

Traffic Safety Camera Pilot

Lower Northeast Neighborhood Association

April 21, 2025

Ethan Fawley, Vision Zero Program Coordinator

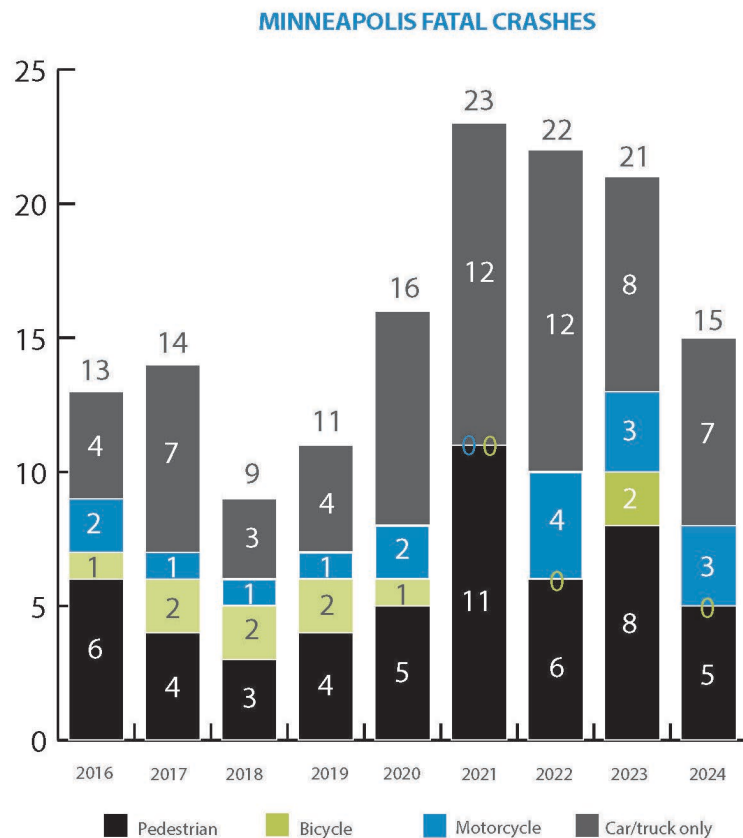
VISION ZERO

SAFE STREETS FOR MINNEAPOLIS



Minneapolis
City of Lakes

Traffic deaths are up since 2020



Source: Excludes freeway, private property, intentional, and medical emergency crashes. Based on MPD and Hennepin County Medical Examiner data.

45 lives lost to speeding/red light running in Minneapolis in the last 3 years

In 2022 - 2024:

- 43 people were killed in crashes involving clear speeding
- 19 people were killed in crashes involving red light running
- 17 killed in crashes that involved **both speeding and red light running**

Disproportionate impacts

In Transportation Equity Priority Areas 1 and 2:

