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MINNESOTA TRAFFIC SAFETY CAMERA (TSC) SYSTEM STANDARDS

Introduction

Managing high-risk driving behaviors is a key component of MnDOT's commitment to the Safe System Approach to eliminate fatal and serious injuries for all roadway users. Traffic safety cameras (TSC) systems[1] are part of a comprehensive enforcement strategy to address risky behaviors such as excessive speeding and red-light infractions. These devices, also called photo radar or automated traffic enforcement, automatically detect vehicles that exceed the threshold speed limit[2] or commit a traffic control signal violation. Agencies across the country have successfully implemented TSC programs to address dangerous driving behaviors. Per the Federal Highway Administration (FHWA), traffic safety cameras have proven to be a successful safety countermeasure by reducing roadway fatalities by 20 to 37 percent.[3]

In 2024, HF 5247 was passed by the Minnesota State Legislature and signed into law, providing MnDOT and select local agencies the authority to implement a four-year pilot program to evaluate the enforcement of traffic laws through the use of TSC systems. As part of the pilot program, the cities of Minneapolis and Mendota Heights were granted the authority to implement speed safety camera and red light camera systems and to issue citations with associated fines to the owner or lessee of a motor vehicle that was recorded violating existing traffic laws. In addition, MnDOT was mandated to conduct a warning-only speed camera pilot in Trunk Highway work zones.

The authorized pilot programs vary in size, camera system type, and citation type, allowing for thorough evaluation of their effectiveness in improving road safety in an equitable manner. The pilot programs will inform recommendations for future program consideration in the event of broader, statewide adoption.

Purpose

Under HF 5247, Section 52, Subd. 4, MnDOT, in coordination with DPS and in consultation with agency stakeholders, was required to develop a system standards document for the TSC pilot programs. The document satisfies the legislative requirements by establishing system standards for program operations that ensure pilot programs align with national best practices, support data-driven decision making, and promote transparent implementation that prioritizes human safety in both program development and operations. The standards

[1] HF 5247 defines Traffic safety camera systems as a "red light camera system, a speed safety camera system, or both in combination."

[2] 10 miles per hour or more above the posted speed limit.

[3] Speed Safety Camera Program Planning and Operations Guide (FHWA, 2023)

established in this document were developed based on extensive review of existing programs around the country, interviews with existing program operators around the county, and coordination with local stakeholders to understand Minnesota-specific challenges and considerations.

HF 5247 outlines, in detail, the legislative requirements for the TSC pilot programs. This document expands on certain sections of the legislative requirements by providing additional context, and as necessary, system standard requirements to meet TSC program best practices. It does not provide a comprehensive summary of the TSC pilot program requirements under HF 5247 and should be seen as a supplement to be reviewed in conjunction with full legislative review.

The standards outlined in this document allow for flexibility of methodology during the pilot phase but require thorough documentation of TSC program implementation. This approach will facilitate an extensive assessment of various methods for TSC programs, enhance transparency, and provide data to support the pilot program evaluation and future recommendations to the legislature on the continued use of TSCs.

Requirements vs. Recommendations

The types of citations issued may be warning-only or fee-based civil citations based on individual pilot programs and legislative authorization. Under this document, only fee-based (civil citation) programs are required to meet system standards. Warning-only programs may interpret any system standard requirements as recommendations, since there are no associated fees or penalties and the programs are not eligible for citation appeal through the judicial system.

Disclaimer

All legislation summarized or quoted in this document is current as of the date of this report. Any changes to legislation supersede this document. It is the responsibility of the agency to remain up to date on current legislation.

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Recording and Data Requirements

Minnesota Statutes, section 169.147, subdivisions 14-16 outlines the data practices and general requirements for TSC systems. The statute specifies that all data collected by these systems are private or nonpublic unless deemed public or criminal investigative data under certain sections. Agreements with private entities must adhere to specific data practices, and the data collected can only be used for camera-based traffic enforcement under the pilot program.

The legislation also details the types of data that can be collected, the limitations on recording personally identifiable information, and the destruction requirements for the data collected. Subdivisions 14 through 16 outlining data practices are provided in Appendix B.

In addition to adhering to data practice requirements under HF 5247, TSC programs:

Are required to:

- Obtain and review detailed Information Security Policies from vendors before implementing TSC programs.

Are recommended to:

- Adopt written privacy policies regarding privacy, security, collection, and destruction of personally identifiable information and other data gathered from TSC systems.

