

Traffic Safety Camera Pilot

The City of Minneapolis has held 27 community engagement events and an online survey for the Traffic Safety Camera Pilot program over the spring of 2025. These outreach efforts have resulted in over 900 community members providing feedback on the pilot. The following pages within this Excel document have the feedback recieved from community members over the past several months.

[Learn more about the Traffic Safety Camera Pilot](#)
[Learn more about the Vision Zero Program](#)

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Online Survey Responses

The online survey was open for community input from February 13 to May 20, 2025. During the 98 days the survey was open, there were 889 responses about the traffic safety camera pilot. The results from the survey are found below.

Question 1: Rank the importance of how you think potential camera locations should be prioritized.							
Potential Camera Locations	Ranking Order Results						
	1st Choice	2nd Choice	3rd Choice	4th Choice	5th Choice	6th Choice	7th Choice
	Locations with Most Crashes	42.70%	20.50%	20.90%	6.60%	5%	2.40%
	Locations with Most Red Light Running	24.80%	26.30%	23.10%	7.50%	8.70%	5.20%
	Locations with Speeding	16.70%	32.70%	26.30%	7%	4.80%	4.50%
	Locations with Schools	10%	7.70%	15%	38.30%	16.70%	8%
	Locations with Parks	2.60%	8%	6.10%	18.20%	29.30%	20.50%
	Locations with Bike Paths	2.40%	2.90%	5.50%	13.60%	19.90%	37.20%
	Locations with Bus Stops	0.80%	1.90%	3.20%	8.80%	15.70%	22.20%

Table 1 shows the percentage of survey respondents that ranked each category as a first priority, second priority, third priority and so on. The highlighted cells are where each category landed in ranking order based on averaging the overall rankings.

Question 2: Provide any feedback you have on the potential camera locations shown on the map linked above.

- There's way too much speeding around the lakes and on parkways. Please consider adding cameras there.
- These do not seem fairly distributed to me - about half (45% by my count) of the cameras are captured between 1.) 26th/31st - Hennepin/Hawthorne and 2.) Fremont/Lyndale - Plymouth/Dowling. I'm concerned about the amount of cameras in these locations relative to the demographics of these neighborhoods.
- Northeast and South Minneapolis (South of 38th) seem blatantly underrepresented to me.
- More downtown specifically along/aorocaching 5th st would be good. There is too much unsafe behavior around the light rail.
- We notice that the potential locations are clustered more heavily in downtown and north Minneapolis.
- What is being considered as a school for this purpose - K-12, adult education, college, university, private?
- It would be helpful to be able to layer the city wards, schools, traffic concern types and counts, so that we can also see the evidence that was used to choose these potential locations. Additionally, it would be helpful to have layers that show income, own/rent, ethnic data, etc (perhaps by neighborhood) to demonstrate that the cameras are not disproportionately impacting or avoiding specific demographic groups.

We'll do anything but ask the fucking cops to get off their fat asses and do some meaningful work that actually helps the community.

#1 priority: the ones on Lake Street
#2 priority: the ones on Franklin Ave
#3 priority: the ones on Hennepin Ave

:)

7.
12th st can be a speedway after cars exit the freeway
24th and Nicollet is a critically important intersection. There is a school there and I spent 15 minutes there this Tuesday and saw three drivers run the red at over 50 mph.
24th and Nicollet is crucial as there is a school right on that corner
26th and 5th Ave. Yes, please. I wish you'd also do more with Park and 26th. Also Portland and 26th

26th and cedar
26th and lyndale is awful, also wrong way drivers all the time.
26th Ave & Lyndale N - All directions, Park, School, Transit stops, Bikeway
Johnson & 18th Ave NE - All directions, Park, Schools, Transit stops, Bikeway
Both are dangerous intersections where speeding and running red lights is too common.

28th and Minnehaha is an extremely busy intersection with a lot of foot traffic and bicycles. It needs a camera!
28th and Minnehaha parkway is a dangerous spot, people speed down 28th constantly and I don't feel safe crossing 28th with my family.

29th & Stinson in NE, high crash and stop sign running. Area around NE middle school on St. Anthony Parkway.
35th & Park Ave should be on here in my opinion

38th St and Longfellow Avenue S seems like an odd location. It doesn't seem like Longfellow has enough traffic to warrant one.
38th and Cedar would make more sense.

3rd Ave S & 15th, and 3rd Ave S and Franklin both have a lot of issues crashes and light running.

3rd Ave S and 9th street S could use some help. It's dangerous as a pedestrian in that intersection

3rd Avenue S with expressway access at 15th, 10th and 11th would also be worth monitoring.
42nd and Penn Ave N would be a great location

43rd and Lyndale Ave S. There is a lot a high speed traffic on Lyndale and Clara Barton is on 43rd and Bryant - not sure if that meets the 2,000 ft requirement.
46th and Minnehaha and Hiawatha+ more locations on Lake St.

49th and Xerxes Ave S is usually too backed up with traffic to have much speeding or red light running. Recommend further study.
54th and Penn or 50th and Chownen may be more warranted.

50th and Xerxes is an awful intersection needs a left arrow. It's not speeding as much unsafe intersection

50th Street W. and W. Minnehaha Parkway should have a camera. It is near a school and adjacent to a heavily used park. There is also a bus stop there. People, especially children, cross 50th in large numbers. Bikers also cross there. Red light running and speeding has been a significant problem.

5th ave s and 6th st s
A camera should be at Lyndale and 61st streets, pointing south to capture northbound speeding cars. Coming off Crosstown and out of Richfield, cars often and consistently run the red light.

Question 3: Provide any other feedback you have on the traffic camera safety pilot.

"Locations must be distributed fairly throughout the city"

Why? I understand wanting an equitable solution is not overpolicing areas in an obviously biased way, but some areas like Downtown are not politically sensitive areas and camera in these areas should just be allocated based solely on need. Why are we putting exactly two cameras in each ward? Why are we only doing school zones?
15th and La Salle please please please please now. So happy to see this on the map. You are doing God's work. Another great spot would be the 3 way intersection of 15th where boring park starts. But that intersection should honestly just be completely redone from scratch. Please use funding of revenue generated to increase micro mobility safety

49th Ave N west of Humboldt has lots of speeding, but maybe isn't as high of a safety risk since there's only housing on one side and it's not heavy traffic. But cars go very fast.

A majority of our deadly crashes occur on county or state roads, so it seems insane that we can't do our camera pilot project on county or state roads within the city of Minneapolis. I understand that restricting our pilot project to only roads that are owned and controlled by the city will make things jurisdictionally simpler, but it still seems very, very sub-optimal since it's the larger state and county roads that are the most dangerous!

a necessary and overdue addition. And way more logical than these bolters that create traffic jams (leading to other traffic safety issues), debris piling up, a waste of money installing them only to have them ripped out by snowplows, etc

About time!!!!!!
Absolutely a waste of money.
Add lasers for insta damage to offending vehicles

Additional locations: along Washington Ave S from Downtown East to North Loop.
All cameras need to be marked by signs. I don't believe unmarked ones worked as well, no real point in giving a ticket to someone who ran a red light and caused an accident. Overall I am pro traffic cameras.

All for more cameras to enforce speed limits. More police officers would be nice too.
All traffic lights.

Alley speeding is a real problem that you all need to deal with as well. Our community is sick of dangerous drivers flying down our alleys and threatening the safety of our children and pets and putting our property at risk of damage. Please make plans to put speeding cameras in problematic alleyways.

Always concerned about accuracy of the cameras and who is driving
An Orwellian society is not a good one. Just because we can put cameras everywhere does not make it the right choice. A world full of good people, but who never feel freedom, is a dystopia.

Another option is to have decoy police cars parked randomly on Victory memorial and Webber parkway. Too many fast drivers and drivers who pass you when going 20 or 25 mph.
Anything that will make driving, biking and walking safer is great.

Anywhere on 11th Street
Are translations going to be provided in languages other than Spanish, Somali, and Hmong? For example: Dari, Pashto, Arabic, etc
Will a draft of the selected locations be made available for comment prior to final selection?
Areas near Bancroft elementary and Green schools are not on this pilot.

As a parent, biker, driver, and pedestrian, I am incredibly excited for Minneapolis to take action on traffic safety cameras. This is especially needed since the Minneapolis Police Department has seemingly stopped traffic enforcement.

As a resident of Minneapolis, I'm all in favor of more traffic enforcement. However, I am not in favor of traffic cameras, as they contribute to the erosion of our rights under the 4th amendment. While there is language about the cameras only being linked to civil fines, these lights will ultimately get used down the road for mass surveillance of citizens who haven't committed crimes under the pretext of public

As an insurance agent, I have lost a client this year due to speeding. I almost a client die coming off Hwy. 62 to Lyndale North. We have to slow down and stop at yellow lights

As someone who does drive faster than I should, I think this is a good idea.

Automated traffic enforcement like red light and speed cameras disproportionately harms low-income families by imposing fines that represent a much larger share of their monthly budget. For weather
Bad idea.

Bring it on.

Cameras are just a way to justify being lazy! Get out there and do your job like the rest of us! Thanks for screwing over the working people so you don't have to! Yes I think it is a terrible idea and it's provides no extra safety but just a waste of my money!

Cameras are not valid LAW ENFORCEMENT. This is nothing more than added TAX.
Cameras don't deter anything. Stolen cars, distracted drivers, etc are still going to be a menace to the streets of Minneapolis. Instead of an "eye in the sky" run by a corporation maybe have the police

A good start.

A lot of cameras in areas with a high population of people of color. I would also suggest adding camera to the 3rd ave and Hennepin Ave bridges.

A majority of our deadly crashes occur on county or state roads, so it seems insane that we can't do our camera pilot project on county or state roads within the city of Minneapolis. I understand that restricting our pilot project to only roads that are owned

Add a camera at the corner of 54th St an Hwy 55.

Add Broadway and University, Lowry and University

Add camera on Lowry and University and Broadway and University - have seen many crashes (t-bone) and near misses at both of these intersections. See at least one every week.

Add more, including Cedar/Franklin, Cedar/Riverside, and along Hiawatha.

Add these: W. Broadway and Washington

Hennepin and the bridge, as it crosses the river to become East Hennepin

I feel like you are not really hitting the high issue areas. On average, I watch 20 people blow red lights while speeding every one way trip to work. We use to count them, until it became ridiculous. Where are all the traffic cops? It's a jungle out here. Where's state patrol? People use the shoulder now on the highway as an actual lane on 35W. It's madness.

All camera locations should have red light countdowns in case the red light camera is issued. Countdown makes it fair so there are no quick yellows. Not really a fan of any of the locations, would like to see timed lights to encourage safer speeds. Worried speed cameras will increase rear end collisions. Do not put any speed downhill. A lot of these locations I do not see speeders.

All good locations.

All good places to start in my opinion

All of Lyndale, Hennepin, and Lake should be super pedestrian friendly and would be great places for them to ensure safety. 31st & Lake at 35w would also be good to ensure people transitioning to/from the highway respect the change in speed.

All of these locations are at intersections. Most of the speeding occurs between intersections. Once drivers are aware of the cameras they will slow down at the intersections and speed up after passing them.

All traffic lights.

Along victory memorial/ webber parkway. So many speeders.

Any cameras are unconstitutional. Instead of wasting money on cameras how about improving snow removal. Side streets and alleys are awful. Or I suppose just increase patrols and enforce the law the good old fashioned way.

ANYWHERE along Hiawatha, especially at 32nd st intersection. the red light running there is egregious.

Anywhere on 7th Street

Anywhere on Lyndale up to 35 W.

Anywhere on Lake street from Lake Calhoun to Mississippi River.

Ave 4th St SE and University Ave SE under city jurisdiction? I live near Marcy elementary and feel those streets would be great

candidates if they meet the criteria.

