

TRAFFIC SAFETY CAMERAS IN WORK AND SCHOOL ZONES (amended HF 2098 / SF 2026)

Traffic deaths are rising; traffic safety cameras can help

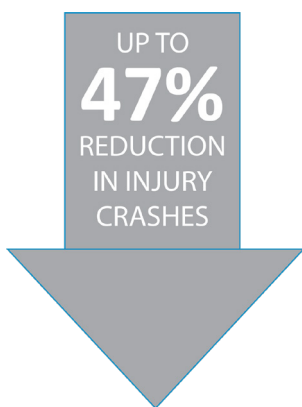
- More than 400 people died on Minnesota roadways in 2023. Traffic deaths have risen in recent years.
- Speeding was the leading factor in fatal crashes and has risen sharply in the last three years. Red light running was also a significant factor in many fatal crashes.
- Traffic safety cameras are proven to improve safety. Federal Highway Administration research found that speed safety cameras can reduce injury crashes by up to 47% on busy arterial streets¹.
- 221 communities in 21 states have active speed safety camera programs and 338 communities in 23 states have red light camera programs². The technology is reliable and effective at improving traffic safety. Models in other states show how programs can be managed to protect privacy, ensure fairness, and support equity.
- MnDOT's 2022 Work Zone Speed Management Study ([available here](#)) recommends a speed safety camera pilot in highway work zones. DPS also supports this pilot.
- University of Minnesota research found strong support for speed safety cameras in work zones and school zones³.

¹ [Speed Safety Cameras](#). U.S. Department of Transportation, Federal Highway Administration. February 2024.

² [U.S. communities using speed cameras](#). Insurance Institute of Highway Safety. February 2024.

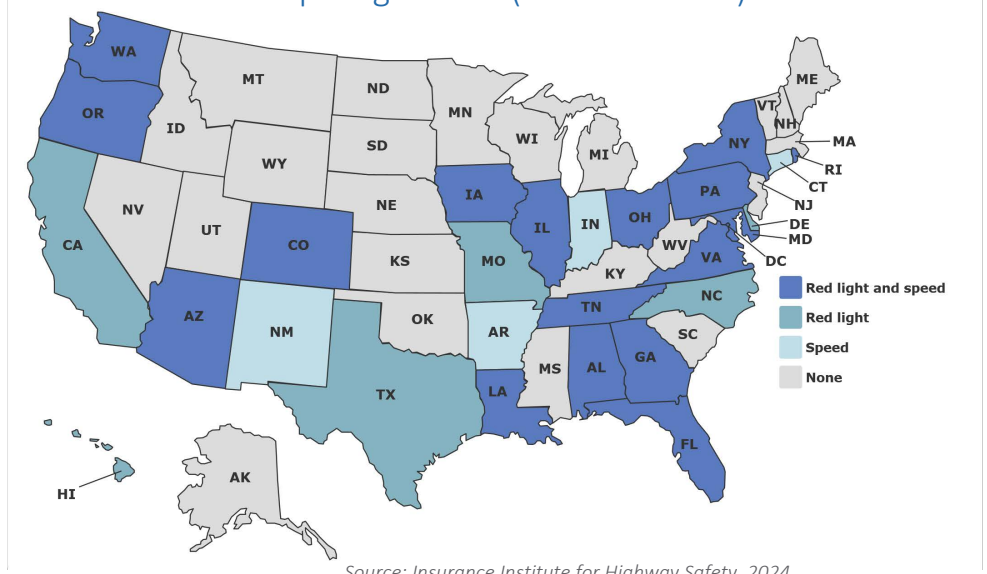
³ Survey found 83% of Minnesotans were "very supportive" or "supportive" of speed cameras in work zones and 81% were "very supportive" or "supportive" of speed cameras in school zones. [Identifying Issues Related to Deployment of Automated Speed Enforcement](#). University of Minnesota Center for Transportation Studies. 2012

Speed Safety Cameras



Source: FHWA

States with traffic safety camera programs (Feb. 2024)



Source: Insurance Institute for Highway Safety. 2024.

HF 2098 / SF 2026 supports traffic safety with protections for fairness and privacy

- Directs a MnDOT/DPS-led work zone speed safety camera pilot.
- Allows local jurisdictions to implement traffic safety cameras at high-crash locations near schools (limited to 1 camera system per 10,000 residents).
- Requires independent evaluation of the pilot program and reports to the legislature.
- Regulates traffic safety cameras, including:

Fairness

- Tickets can only be given for going 10+ mph over the speed limit or running red lights.
- Citations are set at \$40 (with no additional fees)—enough to successfully reduce unsafe behavior, but not so high to be overly punitive.
- Violations do not go on driving records and cannot be grounds for arrest or to revoke or suspend a driver's license.
- Each program must start with a 1-month period of warning tickets. The first violation for each person must be a warning.
- Managing agencies must do community engagement to inform local program details and must do a public information campaign before launch. Cameras must be identified in a local plan. Camera locations must be identified based on a local study.
- People who receive a traffic safety camera citation may opt to take a free traffic safety course in lieu of paying one fine.
- All locations must have advance warning signage and be listed on a public website.
- Vehicle owners can challenge citations and are not liable if their vehicle was stolen or ownership transferred before the violation.
- Only trained public traffic enforcement agents can issue citations and must verify the violation before issuing.
- MnDOT and DPS are required to create procedures for placement of cameras, training of workers related to the system, and initial and regular calibration to ensure accuracy.

Privacy

- Cameras can only record data if the system identifies a potential speeding or red light violation. Systems cannot be used as license plate readers.
- Cameras can only take a picture of the rear license plate and must not record people in a way that makes them identifiable.
- All data collected are private or nonpublic data unless required by existing state law. Data must be retained and destroyed on the same schedule as other similar state-regulated data.