Monitoring Site Signage

Conspicuous signage is required under current legislation and is crucial for promoting safe driver behaviors as part of a successful TSC program. Under Minnesota Statutes, section 169.147, subdivision 5, TSC systems include conspicuous signage located prior to the motorist's arrival at each monitoring site.

The signage must:

- Notify motor vehicle operators of the use of a TSC system to detect violations; and
- If a speed safety camera is in use, identify the speed limit.

169.147, Subd. 5 site signage requirements are provided in Appendix B.

In addition to adhering to monitoring site signage requirements under HF 5247, TSC programs:

Are required to:

- Follow signing specifications outlined in the Minnesota Manual of Uniform Traffic Control Devices (MN MUTCD).
- Only install signs when cameras are active (i.e., actively issuing warnings or citations).
    - Remove signage within 72 hours if TSCs become inoperable or are no longer actively enforcing traffic laws.
- Develop, and keep on file, a roadway plan or an aerial image showing the location for the TSC, regulatory signage, traffic controls, and TSC signage.

- Be aware of upcoming changes proposed to the MUTCD by the National Committee on Uniform Traffic Control Devices (NCUTCD).
    - The changes upgrade the support language to explain the application of traffic control devices and focus on the prominent posting objective. It emphasizes that this traffic control device is a warning and is supplementary to regulatory signs. The proposal uses sign and plaque combinations as the consistent application and addresses the portable applications and multiple regulations being enforced from a single camera. It improves symbol recognition by combining boundary signs with words explaining the symbol for situations where the symbol would replace the word message. The full NCUTCD Proposal for Change to the MUTCD is provided in Appendix C.

Are recommended to:

- Notify operators of navigation applications to increase awareness of TSC system enforcement.
    - A municipality or agency may provide notification of TSC system locations to persons, firms, or corporations that operate a mobile application that is used for navigation purposes or to provide real-time information on motor vehicle traffic. Such notification may include appropriate detail as to the nature and hours of operation of the enforcement device, and how the municipality or agency will support such location-based applications through baseline mapping platforms.

May also consider:

- Installing signs at jurisdictional boundaries in accordance with MUTCD guidance.
- Using speed feedback signs, in accordance with the MUTCD guidance, to increase public awareness and compliance.

Traffic Camera System Placement

A data driven approach to TSC system placement is important for effective, equitable, and transparent program operations. Minnesota Statutes, section 169.147, subdivisions 6 and 7 contain general placement requirements and requirements specific to red light cameras as part of the pilot program. Below is a summary of the pilot program parameters.

General Placement Requirements

Minnesota Statutes, section 169.147, subdivision 6 outlines the placement requirements for TSC systems. Based on the legislation, the following restrictions apply to general camera placement:

Minnesota Statutes, section 169.147, subdivision 6: Placement requirements.

(a) A local authority with fewer than 10,000 residents may place no more than one traffic safety camera system, whether the camera system is activated or inactive. A local authority with at least 10,000 residents may place no more than one traffic safety camera system per 10,000 residents, whether the camera system is activated or inactive. An implementing authority may move the location of a traffic safety camera system if the placement requirements under this subdivision are met.

(b) An implementing authority may only place a traffic safety camera system in conformance with the results of a camera system impact study. At a minimum, the study must:

(1) include evaluation of crash rates and severity, vehicle speed, equity, and traffic safety treatment alternatives;

(2) identify traffic safety camera system locations; and

(3) explain how the locations comply with the placement requirements under paragraph (d).

(c) An implementing authority may only place a traffic safety camera system:

(1) in a trunk highway work zone; or

(2) at a location that:

(i) is within 2,000 feet of (A) a public or nonpublic school, (B) a school zone established under section 169.14, subdivision 5a, or (C) a public or private postsecondary institution;

and

(ii) has an identified traffic safety concern, as indicated by crash or law enforcement data, safety plans, or other documentation.

(d) An implementing authority that places more than one traffic safety camera system must ensure that the cameras are placed in geographically distinct areas and in multiple communities with differing socioeconomic conditions.

(e) An implementing authority may place a traffic safety camera system on a street or highway that is not under its jurisdiction only upon approval by the road authority that has jurisdiction.

