



Minneapolis traffic safety camera pilot

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Technical Advisory Board



Part of comprehensive approach to traffic safety

- Minneapolis has a Vision Zero goal of 0 traffic deaths and serious injuries
- Traffic safety cameras are one of many traffic safety priorities
- Other notable strategies include:
 - Proactive safety treatments on High Injury Streets
 - Installing safety treatments in all new street projects
 - Using street designs to address dangerous speeding



April 2023

54 lives lost to speeding/red light running in Minneapolis in the last 4 years

In 2022 - 2025:

- 52 people were killed in crashes involving clear speeding
- 23 people were killed in crashes involving red light running
- 21 killed in crashes that involved **both speeding and red light running**

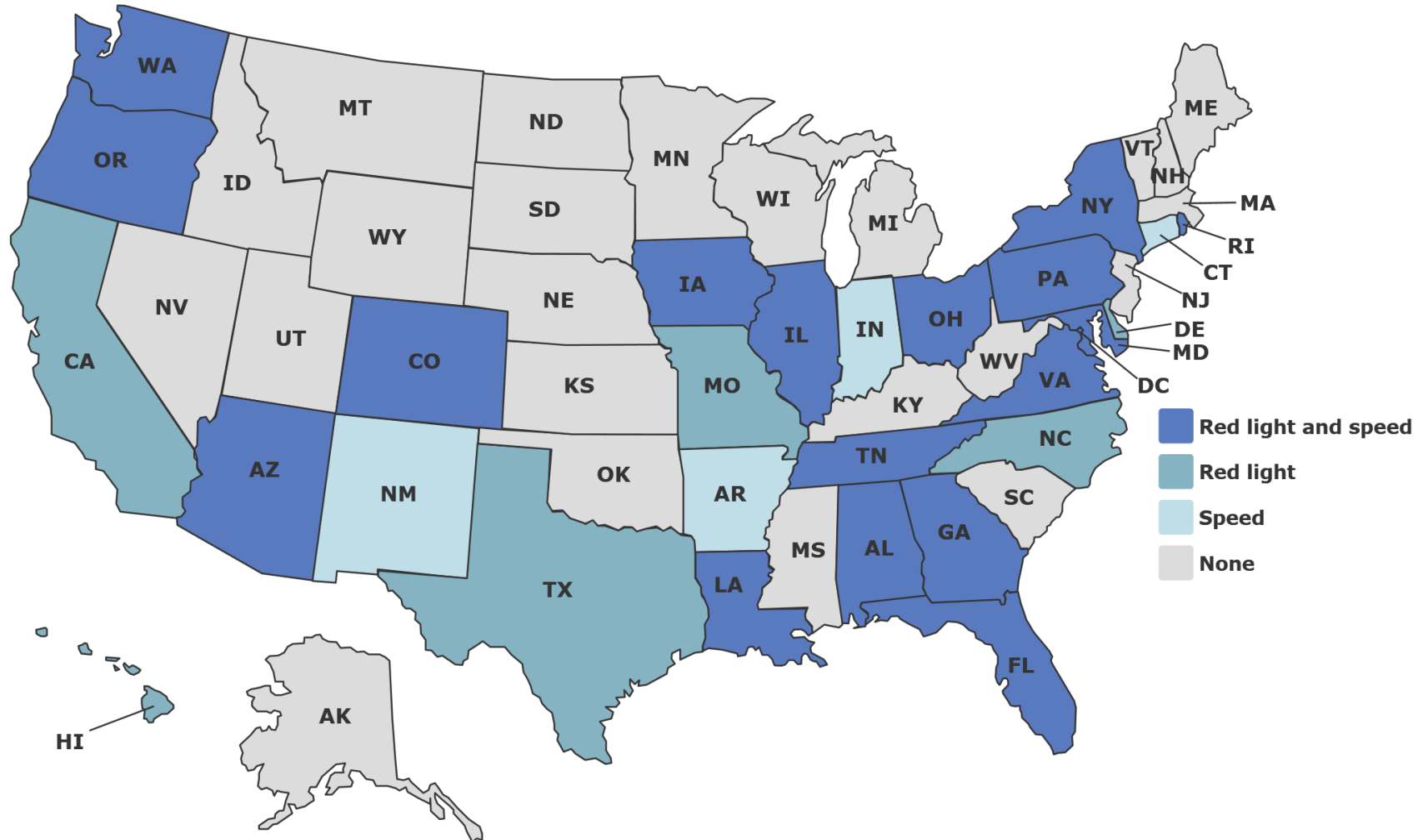
Traffic safety camera intro

- Provide automated enforcement of traffic laws
 - State law allows pilot for speeding and red light running
- 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