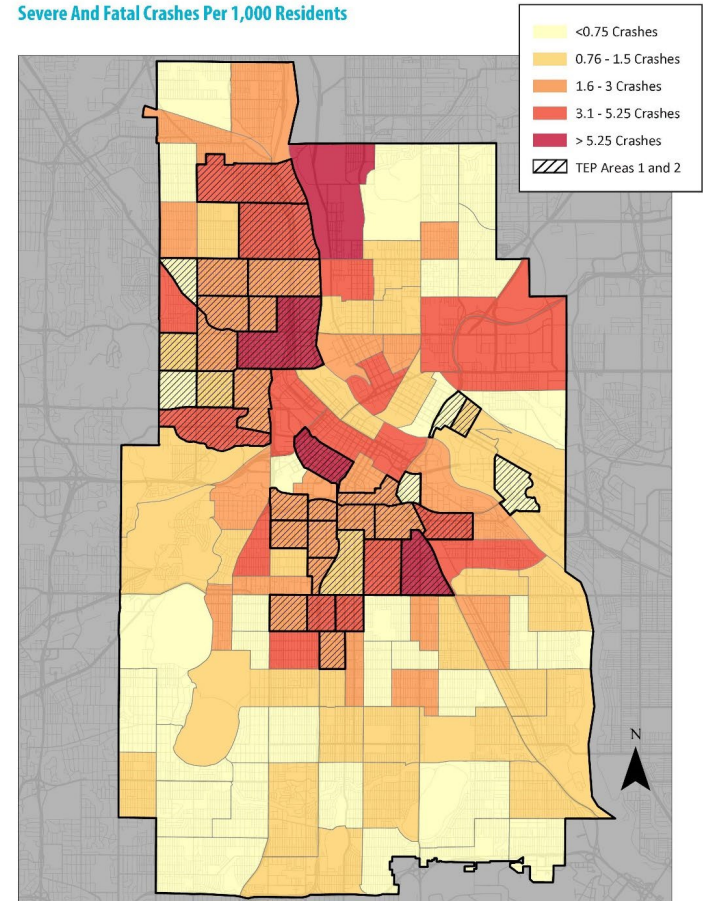
43%
of severe & fatal
crashes

28% of
population

20% of
total streets

Source: 2022 Vision Zero Crash Study based on 2017-2021 severe and fatal crashes, 2023 TEP areas, and 2020 Census population. Excludes freeway and intentional crashes.

Severe And Fatal Crashes Per 1,000 Residents



2023-2025 Vision Zero Action Plan

- Traffic safety cameras are just one of many traffic safety priorities
- Other notable strategies include:
 - Proactive safety treatments on High Injury Streets
 - Installing safety treatments in all new street projects
 - Using street designs to address dangerous speeding



April 2023

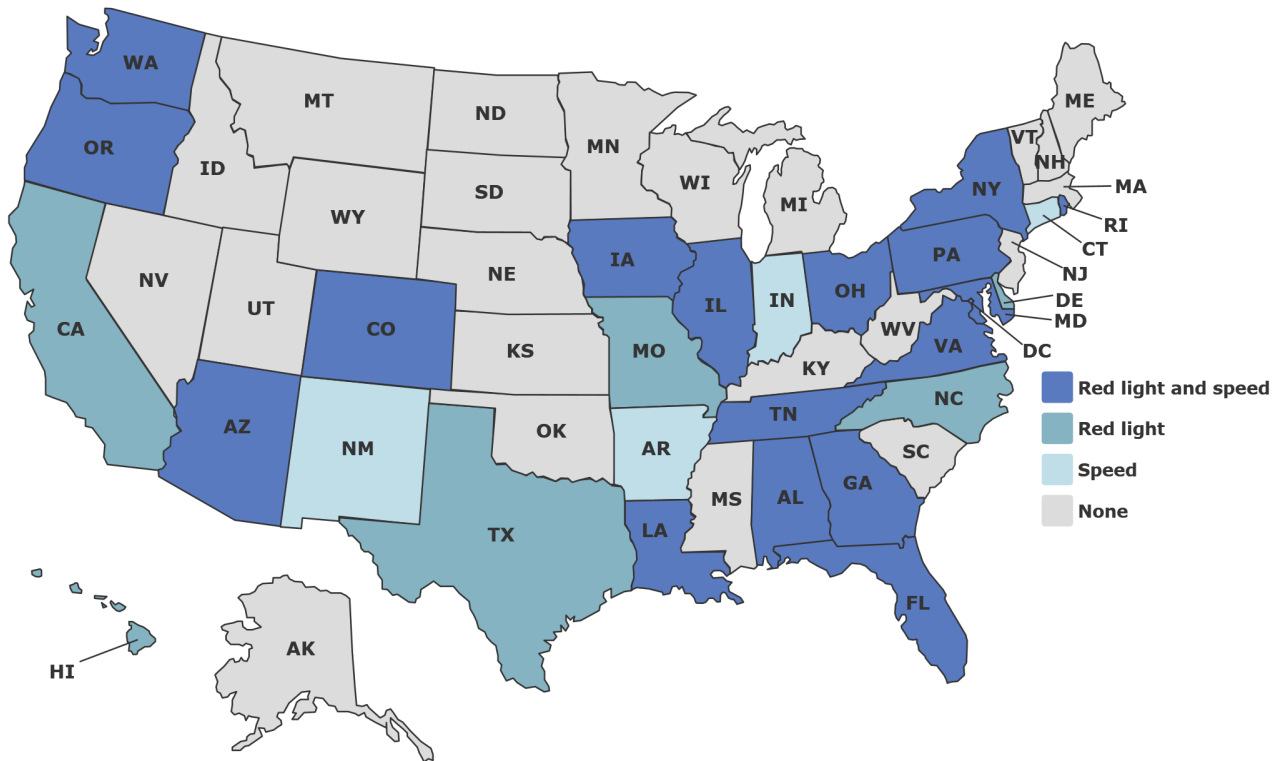
Traffic safety camera intro

- Provide automated enforcement of traffic laws
 - State law allows pilot for speeding and red light running