In addition to adhering to general placement requirements under HF 5247, TSC programs:

Are required to:

- Document the methodology used to identify candidate locations. The TSC program is required to provide details on how traffic safety concerns are defined, how equity is evaluated, and the method used to place cameras in geographically distinct areas and communities with differing socioeconomic conditions. For programs with only one operational camera where review of "geographically distinct areas" is not applicable, describe how socioeconomic conditions were reviewed and how disproportionate impacts to low-income communities were considered in the placement of the TSC system.

Are recommended to:

- Document the history of traffic crashes caused by speeding or failing to obey a traffic control sign or signal at the location, including the history of traffic crashes that resulted in a person's death or serious injury at the location.
- Document the average daily traffic (ADT) and Vulnerable Road Users volumes at the location.
- Not place cameras on freeway ramps.

- Document any changes to camera system impact study methodology during the pilot program and the date changes were made.
- Document site feasibility study criteria such as sight distance, geometrics, and utility needs that are evaluated as part of the site selection process to identify sites that are not deemed safe or feasible for TSC placement.
- Document sites that met the above criteria, but were not chosen due to other site constraints, and what those constraints were.

May also consider:

- Performing an equity analysis to consider who is impacted by fines and who benefits from the chosen location for a speed camera.
- Using Origin-Destination analysis to evaluate equity for corridor users and adjacent neighborhoods.

Requirements Specific to Red Light Cameras

Minnesota Statutes, section 169.147, subdivision 7 outlines requirements specific to red light cameras.

Minnesota Statutes, section 169.147, subdivision 7: Traffic-control devices.

An implementing authority must not adjust the change interval for the steady yellow indication in a traffic-control signal:

(1) for one month prior to beginning to operate a red light camera

(2) during the period that the red light camera system is operated

(b) meet or exceed the standards and guidance specified in the Manual on Uniform Traffic Control Devices

(c) If any changes are made, a red light camera system must be to meet the requirements under paragraph (a).

In addition to adhering to red light camera placement requirements under HF 5247, TSC programs:

Are recommended to:

- Optimize traffic signal change intervals (e.g., yellow/red/pedestrian clearance timings) for a red light camera system at a traffic control signal in accordance with the Institute of Transportation Engineers (ITE) Traffic Signal Maintenance Handbook and, in the case of MnDOT-owned signals, the Minnesota Traffic Signal Timing and Coordination Manual.
- Exclude traffic control signals that were upgraded within the last 12 months or are scheduled to be upgraded within the next 12 months. These locations may not be good candidates for red light cameras since the crash history associated with the location may not reflect current conditions.

Installation, Calibration, and Maintenance Requirements

Properly installed and calibrated TSC systems are critical for a safe, effective, and legally defensible program. This section expands on the requirements for installation and calibration of TSC systems to ensure accurate violation captures and provide sufficient quality control and quality assurance.

Installation

HF 5247 provides little detail on site-specific installation requirements beyond those pertaining to the selection of locations. Many laws, beyond those specifically addressing TSC systems, must be adhered to during the installation of TSC systems. In addition, the safety best practices outlined below must be followed to ensure safe and accessible placement of TSC systems.

In addition to adhering to installation requirements under HF 5247, TSC programs:

Are required to:

- Comply with requirements in the Americans with Disabilities Act (ADA) and not place signs and equipment is a manner that restricts accessible movement through a site.
- Be installed in a manner that does not pose a hazard to the camera operator or traveling public. Based on the site, this may include lane closure permits and temporary traffic control to ensure safety during installation.
- Ensure that TSC equipment meets the requirements of state law. All materials, such as concrete for foundations, poles, pull boxes, conduit, cable, cabinets, etc., shall conform to state and local standards, specifications, and all other applicable codes as required by the authority having jurisdiction over the roadway.
- For TSC system placement on state-maintained roads, all equipment placed within the clear zone shall be:
    - Placed behind barrier, and/or
    - Breakaway/MASH-compliant
- Receive written approval if placed on a roadway outside of the implementing authority's jurisdiction.

Are recommended to:

- Secure portable TSC systems to prevent unauthorized relocation or vandalism of the device.
- Ensure equipment placed within the clear zone is breakaway or protected according to the MUTCD and other relevant MnDOT or local road authority standards.
- Provide appropriate shielding (e.g., behind barrier, guardrails, cones, drums, etc.)

Calibration, Inspection, and Maintenance

Accurate speed and red light enforcement measurements depend on the proper setup of equipment as well as quality assurance and quality control protocols to ensure accuracy and promote transparency. Under HF 5247, Sec. 49, the Minnesota Statutes 2022, section 169.14, subdivision 10 was amended to include speed safety camera systems as admissible evidence, subject to proper operation and testing. The legislative changes and language are provided in Appendix B.

