

Tuesday, 27 February 2024

Dear members of the Transportation Finance and Policy Committee

I am writing to urge your support of HF2098, which would authorize Minneapolis to initiate a speed-camera enforcement system.

I'm a resident of Minneapolis, but you should not see this as a bill for Minneapolis. This bill takes a small step — too small of a step — towards greater safety for all Minnesotans.

Let us be clear about the stakes here. Every year more than 400 Minnesotans die on our roads. Many of these deaths are not accidents, they are avoidable crashes. In countries where they drive nearly as much as we do, and have roads that look quite similar—Canada and Australia are good comparisons—the risk of dying in a traffic crash is about half what it is in Minnesota. One of the main reasons for that difference is that Canada and Australia take enforcing the law seriously, with widespread use of speed cameras, and significant but fair penalties for excessive speeding.¹

Allowing Minneapolis to do a very weak trial of speed cameras in the state of Minnesota is the bare minimum we can do about this problem. Hundreds of innocent people die every year because our roads are, essentially, not policed.

There are two primary ways which other high income countries have used to reduce road deaths to half or less of what we suffer in Minnesota: widespread speed camera use, and widespread random breath testing. Or both. Both work. To be effective random breath testing would require us to have an expanded state patrol do 1-3 million stops every year. This sounds like a lot, but it is what Australia, New Zealand, Ireland, the Netherlands, and Scandinavian countries do—about as many stops per year as licensed drivers. But it would be foolish not to acknowledge that the politics of proposing millions of police stops every year are tough sledding in Minnesota right now given the widespread lack of trust in police.

So, speed cameras it is. It is important that the state take seriously that there are proven ways to reduce the number of deaths on our roads. We can save several hundred lives every year if we just use proven technologies and systems.

¹ I have written about these issues, summarizing research about traffic safety and how it can be applied here: <https://streets.mn/2019/08/26/minneapolis-needs-better-street-design-but-minnesota-needs-better-enforcement/>

I would urge you to learn from what has worked abroad. We have to look abroad because there are no American states or cities that have really taken this seriously. To be sure, there are many issues where we have to care about America and Minnesota being different, and history and culture. Speeding is not that. The effects of a driver going 50mph on a residential street, which you see frequently in the Twin Cities now, are the same as they are in Germany, Canada, or Australia. Eventually some of those drivers kill someone. This is not an issue that ordinary people can solve on their own, and it's not an issue that Minneapolis should be solving on its own.

This is an issue — hundreds of Minnesotans dying every year on our roads because we don't enforce laws the legislature has passed — that demands state action.

The basics of what to do are pretty clear.

- Task a state agency with operating a couple of thousand fixed, or a couple of hundred mobile speed cameras, that operate throughout the state.
- Establish penalties for speeding in line with what we see internationally. 50mph on a city street kills people in Minneapolis the same way it does in Melbourne or Munich or Manchester ... The proposed Minneapolis penalties are not proportionate to the scale of the problem. At 10mph over the limit we should be looking at fines of at least \$150. In Australia it's \$375. At 20mph over the limit where Minneapolis proposes to fine people just \$80, you lose your license for 3 months or more in most countries. We should do the same. This is not a hard issue. No-one has a right to endanger other people on the road.
- Establish a penalty points system so that moderate speeding offences accumulate and predictably result in the loss of driving privileges. Not that we want people to lose their driving privileges - we want people to know that they have a high chance of getting caught, and moderate their speed
- Begin the application of penalties at a closer threshold to the actual posted speed limit. The Minneapolis proposal of a 10mph threshold is out of step with international practice which typically begins penalties at 3mph (5kmh) over the limit. This would require us to adjust some of our speed limits, particularly on urban freeways. Again, this isn't hard, we just need to apply the available technology of electronic variable speed limit signs rather than pretending that 55mph is the right limit at all times on all sections of I-94 (for example)
- Remove most driving penalties from criminal records, so we can sanction dangerous driving quickly and strongly. Again, this is something that is done abroad. It is a simple solution to the concerns that a succession of speeding ticket will affect people's employment prospects.

The proposed speed camera pilot in HF2098 is a very small step in the direction we need to be moving. About 10 people lose their lives in traffic crashes every year in Minneapolis. The evidence from multiple countries suggests we might halve that with a widespread speed camera system. This is a public safety *and* public health issue.