States with traffic safety camera programs

(As of February 2024)

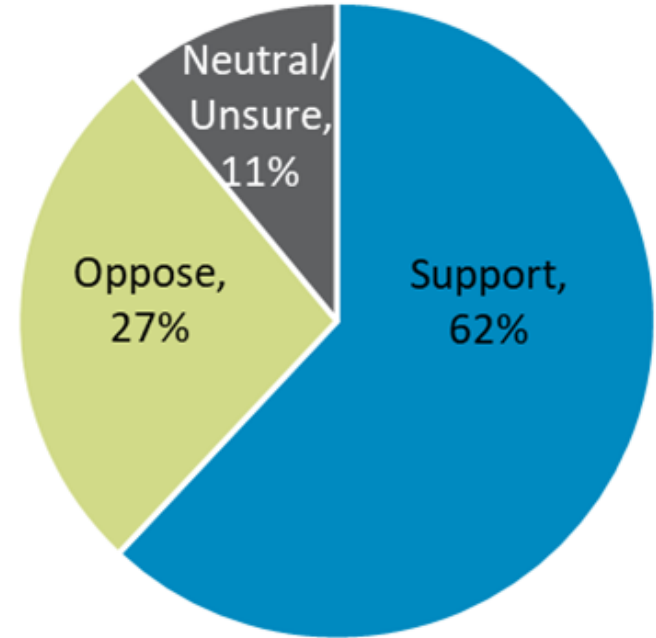


Source: Insurance Institute for Highway Safety. 2024.

Previous engagement

- Have heard more support than opposition in all recent engagement
- Feedback to date helped shape approach for the State law – worked to address concerns

Combined results from 3,500+ responses



Traffic safety camera pilot law adopted in 2024

- Authorizes a 4-year pilot for Minneapolis and Mendota Heights for speeding and red light running
- Requires independent evaluation
- Regulates traffic safety cameras to protect for fairness, equity, privacy, including:
 - Limiting fines/fees/penalties
 - Can contest citations & owner not liable if not driving
 - Restricting use of cameras to only enforcing speeding and red light running

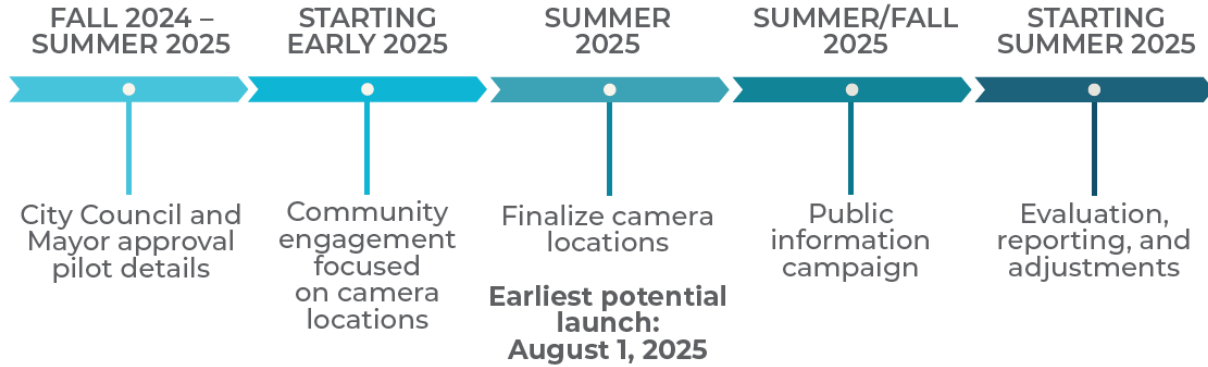
Other State law details for Minneapolis pilot

- MPD is not allowed to implement or substantively coordinate on the pilot
- Any revenue generated must go to implementation costs or traffic safety / traffic calming measures

Minneapolis traffic safety camera pilot goals

- **Safety**
 - Improve safety by reducing traffic crashes and supporting safe driving.
- **Trust**
 - Be transparent and honest in decision making and evaluation.
- **Fairness**
 - Enforce traffic rules in an equal and unbiased way.
- **Equity**
 - Plan and implement a system that is fair and just for all communities.
- **Efficiency**
 - Deliver a cost-efficient system that is well managed.