In addition to adhering to calibration and records of tests requirements under HF 5247, TSC programs:

Are required to:

- On a daily basis, successfully perform the manufacturer-specified self-test of each TSC system prior to producing a recorded image, as well as keep a log of self-test date, time, and results. For systems with constant monitoring and notification processes, this step in not a requirement if the manufacturers specifications are followed, but randomized self-tests are recommended.
- Upon initial installation, and once every 365 days, have a calibration performed by an independent calibration laboratory. A certificate of calibration, issued by the independent calibration laboratory, will be kept on file.
- Conduct random field speed verification to ensure the units are accurately detecting speeds and that signs and equipment are properly installed.
- Keep maintenance and calibration logs for all calibrations, repairs, modification, and changes to the TSC system as evidence of system accuracy and integrity.
- Remove signage within 72 hours if a camera becomes inoperable or is no longer actively enforcing traffic laws.

Training and Qualifications

For speed-measuring devices, Minnesota Statutes, section 169.14, subdivision 10 requires that "(1) the officer or traffic enforcement agent under section 169.147 operating the device has sufficient training to properly operate the equipment." In most programs across the county, vendors and manufacturers are accustomed to providing agencies training on the proper use of equipment as needed, based on contract requirements.

In addition to adhering to training and qualification requirements under HF 5247, TSC programs:

Are required to:

- Provide initial on-site vendor training for field staff and in-person or virtual training for office administrative staff, with vendor-provided support materials, until the traffic enforcement agent and support staff become proficient with all equipment and duties. Include training for all agency staff involved in the installation, inspection, and review and processing of citations. Once initial vendor training is completed, peer-to-peer review may satisfy training requirements.
- Complete supplementary on-site or virtual vendor training if equipment and/or software undergo significant changes.
- Work with vendors to establish, in detail, the elements that currently constitute evidence of traffic violation and establish standards for violation detection.
    - In particular, red light camera detection standards, weather, and lighting conditions under which citations cannot be issued, and any other information necessary for vendor and traffic enforcement agents to review and approve traffic violations.
- Keep a log of staff training completed and support materials.

Are recommended to:

- Review and provide comments on training materials provided by the system vendor.
- Provide training to customer service representatives, either vendor or agency staff, on how to manage citizen inquires or complaints.

Reporting Requirements

The intent of the TSC pilot program is to provide an evaluation of the programs from a safety and efficacy perspective to understand lessons learned and provide recommendations to the legislature for potential long-term adoption of the technology throughout the state. HF 5247 mandates an independent evaluation to be completed by December 31, 2028. To aid in providing sufficient records, this section outlines requirements for system placement notification and yearly data reporting.

Upon installation or removal of camera systems, TSC programs:

Are required to:

- Notify MnDOT and DPS of camera location, type, and date of change.
- Provide a link to a map of active camera locations on the agency's website.

In addition to the final program evaluation requirements due by December 31, 2028, under HF 5247, Subd. 3, TSC programs are required to provide yearly statistics to MnDOT's State Traffic Safety Engineer. For the first year of the program, the information should be provided within 18 months of the first date of camera activation, then every 12 months thereafter. The information will include, at a minimum:

For all camera types, provide the following data by day:

- Type of TSC system used
- Average daily traffic volumes
- Total number of warnings issued
- Total number of citations issued
- Total number of unique vehicles whose owner received a warning or one or more citations
- Total number of vehicle owners with five or more citations
- Number of contested violations
- Location of each monitoring site
- Activation start and stop dates of the TSC system at each monitoring site
- Number of citations issued by monitoring site
- Number of times and length of time the system was inoperable due to weather, maintenance, or repairs.

