

# SPEED SAFETY CAMERA PILOT IN WORK AND SCHOOL ZONES (HF 4242 / SF 3996)

Traffic deaths are rising; speed safety cameras can help

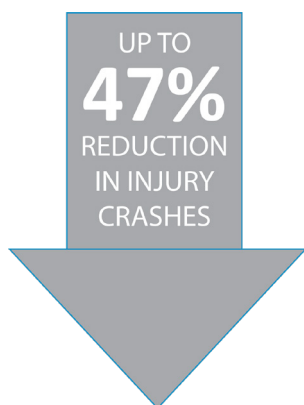
- Nearly 500 people died on Minnesota roadways in 2021—the highest level since 2007.
- Speeding was the leading factor in fatal crashes and has risen sharply in the last two years.
- Speed safety cameras are proven to improve safety. Federal Highway Administration research found that speed safety cameras can reduce injury crashes by up to 47% on busy arterial streets<sup>1</sup>.
- More than 100 communities in 18 states and Washington, D.C. have speed safety camera programs<sup>2</sup>. The technology is reliable and effective at changing behavior to improve 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 zones<sup>3</sup>.

<sup>1</sup> [Speed Safety Cameras](#). U.S. Department of Transportation, Federal Highway Administration. January 2022.

<sup>2</sup> [Automated Enforcement Laws](#). Insurance Institute of Highway Safety. January 2022.

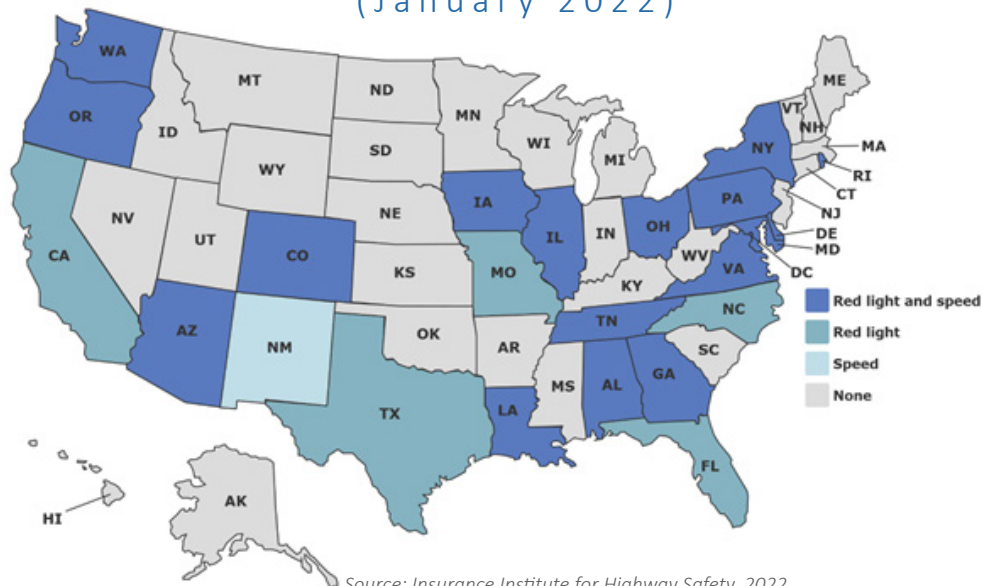
<sup>3</sup> Survey found 83% of Minnesotans were “very supportive” or “supportive” of speed cameras in work zones and 81% were “very supportive” or “supportive” of speed cameras in school zones. [Identifying Issues Related to Deployment of Automated Speed Enforcement](#). University of Minnesota Center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

## Speed Safety Cameras



Source: FHWA

## States with traffic safety camera programs (January 2022)



Source: Insurance Institute for Highway Safety, 2022.

## (HF 4242 / SF 3996) provides a 4-year pilot program with protections for fairness and privacy

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- Directs a MnDOT/DPS-led work zone speed safety camera pilot.
- Allows local jurisdictions to implement speed safety camera pilots at high-crash locations near schools.
- Requires independent evaluation of the pilot program and reports to the legislature.
- Regulates speed safety cameras, including:

### Fairness

- Tickets can only be given for drivers going 10+ mph over the speed limit.
- Citations are set at \$40 (with no additional fees)—enough to successfully reduce unsafe speeding, but not so high to be overly punitive.
- Violations do not go on the individual’s driving record and cannot be grounds to revoke or suspend a driver’s license.
- People who receive a speed 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.
- Each program must start with a 1-month period of warning tickets before citations are given and managing agencies must do a public information campaign before launch.
- Vehicle owners can challenge citations and are not liable if their vehicle was stolen or ownership transferred before the violation.
- Only trained public speed 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 violation.
- 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.