Timeline for Minneapolis traffic safety camera pilot

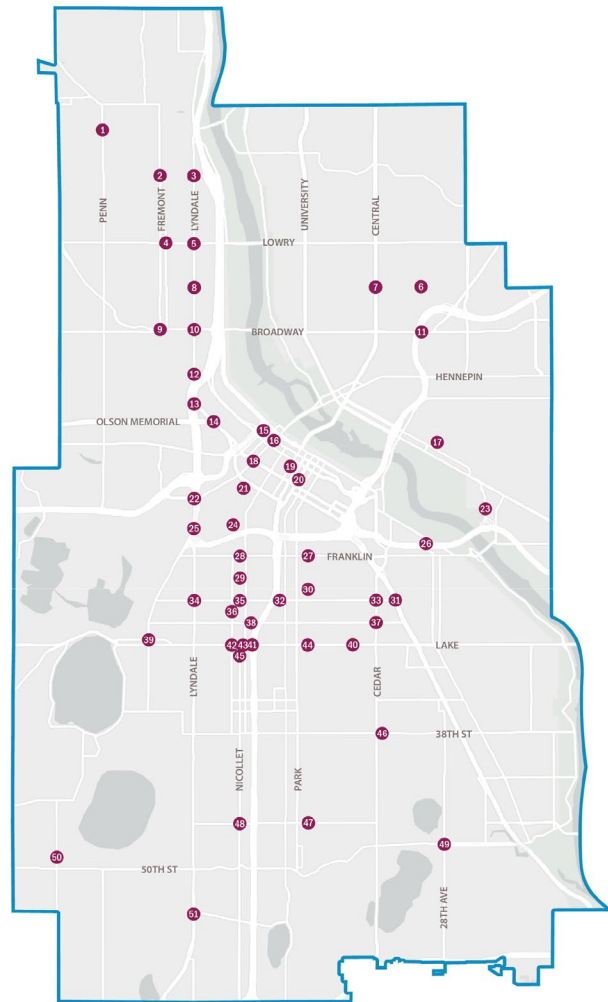


Potential camera locations

- State law max of 42 locations during pilot
- Anticipate:
 - Launching with ~5 speed safety camera locations
 - Expanding to 10+ locations in 2026 & adding red light cameras
- Public Works will complete camera location study in summer 2025
 - Informed by community engagement, crash analysis, speed/red light running data, and equity

