



# Summary of Speed Safety Camera Reports

Transportation Committee – March 2024

- Work Zone Speed Management Study
  - February 2022
- Speed Safety Camera (SSC)  
Transportation Research Synthesis
  - February 2023
- Administrative Rules and Structures of  
Speed Safety Camera (SSC) Systems
  - Under editorial review





## Work Zone Speed Management Study

# Legislative Request

## **Sec. 140. WORK ZONE SPEED MANAGEMENT STUDY.**

(a) The commissioners of transportation and public safety must perform a work zone speed management study. At a minimum, the study must:

- (1) evaluate existing legal authority for strategies, practices, and methods to reduce vehicle speeds and enhance worker safety in work zones, which may include but is not limited to use of traffic control devices, use of barriers, traffic control design modifications, and speed enforcement actions;
- (2) propose a process for contractors operating in a work zone that allows contractors to request modifications to a project's traffic control plan, in order to reduce vehicle speeds or improve worker safety in a work zone;
- (3) make recommendations on changes to current policies and procedures related to work zone safety; and
- (4) make recommendations on changes to state law to improve work zone safety.

# The Work Zone Environment

- Workers are often next to traffic
- Work zones introduce complex changes to the roadway and this increases risk to road users and workers
- Excessive speeding (15+ mph over the speed limit) has substantially increased since March 2020



# I-94 in Maple Grove Work Zone Case Study

## 60 MPH 24/7 Construction Speed Limit

| Location              | Elm Creek Rest Area |              |
|-----------------------|---------------------|--------------|
|                       | # vehicles          | % of traffic |
| 76+ mph               | 13,568              | 4%           |
| 61-75 mph             | 199,417             | 60%          |
| < 60 mph              | 120,039             | 36%          |
| <b>Total Vehicles</b> | <b>333,024</b>      | <b>100%</b>  |

Additional information  
can be found on page  
13 of the report

Traffic observed during Nov 1-7, 2020



# Regulating and Enforcing Safe Speeds

- Work zones create constrained environments in which it is difficult to enforce speeds
- Enforcement activities may create undesirable side effects

See pages 13 – 19 in the report

No shoulders  
available for  
enforcement



# Recommendations on changes to state law to improve work zone safety

## Speed Safety Camera Demonstration Project

- Work zones present extraordinary challenges to traditional enforcement methods
- Speed Safety Camera systems are currently used by and within 19 states and the District of Columbia
- SSCs are part of FHWA and NHTSA Proven Safety Countermeasures
- Research has indicated public support for SSC to reduce speeds in work zones and school zones
- MnDOT and DPS agree that the proposed demonstration project is a worthwhile endeavor
- Details including proposed parameters can be found on pages 43 and 44 of the report