The irony is that Minneapolis is one of the safer places in the state—most of the lives we would save from effective enforcement of speed laws are on undivided highways in greater Minnesota, and 4 lane roads in the suburbs of the Twin Cities. If you care about hundreds of innocent people dying every year, I urge you to move expeditiously to enact this bill, significantly strengthen the penalties for speeding, and apply that enforcement across the state.

Evan Roberts
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MINNESOTA SAFETY COUNCIL

 Chapter of the National Safety Council

February 27, 2024

Honorable Frank Hornstein
Minnesota House of Representatives
563 State Office Building
100 Rev. Martin Luther King Jr. Blvd.
St. Paul, MN 55155

RE: HF2098

Dear Chair Hornstein and the members of the House Transportation Finance and Policy Committee,

The Minnesota Safety Council supports the establishment, testing and evaluation of speed safety and red-light cameras proposed in HF2098. Minnesotans continue to be injured and killed on our roadways at higher rates than we've seen in decades. A multi-faceted approach including engineering changes on the roadways, driver and roadway user education, responsive emergency medical services and effective enforcement will all be needed to change this trend. HF2098 provides an additional tool for enforcing responsible driver behavior in roadway zones with very vulnerable road user populations like school children and construction workers in the right-of-way.

Combining the lessons learned from the local and state level implementation of speed safety cameras proposed in HF2098 with the upcoming report on speed safety camera implementation from the Office of Traffic Safety, and the anticipated clarifications on commercial driver's license violations and masking from the Federal Motor Carrier Safety Administration will position Minnesota to make major steps forward with this enforcement tool over the next few years. It is no secret that law enforcement is understaffed and over-worked in our state. It is also no secret that driving culture has degraded which makes using our roadways more dangerous for all users. Speed safety and red-light cameras are one small way to help law enforcement and put dangerous drivers on notice.

Year to date, Minnesota has doubled the number fatalities from 2023. We run the risk of losing all the safety gains that have been hard earned by all the roadway engineers, emergency medical providers, driving educators and public safety and judicial professionals over the past 20 years. Minnesota needs to focus on traffic safety more today than at any other time in recent memory and HF2098 is a step in the right direction.

Thank you for hearing this proposal and thank you to all the committee members for considering this effort.

Sincerely,

Paul W. Aasen and Lisa Kons
CEO Traffic Safety and Advocacy Manager

Cc: Matt Baumann



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY

February 27, 2024

The Honorable Frank Hornstein, Chair
The Honorable Brad Tabke, Vice Chair
House Committee on Transportation Finance and Policy
Minnesota State Legislature
95 University Avenue West
St. Paul, Minnesota 55155

Dear Chair Hornstein and Vice Chair Tabke:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports enactment of Senate File (SF) 2026/House File (HF) 2098. This legislation would authorize the state and localities to utilize automated speed enforcement (ASE). We urge you to advance SF 2026/HF 2098 to implement this proven, lifesaving technology to curb speeding and the deadly consequences.

Speeding is one of the most common contributing factors to crashes and fatalities including 29 percent of all fatal crashes nationally in 2021.ⁱ Speeding is even more prevalent and destructive in Minnesota; in 2021, 34 percent of all fatal crashes in the state were speeding related and ended 167 lives.ⁱⁱ In addition, Minnesota incurred \$3.8 billion in economic harm, which is equivalent to \$674 per resident each year, due to motor vehicle crashes according to a 2019 analysis.ⁱⁱⁱ Traffic safety is a serious and costly issue in urgent need of proven solutions.

Small increases in speed cause serious declines in safety. Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly escalate a driver's risk of injury or death.^{iv} Speed increases also immensely impact pedestrians and other vulnerable road users (VRUs). The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.^v Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (51 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 23 percent of non-speeding drivers.^{vi}

Speed safety cameras are proven to deter speeding and its impact and are recommended for state and local adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.^{vii} A study by the Insurance Institute for Highway Safety (IIHS) found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.^{viii} Similarly, the U.S. Department of Transportation (DOT) found that ASE reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.^{ix}

Law enforcement risk their lives when performing their duties on the roadways every day, and it is implausible for law enforcement officers to be everywhere and catch every violation. ASE augments traditional enforcement without requiring a traffic stop.

Advocates urges you to advance SF 2026/HF 2098 to employ speed safety cameras to save lives. Thank you for your time and consideration.