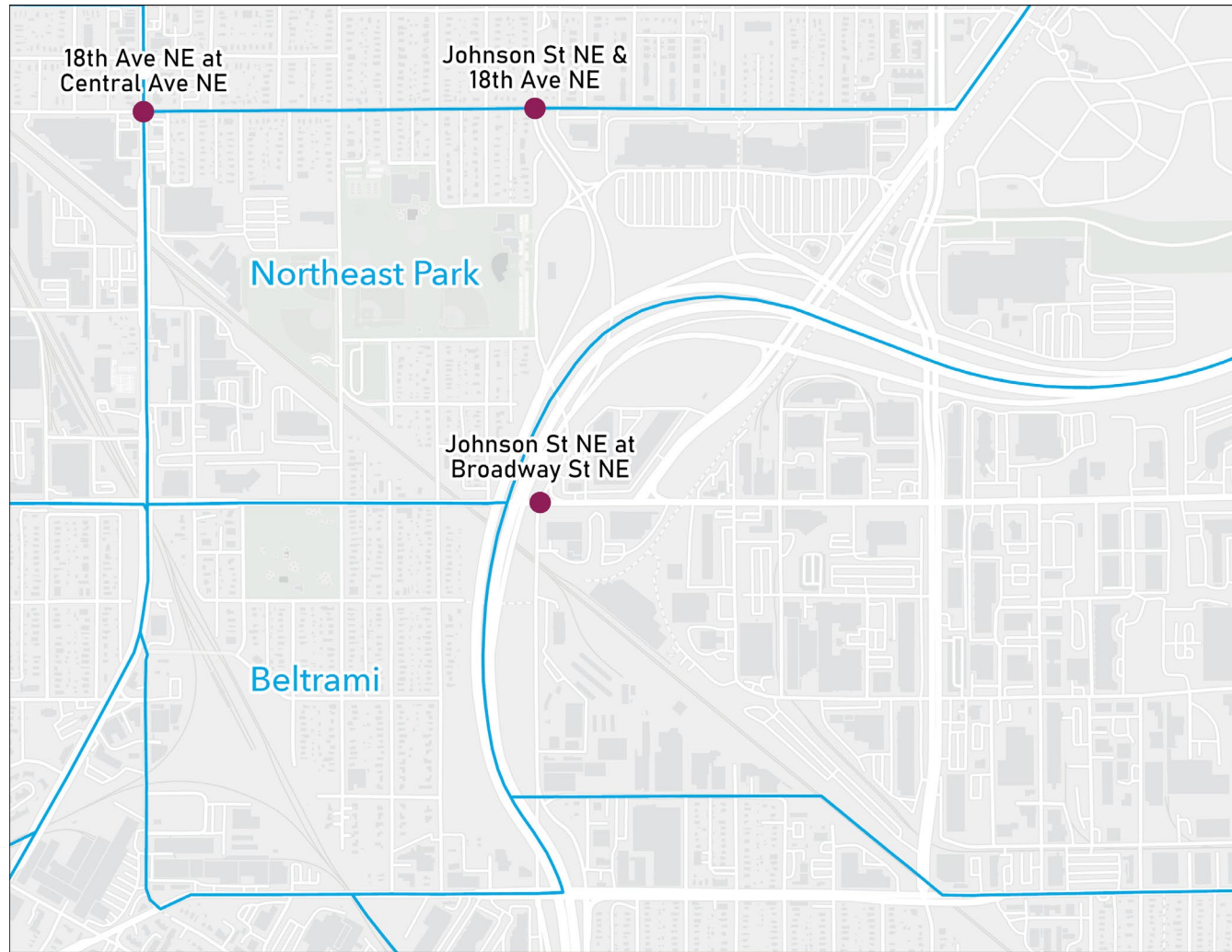
Initial potential camera locations

- Meet State requirements
- Only City street locations
- Locations prioritized based on recent injury crash history
- Ensured there are 2+ candidates in each Ward
- Final selected locations will be distributed fairly throughout the city



**Nearby
candidate
locations**

**How you can
share
feedback**



Key upcoming steps for Minneapolis traffic safety camera pilot

- Engagement continuing through mid-May
- Finalize camera location analysis: summer 2025
- Public information campaign: summer/fall 2025
- Earliest potential launch: August 1, 2025
- Pilot authorized to continue through July 31, 2029



Thank you. Questions?