Areas with highest speeding and crashes should be priority.

As a major hazardous crossing for cyclists, Lake and Bryant should be included in the camera program. Several intersections along Washington (such as 3rd Ave) should be considered if they are within jurisdiction as well.

As long as these are based on safety concerns and hard data, this is a good layout.

Assuming these are higher speed areas

Bad idea.

Bad idea.

Bad locations

Based on the map, the locations do NOT appear to be distributed fairly throughout the city. Neighborhoods with a higher proportion of low income residents and residents of color appear to be targeted. I say this as someone who lives in an area with very few of the cameras. I don't have the crash data or other traffic safety data. And neighborhoods that have more crashes do deserve some relief from the dangers, for sure. But something does NOT seem right currently, with these locations.

Because of your absolute requirements, most of the locations appear to be heavily clustered. Lyndale and Fremont are covered in North, and the entire west half of North is untouched between 394 and 42nd. NE is clustered at Johnson/Central area, and the rest of NE has nothing. South and Southeast could better distribution, though they are more spread out, but hey, South Minneapolis gets the best of everything, and the rest of us get the scraps, so why am I surprised?

Besides some apparent gaps in the placement of cameras, I don't really have much to say. I don't interact with most of these intersections (I live in the Como-Marcy Holmes area) but I understand this is a pilot program and can't do everything from the get go

Blaisdell and Lake is very needed! There's a high use bus stop and bike path. In my bike commute, I frequently witness red light violations, speeding, and lack of respect for pedestrians.

Broadway and Johnson is definitely a location that should be given strong consideration given the sight lines prompt a high number of crashes.

Cameras are bullshit. Fix the actual problems.

Cameras are needed on Washington Ave N in North Loop. Vehicles speed here due to road width. Cameras would also be helpful on the Hennepin Ave River Bridge and the Plymouth Ave River Bridge. Both Bridges have excessive speeding.

Cameras are not valid LAW ENFORCEMENT. This is nothing more than added TAX.

Cameras should be located where violent crime and car jackings tend to happen.

Cameras should only be used for traffic law enforcement.

Cameras work well on toll roads and in other cities that use them for non confrontational traffic issues...it's a fact they work. Doesn't make sense for a pilot program on an idea with objective evidence it works...it should just be implemented. 2 in each ward does seem a bit light if a pilot is truly needed. Also, has any statistical analysis been done to verify any useful data can be gathered by this pilot program when only 2 Cameras per ward will be in operation? Seems more Cameras would be needed to get any used information to determine by objective evidence with sound statistical analysis to make a value added decision

Can something besides cameras be done to address ongoing concerns identified in #2 above?

Can you please look at 31st & Grand. I regularly see cars just completely ignored the 4way stop (not rolling through, but straight not even slowing down and just speeding through it). Can't wait for cameras to go online. It will have a significant impact on driver behavior.

Can't wait for this to be implemented! I'm all for it.

CANCEL THIS PILOT NOW.

Car to car crashes are not usually as dangerous as intersections where there is pedestrian and bike traffic (parks, schools, etc). As a frequent cyclist and pedestrian in my neighborhood, cars speeding and running red lights feel very dangerous compared to an intersection with fender benders between cars. (Of course, high speed, fatal car crashes are different.) Also, drivers are often less aware of bikers and walkers when they are speeding. The accidents are minimalised due to bikes and pedestrians always being on guard, but I have seen or been in several near misses and when this happens on a bike with

Classifying infractions as civil liabilities instead of criminal citations to avoid having to adhere to our constitutionally protected due process rights is dumb, anti-social behavior.

Concerns around privacy, equity of chosen locations, and administration of enforcement actions

Consider also enforcing crossing over the stop lines at stop signs or stoplights.

consider patrolling cars that mis-use bike lanes. park ave between 25th and 24th consistently has cars using the dedicated bike lane for more than 3/4 of the block or speed around cars in the other 2 lanes going north on park ave. park ave is not a 3-lane freeway heading north.

Did the rules change? I thought these were deemed illegal for red light runners etc as you cannot assume the driver - owner based on plate

DO NOT move forward with this PILOT program that all it will do is criminalize people of color and lead to increased racial disparities and negative outcomes for all residents.

Do not wait to give out tickets. If a car is running red lights send the ticket now. Having a test or probationary period will not help. Start the program, enforce the laws and ticket the violators, NOW.

Put up fake cameras on streets if you can only activate a handful of cameras, make the public leery and guessing which intersections are operating the program. I would encourage hundreds of cameras, running red lights is out of control across the entire City and is the number one impediment to a walkable environment and safe public realm. I want my city and sidewalks back from the cars that ruin it daily and have no regard to their negative and dangerous actions.

Do these cameras actually do anything to reduce crashes, speeding, and/or red-light-running?

Does this work with vehicles rolling through stop signs. This is an issue at 29th Ave NE & Garfield, a NE Middle School crossing with a bollard median. It is within 2,000' of Audubon Park.

Don't do it. It sucks.

Don't do this. I have lived in Miami where they have these and gets tickets for ridiculous shit.

Concentrate on stopping car jacking please

Don't turn Minneapolis into a surveillance state. The enforcement of the violations caught by these cameras will be privatized like every other state that uses them. This is a stupid idea

Don't do them

Don't need them.

Don't put the cameras where they will seem like money grabbers. I want to see this program succeed because Minneapolis traffic is wildly out of control. I bike and walk LESS because it's just not safe.

enforcement needs to be correct and done. If you don't enforce the laws no one obeys them and that needs to be everyone. too often I see police turn on lights go thru then turn off. they are supposed to enforce laws.

Every intersection along Nicollet Mall should have one. Not having any there shows that people don't actually care about pedestrians.

Excellent idea to get these up and running.

Expect more rear end crashes as drivers slam on their brakes. Don't fall into the trap of using traffic cameras as a source of revenue. A better solution would be to position a uniformed police officer at problem intersections during peak times.

Fairly throughout the City does not mean a min of 2 locations per Ward. It means putting them where they will do the most good and the least harm.

How will community members be able to know what this is all about? What sort of education will happen for cameras in areas where perhaps not everyone can read or read English? Will you work with community to ensure education, to ensure that the 'tickets' are sent in multiple languages, again what about non-literate drivers.

Finally!

Fine offenders proportional to wealth. Don't make speeding a privilege of the rich.

Fix the traffic lights so people don't have to stop for a red light every 5 blocks - Maybe drivers would quit trying to run them

focus on areas with most crashes and with high pedestrian presence

Four years (your narrative says ears) is too long. You should get results in 6-12 months (allow

consideration for seasonal changes then make a decision)

Franklin and Hennepin needs one. It's a busy intersection with quirks that make it a bit chaotic. Hennepin SB no turn on red is ignored a lot. A no left from Hennepin SB onto Franklin so a lot of cars turn W onto Franklin, then into Colfax where they turn around and go back to the intersection to go E on Franklin.

Can these cameras see who's driving? What if it's my car and family or friends driving it, am I getting the ticket? We went through this before with running red light cameras. And tat didn't work. I hope you can be real clear on explaining how the law works regarding a ticket?

can you move locations from chicao ave to park ave (between 26th thru franklin) instead? there is way more traffic on park ave as well as what is supposed to be a bike lane and it's adjacent to a school?

Cars regularly run the light on 26th St E, east of Hiawatha, at the bike path. Consider placing the camera so that you can see those drivers

Cedar and minnehaha is more of a concern then minnehaha and 28. Bike commute and watch people run red lights every time a I cross that intersection

Franklin Ave. & Lyndale is a good place to install a traffic camera.

Fully support the use of cameras, as many as can be installed and used consistently.

Fully support. Cameras at all intersections.

General Observations

My initial reaction when I was reminded this was happening on the news this morning was negative, as I have always been very concerned about issues regarding privacy and equity of enforcement.

Upon review of the city's website, I'm cautiously optimistic about the program but do still have several concerns as well:

"The program will be independently evaluated to inform whether it continues after the pilot."

Evaluated by whom?

In my view, continuing this program after 2029 should be decided by the citizens. Let the voters decide!

"Violations do not go on driving records. Violations cannot be grounds for revoking a driver's license, arrest, or towing a vehicle."

Can violations be grounds for pulling someone over?

If so, that would be completely unacceptable in my opinion.

"Drivers can take a free traffic safety class instead of paying a fine for their first ticket."

Will this be widely accessible? e.g., remote options, diversity of options/devices to complete the course?

"Cameras can only be used for traffic enforcement."

This seems hard for me to believe. Are you saying that a warrant/court order could not make camera data available for any purpose outside of traffic enforcement?

If a warrant/court order could make this available for any other purpose, then I find the above quote quite misleading.

Cedar and Riverside needs one.

Cedar Ave S needs one. The speeding is insane and many people have died on it over the years.

Cedar Riverside, Franklin locations really need this.

Central and Lowry might also be a good location

Chicago and Lake certainly needs one, but not for the cars. A big problem there are pedestrians crossing mid-block when there are controlled intersections nearby and are therefore doing so illegally, or pedestrians simply ignoring the traffic control lights.

Consider more placement on one-ways like Portland and Park - lots of speeding.

Consider putting a camera on 1st Ave. NE. There is a lot of speeding on 1st Ave. NE from 5th St. NE to Nicollet Island.

Curious about the complete list of variables in determining the above locations, as they appear to be primarily concentrated in marginalized communities. Assuming the purpose of the lights is to monitor traffic violations only, I would imagine that there are terrible drivers throughout the city.

Curious why there aren't more cameras in the south part of the city.

Curious why Xerxes and 49th. I live 1 block away and don't see much speeding or light running. Mostly backups from the 50th and Xerxes intersection.

Definitely need one at 42nd/Penn

Definitely should place a camera at Franklin & Nicollet.

Definitely want to see this on Hiawatha - so many red light runners.

Disappointed not to see more along Hennepin and Lyndale in Uptown

DO NOT HAVE UNMANNED SURVEILLANCE ON THE POPULATION.

Do not place any cameras at any of these locations

Does not seem to be evenly distributed throughout the different sections of the city. Less in the more affluent neighborhoods.

Don't do this. I have lived in Miami where they have these and gets tickets for ridiculous shit. Concentrate on stopping car jackings please

Don't put any cameras anywhere.

Don't do them

E Lake St could use more cameras. I witness multiple red light runners each week.

Eden Prairie High School needs more security for the kids.

For locations that lead to or away from freeways such as 46th and Nicollet, the stoplight should be timed for better flow of traffic in addition to marked with a camera

Franklin and Hennepin. This is a gateway intersection into Uptown.

Generally I disagree with the locations of a lot of these cameras because the spots don't correlate with where speeding and running red lights or crashes occur throughout our metro. Having a camera in george floyd square the corner or chicago and lake and franklin and chicago suggest these locations are seeking our high crime incidences or high congestion areas where traffic is stalled but these locations are already highly patrolled by MPD. Traffic cameras would be useful in less patrolled areas with higher speed limits that encourage unsafe drivers to blow through red lights.

Get out there and do your job! Cameras are just a way for you to justify being lazy!

Given the requirements for potential cameras, I don't know enough about where the school are located to provide feedback.

Good choices for potential locations in the Whittier Neighborhood

Get it done ASAP

Getting a ticket in the mail is really lame. Are we going to get mail tickets for going 3 miles over the speed limit Or is this for actual serious traffic violations?

Glad this is happening. We need to control traffic more and barring street redesign (which I would also support) this is a good step

Glad to see something done to calm down the streets. Tired of seeing aggressive/unsafe driving and stolen Kas running rampant in the city.

Glad to see this finally happening! It's long overdue. I'm not currently a resident but lived in the Uptown area for about 15 years.

