

Traffic Safety Camera Pilot Overview

Metro TZD Workshop

5-23-2024

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City of Minneapolis



Agenda

- Traffic safety camera introduction and legislative status
- MnDOT research syntheses and work zone speed safety camera pilot
 - Mark Wagner, MnDOT
- Details for local traffic safety camera pilot program
- Next steps
- Question and answer session

Traffic safety camera intro

- Automated enforcement for speeding and red light running are most common forms
- Adopted HF 5247 omnibus bill:
 - Provides authority for local pilot in Minneapolis and Mendota Heights starting Aug. 1, 2025
 - Directs MnDOT/DPS to do a work zone speed camera pilot
 - Regulates traffic safety cameras
 - Requires evaluation and reporting
- Minneapolis working toward a pilot of cameras for speeding and red light running

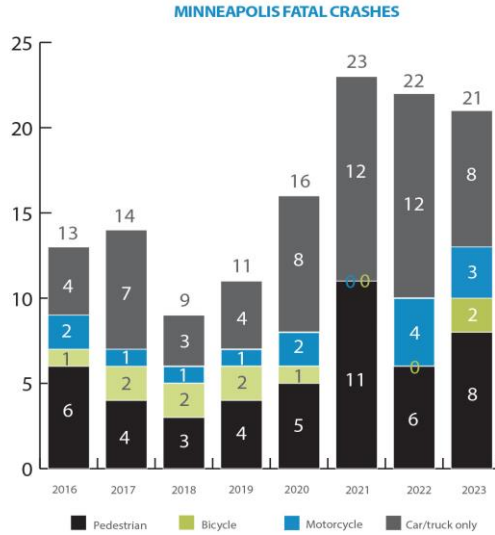


Photo sources: FHWA and NCSL

Why is the City of Minneapolis interested in traffic safety cameras?

- They are proven effective at reducing traffic crashes and saving lives
 - City has goal to get to 0 traffic deaths
- They address 2 of top factors in severe/fatal crashes: speeding and red light running
- One part of City's overall strategy for traffic safety

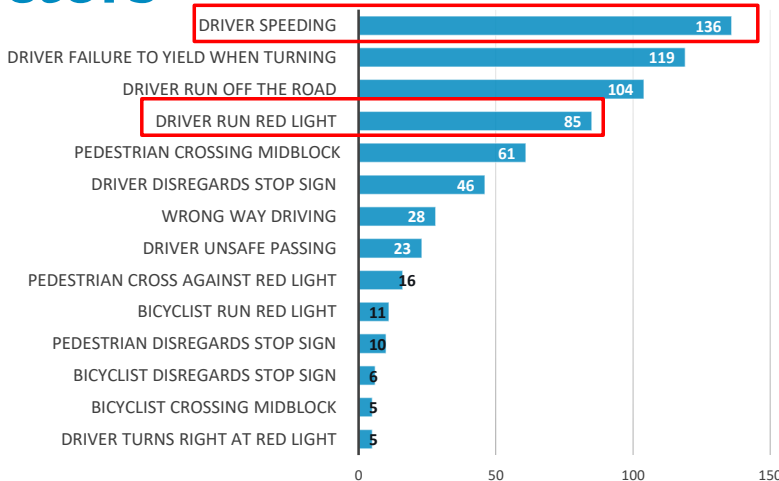
Minneapolis traffic deaths up since 2020



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

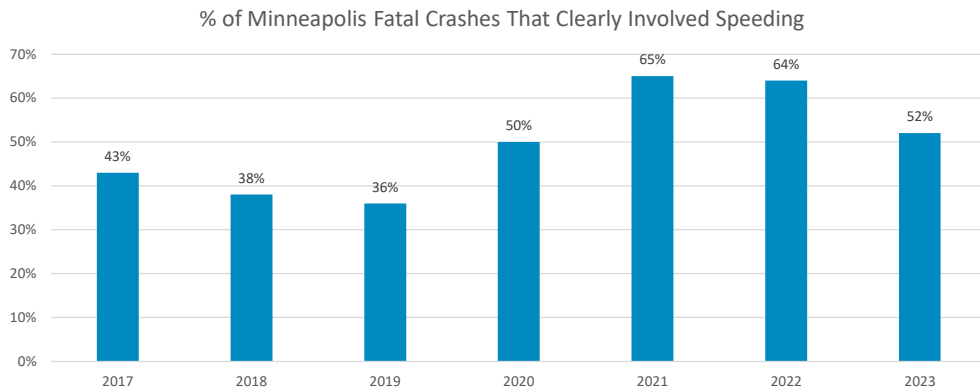
Minneapolis Contributing Factors

In Fatal and Severe Injury Crashes (2017-2021)



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

Dangerous speeding continues to contribute to fatal crash increase in Minneapolis



Source: 2022 Vision Zero Crash Study and Public Works staff review of fatal crash reports. Excludes freeway, intentional, and medical emergency crashes.