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**VISION
ZERO**

SAFE STREETS FOR MINNEAPOLIS




Minneapolis
City of Lakes

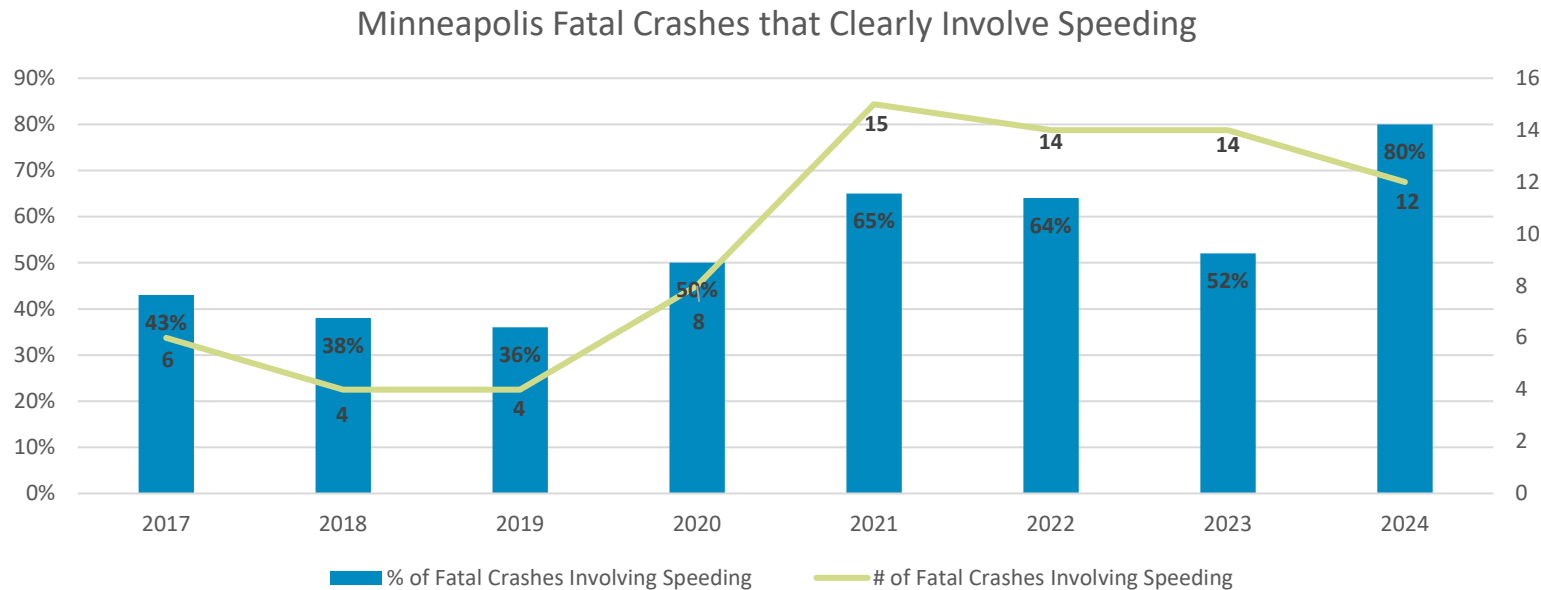
State law regulations protect fairness while addressing unsafe behavior

- All locations must have advance warning signage and be listed on City's and MnDOT's website
- Speed camera violations at 10+ mph over speed limit
- 1 month warning period at start. 1st violation for each person is a warning
- \$40 citations
 - Can take a free traffic safety class in lieu of first citation
 - \$84 max charge in collections if someone never pays
 - \$80 if 20+ mph over limit (doubles like other speeding tickets)
- Owners can contest citations
 - Owners aren't liable if they provide sworn statement they were not driving vehicle at the time or vehicle was stolen or transferred before the violation
- Violations do not go on driving records
- Cannot be grounds for revoking or suspending a driver's license or for arrest or for towing a vehicle
- All violations must be confirmed by a trained enforcement agent
 - 3rd party vendors are prohibited from sending citations

State law regulations protect privacy

- Traffic safety cameras can only be used for traffic safety enforcement and can't capture pictures that can identify people
 - Cameras can only take picture of back license plate
 - Can't be used as license plate readers
- Warnings and citations go to owner of the vehicle
 - Like parking tickets or school bus arm camera violations
- Cameras can only record data if detect a violation
- Data practice protections, including requirements for data destruction