Glad to see this proceeding in line with the court rulings. Hope enforcement makes the city safer

Glad to see this project getting kicked off, and I hope traffic speeds are greatly reduced.

Glad you are doing it

Go for it

Good idea if done with public input

Good idea.

Good idea.

Good luck! It's a start to getting people to slow down. Thank you for asking input.

Good.

Great idea

Great idea!

Great idea! Need camera at 17th Ave Northeast and University Ave Ne. Mornings and afternoon red lights being run a lot. Adjacent to church and school. Or else have a police presence there.

Great idea, today's drivers are out of control

Great location

Great plan! Looking forward to this new safety measure! Thank you!

great project!

Great project, please help to make mobility safer for pedestrians and bicyclist.

Great tool for improving safety. I fully support.

Great work, glad to see it happening!

Gross surveillance

Having a camera somewhere on one of the parkways would be a good idea. People regularly drive 40mph or more and make unsafe passes of other cars that are often going above the speed limit already

Here I have an opinion....

More nanny state extortion and money grubbing under the guise of safety. So what if I don't "have" to pay the fine if I run a stupidly timed light? I'm sure my credit score will take a hit via whatever shitting contractor the city is planning to use.

Use resources we already have. I don't trust the MPD as far as I can throw them but at least they're budgeted by citizens taxes and as vile as they are, they're actually chartered to serve and protect the City of Mpls. Bring back the traffic division and fund it whatever money is being used to fund this boondoggle of an idea.

Here's why these are a bad idea:

1. ****Lack of Context & Human Judgment**** – Cameras can't assess situational nuances the way human officers can. For example, someone might cautiously roll through a red light to allow an emergency vehicle to pass, but the camera only registers a violation.
2. ****Potential for Errors & Misidentifications**** – License plates may be obscured by dirt, glare, or similar looking characters, leading to incorrect citations. The registered owner—not the actual driver—gets fined, creating fairness concerns.
3. ****Profit Over Safety**** – In some cases, municipalities and private companies profit from fines, raising concerns that revenue generation might be prioritized over actual road safety improvements.
4. ****Privacy Issues**** – Constant surveillance raises ethical concerns. Some worry this sets a precedent for mass surveillance and diminishes personal freedoms.
5. ****Inflexibility & Frustration**** – Unlike police officers who might issue warnings or consider context, automated systems apply penalties rigidly. Drivers who make minor mistakes or face unavoidable situations often feel unfairly punished.
6. ****Legal Challenges & Public Opposition**** – Many cities have repealed or banned photo-enforced cameras due to lawsuits, constitutional, and studies questioning their effectiveness.

Good initial positions	Hire more police if you want more safety! All your doing with this idea is screwing over the working people! Taking jobs from people that want to work by putting cameras out to try to do something for less. I do not support this idea! Thanks
Good locations.	How about we hire more cops and have them arrest people again?
Good locations. I also think cameras along 36th St W or 35th west of 35W would be good locations.	How about you just hire more police so there can be more traffic stops and enforcement of traffic laws
Good. We need more.	How many fines can be accrued a day? How long will it take to get your notice? If someone does get a notice, how do they find out? The concern here is that since there is no actual interaction with a law enforcement officer, it could very well result in someone accruing dozens of tickets before they are even aware they have the first one. Is there any protections in place to make sure this is actually a safety system and not just a revenue collection system?
Great	How much of the cost will be covered by citations generated by the cameras? Will there be issues regarding civil rights and privacy?
Great location	Huge privacy concerns
Great to see Central and 18th and Johnson and 18th. Would also like to see Central and Lowry, as this is also an intersection that feels dangerous as a biker/pedestrian and I've seen lots of run red lights, especially since the recent construction.	Human police officers should be the ones enforcing the law. Subjective judgement is necessary in a lot of traffic situations that automated cameras cannot judge for. Most of the safety issues could be solved by simply directing police officers to crack down on traffic infractions.
Gross surveillance	Hurry up as fast as you can so we can just implement them all please :)
Happy to see a potential site at 42nd&Penn	I am opposed to the use of machines to monitor the behavior of citizens of Minneapolis. We have a right to face our accusers in the United States and this program is unconstitutional and should never be implemented, even as a pilot program. Years ago, this program was ruled against in Minneapolis and I don't know what kind of semantics was done to get this implemented once again, but our laws should be enforced by police, not machines. I went to the meeting downtown at the library recently and learned in the last three years, speed has been attributed to an average of 14 fatalities per year. So we're going to go to all the time and expense and subject every legal age driver in the city to this program for the sake of 14. Per year. Now, at the worst intersection of the city, traffic calming measures were introduced and cut down on accidents by 75% without the need for cameras. Perhaps most bad intersections won't see a 75% reduction, but am I ok to assume they would achieve 50%? In that scenario, the fatalities would be reduced to 7 per year without the need for spending our tax dollars on equipment to then fine us with equipment we funded. You're never going to reach zero in a city this size. Accidents happen. Comparatively, 2023 saw 416 people as victims of gun violence in the city of Minneapolis alone, down from 657 in 2021. So how about we divert this traffic camera money into combating gun violence instead?
hard to say, looks okay	I am 100% against all traffic and speed cameras for any and all reasons.
Haven't there been a number of deaths at intersections along Cedar Avenue around Minnehaha Parkway? I think there was a bicyclist killed there a year or so ago. I witnessed a car running the red light at 50th and Hiawatha a while back. The vehicle hit a high rate of speed just blew through the intersection there and turned into the exit by Burger King and hit a car stopped at a stop sign. The cameras on Broadway are good. I find it scary to drive on that street with the number of speeders and people who just don't stop for red lights.	I am against this program on many levels. People should get tickets, not cars. We need actual police doing traffic enforcement.
Having some on Lyndale is a good idea	
Hennepin & 26th/28th absolutely need cameras. There are regular T-bone "opportunities" there.	I am concerned about the potential for due process and privacy violations posed by traffic cameras.
Hennepin and 1st and Hennepin and Washington should be on this list	I am curious to know what the end goal is of this study and what the data collected will be used for.
Hennepin Ave 5 at Lagoon Ave W is a great, necessary location.	I am eager to see drivers to travel with more caution and adherence to traffic laws.
Xerxes Ave S & 49th St W is a location where I witnessed someone running a red light at full speed, causing a three-vehicle crash. Neighborhood residents said that happens frequently, so I'd also love to see a camera there.	I am fully supportive of a traffic camera safety program
Highway 52 and 94. Huge source of issues. Also anywhere in Inver Grove Heights. Terrible road rage and speeding/running lights and stop signs	
	I am fully supportive of this pilot, and I hope it is expanded dramatically very soon. I also think the fines should be increased, because I think we can all agree that the value of a human life is more than \$40. I know too many people who would barely be bothered by a \$40 fine, unless they start getting them every week.
Honestly, these locations are great! I would add 47th & Xerxes to the list.	I would recommend that the first infraction cost \$200, the second infraction \$400, and the third infraction result in the car being seized for one year. Traffic violence is one of the leading causes of death for people under 50, and while you can't put an exact numeric value on a human life, I think we can all agree that it's far more than \$400. For those who would use an "equity" argument to push for smaller fees, I'd say they're missing the big picture, because it is BIPOC residents who bear the disproportionate share of the traffic fatalities, and who live in the neighborhoods that currently have the worst driving. No one is forcing a driver to speed or run a red light. Drive responsibly and you never have to pay the fee at all.
How about we hire more cops and have them arrest people again?	I am in agreement with traffic camera safety program. Why should speeding be stopped by having a police officer stop a vehicle and give a ticket? The police need this resource to provide safety for themselves. Our neighborhood desperately needs this program to improve safety on our streets.
How bout at Cedar Avenue and Nokomis Pkwy? The cars speeding off Hwy 77 would pay for the whole program. How about not at 28th Ave S and Minnehaha Pkwy? I commute this way daily and don't see much law breaking.	I am not in favor of traffic cameras at all.
How does the city believe the use of traffic camera's is a sound investment? The state handles DMV tickets not the city for traffic violations. Traffic camera's have been removed or not used in MN because the owner cannot be ticketed, the drive must receive moving violations. This is a STUPID use of tax payers funds.	I am so excited for this project to begin. The more tools that we have to limit dangerous behavior by drivers the better. Aggressive and unsafe drivers are a major problem in our city and the current tools are not enough. I am disappointed that the program will only be sending administrative citations. We should be revoking licenses. But it is a major step in the right direction.
How will the city suddenly take good decisions when it comes to methods to enforce the absolute clown show of a policy group running the show? In general it won't matter where the cameras are, the enforcement will be racially biased and those without licenses and insurance will be not charged.	I am strongly opposed to traffic cameras. I believe they violate our constitutional right to privacy. I work in transportation and believe strongly in improving traffic safety but I do not believe this is the right way to go about it.
I agree that Minnehaha Pkwy is a good spot but the speeding takes place N on 28th. Maybe 45th St and 28th Ave. too? Many pedestrians and bikers cross 28th Ave into the park at 45th street (it's an wheelchair accessible entrance and where the bike path enters), but it is extremely dangerous. It is also dangerous for drivers turning from 45th St. to 28th because it's hard to see oncoming (speeding) traffic. I have often witnessed drivers passing cars driving the speed limit, both on the left, and on the right. I have had to walk into the middle of the street to help an elderly woman cross to the bus stop.	I am supportive of the pilot!
I agree with the ones in my neighborhood: 46th & Nicollet, 54th & Lyndale, but think DIAMOND LAKE & NICOLLET (MORE DANGEROUS, but NOT CURRENTLY MARKED) SHOULD BE ADDED. I have personally been in an accident at that corner, witnessed numerous speeding/running red lights, and heard from the owner of the previous corner barber shop that they witnessed accidents there nearly weekly for years.	
I am 100% against all traffic and speed cameras for any and all reasons.	I am thrilled you are doing this! We need traffic enforcement. I'm fed up with the terrible drivers and scared of them
I am extremely disappointed with the lack of cameras in the Como, Marcy Holmes, and Saint Anthony neighborhoods. As a resident along 4th Street in Marcy Holmes, I experience cars traveling double the speed limit and ignoring red lights. Take a look at the crash data at the intersections of I-35 and University/4th Street and you can see the scale of the problem first hand.	I am vehemently opposed to ANY use of machines to monitor the behavior of citizens of Minneapolis. We have a right to face our accusers in the United States and this program is grossly unconstitutional and should never be implemented, even as a pilot program. Years ago, this type of program was ruled against and I don't know what kind of trickery was done with the verbiage to get this implemented once again, but our laws should be enforced by police, not machines.
I am in Ward 5, Midtown Phillips. Based on my subjective experience, I agree with the locations near me.	I am very eager to see these safety cameras installed & in favor of adding more over time. I see SO many drivers speeding & running red lights & stop signs which is very unsettling.
	I am very excited to have cameras back!
I am not familiar with all of them, but I do know many of them are very busy intersections.	
I am not familiar with most of those locations, so I have no comment.	I am writing to respectfully request the installation of additional cameras in the Whittier neighborhood to monitor traffic and improve safety. As a regular walker in the area, I have concerns about the risks posed by drivers who run red lights or speed.
	Every day, I walk my dog approximately 2.4 miles through the neighborhood, and I am increasingly worried that I will be injured by a reckless driver. I believe that installing more cameras would help deter drivers from engaging in hazardous behavior and provide valuable evidence in the event of an accident.
I am opposed to the use of automated traffic enforcement and therefore the placement of these cameras at any location. I note you refer to it as a traffic safety camera pilot. But we know from multiple studies covering decades, including a study out of the UK, that "speed cameras have no significant impact on road trauma." This was based on the analysis of some 5 million injury crashes between 1987 and 2011 by John McKerrall Lambert and Idris Francis.	I believe that in order for this pilot to have the best chance for success, it will need to be paired with increased enforcement activity around plate obstruction/plate tampering/shot tags.
I am relieved to see Johnson and 18th on the list - it's a bad intersection. Same for the Lyndale locations.	I believe this is a crucial initiative that has the potential to save countless lives both pedestrians and drivers alike. Having lived in several large cities, including New York City, I have never felt as unsafe driving and walking as I do in Minneapolis. I am encouraged to see progress being made with the traffic camera safety pilot program and hope it leads to safer streets for everyone.
I am unaware of traffic issues at 25th and Butler Place, and pass through that area as a doddering pedestrian regularly. Speeding is a problem on nearby Franklin Avenue and on 25th south of 94.	I believe traffic cameras, if not used against people making legitimate mistakes, or against motorists trapped by others making bad decisions like blocking intersections during backups or pedestrians crossing when they don't have the white walk sign, could be a useful addition.
	I dearly wish that my neighborhood could have a camera to capture speeders!
	I didn't see any spots on the list where speeding and ignoring signs are covered such as 31st street between Chicago and Bloomington avenues.