33 lives lost to speeding/red light running in Minneapolis in last 2 years

In 2022:

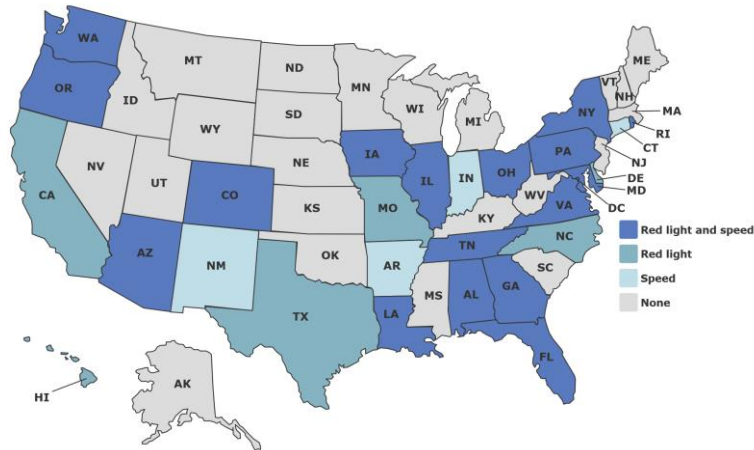
- 6 people were killed by a driver who was clearly speeding or ran a red light
 - 9 people were killed while speeding/running light

In 2023:

- 14 people were killed by a driver who was clearly speeding or ran a red light
 - 4 people were killed while speeding/running light

Traffic safety cameras

States with traffic safety camera programs
(February 2024)



Source: Insurance Institute for Highway Safety. 2024.

Speed safety cameras

- In 21 states & D.C. & ~221 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/provenco/intermeasures/speed-safety-cameras.cfm>

Red light cameras

- In 23 states & D.C. & ~338 cities
- 2020 study that reviewed 41 analysis of red light cameras:
 - “Associated with 20% decrease in total injury crashes”



Source: Campbell Systematic Reviews.
Available:
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8356316/>

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 is necessary to fully support an effective and legal traffic safety camera program

MnDOT details

Overview of traffic safety camera provisions passed in HF 5247

- Authorizes a 4-year pilot for Minneapolis and Mendota Heights
 - Limited to 1 camera per 10,000 residents
 - Limited to trunk highway work zones or locations near schools with identified traffic safety concern
- Requires a MnDOT work zone speed camera pilot with warnings only
- Regulates traffic safety cameras to protect for fairness, equity, and privacy
- Require independent evaluation of the pilot program and reports to the legislature

Setup for traffic safety camera programs

- For Minneapolis/Mendota Heights to use:
 - Must identify in plan covering traffic safety
 - Must identify locations based on a local study
 - Cameras must be placed in “geographically distinct areas and in multiple communities with differing socioeconomic conditions”
 - Must do community engagement and public information campaign
 - Must report information from programs to MnDOT for evaluation work
 - Any revenue generated must go to implementation costs or traffic safety / traffic calming measures
- MnDOT/DPS:
 - Create standards/requirements for placement, calibration, training and qualifications, inspections, maintenance
 - Create a uniform citation
 - Implement work zone speed safety camera pilot at 2-4 locations
 - Arrange for independent evaluation and legislative reports

Bill regulations protect fairness while addressing unsafe behavior

- All locations must have advance warning signage and be listed on 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 1 ticket (except CDL holders)
 - \$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 vehicle was stolen or transferred before the violation or if they provide sworn statement that they weren't operating vehicle at time of violation
- Violations do not go on driving records
 - Except for CDL holders
- 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

Bill 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

Upcoming work to develop local pilot

- Additional community engagement
- Ordinance change
- Analysis of camera locations
- Budgeting and funding
- Camera procurement and maintenance
- Data management
- Traffic camera enforcement agents
- Managing citation appeals/legal needs
- Align with MnDOT/DPS standards
- Communications
- Reporting/evaluation

- Earliest potential launch: Aug. 1, 2025

Questions?