States with traffic safety camera programs

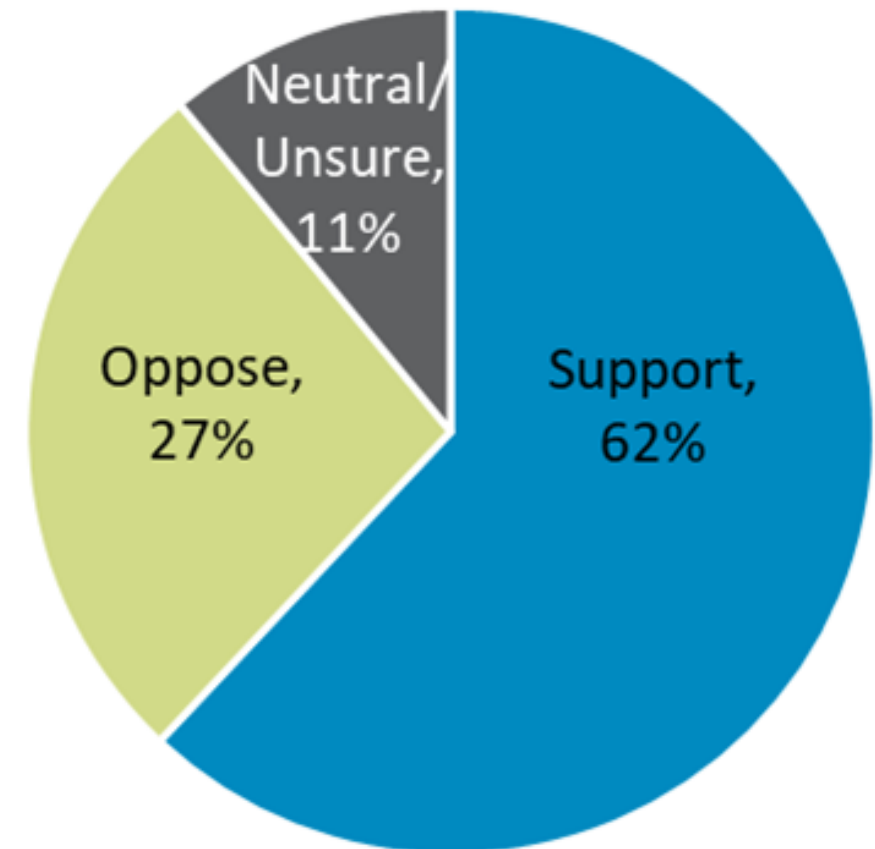
(As of February 2024—MN and CA now have speed cameras)



Source: Insurance Institute for Highway Safety. 2024.

- Have heard more support than opposition in all traffic safety camera engagement since 2019
- Feedback to date helped shape approach for the State law – worked to address concerns
- Feedback in 2025 helped inform camera locations

Combined results from 4,500+ responses



Traffic safety camera pilot law adopted in 2024

- Authorizes a 4-year pilot for Minneapolis and Mendota Heights for speeding and red light running
- Requires independent evaluation
- Regulates traffic safety cameras to protect for fairness, equity, privacy, including:
 - Limiting fines/fees/penalties
 - Can contest citations & owner not liable if not driving
 - Restricting use of cameras to only enforcing speeding and red light running & data privacy protections

Minneapolis traffic safety camera timeline

- **2019:** Initial analysis, community engagement, and planning
 - Actions in Vision Zero Action Plan
- **2020-2021:** Detailed analysis & initial partner engagement to inform state law development
- **2022-2024:** Seeking/receiving state legislative authority
- **2024-2025:** Detailed pilot development
 - Pilot framework and goals
 - Engagement & analysis on camera locations
 - RFP for camera contract
 - Selected NovoaGlobal
 - Signage, poles, and power for cameras
 - Staffing and training
 - Citation processing/courts integration
 - Communications
 - Launched Oct. 1, 2025
- **2025-2029:** 4-year pilot authority

Minneapolis traffic safety camera pilot goals

- **Safety**
Improve safety by reducing traffic crashes and supporting safe driving.
- **Trust**
Be transparent and honest in decision making and evaluation.
- **Fairness**
Enforce traffic rules in an equal and unbiased way.
- **Equity**
Plan and implement a system that impacts all communities fairly.
- **Efficiency**
Deliver a cost-efficient system that is well managed.

- **Project leads**

- Public Works
- Regulatory Services
- City Attorney's Office
- Camera contractor: NovoaGlobal

- **Key partners**

- State and Hennepin County Courts
- Intergovernmental Relations
- 311
- Communications
- Information Technology
- Neighborhood and Community Relations

Process for issuing warnings and citations

1. Driver speeds 10+ mph over the limit past a posted camera location.
2. Camera senses potential violation and takes a picture of the vehicle's rear license plate and a short video of the vehicle speeding.
3. The picture and video are sent to trained enforcement agents in Regulatory Services, who verify if there is a violation and issue a warning or citation as appropriate:
 - 1st offense: warning
 - 2nd offense: \$40 fine (\$80 if 20+ mph over the limit) with option to take free traffic safety course in exchange for dismissal of the citation
 - 3rd or more offense: \$40 fine (\$80 if 20+ mph over the limit)
4. City's contractor, NovoaGlobal, mails warning or citation to vehicle's registered owner.
 - Mailing includes a picture of the violation and an online link where the vehicle's registered owner can securely see video of the infraction.
5. Vehicle owner can:
 - Pay the fine;
 - Take the traffic safety course (if first citation) & have citation dismissed;
 - Go online to provide a sworn statement that they were not driving at the time of the offence or provide other information that would mean the citation should be dismissed; or
 - Meet with a hearing officer and/or request a court hearing to contest the citation.