I am writing to respectfully request the installation of additional cameras in the Whittier neighborhood to monitor traffic and improve safety. As a regular walker in the area, I have concerns about the risks posed by drivers who run red lights or speed. Every day, I walk my dog approximately 2-4 miles through the neighborhood, and I am increasingly worried that I will be injured by a reckless driver. I believe that installing more cameras would help deter drivers from engaging in hazardous behavior and provide valuable evidence in the event of an accident.

I appreciate the cameras near where I live (near Cedar and Lake)

I assume that most of these locations were picked based on the data available. I trust that they are generally good locations.

I assume the pilot options are already set, but please consider beyond major streets and look to 'side streets'. Intersections like 24th and Pillsbury, 25th and Pillsbury, 26th and Pleasant have a lot of crashes, and present safety challenges to those travelling in modes other than vehicles. I know this is true beyond my lived geographic experience. Please go deeply into the neighborhoods you are considering and listen to where the people who live there to see beyond the data. Where are all the near misses happening? Where are the crashes that don't show up in the data? How is the data skewed because a street have x% more traffic, but perhaps less per capita actual accidents?

I can't tell from the map if all schools count for the date, or just public schools. Please prioritize community school sites. Sites where a portion of the population have to get to school on their own and thus typically have a higher mix of modalities creating more complexity at the intersections and broader spectrum of risk. This isn't just about preventing car crashes, this is about community safety.

I can comment only on intersections I'm familiar with:

1. Nicolette and 46th - Good location but the traffic is usually congested enough that traffic is relatively slow. I don't often see TOO MUCH unsafe driving here.

2. 46th and Chicago - Good location, people drive far too fast on 46th. I think a better location might be closer to Field school because cars driving EB 46th come off the highway entry ramp very fast, and the 4th/5th streets on either side of Field are close to the highway.

3. 28th and Minnehaha - Another good location because of how many people use that crosswalk, but I feel like a simple stop sign would really increase the safety here.

4. Anywhere on Lake St would be good.

I disagree with the camera placement on the Northside. I drive along Lyndale Ave N, Emerson/Fremont Ave N, and Penn Ave N. Lyndale needs cameras the least and Penn the most. It's concerning there is one camera planned on Penn, and 6 on Lyndale. This is not reflective of where red lights are ignored. If there is a limited number of cameras, they need placement on Penn, not Lyndale. Additionally, it's the "smaller" intersections where stoplights are most disregarded (e.g., 24th Ave N and Emerson/Fremont Ave N).

I do not agree with either chose and think the city should not install these speed traps

I do not want the city to use this type of policing at all.

I don't want cameras. I want cops to pull people over and monitor roads.

I don't know if it meets the criteria, but you need a camera on Cedar Avenue South and Minnehaha Parkway. People run that red light going north or south all of the time and there are parkway walking and biking paths that cross that intersection.

I don't really have any of these locations.

I don't think any cameras should be put up.

I don't think the city should install any of them.

I don't think there should be any traffic cameras anywhere. We don't need to live in a surveillance state.

I don't think we should have these cameras

I drive by the Kenes Ave S & 49th St W intersection almost every day. I'm not sure I've ever noticed a lot of speeding, or ever a crash, at that intersection. But it also can't hurt to have it there, if there's a reason for it.

I feel there isn't enough and not enough where most needed.

I find it hard to believe there was no potential issues identified on 55...so much red light drive thrus by cars and heavily populated bc of all the schools near 55 and van white. The spots picked on the map sure don't seem to have heavy foot traffic for the near Northside locations.

I find the map difficult to use & not intuitive.

I hate everything about this.

I have never noticed any much speeding by Hennepin and Lagoon since the new roads on Hennepin have been completed. Are you using old data? There seem to be many other spots where cars speed through red lights and do not yield the right of way to pedestrians. Even 28th and Hennepin would be a better spot since it is a more complicated intersection. I have also noticed a lot of people driving the wrong way on Emerson between Lagoon and Lake AND going right through red lights, even while going the wrong way on a one-way street for that one block! It's a crazy block with drivers crossing from the liquor store parking lot to get into their apartment ramps and being too lazy to go around the block.

I have personally witnessed multiple instances of pedestrians, including myself, nearly being hit by drivers running red lights at the intersection of NE Marshall St and Fifth Ave. This intersection is particularly dangerous due to the high volume of traffic entering the park, with many drivers exceeding 50 mph and frequently disregarding red lights. Given these safety concerns, I strongly believe this location would benefit from the installation of a red-light camera to help enforce traffic laws and protect pedestrians.

I haven't noticed any issues at 26th Ave E and Hawatha, but maybe the data supports it.

I like what you have but I also think there should be one on 10th street and 3rd Ave downtown. It's right before the 35w entrance and cars are flying down 10th street to make the lights.

I live a block off East Lake Street. Where are the cameras there?!!

I live in Powderhorn Park and I agree with the areas that you selected on the map.

I live in south minneapolis and I think portland and 46th is another possible area

I live in the wedge neighborhood so I primarily have familiarity with the intersections in the uptown area.

Hennepin & Lagoon is a great candidate in my opinion - this intersection feels unsafe to bike/walk through. Nicollet & Franklin also is an intersection that has felt unsafe to bike through.

Overall I would support cameras at whatever intersections have highest crash rates.

I disagree with the idea of using cameras

I do not agree with the city moving forward with this pilot program. Residents do not agree with this method of policing.

I do not believe the criteria should include that the locations must be within 2000 ft of a school. There are plenty of other dangerous intersections that should be monitored.

I don't like automated ticketing at all.

I don't like tickets for red lights. Someone else could be driving someone else's car, invasion of privacy. Some lights change faster the others from yellow then quick red.

I don't think

I don't think it adds any safety to anyone on the street, it just adds overhead to our budget and an excuse to our police force to not do part of a job that I believe they should be doing.

I don't want cameras. I want cops to pull people over and monitor roads.

I don't agree with launching the pilot at all. This money should be allocated to restoring the police force instead.

I don't like the idea of "Big Brother" watching us, but it seems apparent that many people won't choose to follow traffic laws or even common sense. Something needs to be done and I guess this is it.

I don't like them, but people driving recklessly has gotten out of hand. We need some way to reign it in.

I don't think the city should be making physical roadway changes to improve driver behavior, not fining residents.

I don't think there should be any traffic cameras anywhere. We don't need to live in a surveillance state.

I don't think we should have these cameras.

I don't think we should have traffic cameras in the city. Even with the promise that they will only take pictures of license plates when someone runs a red light or speeds, it is still an invasion of privacy. I worry that the benefits of preventing a few traffic accidents will not be worth the cost of losing some of privacy and freedom.

I feel more than 51 cameras would be needed for a successful pilot. They should also be spread out more throughout the city.

I find prioritizing safety needs difficult because I'm not sure what the goal is. Do I feel that cars drive irresponsibly, yes. Do I want to see increase pedestrian safety, also yes. But cameras would be used differently in the first case differently than in the second. If the first, then we would install them wherever violations like speeding or crashes occurred the most. If the second, then we would install them wherever pedestrian-car violations occur, which won't necessarily be the same.

I fully expect this to turn out to be a huge waste of money which is ultimately found to also be disproportionately impacting citizens of color. Good luck, but keep your resume updated.

I fully support this project

I fully support this. In Sweden you rarely see highway patrol. They monitor all their roads with cameras. If a camera catches you speeding, you get sent a ticket.

I generally support cameras if they reduce crashes, dangerous speeding and careless driving. .

I generally support the program. I would add that I think it's important to maintain transparency on the thresholds for triggering the cameras.

I have a further concern that this will encourage reckless drivers to instead drive recklessly on the neighborhood side streets instead of the main roads. There's already big problems with people speeding down the side streets and running stop signs on the street I live on. Red light cameras are a fine solution to automate traffic on major roads but we need protections on the side streets too - because these are the streets most people live on and kids play on. We need chicanes, speed humps, concrete bollards (not the floppy plastic kind that get run over every year), and other traffic calming measures.

I have concerns about potential facial recognition and privacy.

I have concerns over the accuracy of red light cameras in identifying the correct vehicle and correct driver to issue a ticket to. An owner of a car should not be ticketed unless there is clear and indisputable evidence that the owner of the car was the driver. Other cities have issues with accuracy of their cameras and consistently issue tickets to wrong vehicles and owners. It is then a burden to fight the ticket and creates a barrier to people who are not able to take off work to fight the ticket.

I have long hoped the city would put cameras in to tag vehicles that go through red lights so I'm glad to see this getting started. I know there are privacy concerns but the cameras are catching the vehicle and it doesn't matter who is driving, the owner can rant and rave all they want but their car went through a red light and they're responsible for the fine, no car should be able to have its license plate renewed or be sold until all tickets are paid off.

I have seen far more running of red lights since the pandemic. I'm all for stopping such behavior.

I have serious concerns about the privacy of citizens if cameras are installed at various public locations. Even if the law states cameras cannot identify citizens and only read license plates, is that realistically possible? The camera will likely be able to capture this data, and if the data exists on some level it can be exploited, even if not explicitly allowed in the law now, the law may change in the future, or the data could be compromised and used illegally, e.g. by law enforcement. Since these fines are essentially slaps on the wrist anyway, I would prefer there not be any city-owned cameras at all.

I live near Hiawatha ave. I agree that cameras are necessary at the intersection with 26th. I do think a lot of people run the red light there but that is largely because the lights along that road are extremely poorly timed and cause frustration.

I live right next to a park and directly on an intersection and all hours of the day and night cars and semis are driving 40+ mph and constantly running the red light yet there are no cameras. I live on Marshall St NE, just north of Lowry.

I live very near the quarry shopping center. I feel like the situation at Johnson & 18th has improved since the intersection work last summer, and the camera would be more effective on the other side of the quarry at the Stinson/New Brighton/18th intersection, which has a TON of red light running. The Johnson & Broadway seems like a good spot.

I lived at 5th Ave S and 26th St E for several years. From 2019 to 2023. From my seat at my desk in the bedroom that served as my home office, I could see traffic at this intersection all day every day. There was a constant stream of people illegally using the southbound lane of 5th Ave S to go north, speeding with screeching tires, running red lights (either by stopping and then going through anyway, or by just blowing through it without stopping). There were multiple crashes over several years that I could hear from inside my house that caused me to go outside and check on the scene. That's in addition to two crashes in that same period at Portland and E 26th that cost those neighbors their fences and left debris in their yards. There is always debris on those corners at 26th & 5th from wrecked cars, so it's a mess, and not pleasant to walk through, especially with a dog. It's already a pedestrian-hostile area between traffic on Portland and 35W just being a big hole between neighborhoods, and people using NB 5th Ave to get on 35W. Anything to make that intersection safer would be welcome.