For speed safety cameras, provide the following data, by day, for the periods before (at least 7 days before sign placement), during, and after (at least 7 days after sign removal, if applicable) speed safety camera enforcement:

- Daily mean speeds
- 50th percentile speed
- 85th percentile speed
- 95th percentile speed
- Number of threshold violators
- Number of threshold violators at 20 mph or more above the posted speed limit

It is recommended that TSC programs publish a yearly report summarizing the information included above, in addition to:

- Crash statistics
- Number of leased or rented motor vehicles, out-of-state motor vehicles, or other vehicles, including trucks, where enforcement efforts were unsuccessful
- Amount of revenue from the fines and associated fees retained by the municipality, including the percentage of fines collected from residents and the percentage of fines collected from non-residents
- Number of motor vehicles that were subject to one citation, two citations, three citations, or four or more citations
- In the case of red light cameras, number of citations at each location issued to motor vehicles making a right turn, to motor vehicles proceeding through the intersection, and to motor vehicles making a left turn
- Number of flagged violations dismissed after review by vendor or agency representative, and reason for removal, such as weather or other interference

Additional Information

In addition to the information provided in this document, the legislation mandates additional requirements for the TSC pilot programs. Sections not covered in this document include, but are not limited to, public engagement and notice for camera system placement, enforcement and citations, revenue distribution, and program evaluation. It is the responsibility of the agency to review the legislation in full and remain up to date on current legislation in the event of changes.

APPENDIX A: Definitions

Definitions provided in HF 5247

Minnesota Statutes 2022, section 169.011, subdivision 62b.

Red light camera system. "Red light camera system" means an electronic system of one or more cameras or other motor vehicle sensors that is specifically designed to automatically produce recorded images of a motor vehicle operated in violation of a traffic-control signal, including related information technology for recorded image storage, retrieval, and transmission.

Minnesota Statutes 2022, section 169.011, subdivision 77a.

Speed safety camera system. "Speed safety camera system" means an electronic system of one or more cameras or other motor vehicle sensors that is specifically designed to automatically produce recorded images of a motor vehicle operated in violation of the speed limit, including related information technology for recorded image storage, retrieval, and transmission.

Minnesota Statutes 2022, section 169.001, subdivision 85a.

Traffic safety camera system. "Traffic safety camera system" means a red light camera system, a speed safety camera system, or both in combination.

Minnesota Statutes 2022, section 169.147, subdivision 1

Definitions. (a) For purposes of this section, the following terms have the meanings given.

(b) "Camera-based traffic enforcement" means enforcement of traffic control through the use of a red light camera system, speed limits through the use of a speed safety camera system, or both.

(c) "Commissioner" means the commissioner of transportation.

(d) "Commissioners" means the commissioner of transportation as the lead in coordination with the commissioner of public safety.

(e) "Implementing authority" means either:

(1) the commissioners with respect to trunk highways for the work zone pilot program provided under subdivision 17; or

(2) a local authority specified in paragraph (f) that implements the traffic safety camera system pilot program.

(f) "Local authority" means either the city of Minneapolis or the city of Mendota Heights, which are authorized to conduct the pilot program.

(g) "Monitoring site" means a location at which a traffic safety camera system is placed and operated under this section.

(h) "Pilot program" means the traffic safety camera pilot program established in this section.

(i) "Traffic enforcement agent" means a licensed peace officer or an employee of a local authority who is designated as provided in this section.

Appendix B: HF 5247 related to Traffic Safety Cameras

Recording and Data Requirements

Minnesota Statutes 2024, section 169.147, subdivision 12

Third-party agreements. (a) An implementing authority may enter into agreements with a private entity for operations, services, or equipment under this section. Payment under a contract with a private entity must not be based on the number of violations, citations issued, or other similar means.
(b) An implementing authority that enters into a third-party agreement under this subdivision must perform a data practices audit of the private entity to confirm compliance with the requirements under subdivisions 14 to 16 and chapter 13. An audit must be undertaken at least every other year.

Minnesota Statutes 2024, section 169.147, subdivision 14

Data practices; general requirements.

(a) All data collected by a traffic safety camera system are private data on individuals as defined in section 13.02, subdivision 12, or nonpublic data as defined in section 13.02, subdivision 9, unless the data are public under section 13.82, subdivision 2, 3, or 6, or are criminal investigative data under section 13.82, subdivision 7.

(b) An agreement with a private entity and an implementing authority pursuant to subdivision 12 is subject to section 13.05, subdivisions 6 and 11.

(c) A private entity must use the data gathered under this section only for purposes of camera-based traffic enforcement under the pilot program and must not share or disseminate the data with an entity other than the appropriate implementing authority, except pursuant to a court order. Nothing in this subdivision prevents a private entity from sharing or disseminating summary data, as defined in section 13.02, subdivision 19.

(d) Traffic safety camera system data are not subject to subpoena, discovery, or admission into evidence in any prosecution, civil action, or administrative process that is not taken pursuant to section 169.06, subdivision 10, or 169.14, subdivision 13.

