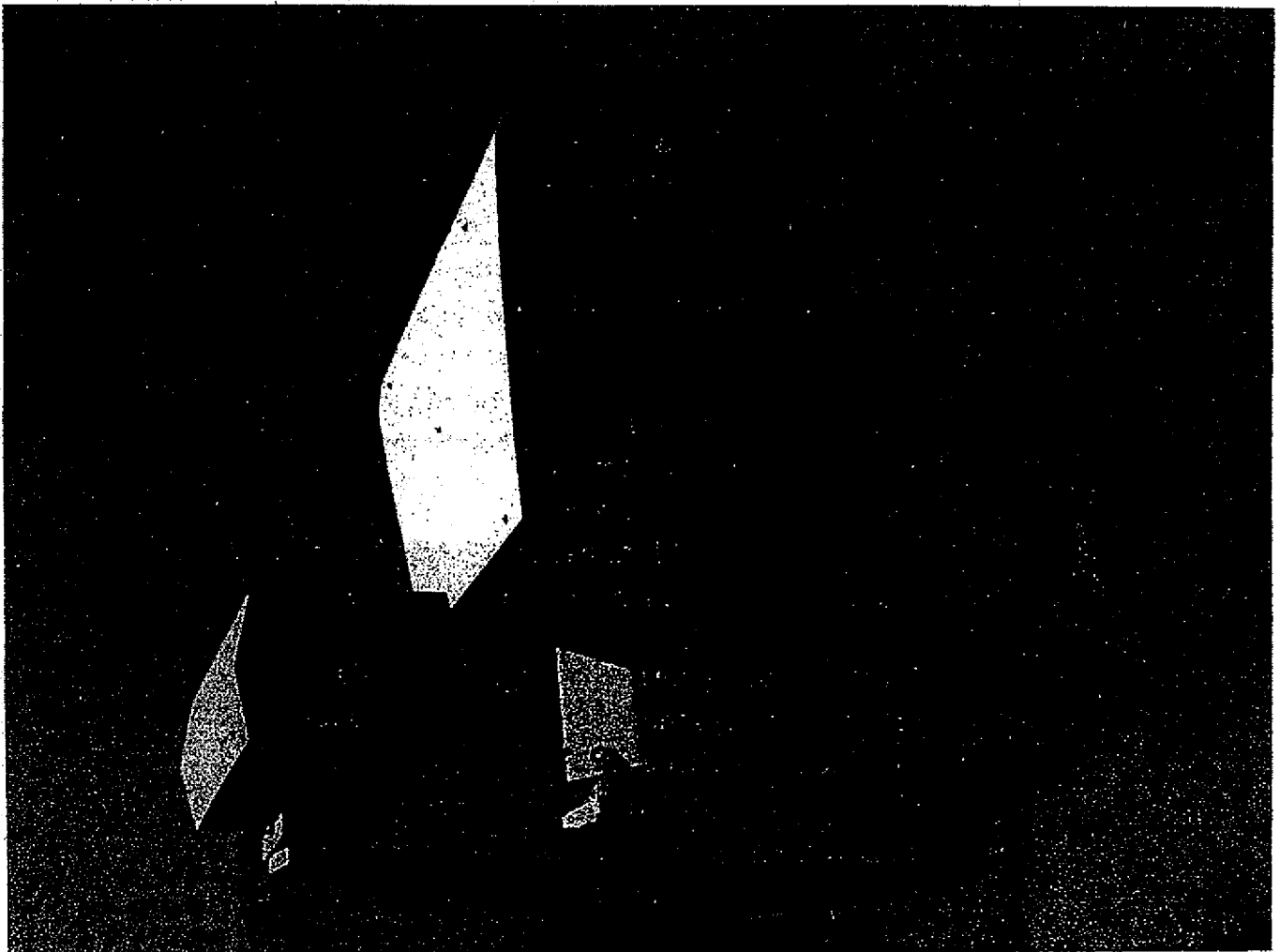


Photo enforcement cameras like this one in Phoenix aren't issuing tickets.

Ray Stern

Most Arizona photo-enforcement cameras across the state have stopped issuing tickets since a March 16 opinion by state Attorney General Mark Brnovich.

S10-170720-013

Brnovich's new, superseding opinion, though, says the "plain language" of state law defines P.I.s as people who collect "evidence to be used ... in the trial of civil or criminal cases and the preparation therefore." The law exempts 11 occupational categories from the license requirement, (including news reporters), but photo-enforcement operator isn't one of them. [REDACTED] opinion wasn't good, Brnovich wrote, because it is "contrary to the text of Arizona's licensing statutes."

Not long after the ruling, the two photo-enforcement companies in Arizona, American Traffic Solutions and Redflex, stopped processing tickets.

In most cities that use the services, the equipment is owned by the companies. Police departments allow the firms to access the Nlets database, a national computer system that stores driver's license information. The third-party contractors use that information to match a motorist to his or her photo-enforcement picture, then send the data on the violators back to the cities, which enter it into the court system.

Paradise Valley, a client of Redflex's, is using police officers to do the identification for now. PV Town Manager Kevin Burke told the *Paradise Valley Independent* last week that the system now takes up more staff time, but that the town still is prosecuting citations.

Redflex and ATS intend to solve the problem by obtaining P.I. licenses from the DPS as soon as possible.



New Times

"We are in the process of finalizing our application and expect to have it completed and submitted tomorrow," Charles Territo, spokesman for ATS, told *New Times* this week. The company, headquartered in Mesa, has been doing business in Arizona for 30 years and doesn't intend to stop now, he said.