I mainly drive in the Northeast and Como neighborhoods, so will only comment on the locations in Northeast as there don't seem to be any in Como. The three locations in Northeast would certainly benefit from some kind of enforcement, however I wonder how a red light camera would affect traffic at the intersection of Johnson St NE at Broadway; it is already fairly difficult to speed there given the high volumes of traffic, especially during the day (it's rare that I'm even able to get to the speed limit during traffic). With that in mind, either the locations at 18th Ave and Central or 18th Ave and Johnson St might be more appropriate.

I of course would like to see cameras at locations close to where I live & streets I most frequently travel. So those in SW Mpls are my preferred locations.

I question the camera criteria needing to be within 2000 feet of a school. Pedestrians throughout the City and especially in my NE neighborhood cannot walk or cross a street safely without seeing cars speeding and running red lights. It is awful and discourages me to walk and be comfortable in the public realm. Suggested locations are on Hennepin Ave NE at Main Street, Second Street NE and University and First Ave NE also at University, Second Street NE and Main Street. These are speedways as vehicles gun their cars and speed back and forth across the river. Please revisit the locations, we need protection of pedestrians in the NE commercial and neighborhood hub.

I rarely go to either parts of the map on foot bike or car so I don't have much of an opinion.

I realize that this is a pilot program. I would like Public Works to consider some sites on Hiawatha Avenue. It hasn't got absolutely out of hand yet, but I believe cars do fairly frequently blow red lights. Speeds are high on this road as it's a major road.

I see so much dangerous driving. If I drive the speed limit, drivers use bus and bike lanes to pass. I've passed numerous times on W. River Parkway which is very narrow and winding. People go to great efforts to get ahead only to end up at the same light. Maybe a few tickets will slow them down.

I strongly support a camera at 5th Ave S & 6th St S. People come flying off 35W down this road at near freeway speeds trying to beat all the lights. I wish there could be one on every intersection of 5th Ave S.

I strongly support the 28th and Minnehaha location, as well as those along Lake, Cedar and Chicago.

I support the pilot and identified locations.

I think it is worth noting that the potential locations don't seem to be distributed very equitably around the city. There is a heavy emphasis on north. I understand that this also means that there are more vulnerable areas there, which could benefit from the additional enforcement, but it seems really interesting that and given that this is a stated criteria, when you look at the map, the potential sites really are not equitably distributed.

I think it looks well-distributed. I would suggest a camera at the intersection of Franklin Ave and Riverside Ave, though. I see a lot of people running through red lights there.

I think starting residential is great but eventually it would be helpful to add to 94.

I think that placing cameras at the most dangerous intersections, as show by crash data, sounds like a good plan. (I'm guessing that 'crash' includes pedestrian deaths and injuries. If it doesn't, it should.) I definitely also think that as soon as possible, it's important to expand this program to MNDOT and county streets as well.

I think the cameras are a terribly idea. Enforce the traffic laws. Admit you don't have the personnel for enforcement and ask for help from the sheriff and state patrol. People who speed and drive reckless don't give any care about the cameras.

I think the locations chosen in my neighborhood are good

I think the within 2000 feet of a school limitation is dumb. Dangerous intersections and driving are dangerous regardless of their proximity to a school. I wish there were going to be cameras on 31st Street in addition to or even instead of Lake Street. People use 31st as a way to avoid Lake Street and I would actually venture to say that the dangerous activity at intersections is worse on 31st because people are going hell for leather through our neighborhoods to avoid traffic on Lake. Crossing 31st on foot can feel like taking your life into your own hands.

I think there should be a camera on 29th Ave NE on one of the intersections either St Anthony Parkway, Hayes St NE (at the school), or at Buchanan St NE (Audubon Park)

I think there should be cameras at intersections located near high schools - the students are particularly dangerous drivers. I don't see any cameras by Washburn and only one sort of near Southwest.

I think they look good. Hopefully you've used some data to determine the locations.

I think they're pretty good, but I do think that one or two of the locations clustered along/adjacent to Lake Street west of I-35 could be distributed to other parts of the city.

I think this is a good start. I live next to the 2nd Ave/3rd St intersection that sees a lot of heavy traffic racing to get on 94/394 as this area is essentially designed to be a freeway on ramp in the middle of a congested downtown

I have two comments:

- 1) The cameras should only be used for traffic violations and should not be used to track cars / people over time.
 - 2) The city council is pushing for these camera's to improve public safety yet a majority of the council want to eliminate shot spotter and I see no difference or distinction in these two technologies. If one is good, they both should be good. Right?
- I heard or read somewhere that the camera only takes a picture of the license plate. This allows people to say they weren't driving. What is to stop everyone from saying they weren't driving? Also I heard or read that the fine is \$40. That is not a strong enough deterrent - I think it should be closer to \$100. Every single time I get behind the wheel, I feel like I am putting my life in the hands of a plethora of unsafe drivers.

I hope it's successful, there's definitely a need for it

I hope that with fines, we can purchase more and eventually have a safer city to walk and bike in.

I hope the program considers the reasons why people speed and run lights. Traffic should be managed to flow, to get people from point A to B efficiently. There are times where Minneapolis traffic lights aren't synced to meet traffic needs. Busy boulevards like Lake or Lyndale will have long waits at cross streets with no traffic. Construction will shut down a cross street but the traffic signal is still active. These situations result in frustration which leads to speeding and running reds.

I hope there will be signs before they go live to alert people.

I hope this project is expanded to every single corner and that the penalties handed out for dangerous driving are extremely costly.

I hope this reduces speeding and dangerous driving of cars and trucks.

I just hope that it's not a huge nightmare for the car's owner if it's a stolen car that's running the red lights and speeding. As someone who has had their car stolen, the last thing I would've needed to deal with were tickets that happened while my car was being driven by the person who stole it. What will the process be there?

I like it. Hopefully these cameras will slow down traffic.

I like the criteria chosen to be in question 1 in this survey. I am VERY much in favor of having cameras to monitor red light running - it's out of control. One critique: NE Minneapolis proposed locations are sparse.

I like the transparency of this effort. Hopefully it will have the intended effects.

I love this safety tool

I pray this happens promptly, is deemed successful, and is rolled out everywhere!

I prioritized parks at the top of my list because there are already specific existing safety measures in place for schools, intersections with traffic controls and bike lanes, but parks don't have marked crosswalks and warning signs that schools have. Kids are eager to run into the park, parents are carrying sports equipment and picnic paraphernalia. It's not always clear to drivers that they're driving by a park.

I really want the cameras to crack down on bad drivers. I am furious with drivers in the city that speed and break the law. I hope the cameras have swift and painful enforcement for those that break the law. Additionally, I really want the cameras to relay live license plate information to police so that stolen cars can be stopped much more quickly before they go on to commit further crimes.

I request that the city not use this type of policing.

I resent law enforcement abdicating their responsibility to a private company and you cannot ignore the perverse incentives when revenue generation becomes the primary driver over enforcing the law.

Anyone who lives in downtown knows that the police do not care about people doing INSANE stuff in/with their cars. People squealing their tires, people weaving in between lanes, people going 20+ over the speed limit, people blowing through red lights.

I've witnessed all of these things happen directly in front of cops who did nothing. These people SHOULD have criminal charges for this reckless behavior. But instead we're going to improve public safety by cutting them a \$70 civil violation which has no license/insurance/legal consequences for not paying?

It's the worst of all worlds. We get cops who do nothing, genuinely dangerous drivers who face no consequences, and private companies getting some sweet sweet contracts to facilitate it.

I see lots of speeding in Minneapolis so I hope the cameras will help.

I see plenty of cars sneaking through a red light shortly after it has changed, but I see a lot of cyclists who will blow through a red light even though it has been red for a long time. Will the cyclists also be ticketed?

I see red-light running almost every day. Traffic Safety Cameras are badly needed.

I strongly support implementation of the traffic camera safety pilot. I observe unsafe driving in the City on a daily basis and it makes my commute feel less safe. My goal for a pilot is to see a reduction in the amount of unsafe driving. I realize that in order for this goal to be achieved there needs to be an incentive to drive safely or a disincentive for unsafe driving habits, but I want equity to be considered when establishing disincentives/punishments. An alternative to a monetary fine, such as an hour of community service, could be an effective way of avoiding disproportionate impacts on lower income residents with the initiative.

I strongly support this pilot. We should be taking all steps possible to make our streets safer and I applaud the City for pursuing this option.

I suggest visiting European cities that have used cameras for decades to good effect. While hard mounted cameras will reduce crash risks at specific locations, their locations will soon be publicly known and no longer support general adherence to speed limits. Including mobile cameras in the system will be more effective in broadbased adherence to speed limits throughout the city. Such mobile systems can also address temporary risk areas, like construction sites, traffic problems caused by detours or newly changed speed limits, i.e. in residential areas.

I support having these cameras.