Minnesota Statutes 2024, section 169.147, subdivision 15

Data practices; traffic safety camera system.

A traffic safety camera system:

(1) is limited to collection of the following data:

(i) recorded video or images of the rear license plate of a motor vehicle;

(ii) recorded video or images of motor vehicles and areas surrounding the vehicles to the extent necessary to (A) identify a violation of a traffic-control device, or (B) calculate vehicle speeds;

(iii) date, time, and vehicle location that correlates to the data collected under item (i) or (ii); and

(iv) general traffic data:

(A) collected specifically for purposes of pilot program analysis and evaluation;

(B) that does not include recorded video or images;

(C) in which individuals or unique vehicles are not identified; and

(D) from which an individual or unique vehicle is not ascertainable;

(2) must not record in a manner that makes any individual personally identifiable, including but not limited to the motor vehicle operator or occupants; and

(3) may only record or retain the data specified in clause (1), items (i) to (iii) if the traffic safety camera system identifies an appropriate potential violation for review by a traffic enforcement agent.

Minnesota Statutes 2024, section 169.147, subdivision 16

Data practices; destruction of data.

(a) Notwithstanding section 138.17, and except as otherwise provided in this subdivision, data collected by a traffic safety camera system must be destroyed within 30 days of the date of collection unless the data are criminal investigative data under section 13.82, subdivision 7, related to a violation of a traffic-control signal or a speed limit.

(b) Upon written request to a law enforcement agency from an individual who is the subject of a pending criminal charge or complaint, along with the case or complaint number and a statement that the data may be used as exculpatory evidence, data otherwise subject to destruction under paragraph (a) must be preserved by the law enforcement agency until the charge or complaint is resolved or dismissed.

(c) Upon written request from a program participant under chapter 5B, data collected by a traffic safety camera system related to the program participant must be destroyed at the time of collection or upon receipt of the request, whichever occurs later, unless the data are active criminal investigative data. The existence of a request submitted under this paragraph is private data on individuals as defined in section 13.02, subdivision 12.

(d) Notwithstanding section 138.17, data collected by a traffic safety camera system must be destroyed within three years of the resolution of a citation issued pursuant to this section.

(e) The destruction requirements under this subdivision do not apply to: (1) general traffic data as provided under subdivision 15, clause (1), item (iv); and (2) data that identifies the number of warnings or citations issued to an individual under this section.

Monitoring Site Signage

Minnesota Statutes 2024, section 169.147, subdivision 5

Public engagement and notice.

(a) The commissioner and each implementing authority must maintain information on their respective websites that, at a minimum:

(1) summarizes implementation of traffic safety camera systems under the pilot program;

(2) provides each camera system impact study performed by the implementing authority under subdivision 6, paragraph (b);

(3) provides information and procedures for a person to contest a citation under the pilot program; and

(4) identifies the enforcement locations under the pilot program.

(b) An implementing authority must:

(1) implement a general public engagement and information campaign prior to commencing camera-based speed enforcement under the pilot program;

(2) perform public engagement as part of conducting a camera system impact study under subdivision 6, paragraph (b); and

(3) place conspicuous signage prior to the motorist's arrival at each monitoring site, which must:

(i) notify motor vehicle operators of the use of a traffic safety camera system to detect violations; and
(ii) if a speed safety camera is in use, identify the speed limit.

(c) Public engagement under paragraph (b) must include but is not limited to:

(1) outreach to populations that are traditionally underrepresented in public policy or planning processes;

(2) consolidation and analysis of public feedback; and

(3) creation of an engagement summary that identifies public feedback and the resulting impacts on implementation of camera-based traffic enforcement.

Traffic Camera System Placement

Minnesota Statutes 2024, section 169.147, subdivision 6

Placement requirements.

(a) A local authority with fewer than 10,000 residents may place no more than one traffic safety camera system, whether the camera system is activated or inactive. A local authority with at least 10,000 residents may place no more than one traffic safety camera system per 10,000 residents, whether the

camera system is activated or inactive. An implementing authority may move the location of a traffic safety camera system if the placement requirements under this subdivision are met.

(b) An implementing authority may only place a traffic safety camera system in conformance with the results of a camera system impact study. At a minimum, the study must:

(1) include evaluation of crash rates and severity, vehicle speed, equity, and traffic safety treatment alternatives;

(2) identify traffic safety camera system locations; and

(3) explain how the locations comply with the placement requirements under paragraph (d).