Results October-December 2025

In first 2 months:

Speeding 10+ mph

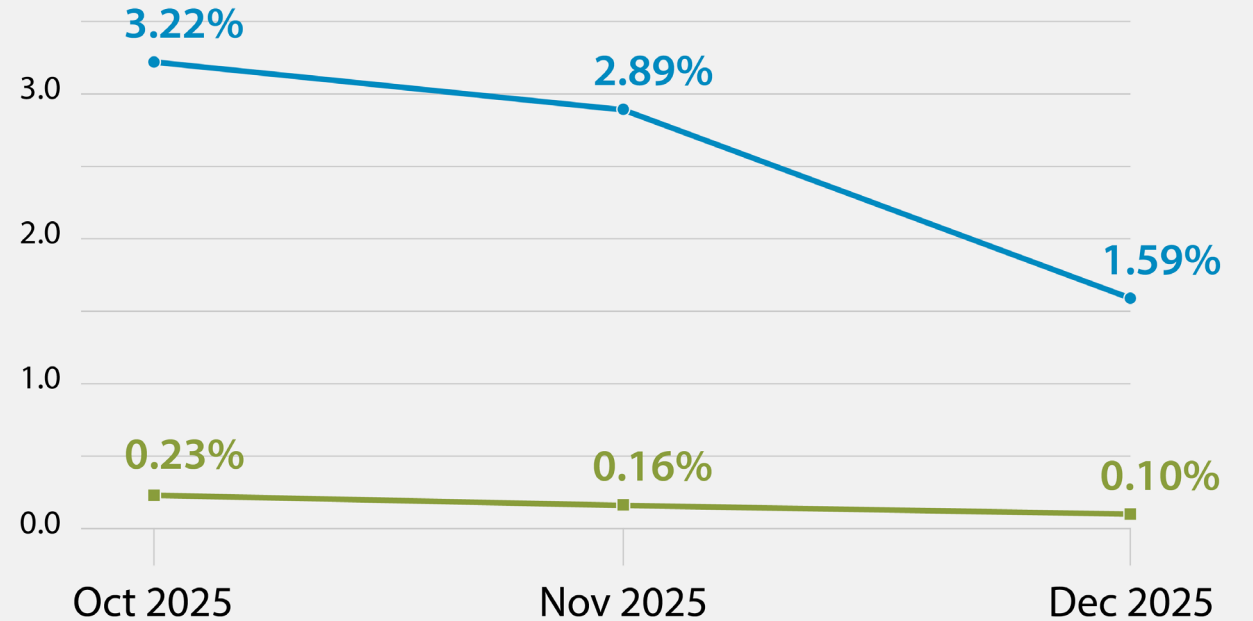
Speeding 20+ mph

- 51%

- 58%

Percent of drivers speeding at camera locations

10+ mph over limit 20+ mph over limit



Next steps

- We may add additional locations during the pilot period & hope to test red light cameras as well
- Local evaluation planned for 2028
- Independent state evaluation due to Legislature by early 2029





Questions?

minneapolismn.gov/traffic-safety-cameras

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Mendota Heights Police Department



Speed Camera Summary

- Placed in the 500 Block of Marie monitoring eastbound traffic.
- Thirty-day mandatory warning period starting (extended through Sept)
- From August 1-Nov 1 monitored 121,471 vehicles
 - Issued 1,401 warnings
 - Issued 30 citations
- Vehicle owners from 1430 unique zip codes
 - 803 from 55118/55120 (56%)



Speed Camera Summary

- In August, we issued warnings 40 mph and faster
 - Total of 890 warnings (42,335 vehicles) Average violation speed of 42
 - All vehicles: average speed 29 mph and 85% speed 34mph
- September 9th changed to writing warnings for 42 or faster
 - Total of 334 warnings (44,439 vehicles)
 - Average violation speed of 42.7
 - All vehicles: average speed 29 mph and 85% speed 33mph



Speed Camera Summary

- In October, we issued 177 warnings and 30 citations (43,189 vehicles)
- Average violation speed 44.1
- All vehicles: average speed 29 mph and 85% speed 33 mph
- Of the 30 citations, 19 have been paid, 5 were dismissed because recipients took diversion class, 5 Still open, 1 going to court.



Speed Camera-Lessons Learned

- Staff time- dedicated vs. interrupted has a major impact on efficiency
- Two legislative technical fixes, one regarding class and one regarding citation format
- There is no logical reason someone would pay the fine on the first attempt, so I am not communicating the class properly
- “Practical” calibrations
- We have to run registered owner in addition to vehicle (accuracy vs. privacy)