I think this is an invasion and a way to get more money for the city and not to stop speeders.	I support it, even though I'm generally against citizen surveillance methods like this. Driving is next level dangerous and we need some enforcement.
I think this looks like an excellent start.	I support it.
I trust the research	I support it. I would also love to see more traffic calming measures, especially raised cross walks, near every school.
I understand the criteria for this pilot but would like to see the potential locations greatly expanded in the future.	I support photo enforcement. I lived in Oregon for years and their photo enforcement seemed to be effective at calming vehicle speeds.
I want to strongly emphasize the need for a camera site on the East Side of Lake Nokomis. I like the recommended location at 28th and Minnehaha Parkway- another option would be 50th and 34th as people speed off of Hiawatha onto 50th and head down 34th to 62. We definitely need at least one camera in this part of the city! Especially after the car jacking and shooting spree that took place in our neighborhood this winter.	I support the decision but I think 5 miles over the limit is better. Also the drive records must reflect the bad driver habits.
I wish there were more!	I support this!
I wish you had gotten County or MNDot thumbs-up for their roads in the pilot. They are some of the worst :(I support traffic cameras. I lived in Australia for a time and they worked well.
Specifically would have love to have seen mid-bridge on Hennepin Ave bridge downtown, as well as Central Ave NE & 3rd St NE (2 blocks from Webster School).	
Your survey didn't ask it -- but I think you should prioritize "places where people live" or "places where lots of people walk" Example: Johnson & Broadway is just a "car centric" intersection - bordered by freeways, gas station and parking lot. Very few pedestrians or homes. I don't think it should be on the list. Between the two "3rd N" intersections, you should pick Hennepin over 2nd Ave because of the much higher numbers of asks.	
I would like cameras to be located in North Loop at 2nd St N and 5th Ave and N Washington between 3rd and 5th Ave.	
I would like one on highway 55 and 46th st, that is a very busy intersection.	
I would like to be able to not drive where there are cameras. There are way too many potential sites. With this many, it would be hard to drive in Minneapolis without being under a camera. Ugh.	I sure hope the cameras for red lights only ticket for significant red light running. In a commercial vehicle we can reach "the point of no return" where stopping isn't an option. In these cases the light isn't red for even a second before we go through. So hopefully the cameras are on a slight delay. Also, easy examination of the film should be done. I've had to run red lights for my own safety multiple times. To stop people from accessing the cab of my truck. Usually on lake street. Hate to have to decide on a ticket vs allowing a random person on the street to hop on or even hop in my truck.
I would like to give feedback but your maps link above doesn't work.	I think cameras is issuing traffic violations is unconstitutional and wrong in every way. It is very clearly a revenue generating objective and to try to pass it off for safety is disgusting. I hope anyone who gets violations issued by a camera refuses to pay and the program fails.
I would like to see a camera considered at 5th St NE and Broadway. This is a major intersection for pedestrian/bicyclist traffic with multiple schools (Webster, Las Estrellas, Edison) nearby. I see cars running the red light for the bike/ped signal daily with multiple near miss events.	I think it is a flawed idea. Hire more police. This just seems like a money grab. Especially if you have an outside for profit company involved. These were done away with before for a reason.
I would like to see more cameras in the downtown area.	I think it is a great idea to implement this, as long as it is being enforced. No point of having traffic cams if it will not improve the safety it surveils.
I would like to see MORE cameras on Cedar Ave. A county road, apparently not well maintained by the county or the city. Accidents and deaths have happened in more than one location. Traffic views this road as a highway and consistently drive 40-50 miles per hour along it including semis, construction vehicles, buses and cars. Why is Cedar Ave CONSTANTLY ignored?	I think it is a great idea.
I would like to see more locations specifically on 20 mph parkways, such as West River Parkway, where speeding at 35-40 mph is unfortunately very common. Any straight transition from the freeway system could also benefit from a camera to enforce city speed limits, e.g. the Cedar Ave/Nokomis parkway intersection which has frequent issues with cars maintaining freeway speeds onto Cedar.	I think it is a valuable project - knowing there is a camera will curb speeding for some of us.
I would like to see more. I also feel announcing where they are might cause some people to only change habits in those areas	
I would love a camera at the corner of W Franklin Ave and Lyndale Ave.	I think it is hard to imagine equity on this project. Most cameras are located in the more central parts of the city. People in those areas will be more frequently cited and may have less ability to pay.
	It may be more productive to get to the root causes of speeding than to surveil citizens using cameras. I am generally in favor of fewer cameras and more privacy protections.
	I think it may be helpful to clarify to residents that traffic safety camera footage/photos are reviewed not by police, but by people who are specifically tasked with this enforcement, given the climate surrounding policing and enforcement perceived as being run by them.
I would love if Broadway St & Central Ave NE could be included in this. I have been a resident a block from this intersection and as a walker 3x daily crossing this street. I am almost hit 75% of the time from all sides. I know this to be true for other residents in my neighborhood. I have written the city on this issue multiple times. Its speeding and running red lights and you have to look for turning cars as well as straight to see who all will run the latest red light and hit a pedestrian. I'm thankful every time I make it safely to the other side. This should not be what I and others have to live with.	I notice there is a lot of speeding/aggressive driving on Johnson St NE coming off 35W (starting where Johnson St NE intersects with E Hennepin Ave and then intersects with Broadway St NE). It may be worth considering this location in the future. The speed limit at that point is only 25 mph, and I often see people going much faster than that.
	I think it's a good idea overall. I don't speed in residential areas and often get overtaken on a shoulder or turn lane while in NE Mpls - with angry brake and head lights flashed at me and brake checks when I'm passed and it's horrible. I'm always so scared a child will get hit or an accident will occur. But I do worry the cameras will not work well and people will be getting pegged unwarranted and the time and money it takes to fight that is unfair. Can you make a special office for fighting these so people don't have to take time off work, get an attorney or otherwise struggle to get justice if the cameras are creating unintentional consequences?? And I'm not worried about me. I promise. I usually go a few miles under the speed limit in residential areas.
	I think it's a great idea. Something needs to be done because traffic safety on the roads right now is an embarrassment.
I would also add to include Lowry St NE & University as an ex resident of that area and how dangerous is is to turn there in a car or walk across the street.	I think it's a waste of money
I would love one on Central and Lowry and more speed enforcement on Saint Anthony parkway	I think it's an excellent idea. What I have observed drivers doing on the city streets is downright dangerous...running through red lights well after it has changed, doing u turns on busy streets like 50th St in S Mpls.
I would love to see one on Portland and Diamond Lake or 46th, near Pearl Park and Field School respectively.	I think it's just a money grab for the city. Cops aren't enforcing the law, and you're going to have a lot of people that don't understand the cameras get ticketed. People with more money will just speed because they can afford to do so.
	I think it's a good idea.
I would love to see way more cameras but unfortunately it looks like state law is preventing that.	I think it's a good start, but I don't think the solve. It just puts tickets and money into the air, and that unfortunately will not stop the issue. It may slow down some, but in the general scheme of things, we need something bolder at these crash and red light running locations.
I would prioritize locations with more pedestrians, bikers and buses where speed and running red lights is more likely to injure or kill someone not just damage another car. Would highly recommend Franklin and Nicollet.	I think it's a great idea - it can't come fast enough in my opinion.
I would rather see the camera at 49th and Xerxes at 50th and James, near Burroughs School.	
I'd like to put in a vote for Hennepin and Lagoon just because that area could use anything to help. Otherwise, anywhere people are getting creamed by cars, in other cars or on foot/bike.	I think it's a great idea if manual enforcement is not on the table.
I'd like to see more in south Minneapolis, particularly Fulton and Linden hills areas. Xerxes feels unsafe, people speed and run the stop sign on Xerxes and 53rd.	I think that the police should use the two cameras just above their nose that they are born with to enforce egregious traffic violations.
I'd like to see more on Park, Portland, S Lyndale and Central Ave NE	I think that this will be a good pilot. I am keen to see less speeding and running of red lights in my neighborhood of North Loop.
I'm a little surprised that downtown is the first location for these, but that is my bias for not going there often.	I think the idea went away too easily in the past. I hope it is not eliminated again due to complaints from people who claim to be wrongfully ticketed, when the cameras obviously led to many legitimate tickets due to light running, and also was a deterrent to speeding and light running.
I'm against passive revenue building for the city	I think the person driving the car should be ticketed not the owner of the vehicle. We tried this before and didn't the Supreme Court of the state rule unconstitutional?
I'm not sure the camera on Lagoon and Hennepin will help. That intersection is dangerous because it's badly designed and there is a lot of traffic there. Speeding tend to happen on streets without a snarl of traffic.	

I'd like to see a camera at additional locations on Hiawatha Avenue, including at 46th Street. There are a lot of city residents, plus a ton of non-city residents blowing through that corridor and running red lights and speeding. The speed limits are 45 and 40 MPH but so many vehicles travel at highway speeds upwards of 55 MPH+. Very dangerous, plus these are locations near the Blue Line LRT.

I also recommend the Hiawatha Avenue and 42nd Street as well as the Hiawatha Avenue and 38th Street intersections since those are only a few blocks away from Minneapolis Roosevelt High School, a road where many high school and middle school students travel to/from school. My current 13-year-old needs to travel from Sanford Middle School (on the east side of Hiawatha) safely across to the west side of Hiawatha to Roosevelt to participate in after school sports. She has needed to do this on the bike and it can be dangerous, esp with the high speeds. Plus, in that part of the city there are very few proposed pilot locations on your map - please add a few more there!

I'd like to see more in Northeast, looking pretty sparse.

I'd love to see one at Lowry and University NE and Lowry and Central NE.

I'd love to see the initial cameras widely distributed throughout the city (i.e. not multiple in one neighborhood or 3 all on different sections of Lyndale or whatever), in an attempt to spread the effects of the cameras across a lot of the city and get as many drivers as possible to be aware that they are out there. If Cedar is under the City's jurisdiction, additional locations along that thoroughway should be included.

If there were a location around NE Parks, I would pick a 38th Ave NE & Central Ave NE

If we are prioritizing schools, why are so few of these locations around schools? Are these cameras being used as a cost-saving measure (or even a revenue-generating measure) instead of police enforcement? The incidents of speeding that I have witnessed are often done by individuals that I seriously doubt will pay a fine anyway, so I question the efficacy of this solution. I would much rather see cameras used in areas where people's safety is truly compromised.

If we aren't going after the kids stealing cars, joy riding, swerving all over the roads endangering the public... Why is this even a concern????????????

I'm from Los Angeles. They had traffic cameras forever and then they stopped using them because they found out they caused more crashes than they prevented as people slam on their brakes when the light turns yellow. Traffic cameras are a VERY BAD IDEA

I'm happy to move forward with camera installations. Installations will have an impact throughout the city. My only comment is that we need to remember that school children aren't the only pedestrians. I would ask that future installations focus more on where pedestrians / bicycles and cars intersect (e.g., downtown, parks, etc.) I'm not overly picky about a specific camera location. I'm more concerned that each light selected for a red light camera has detectors that will detect bicycles and motorcycles so they do not get ticketed for having to deal with a dead red light. I also suggest that a camera location has a minimum 15 second green light so that bicyclists have enough time to cross the intersection on green. I wish there could be a message light at each signal using detectors that says "vehicle detected, wait for green" so that we know whether or not we are being detected and be less tempted to be forced to run the red light when we are not sure if the vehicle is being detected or not.

I'm okay with the locations near me in NE Minneapolis. Ideally I'd like one on Lowry Ave and/or Central Ave, but I know those are not under city jurisdiction

In complete agreement with placing cameras where data shows the highest number of crashes, fatalities, and speeding.

In regard to Johnson St NE, Please please please put a camera at the intersection of 22nd. It's a pedestrian crosswalk with flashing lights that everyone ignores, people speed through there and there have been accidents regardless of the improved visibility and crosswalk. Additionally, it is a bike path intersection. Please help!

In South Mpls, the most cameras are positioned along Nicollet and Stevens Ave. If that's where the most crashes occur, I guess I agree with that more in that area. In my neighborhood (Longfellow) there are none, unless you count just one on 26th and Hiawatha. Does that mean few crashes in Longfellow?

Instead of 38th St and Longfellow, I'd rather rather see one at Nokomis Ave S and 42nd St E. I've almost been hit multiple times at Nokomis and 42nd.

I've rarely seen people run the light at 28th and Minnehaha, but have many concerns about people going too fast past Nokomis bike wayround, so putting cameras on the crosswalk would be awesome. I know a cyclist was hit at this crosswalk last year. Instead on Chicago And 46th, the camera should be at 42nd.

Interesting for 38th St and Longfellow. There is nothing there, to lights, little pedestrian traffic. Or is it there because there is a history of speeding along that stretch of 38th?

Is Washington Ave a county road? I don't see any on there and people keep almost hitting me as I cross the street!

It appears that Longfellow has been ignored. This is disappointing as we have problematic and dangerous driving on lake Street east of Hiawatha until the lake/marshall bridge. Parallel to that, 26th st between 31st avenue and East River parkway (along brackett park) is a hot spot for intentional reckless driving. Furthermore, East River Parkway has been taken over by people that think it's their own personal highway. This area needs attention.

It is frustrating that county roads aren't eligible, most of the worst driving I've seen has been on county roads.

It seems industrial areas with fewer streetside businesses make less sense for the pilot (such as Lyndale Ave N & Plymouth Ave N, W Lyndale Ave N & Dunwoody Blvd W, and Lyndale Ave S & Groveland Ave W). Similarly, locations with tight quarters, sidewalks close to the street and dense streetside businesses would seem to make good candidates (such as 54th St W & Lyndale Ave S).

It appears that a number of the proposed locations are where traffic backs up at stoplights on the approach to freeway entrances. If these intersections are experiences elevated crash levels, perhaps increasing the rate of throughput of freeway entrance meters would be effective at reducing speeding and crashes.

It seems like there are a lot concentrated in Whittier on Nicollet and Stevens, but kind of a gap in Lyn-lake and uptown. I'm open to a good explanation for the difference (more likely to speed as folks approach / exit 35w?) but it does seem a bit uneven.

It seems odd that 2/3 in NE are on the same street.

It will be challenging to make these work well on high traffic areas like Hennepin particularly at night. I see a lot of drivers who aren't familiar with those roads make mistakes turning the wrong way or at inappropriate times. There needs to be a mechanism to prevent improper ticketing when car accidents occur or when crowds get in the way of traffic (i.e. crowds at bar close or at the end of events suddenly blocking traffic, the presence of a red light camera would incentivize drivers to clear the intersection at the expense of potentially impaired pedestrians walking into the street).