Sincerely,



Catherine Chase
President

cc: Committee on Transportation Finance and Policy members

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- ⁱ NHTSA. (2023). Overview of Motor Vehicle Crashes in 2021. U.S. Department of Transportation, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813435>.
 - ⁱⁱ State Traffic Safety Information for Minnesota (2021), NHSTA, available at <https://cdan.dot.gov/stsi.htm>.
 - ⁱⁱⁱ The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
 - ^{iv} Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastore/document/bibliography/2218>.
 - ^v Impact Speed and a Pedestrian’s Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available at <https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>.
 - ^{vi} Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
 - ^{vii} Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>.
 - ^{viii} Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS, August; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
 - ^{ix} Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](https://www.fhwa.dot.gov/safety/cameras/SpeedSafetyCameraProgramPlanningandOperationsGuide.pdf).

To whom it may concern:

I'd like to write in support of HF2098, *Speed safety camera enforcement authorized, pilot program created, petty misdemeanor penalty imposed, reports required, and money appropriated.*

As someone who drives, bikes, and takes transit to work, one of the things I see more and more frequently is a general disregard for traffic signals and speed limits.

That disregard has grown since the pandemic, as it seems more drivers know there is little to no enforcement in place. Traveling along Park and Portland Avenues in Minneapolis I watch 4-5 drivers per light cycle run fully red lights at busy intersections. I also see numerous drivers traveling at 40+ mph, more than 10 mph above the speed limit. Daily, I see both speeding and red light running combined – someone speeding at 40-60mph to get through traffic lights that are already red for them.

Just last week, I was walking with a friend to my car after a Minnesota Timberwolves game, crossing Hennepin with green walk symbol, when a driver accelerated from a stop to run a red light mere feet from us.

I also regularly see drivers creating gridlock as they creep into a crowded intersection to “make it through the light” after the light has turned red, thus blocking the way for those drivers, cyclists, and pedestrians to cross in the other direction – and other than awkwardness or an occasional honk from other drivers, right now there are zero repercussions for that activity.

All of these situations: the speeding, the red light running, and the gridlock, create chaos in a system and make transportation, regardless of mode, dangerous in Minnesota. Traffic cameras have the ability to solve that problem while not requiring an interaction between a driver and law enforcement.

Please consider passing this bill, so that I, my wife, and everyone else in Minnesota has an increased chance of traveling safely home after a day at work, to school, or wherever else they are going.

Thank you,

Sincerely,

Aaron Shaffer
4331 Pleasant Avenue
Minneapolis, MN 55409

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Thank you,

Sincerely,

Aaron Shaffer
4331 Pleasant Avenue
Minneapolis, MN 55409

HF 2098 is great for addressing speeding, but I feel like traffic cameras could be expanded to include public transit and school buses. This way cameras could be used to address cars parked in bus and bike lanes. And for school buses it could be used to address people passing when the stop arms on a school bus are down. Let's make sure we legalize traffic cameras to address all road issues and not just speeding.

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February 28, 2024

Dear Chair Hornstein and Members of the Transportation Committee:

Metro Cities, representing the collective interests of cities in the metropolitan area, supports HF 2098 (Sencer-Mura), which is being heard in the Transportation Committee on Thursday.

Metro Cities supports authorizing local governments to use traffic safety camera systems for the enforcement of traffic laws. Reports produced by the Minnesota Department of Public Safety's Office of Traffic Safety continue to show speed as a leading factor in fatal crashes. Their June 30, 2023 report shows that speeding was the most frequent driver behavior contributing to a crash. Speed cameras and other motion imaging technology have been demonstrated to improve driver compliance and safety, particularly near work zones and schools.

Metro Cities also supports provisions in the bill authorizing cities to designate and train traffic enforcement agents to issue citations in accordance with requirements outlined in the bill. Many metropolitan area cities are struggling to retain and recruit peace officers. The ability to designate traffic enforcement agents will allow cities to utilize this technology while keeping officers in the community.

Thank you for your consideration of this letter. Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads 'Mike Lund'.

Mike Lund
Government Relations Specialist
Metro Cities



February 29, 2024

Chair Hornstein
House Transportation Finance & Policy
563 State Office Building
St. Paul, MN 55155

HF2098 (Sencer-Mura) Speed safety camera enforcement, Work Zone Safety Camera Pilot Program

Dear Chair Hornstein and members of the House Transportation Finance and Policy Committee:

Associated General Contractors of Minnesota (AGC of MN) and its 400+ members have worked hard over the years with the legislature, regulators, and our construction industry partners to provide increased protections for highway workers and the traveling public. AGC of MN asks for your support to establish a pilot program to make construction work zones safer, which is included in HF 2098.