(c) An implementing authority may only place a traffic safety camera system:

(1) in a trunk highway work zone; or

(2) at a location that:

(i) is within 2,000 feet of (A) a public or nonpublic school, (B) a school zone established under section 169.14, subdivision 5a, or (C) a public or private postsecondary institution;

and

(ii) has an identified traffic safety concern, as indicated by crash or law enforcement data, safety plans, or other documentation.

(d) An implementing authority that places more than one traffic safety camera system must ensure that the cameras are placed in geographically distinct areas and in multiple communities with differing socioeconomic conditions.

(e) An implementing authority may place a traffic safety camera system on a street or highway that is not under its jurisdiction only upon approval by the road authority that has jurisdiction.

Minnesota Statutes 2024, section 169.147, subdivision 7

Traffic-control devices.

(a) An implementing authority must not adjust the change interval for the steady yellow indication in a traffic-control signal:

(1) for one month prior to beginning to operate a red light camera

(2) during the period that the red light camera system is operated

(b) meet or exceed the standards and guidance specified in the Manual on Uniform Traffic Control Devices

(c) If any changes are made, a red light camera system must be to meet the requirements under paragraph (a).

Installation and Calibration Requirements

Minnesota Statutes 2022, section 169.14, subdivision 10, is amended to read:

Radar; speed-measuring device; standards of evidence. (a) In any prosecution in which the rate of speed of a motor vehicle is relevant, evidence of the speed as indicated on radar or other speed-measuring device, including but not limited to a speed safety camera system, is admissible in evidence, subject to the following conditions:

(1) the officer or traffic enforcement agent under section 169.147 operating the device has sufficient training to properly operate the equipment;

(2) the officer or traffic enforcement agent testifies as to the manner in which the device was set up and operated;

(3) the device was operated with minimal distortion or interference from outside sources; and

(4) the device was tested by an accurate and reliable external mechanism, method, or system at the time it was set up.

(b) Records of tests made of such devices and kept in the regular course of operations of any law enforcement agency are admissible in evidence without further foundation as to the results of the tests. The records shall be available to a defendant upon demand. Nothing in this subdivision shall be construed to preclude or interfere with cross examination or impeachment of evidence of the rate of speed as indicated on the radar or speed-measuring device.

(c) Evidence from a speed safety camera system may be used solely for a citation or prosecution for a violation under subdivision 13.

Training and Qualifications

Minnesota Statutes 2024, section 169.147, subdivision 8

Traffic enforcement agents.

(a) To meet the requirement established in subdivision 2, paragraph (e), the city of Minneapolis must designate one or more permanent employees of the authority, who is not a licensed peace officer, as a traffic enforcement agent. An employee of a private entity may not be designated as a traffic enforcement agent. A traffic enforcement agent who is not a licensed peace officer has the authority to issue citations under this section only while engaged in job duties and otherwise has none of the other powers and privileges reserved to peace officers.

(b) The city of Mendota Heights must designate a sworn peace officer as a traffic enforcement agent.

(c) An implementing authority must ensure that a traffic enforcement agent is properly trained in the use of equipment and the requirements governing traffic safety camera implementation.

Reporting requirements

Minnesota Statutes 2024, section 169.147, subdivision 3

Independent evaluation; implementing authorities.

(a) An implementing authority under the pilot program must follow the evaluation methodology established under subdivision 2.

(b) An implementing authority under the pilot program must provide information for the evaluation under subdivision 2 as requested and include the following:

(1) the total number of warnings issued;

(2) the total number of citations issued;

(3) the number of people who opted for diversion under Minnesota Statutes, sections 169.06, subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph (b);

(4) gross and net revenue received;

(5) expenditures incurred;

(6) a description of how the net revenue generated by the program was used;

(7) total amount of any payments made to a contractor;

(8) the number of employees involved in the pilot program;

(9) the type of traffic safety camera system used;

(10) the location of each monitoring site;

(11) the activation start and stop dates of the traffic safety camera system at each monitoring site;

(12) the number of citations issued, with a breakout by monitoring site;

(13) the number of instances in which a traffic enforcement agent reviewed recorded video or images for a potential violation but did not issue a resulting citation; and

(14) details on traffic safety camera system inspection and maintenance activities.

Appendix C: NCUTCD Proposal for Change