Redflex is doing the same thing. Michael Cavaiola, Redflex spokesman, says the company has applied for a P.I. license, noting that the DPS website says applications will be processed in 15 business days. The company is asking for two licenses: one for the company, and one for an employee. Only one person needs to be the "primary private investigator," and other employees will fall under that employee's oversight, Cavaiola said.

"Our intention is to continue business in Arizona consistent with the law," he said.

Redflex thinks Brnovich's opinion is incorrect, Cavaiola said. No other states, many of which have P.I. laws similar to Arizona's, demand a P.I. license for photo-enforcement operators.

S10-176720-013 resume photo enforcement if the P.I. licenses are obtained isn't yet known.

- Figure 9-22, Typical Traffic Signal Installation, reference in Note 8 to Traffic Manual Section 9-20 is corrected to Section 9-03.
- Section 9-12.2 - The mounting height for roadway luminaires on conventional highways and at intersections of freeway ramps with surface streets is revised to 9.14 m only.
- Section 9-13.11 - In the Example Equation, the minimum wire size is corrected from No. 8 to No. 6.

The following changes are made to the Traffic Manual at the recommendation of The California Traffic Control Device Committee (CTCDC) to improve text that will carry over into the MUTCD California Supplement.

- Section 9-03.3 Selection of Left-Turn Phasing

Change the second paragraph that reads: "If the left turn volume is 300 vehicles per hour or more, consideration should be given to a two-lane left turn." **to:** "If the left turn volume is 300 or more vehicles per hour, or if delays to traffic at the intersection can be significantly reduced, consideration should be given for a two-lane left turn."

- Section 9-03.7 Three Phase Operation

Change the second paragraph that reads: "This operation is the simplest and the least expensive. It can be either pretimed or traffic-actuated. Since both left turn approaches receive the same amount of green time simultaneously, regardless of directional demand, less efficient operation will result." **to:** "Three phase operation can be either pretimed or traffic-actuated."

- Section 9-03.8 Permissive Left Turn Phasing

Change paragraph 5 that reads: "Local authorities may use an extinguishable message sign on local roads ..." **to:** "Public agencies having jurisdiction may use an extinguishable message sign on local roads..."

- Section 9-03.12 Location Of Signal Faces

Change the first paragraph that reads: "On an undivided roadway, the signal faces for each through approach of an intersection are usually placed at the far right and far left corners. The signal faces for two or more approaches can often be combined on a single standard. However, where the curb return radius is greater than 3 m, it may be necessary to locate the signal faces on separate standards to provide maximum visibility for the controlled approach." **to:** "On an undivided roadway, the signal faces for each through approach of an intersection are usually placed at the far right and far left corners. The signal faces for two or more approaches can often be combined on a single standard. However, is generally desirable to locate the signal faces on separate standards at curb returns. This practice will tend to maximize the visibility of the signal faces for the controlled approach while minimizing the visibility of the signal faces intended for the cross-street approach. It may be necessary to locate signal faces on separate standards whenever the curb return radius is greater than 3 m."

Change the second paragraph that reads: "The preferred locations for new installations of signal faces for fully-protected left turn movements at a typical intersection are on a mast arm of sufficient length to place one signal face as nearly as practicable in line with the left turn lane ..." **to:** "The preferred locations for new installations of signal faces for fully-protected left turn movements at a typical intersection are on a mast arm of sufficient length to place one signal face as nearly as practical in the center of the left turn lane ..."

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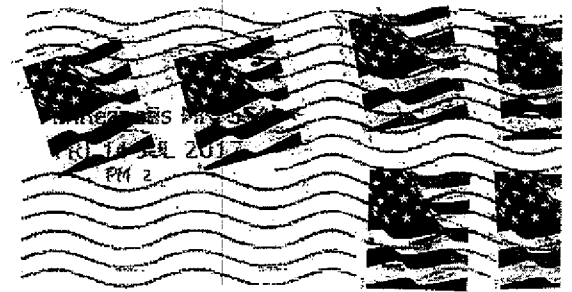
Change paragraph 5 that reads: "Local authorities may use an extinguishable message sign on local roads ..." to: "Public agencies having jurisdiction may use an extinguishable message sign on local roads ..."

- Section 9-03.12 Location Of Signal Faces

Change the first paragraph that reads: "On an undivided roadway, the signal faces for each through approach of an intersection are usually placed at the far right and far left corners. The signal faces for two or more approaches can often be combined on a single standard. However, where the curb return radius is greater than 3 m, it may be necessary to locate the signal faces on separate standards to provide maximum visibility for the controlled approach." to: "On an undivided roadway, the signal faces for each through approach of an intersection are usually placed at the far right and far left corners. The signal faces for two or more approaches can often be combined on a single standard. However, is generally desirable to locate the signal faces on separate standards at curb returns. This practice will tend to maximize the visibility of the signal faces for the controlled approach while minimizing the visibility of the signal faces intended for the cross-street approach. It may be necessary to locate signal faces on separate standards whenever the curb return radius is greater than 3 m."

Change the second paragraph that reads: "The preferred locations for new installations of signal faces for fully-protected left turn movements at a typical intersection are on a mast arm of sufficient length to place one signal face as nearly as practicable in line with the left turn lane ..." to: "The preferred locations for new installations of signal faces for fully-protected left turn movements at a typical intersection are on a mast arm of sufficient length to place one signal face as nearly as practical in the center of the left turn lane ..."

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