Every year, hundreds of people die in highway work zone crashes, including men and women our members employ. Working in the roadway is normally challenging, but it has become even more challenging in recent years as the number of vehicles speeding through work zones has increased. Excessive speeds lead to more crashes and more instances of a vehicle passing the orange barricades. A recent nationwide survey of highway construction firms conducted by the Associated General Contractors of America shows two-thirds of the respondents reported at least one crash in the past year involving a moving vehicle in highway work zones where they operate. Those crashes pose a risk to construction workers. Indeed, 17% of the crashes resulted in injury to construction workers, and drivers or passengers were injured in 44% of the crashes.

The bottom line is that the most effective way to improve work zone safety is to get motorists to slow down and pay attention. Everyone is responsible for work zone safety. Drivers must be attentive and held accountable for their actions.

We believe the collaborative process required by HF 2098 will lead to safer working conditions in work zones for construction workers and the traveling public. Thank you to Representative Sencer-Mura for championing this effort and to the committee for considering this legislation. This pilot program will protect the women and men who work in the roadways and those that travel through them every day.

Sincerely,

A handwritten signature in black ink that reads "Laura Ziegler". The signature is written in a cursive, flowing style.

Laura Ziegler
Director of Highway/Heavy and Government Affairs



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Letter of Concern: HF 2098 Speed Cameras

Dear Chair Hornstein and Members of the Transportation Committee,

Speed cameras and red light cameras have become a growing trend across the country to improve traffic safety. These cameras detect someone in a car running a red light or going over the speed limit and take a picture of their license plate to issue a ticket to the driver of the vehicle. In other states, these cameras have become contentious, creating data privacy and surveillance issues, criminalizing poverty, and imposing onerous fines and fees.

The ACLU of Minnesota believes implementation of these cameras should be delayed until stronger measures have been put in place to protect Minnesotan's civil liberties.

While we recognize that good efforts have been made to improve the bill, we want to highlight some concerns:

- **Data usage/retention:**
 - Do police officers and law enforcement agencies have access to the traffic safety camera database? We would propose the author add language that prohibits police departments from accessing databases.
 - We would also suggest reducing the data retention period (the length of time photos are held in the system before being erased).
 - Further clarification is needed on how databases will be linked and used – who has authority over implementation?
 - Clarification is needed on when/how cameras will be turned on and off and the policy that dictates decisions.
- **Criminal investigations:**
 - Narrow criminal investigations using data from cameras to only speeding/red light traffic offenses. Prosecutors and other government officials should not be allowed to use data from cameras for anything other than speeding/red light traffic offenses.
- **Fines and Fees – towing, impounding, collection, and income tax:**
 - While ticket amounts are low, clarification is needed on downstream effects. Can those who don't pay tickets have cars towed and impounded? If so, this would

add to issues around criminalizing poverty, leading low income or housing insecure Minnesotans into more precarious situations.

- We suggest adding language that states fines or convictions do not allow for towing, impounding, booting or immobilizing vehicles. Also fines cannot be sent to collections and/or stripped from Minnesota income tax refunds.
- **Location of Cameras:**
 - Uniform placement of these cameras would be ideal. We have concerns of them being concentrated in low income and primarily Black and Brown neighborhoods.

We also caution members on seeing this as a silver bullet in terms of public safety. While less interactions with police are improvements when it comes to traffic enforcement, structural inequities must be tackled head-on. More cameras will not address the underlying issues of poor city planning or political and economic disparities between neighborhoods and could lead to instances of over-policing

The ACLU of Minnesota shares these concerns in good faith and is more than willing to work with Rep Sencer-Mura and other House members on this bill.

Thank you,

Munira Mohamed
Policy Associate
ACLU of MN



Minnesota County Engineers Association



1360 University Avenue West, Suite 131 • St. Paul, MN 55104

mncountyengineers.org

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AFFILIATED WITH



February 29, 2024

Rep. Frank Hornstein, Chair
House Transportation Finance and Policy Committee

Chair Hornstein and Members of the Committee:

On behalf of the Minnesota County Engineers Association (MCEA), we write in support of HF4168 (Rehm), which would require the Commissioner of Transportation to adopt revisions to the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) regarding the criteria for traffic and engineering studies and investigations for setting speed limits.

The safety of all roadway users is central to the mission of Minnesota's county engineers. MCEA has a long-standing platform position supporting the exclusive role of the Commissioner of Transportation in establishing speed zones on all roadways. We support the process established by Minnesota Statutes 169.14, Subd. 5 which ensures objective, uniform determination of speed limits by centralizing such authority with the Minnesota Commissioner of Transportation and oppose any statutory changes that result in a lack of consistency in how speed limits are determined across the State of Minnesota.