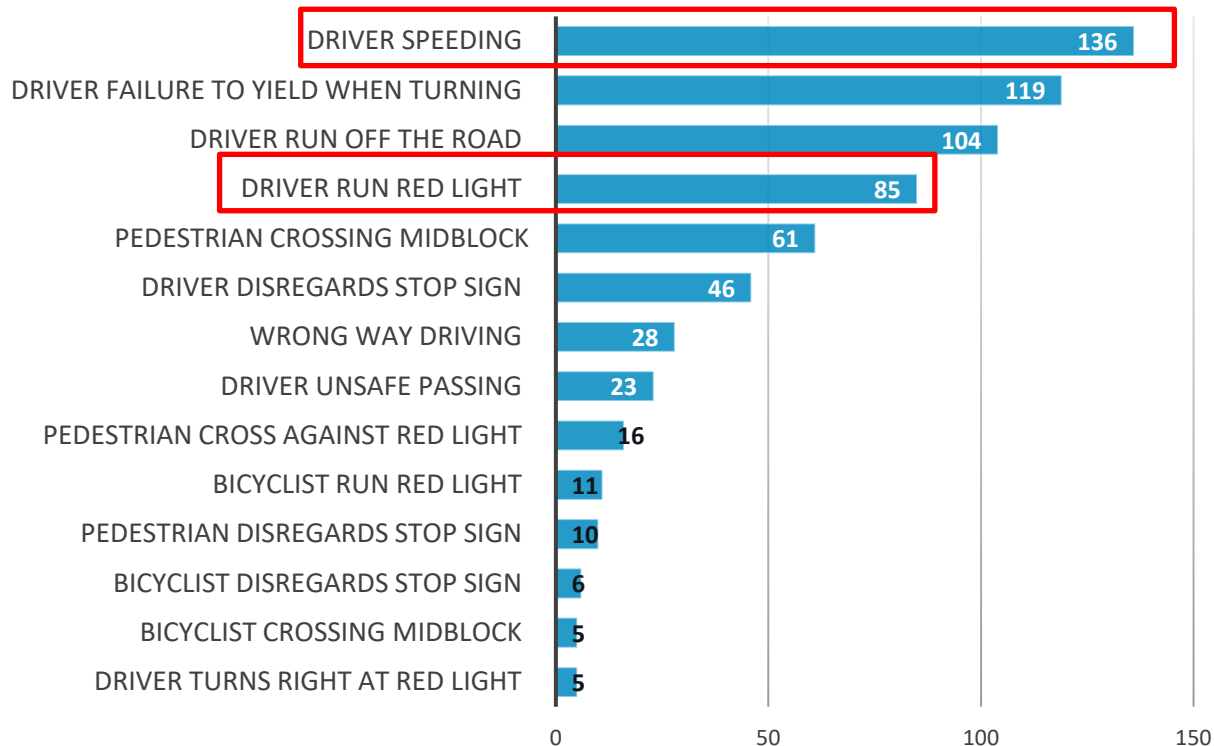
Dangerous speeding is a significant challenge that has grown since 2020



Source: Public Works staff review of fatal crash reports. Excludes freeway, private property, intentional, and medical emergency crashes.

Minneapolis Contributing Factors

In Fatal and Severe Injury Crashes (2017-2021)



Excludes freeway crashes and intentional injuries. Source: 2022 Vision Zero Crash Study

Speed safety cameras

- In 23 states & D.C. & ~305 communities
- MnDOT 2023 study:
 - Every methodologically sound study of US speed camera systems has found reductions in deaths, injuries, crashes, and speeds
 - Studies have found 19-56% reduction in severe/fatal crashes
- FHWA: can reduce injury crashes up to 47%
 - “Proven safety countermeasure”