It would make more sense to have the camera at 38th and Cedar than 38th and Longfellow if it captures cars running red lights. Alternatively, if it is just to stop speeding, then 38th and 19th Ave would make more sense since the park is right there and there are significant numbers of pedestrians crossing.

It's sort of hard to know about all locations. I think the ones identified in NE (where I'd live) and also downtown (where I work) seem ok for placement. I guess I'd like a few more options to review but I'm not opposed to these.

It's good to see the distribution of proposed camera locations is distributed throughout the city in an equitable fashion.

It's not clear to me how the Broadway and Johnson location is within 2,000 feet of a school, Yinghua is further than that even as the crow flies - I support this location in general, it's a bad intersection, but if it's not meeting that criteria it raises questions about how any of the locations are selected.

I think this is a good pilot ideal I am eager to hear the results. I am unfamiliar with how exactly it works but I would expect that there would not be issues of racial profiling.

I think this is a great prevention tool! I hope more are available soon at all of these locations and more. I think this is a great program that hopefully gets more funding. Speeding has been out of control since Covid started. As someone who has gotten speeding tickets before, it has been the only thing to make me slow down.

I think this program is a good idea because speeding contributes substantially to lethality and running red lights contributes substantially to a sense of fear and unsafeness.

I think you should also put up dummy/look alike cameras in other places so folks don't only follow at these advertised location.

I thought this was previously found to be unconstitutional in Minnesota?

I trust that the locations of the cameras will be publicized - the more awareness, the less people will speed.

I trust that intersections will be signed, to alert drivers to cameras' presence. The more awareness, the less speeding or red light running.

I ultimately believe, after researching historical data and other programs across the country, that this pilot program will not yield the results that they are hoping for. This is a civil infraction, so without carrying harder penalties for committing crimes, behaviors won't change for those who do these crimes.

I understand the idea behind cameras, but they're really just a band-aid. This map could just as easily be a map of the top priorities for traffic calming.

I want roads to be safer for pedestrians and bikers as much as for drivers.

I want to be very clear, there absolutely need to be some kind of separation between traffic enforcement and greater tracking. Anything that stops cops from stopping and murdering drivers is good, but we don't want to fall into a dystopian 1984 helicaspe.

I would also like to see high population density, pedestrian traffic, and bike traffic factored in, as speeding and dangerous driving also harm the livability of neighborhoods, and incidents are most likely to be deadly to people outside of cars. I live downtown and I am thrilled at the prospect of speed cameras and red light cameras. Thank you for your hard work and advocacy!

I would always prioritize areas that are supported by hard data on preventing deaths and any traffic accidents related to speeding.

I would hope that locations would be well signed. I like the idea of making roads safer -- especially for pedestrians and children -- but I don't think government should be playing "gotcha" and sneaking automated enforcement mechanisms into neighborhoods.

I would like to express my disappointment upon learning that the city is considering using speed trap cameras. This type of enforcement is commonly viewed by the public as a way for agencies to generate more revenue instead of improving safety. I would encourage the city to reallocate the funds from the speed trap program towards making physical improvements to roadways. Speed traps can excessively impact lower income residents by forcing them to pay fines and causing them more economic stress. The city should be using these funds to redesign streets to encourage slower vehicle speeds to increase safety and provide separated facilities for peds and bikes to improve the lives of residents, not just fine them.

I would like to hear about the plan to use the cameras. Will they all be monitored for illegal activities? If so, will anything be done to the perpetrators? Can the system be made to automatically issue tickets for excessive speeding, impaired driving, or red-light running? Can/will it be used to identify stolen vehicles?

I would like to know who the vendor of the speed cameras is and if they will be prohibited for receiving compensation based on the number of violations captured or tickets issued. Also, is the vendor involved in any enforcement decisions or program evaluations? Will all enforcement data from this pilot be publicly available including ticketing rates, revenue collected, and safety impact assessments? I do not see this information posted on your website.

I would like to see a camera at LaSalle and 12th Street and/or Nicollet and 12th Street. Almost every time I walk along 12th between these two intersections I see a car running a red light.

I would like to see this on some stop signs where egregious violations occur frequently in neighborhoods. I don't think they should even enforce a completely stationary stop but at least flag cars that don't ever go below 5 or 7 miles per hour. The corner of 26th Ave and 24th St comes to mind.

I would love to see more of these and more traffic safety enforcement in a way that is not racist. Would be nice if fines could be steeper for higher income folks / progressive.

I'm against state surveillance

I'm bummed about the school radius requirement because there are so many speeding/safety issues that are more than 2,000' from a school but I'm hopeful the pilot goes well and traffic cameras are expanded citywide

I'm excited to work toward safer streets in Minneapolis

I'm in strong support of the program and would also like to see speeding enforcement.

I'm not convinced of its worth. But we shall see what the data show after the pilot.

I'm really glad were doing this

I'm strongly in favor of it!

I'm thrilled that some action is finally taking place. This is long overdue.

I'd like to see as many cameras in as many places as reasonable and feasible. Traffic safety is so much worse than it was before the pandemic, and it wasn't great even then. We need to hold drivers who break the law accountable, and the funds raised from fines should directly fund further traffic safety measures

I've never noticed an issue on either of the intersections on Lyndale (Lyndale/Groveland and Lyndale/Dunwoody). Cars may run those lights but I use both intersections daily and have never really seen anything particularly dangerous.	I'd like to see automated enforcement of bus lane and bike lane violations too!
Personally I'd suggest moving those two locations downtown, where there is a high number of jaywalking pedestrians and other hazards.	
Keeping cameras in municipal areas and by highways is a priority , keeping them out of residential areas is also a priority	Ideally MPD would actually pull people over for moving violations but I support this pilot program
Load up Lake Street and where Nicollet will be reconnected to Eat Street	If owner are not liable for infractions if they are not driving but the cameras only take pictures of rear license plates then how will the guilty party be determined?
Locations are a good spread around the city	If there is evidence indicating that the traffic cameras reduce speed then I think it's a good idea to try. I am worried about increasing the surveillance/policing of neighborhoods in this city, and I think being proactive to make sure that the fines and policing do not disproportionately impact marginalized communities is very important. I also think it's important that other methods of traffic calming & pedestrian safety continue to be prioritized and implemented.
	If this can reduce the number of crashes and pedestrian accidents, then I'm all for it.
Longfellow and 38th is a concern - 38th and Hiawatha Ave is worse with much more traffic and pedestrian use.	If this is an already decided policy, that's too bad. I don't think this is needed. There's other ways to control traffic.
Look good	If we are prioritizing schools, why are so few of these locations around schools? Are these cameras being used as a cost-saving measure (or even a revenue-generating measure) instead of police enforcement?
Looks fine	The incidents of speeding that I have witnessed are often done by individuals that I seriously doubt will pay a fine anyway, so I question the efficacy of this solution. I would much rather see cameras used in areas where people's safety is truly compromised.
	If you are not going to enforce traffic laws without the camera I really do not think it is going to matter if you put cameras up or not. This city and the folks in office do not care about anything but the profits.
looks good	Lives are second!! It is ridiculous. We have been asking for help in this area for years now.
looks good	If you are only taking photos of license plates, how does auto owner prove they were not driving.
Looks good	If your Stop Lights were properly TIMED to improve the flow of traffic (especially during Rush Hours) then red light running would be reduced without any cameras!
Looks good	If you're going to do this, give drivers a break and extend the time of the amber signal light, otherwise it will seem that the program is just to generate revenue.
Looks good	I'm a little concerned about situations where a few miles over the speed limit enforce a ticket. I feel like a little leeway should be given due to differences in how speed is calculated by vehicles and displayed on the speedometer. I think the worst situations are caused by people who are driving at reckless speeds and not by people who may try to keep up with traffic or who accidentally go slightly over the limit while passing or trying to make way for larger vehicles.
	I'm concerned about the additional signage creating a distraction, most of these intersections are large and busy already, that's the point, but if any part of the problem is drivers having issues following the existing signage about lane restrictions, pedestrian signals, etc. then adding signage about traffic cameras is only going to create more visual confusion. Obviously it's been done effectively in other places but that needs to be taken into consideration when planning the signage.
Looks good	I'm concerned that there will be certain groups of people treated differently (more favorably) than others. I sure hope that is not the case as speeding is speeding, no matter whether your black or white and everybody should be treated the same wavl
	I'm excited for this project, people speed like cray and it is scary on a bicycle
Looks good	I'm generally supportive of this pilot to make our streets safer for all users.
Looks good to me	I'm glad to see this is happening, thank you for making this happen.
Looks good to me but I would defer to the residents in the area. I'm not sure the school criteria makes the most sense except for arrival and dismissal times. Most of the time there aren't students walking to or from the school.	I'm not in favor of traffic cameras.
Looks good! My suggestion would be to also have cameras that would catch cars driving in the red bus-only lanes.	
Looks good, but it would be nice to see some in Longfellow/ 46th Street, Minnehaha Ave, and The parkways are all busy multimodal streets with speeding. People regularly go 10-20 miles per hour over the speed limit on West River Parkway when there are people around!	I'm so glad this is happening and I hope it can be expanded quickly!
Looks great.	I'm so glad we're doing this!!
Looks great!	
Looks like a fairly good distribution but seems like north Minneapolis could use a few more - that's where traffic feels the riskiest	I'm so glad you are going to pilot this.
looks like a great map to me. I appreciate the the decision is informed by speeding and crash data. Would be good to keep an eye on if this diverts poor driving behavior to other routes or areas of the city as a result of their installation. It's hard to have a good sense of impact until this is actually rolled out city wide, so essentially everyone is required to abide regardless of the route you take.	I'm thrilled to see this happening and really appreciate the thought and intention behind the roll out! Far too many people are killed due to reckless drivers, which seems entirely preventable with the roll out of more programs like this! Thank you!!
Looks like good choices.	I'm unclear how enforcement will work.
	I'm very excited for this. I hope the pilot succeeds and the overall program helps us achieve safer roadways.
Looks like it's targeting the black community and know crime area are you car watching or body watching????	
	I'm very happy that this program is starting. I live in the Whittier neighborhood and not a day goes by that I don't see people speeding and running red lights and stop signs. I wish there could be one at every intersection.
Looks like these cameras are disproportionately in low-income areas. Please make sure you're not policing demographic groups unfairly.	I'm very much in support of this. I moved from Texas that has red light cameras and noticed a significant increase in the number of vehicles running red lights in Minneapolis. It is rampant here and feels dangerous. Please put these cameras as many places as possible. I think it will help change driver behavior to obey the laws.
Looks okay	In dire need of this as there is very little police presence.
Looks okay to me	
Looks okay to me.	Increase the fines and actually enforce them to be paid. If you don't do this, this program is entirely pointless.
Looks pretty good. Would love one at Lowry & Central or Lowry & University.	Is it true that if someone keeps flunking their drug test but really want to work for the city they're put in traffic control?
I also noticed there's not many in more affluent areas of the city, eg. Southwest Minneapolis. Is there data that red light running is less of an issue in these areas? If not, seems like an equity issue because BIPOC/lower income drivers will be unfairly targeted by having more frequent camera locations on roads near where they live	Is it true that if you want to work for city but keep flunking your drug test they'll put you in Traffic Control?
Loring Greenway can be very dangerous for bikers because of reckless driving on Lyndale near the Walker. So, I think the Lyndale Ave S and Groveland Ave W location is a good one.	Is there any future plans to use this enforcement or some variation of this for the Carpool/HOV lanes on highways?
Locations on high traffic streets like Hennepin/Lagoon, Lyndale/26, Lyndale/Groveland, Lyndale/Dunwoody, Nicollette S seem not useful as these streets are often gridlocked/slow moving due to traffic giving motorists very little opportunity to speed.	
Lowry and Broadway in north need a camera on every intersection... it is genuinely scary 24-7 with drivers completely disregarding all traffic laws.	Is there going to be a flash of light or some signal that you have been caught? A loud sound perhaps?
Lyndale & 26th Ave N	Is this a solution in search of a problem? Just asking.
	Isn't this a rehash of what was previously attempted (at significant expense), then terminated by the reigning Council, only to be resurrected now? What has changed, other than time?
Lyndale and Dunwoody, yes please and focused on lyndale SB. 50th and Xerxes seems better than at 49th.	It is easy to feel prickly and annoyed about this pilot program. Realistic and personal education about how this could be beneficial would be really helpful in getting Community by in. While I don't feel interested in additional safety rules, when I consider the actual safety of myself and my loved ones and my community, it helps me be more understanding of why this could be a helpful addition to Traffic Law enforcement. So good education and marketing is really going to be key in getting Community by in.
Lyndale and Lake would be a good location for a camera.	It might be helpful if the public could somehow not know about the locations but I suppose that's not possible.
Lyndale frequently has extremely backed up traffic, sometimes making it impossible to be completely out of the intersection when a light turns red, or impossible to tell whether traffic will suddenly stop while you're in an intersection and then creep through the rest of the way while light turns red.	It needs to be equitable so they should be in every area and have as many in wealthy areas as in poor areas.
Make sure it's integrated into apple and google maps please—so there is warning like in Chicago.	It will not work unless VALID license plates are enforced. Ie: ALL vehicles MUST have visible, not hidden, not obscured, not fake, not stolen plates nor expired temp papers and MUST have current registration/correct tabs. Also, could people easily respond with "It wasn't me"?
Many of the camera locations downtown are for red light problems, not for speeding issues. This is ok. But jay walking is also causing problems downtown. Speeding is more an issue on thoroughfares, i.e. double lane roads. But using frequent crash locations is a good way to locate these cameras.	It's not going to change anything right away but cause more confusing and more problem how will these cameras decrease potential crashes and stop speeders??
Map seems to focus on low income areas which is a horrendous plan	It's wrong to charge the owner of the vehicle not the operator.
More along Lyndale between 36th&54th. Early morning people fly down the road and illegally pass - see it almost every morning around 6a	It's a good idea and I hope it expands! We need more enforcement of speed limits, stop signs, crosswalks, and bike lanes—all places where car-dominance is a threat to walkers, bikers, children, and people taking transit.