With the recent changes to the federal guidelines that pertain to traffic engineering studies and investigations for establishing or reevaluating speed limits within speed zones, MCEA supports the goals of HF4168 that would require Minnesota to adopt the new federal standards in Section 2B.21 now instead of waiting for the next full revision of the MnMUTCD, required within two years.

MCEA would like to thank Representative Rehm for authoring HF4168 and we appreciate the opportunity to share our support for the bill.

Sincerely,

Ryan Thilges, P.E.
Blue Earth County Engineer / Public Works Director
Secretary & Legislative Committee Co-Chair, MCEA



Minnesota County Engineers Association



1360 University Avenue West, Suite 131 • St. Paul, MN 55104

mncountyengineers.org

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AFFILIATED WITH

 Association of
Minnesota Counties

February 29, 2024

Rep. Frank Hornstein, Chair
House Transportation Finance and Policy Committee

Chair Hornstein and Members of the Committee:

On behalf of the Minnesota County Engineers Association (MCEA), we write in support of HF2098 (Sencer-Mura), a bill to authorize speed safety and red-light camera enforcement. Excessive speed on Minnesota roadways is a serious safety concern which has grown in recent years as law enforcement resources have been strained, and camera enforcement can help address this growing problem.

Accordingly, MCEA recently updated its platform to include support for the use of photo enforcement of speed limits and red-light violations at traffic signals, **provided that speed limits and signal timing plans are established using objective engineering strategies.**

Safety on our roadways is the number one priority for county engineers. MCEA believes the purpose of speed limits is to promote a safer environment for all roadway users by minimizing conflicts between vehicles and supporting uniform traffic speeds that are reflective of the roadway design, context, and operating speeds. Speed limits are most effective when they are reasonable, predictable, and respected by drivers.

Experience in other locations has shown that public support for camera enforcement is dependent on public confidence that the systems are being used for safety and not for generation of operator revenue. It is imperative that camera enforcement programs do not create incentives for system operators to seek to increase revenue by setting unreasonably low speed limits or unreasonably short yellow light timing.

To create a safer system for all road users, including cyclists and pedestrians, we need to increase the likelihood of penalties for dangerous driving behaviors. We want to thank Representative Sencer-Mura, Chair Hornstein, and members of the committee for recognizing the need for greater speed enforcement on our roads. Thank you for your consideration and support of HF2098.

Sincerely,

Ryan Thilges, P.E.
Blue Earth County Engineer / Public Works Director
Secretary & Legislative Committee Co-Chair, MCEA



HumanFIRST

Speed Cameras to Combat Deadly Speeding in Minnesota

Nichole L. Morris, Ph.D.
Research Associate Professor
Director, HumanFIRST Laboratory
Department of Mechanical Engineering

From 2013-2022, **nearly 4,000**
people lost their lives on
Minnesota roadways



Prior to 2020,
speeding tended to account for
~24% of fatal crashes in Minnesota



However, speeding behavior has significantly worsened since COVID





Speeding behaviors have significantly increased in Minnesota in recent years

- MN Fatalities involving speeding
 - 2019: 77
 - 2020: 112
 - **2021: 162**
 - **2022: 130**
- MN State Patrol citations for 100+ mph
 - 2019: 533
 - 2020: 1,080
 - **2021: 1,249**
 - **2022: 1,150**

Speed Cameras Will Save Lives

- Speed cameras reduce speed-related crashes
 - 20+ years of research have consistently found that speed cameras reduce crashes by ~20%-25%
- Speed cameras can reduce the resource demands of speed enforcement on Minnesota law enforcement

Speed cameras can be deployed in a way that Minnesotans support

- UMN has conducted multiple studies on various aspects of speed cameras
 - Surveyed Minnesotans overwhelmingly agree that speeding is a problem
 - *Morris, 2021*
 - Past UMN study found broad public support among Minnesotans for speed cameras in school zones and work zones
 - *Douma, Munnich, & Garry, 2014*
 - Those opposed to speed cameras have been found to shift to more favorable opinions when presented with the safety benefits of speed cameras
 - *Peterson, Douma, & Morris, 2017*
 - Driver distraction was found to *decrease* among drivers in simulated work zones monitored by speed cameras and “Your Speed” signs
 - *Morris, Cooper, Ton, Plummer, & Easterlund, 2016*

WHAT'S AT STAKE WITHOUT ACTION?