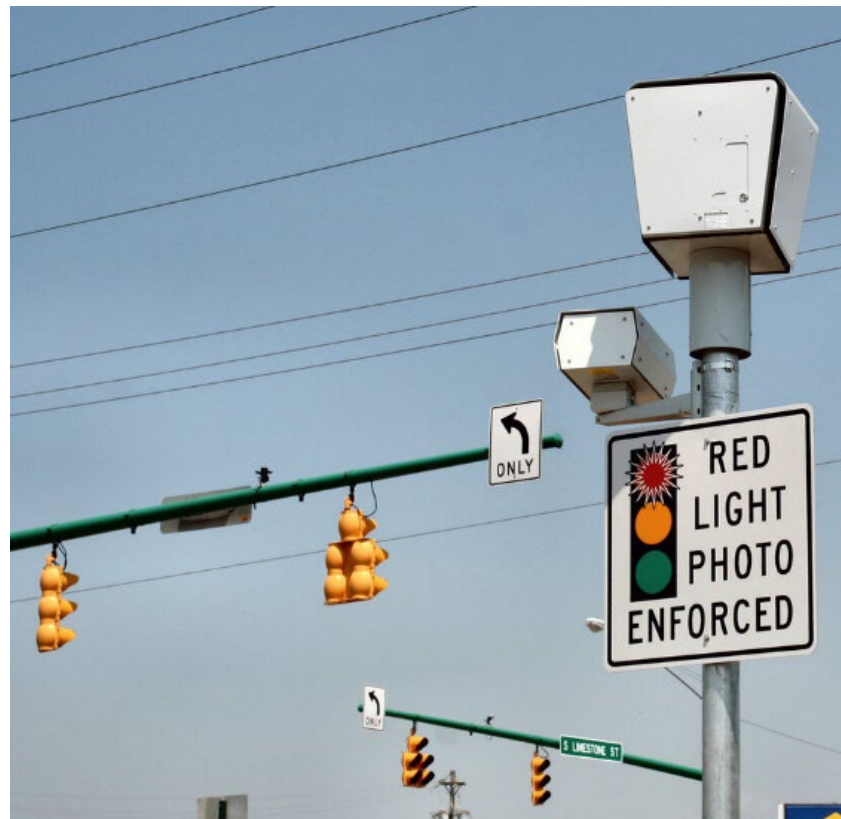


Source:
MnDOT study: <https://mdl.mndot.gov/items/TRS2303>

FHWA: <https://safety.fhwa.dot.gov/provencountermeasures/speed-safety-cameras.cfm>

Red light cameras

- In 23 states & D.C. & ~342 cities
- 2020 study that reviewed 41 analyses of red light cameras:
 - “Associated with 20% decrease in total injury crashes”



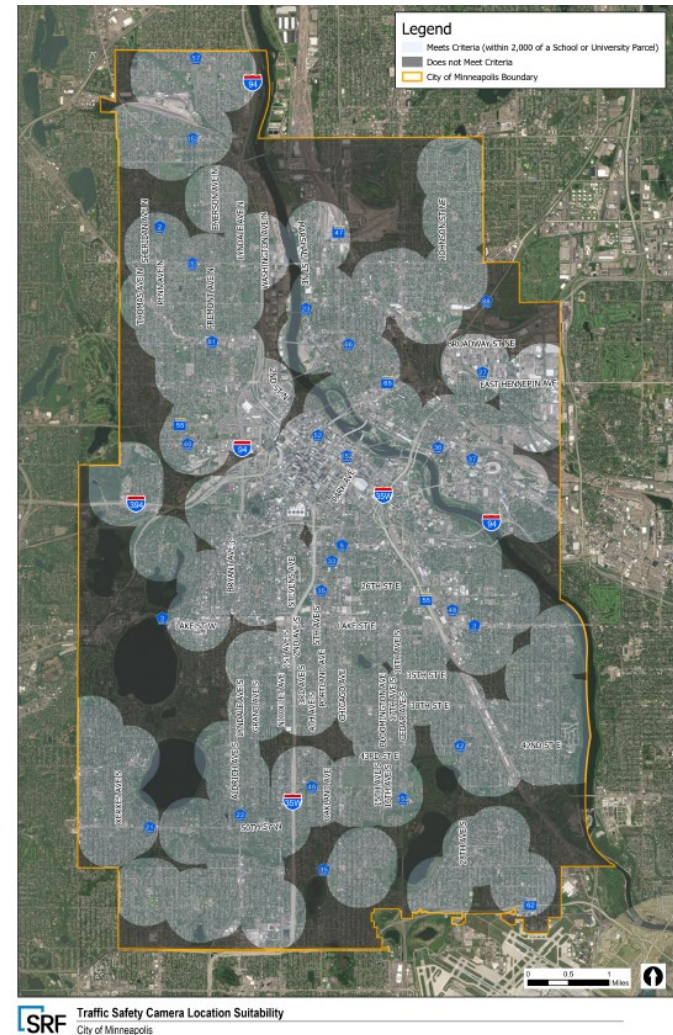
Traffic safety camera legal note

- Traffic safety cameras have *not* been found unconstitutional in any state (as long as the program is well designed)
- MN Supreme Court did not consider the constitutionality of brief previous Minneapolis red light camera project;
 - Court determined that Minneapolis did not have the statutory authority to implement the system as it was structured
- A legislative change was necessary to fully support an effective and legal traffic safety camera program

Camera locations

State requirements:

- Must identify locations based on a local study
- Must be within 2,000' of a school
- Must be at locations with a traffic safety concern
- Cameras must be distributed fairly throughout the city



Neighborhood traffic calming

Open Houses in April

[More info](#) or call 311 or search
“Minneapolis neighborhood
traffic calming”