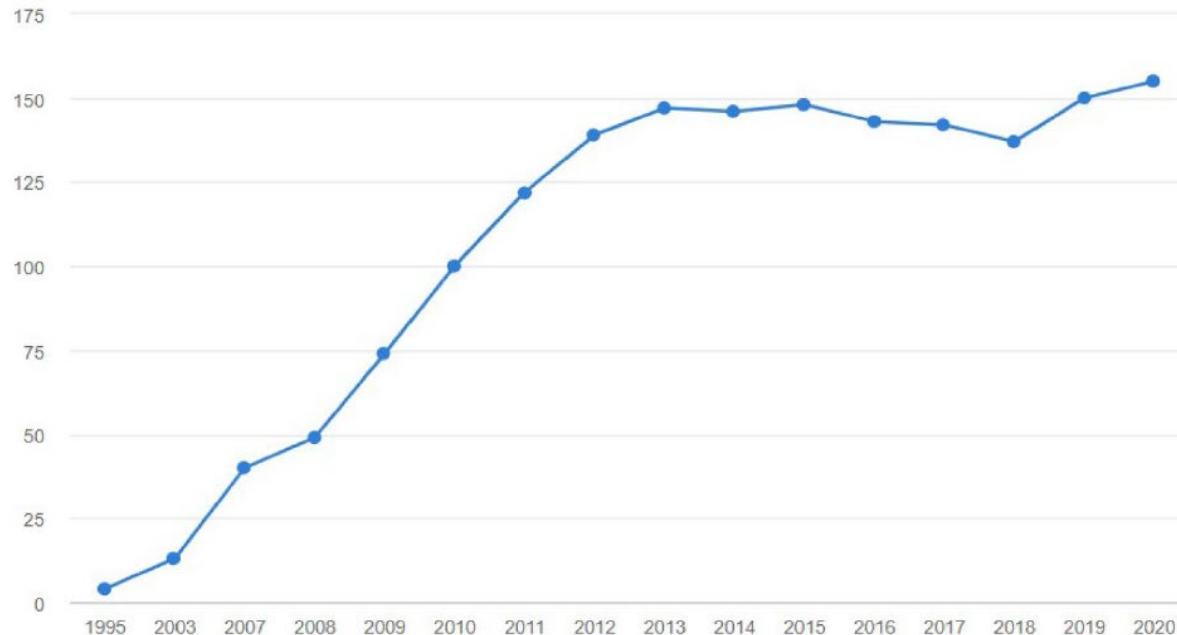


## Speed Safety Cameras TRS

# SSC TRS 2303 - Effectiveness

## Trends in SSC usage

Figure 2. Trends in the number of U.S. communities with speed cameras from 1995 to 2020 (Source: IIHS Website)



[TRS 2303 Link](#)

## Speed Reduction

SSCs are an effective countermeasure for reducing motorist speeds.

- Threshold speeding generally resulted in:
  - 60-82% reduction on lower speed limit roadways
  - 24% to 88% reduction on higher speed limit roadways.

## Crash Reduction

SSCs are an effective countermeasure for reducing crashes, particularly severe and fatal injury crashes.

- **Injury crashes: 10-54% reduction**
- **Severe Injury and Fatal Crashes: 19-56% reduction**



# Administrative Rules and Structures of Speed Safety Camera (SSC) Systems TRS

# In the report -

- Citation type, processing structures and court system workflows
- Penalties
- Equity considerations
- CDL implications related to masking
- Equipment, methods, and vendors
- Site selection and signage
- Program operations and staffing
- Other logistical elements

## Transportation Research Synthesis

Minnesota Department of Transportation  
Office of Research & Innovation  
651-366-3780  
[www.mndot.gov/research](http://www.mndot.gov/research)

TRS XXXX

FINAL DRAFT 02/21/2024

### ADMINISTRATIVE RULES AND STRUCTURES OF SPEED SAFETY CAMERA (SSC) SYSTEMS

*Prepared by SEH*

This Transportation Research Synthesis (TRS) provides a summary of current research on national best practices regarding the implementation and operation of speed safety cameras and their related administrative programs. It also provides a summary of recent guidance documents and expert interviews conducted through the TRS process to better understand Minnesota specific considerations if SSCs are legalized within the state.

The purpose of this TRS is to provide a synthesis of pertinent research which will be used for further study and evaluation by MnDOT. This TRS does not represent the conclusions of either the authors or MnDOT.



## Next steps

- TRS to be published by the end of March
- Good resource for the DPS  
Legislative Report on SSCs due later this year

# Questions



## Citation Type/Processing Structure

- States with legislation for the owner to receive the citation typically collect less evidence (e.g., no photograph of the driver is needed)
- Most states require a sworn law enforcement officer to review and issue citations; some states allow citations to be reviewed by a trained technician
- Of the 20 states with active programs, 18 did not report the violation on the vehicle owner's driving record

## Penalties

- Fines vary from a warning to a \$200+ fine, depending on the amount over the threshold speed and the number of offenses
- To ensure lower fines, some states legislatively cap administrative fees that can be added to a citation

## Equity

- Acknowledged that SSC programs can advance more equitable speed enforcement outcomes, but thoughtful and transparent implementation is necessary

## Commercial Drivers License (CDL) Implications

- Preliminary guidance from Federal Motor Carriers Administration (FMSCA)
  - If a citation goes to the vehicle owner, the citation is not required to go on the CDL driver's record under federal regulation 49 CFR § 384.226 because the driver is not verified.
  - Not considered masking

## Top Concerns from Stakeholder Agencies within Minnesota

- Staffing and resources for a successful program
- Ensuring compliance with federal masking prohibitions
- Data privacy
- Effectiveness of a fine-only system that doesn't impact a driving record

## Public Perception and Revenue

- Distribution of revenue and how the program is communicated are important for successful implementation
- The goal is to reduce speeding, not generate revenue
  - Generally states allocate funding into road safety initiatives

## Funding

- Most programs are financially self-sustaining

## Also included

- Equipment, methods, and vendors
- Site selection and signage
- Program operations and staffing
- Citation and court system workflow
- Additional resources



# Questions