- Over next decade, Minnesota's fatal crash trends put us on track to lose 4,000 lives on our roadways
 - Projected economic losses conservatively estimated at **\$6.8 billion**
 - Emotional toll on Minnesota families is immeasurable
- Slowing unsafe speeding helps keep Minnesota families together



HumanFIRST

Thank you!

Nichole L. Morris, Ph.D.
nlmorris@umn.edu

Good afternoon members of the Committee. My name is Chris Weiland, I am the Chair of the Minnesota chapter of restore the fourth, a grassroots privacy and anti-mass surveillance organization.

We appreciate the work that Representative Sencer-Mura has done on this bill. Most of our members are technologists, developers and IT professionals who are inherently suspicious of government surveillance technologies. Despite that suspicion, we think this bill shows promise, and we hope we can work with Representative Sencer-Mura and other stakeholders on suggestions regarding how the data is collected, who has access to it, and how it is used that we think will improve the bill.

The biggest concern we wish to immediately flag to the committee is that the bill draft as we read it does not explicitly spell out penalties for government actors who violate the limitations that the bill sensibly places on the use of this technology. Nor does it spell out an explicit private right of action for members of the public affected by violations.

Explicit penalties and a private right of action will help deter bad actors and ensure the technology is deployed in a responsible way that protects the privacy and civil liberties of those impacted by it.

Chris Weiland

To the members of the House Transportation Committee,

I write to you in support of HF2098. Our roads today are not safe, in St Paul there were 214 pedestrian crashes and 7 fatalities in 2022. Improved street design can do a lot, and we should put a big priority in treatments like reducing lanes, chicanes, bumpouts, skinnier lanes, and increased tree cover to make drivers pay more attention to their surroundings. But that is not enough, we must use all the tools in our toolbox. Street treatments do nothing if a driver wants to run a red light. These result in some of the most dangerous and deadly crashes. As someone who serves on the Transportation Advisory Board for the Met Council, I see the millions of dollars that we invest in Safe Routes to School programs to provide better pedestrian infrastructure. But without enforcement, drivers can ignore the infrastructure that we add endangering the lives of our children.

More police enforcement is not the answer as enforcement often discriminates against BIPOC communities, and can lead to dangerous police interactions like the one that cost Philando Castile his life. In addition, many of our police departments are experiencing hiring shortages so there aren't enough officers to properly enforce traffic laws even if they were to do it equitably.

In Chicago, the number of speeding cars observed by cameras fell by an average of 43%. At some locations, the number of speeders dropped by as much as 99%. Fatal or serious injury crashes showed a decrease of 18% near speed cameras between 2012-13 and 2017-18 compared to the rest of the city. These cameras work.

While I am supportive of this legislation, I believe that the scope is too narrow. We should allow traffic cameras to be placed on our transit and school buses. Since these cameras move around, they can catch bad driving in more than one location. Cameras are limited in their impact, if their location is known, people can slow down where a camera is, and drive dangerously in other locations. Placing cameras on school buses allows enforcement of cars that pass a school bus when the stop sign arm is out, allowing kids to safely cross the street.

When they are on transit vehicles they can enforce bus lane compliance, and ticket those who park on bike lanes. Last year, the legislature provided significant investment towards public transit. Many of our new Bus Rapid Transit lines will come with bus lanes. These lanes are the best advertisement possible for public transit, as if you see a bus fly by you while you're stuck in traffic you will consider taking it in the future. But if cars feel empowered to use these lanes then they do not provide any benefit. In addition, Hennepin Ave will only have part time bus lanes when the E Line Arterial Bus Rapid Transit opens up. We need to make sure that people aren't parked in those lanes during rush hour when transit will be needing the speed the most. In New York bus lane cameras resulted in a 24% improvement in transit vehicle speed. Transit often takes twice as long as driving, we need all the speed advantages possible to allow transit to become competitive as possible

Finally, I appreciate that there is the possibility of a diversion program for the first ticket, and that the fines are capped at \$40. In New York, 80% of those ticketed once did not have a repeat

offense. The point of traffic cameras should not be revenue generation, but to change behavior. I believe that if we have cameras implemented to enforce red lights, transit lanes, school bus safety, bike lanes, and speed. That we will have safer roads and that this will save lives.

Thank you to Representatives Sencer-Mura, Elkins, and Long for crafting this bill, and I hope that you will consider an amendment to ensure that buses can have cameras on them.

Thank you again for reading my comment,

Tim Marino
Resident of District 67B