More are needed on Minnehaha/55 and Hiawatha, particularly at 46 Street; 42nd St., 38th St. and Lake St. also are good spots where people are constantly running the red light and causing accidents. More cameras further south of lake street. 42nd ave and cedar has a lot of speeding 40+ mph. Multiple cars daily.	It's a great program that should be use effectively, essentially in places where there are presenting conditions and no recent or planned capital improvements It's lame. There is already lack of trust in Minneapolis civil service officials. This is just another "big brother" mechanism to sow even more distrust. That and along with the pardon of Derek Chauvin, which seems impending, good luck with this lame pilot and everything else that will ensue. It's pretty hard to predict right now if there will be speeding on Hennepin because we're still in the middle of construction, which de facto makes drivers have to slow down. Maybe you should put the cameras where you could also catch people drag racing. It's unconstitutional to have traffic cameras anywhere I've heard people complain that there are more cameras in neighborhoods with more people of color, but these cameras are a BENEFIT, not a burden. If these cameras make POC neighborhoods disproportionately SAFER, I'm okay with that. Kudos on making this happen. I look forward to seeing safety improvements.
More cameras should be on Penn and in North Minneapolis in General. There is more speeding and accidents in North Minneapolis. More locations downtown and the North Side More needed in Seward and Longfellow	Large numbers of drivers in North Mpls are allowed to drive their vehicles without a license plate in the front and/or back of their vehicle. The traffic camera safety project will fail if drivers are allowed to drive without a license plate on the back. like the idea of piloting the program. Hoping that cameras can be repositioned pending results of pilot Locations on Washington avenue starting around park avenue. The speeding late at night with cars racing each other towards 35W. Locations outside of current intersections with lights must be considered. We have a massive safety concern beside Lake Hiawatha on 28th Ave S and 45th St E where it is only a matter of time before someone is killed.
More oversight at 26th and Hiawatha is very needed - there is no safe way to cross either direction as a bicyclist or pedestrian due to the free right turns off of Hiawatha. Most of these cameras are located in locations highly populated by POCs and low income residents. 1 to 2 placed in wealthier neighborhoods while 3 in quick succession on Lake Street. Driving down Lake Street could net a driver 3-4 hits in 4 blocks. The cluster needs to be spread out. n/a N/A	Locations outside of current intersections with lights must be considered. We have a massive safety concern beside Lake Hiawatha on 28th Ave S and 45th St E where it is only a matter of time before someone is killed. Long overdue. Long overdue. Thank you
nanny state surveillance not needed or wanted	
NE Locations are good options - they are intersections that get the most traffic and people want to move through them quickly. NE Main Street and 56th NE is a treacherous intersection to try to cross. It is unsafe at most times of the day - cars DO NOT stop at the red light - they are driving at speeds that are dangerous for pedestrians and other vehicles. For kicks and see this for yourself - put a patrol car there and count and ticket the number of cars that do this. Then maybe someone in the mayors office would take it seriously. I am not the only one who has contacted the office regarding this intersection over the course of the past year. Need more on Hennepin downtown. Need more on Lowry in NE!! Johnson and Lowry specifically!! Lowry and central would be nice too! I live a few blocks away and people constantly run red lights and fly through that area, it feels unsafe. I always have to do an extra pause when a light turns green because there's often traffic from the other way running reds. Franklin and Minnehaha and that generally area would also be great! I work nearby and it is the worst part of the city to drive in. Constantly running reds or speeding or other illegal maneuvers (obviously cameras won't solve all of it but more traffic enforcement in that area would be great!)	Look forward to having them, hope violations are enforced Looking forward to the potential positives this pilot may have for pedestrian safety
Needed	Love the idea of traffic cameras. One of the listed potential locations I've had cars pull around me at a red light so they could run the light. More locations should be considered in neighborhoods surrounding the U of M given the combination of inexperienced drivers and number of roads with straight sections that make it easier to speed. One example is the intersection of 8th Street SE and 6th Ave SE. More than traffic cameras need to be done to reduce the amount of speeding in Minneapolis. People are getting absolutely reckless More the better. Lots of red light runners My biggest concern with these cameras as someone who lives one block away from a major thoroughfare (18th Ave S) is that bad actors will just flow onto low-traffic, residential streets to evade cameras. This already happens when there's construction on Cedar and it's very disruptive. I hope there's a plan to mitigate this behavior beyond the speed bumps we already have on 18th. My hope is that the program is successful and that traffic enforcement cameras are placed throughout Hennepin County, not just Minneapolis. The speeding and run light running is top of mind for me, particularly as I have a 16 year old who is beginning to drive. Driving has never been more dangerous. More distractions, more cars on the road, bigger and faster cars being driven, and fewer consequences means everyone is at risk. Sincere thanks for all the effort and work put into this and for the opportunity to chime in. My overall opinion is this is a complete violation of privacy and a huge waste of money. The only positive i see, is to use it around schools and children. Will police officers be held to the same standard?
Nicollet Ave S at 46th St W, are the issues with this intersection the busses? Because they are the main issue to me. They are the main driver of the safety concerns at this intersection.	My partner is from the UK and it's been wonderful to see how drivers obey car driving laws there compared to here. We are all for keeping the public and police officers safe by using technology rather than pulling cars over and risking everyone's safety. Plus it allows law enforcement to focus on all the other chaos occurring. Please continue to use cameras and other technology to keep everyone safe! My primary concern is what happens when people learn where the locations are and start driving fast on side streets to avoid them. N/A
No cameras please	
no comment No location is a great idea!	
No more monitoring.	
No negative feedback, all seem good locations to me	
no opinion	
No problem with any of the potential locations. NO to Chicago & 46th St and 28th St & Minnehaha Pkwy. Neither have high needs for cameras. Isn't 46th St a county road, not city? Why so few in NE Mpls? No where, speed cameras are unconstitutional! None None None none None none None None. Not a fan of 38th and Longfellow Not a fan of this program. Hire the required compliment of Police Officers. Not enough cameras. Not having cameras on west river road shows close to zero thought has gone into this program. Not enough information to assess why a location was chosen.	Need heavily enforceable fines, booting system for unpaid fines, actual enforcement Need more of them Broadway/ Washington and in ne Need red like cameras as well. Both speeding and red light running are an epidemic. Needed No cameras please No comment No comments, looks like a good start. No more monitoring. No red turn signs need to be taken down or a campaign to clarify wtf they mean. Some have been there for 50 years. No traffic cameras! This is a terrible idea. Just another insane policy from the City. No doubt pushed by a bunch of do-gooders with nothing better to do. Complete waste of time and hopefullly, illegal. No where, speed cameras are unconstitutional! Not a fan of this program. Hire the required compliment of Police Officers. One location in my neighborhood where I would really like to see a traffic camera is the Nokomis Pkwy/Cedar intersection. The amount of dangerous driving, illegal turning, red light running, speeding, and crashes I have seen at that single intersection is truly remarkable. And it's a place where a ton of different users (pedestrians, cyclists, vehicles, etc.) mix. Outside of downtown there are far too many people driving too fast in areas with parks, schools, etc. Portland by Pearl park is one of them. Overall I am very happy with this pilot!
Not enough.	Overall, I'm very supportive of this pilot. Very needed. I hope it can bring real safety changes to our roadways.
Not evenly distributed throughout the area. There are heavier foot traffic locations neglected, for example, the intersection of 22nd and Lyndale Ave S. There are lots of known speeding through this intersection and crossing red lights, disobeying traffic law. Lots of pedi cross this intersection as it is by a grocery store and the neighborhood it serves not quite sure why cameras are being put at 54th W and Lyndale S or Lagoon W and Hennepin S. Live near the first and have never seen anything of concern in 10 years even at rush hours. Use the second a lot, and never seen anything of concern, but I'm not using it normally at rush hours. NOWHERE Of these, I most often am near the cameras at 46th and Chicago and at 28th and Minnehaha. In many years I haven't really experienced any concerns at 46th and Chicago (have traveled as a biker and via car there) so not sure what problem is being solved. 28th and Minnehaha is similar with occasional running of red lights, but honestly it seems like staggering the timing of the lights like at 34th and Minnehaha would solve most issues there (they used to be staggered, unsure why changed). The bigger problem on 28th is the massive stretch from Minnehaha to 42nd with zero stop signs or lights (if you time the 44th street light correctly, and that light obviously prioritizes N/S traffic). The wide road plus many blocks like this spurs reckless behavior, and it's a busy area with a popular park and many pedestrians and bikes trying to cross what feels like a freeway where cars and buses have precedence. Would be better to have a camera somewhere between Minnehaha and 42nd streets. On 43rd by lake hiawatha the speed bumps aren't stopping them One camera on Hennepin in Uptown, but three cameras in three blocks on Lake on the west side of 35 seems inequitable. What about Franklin/Lyndale? One of the cameras in Whittier or Phillips West should be moved to Park and 28th - cars travel well over 40 mph and regularly run red lights at this intersection (primarily in the northbound direction of traffic) Other cities use these for ticketing like Denver and Cedar Rapids.	People should not be penalized as long as they enter the intersection on yellow Please add red light cameras!! It's ridiculous how often people are running reds that they had no business even trying.
	Please add speed cameras in North Loop on Washington Ave N between 10th Ave N and 6th Ave N Plese consider traffic calming measures at Lyndale Ave S & 32nd ST - in this or future projects.
	Please consider using the English model of being able to move the cameras within their enclosures, so one does not know if there is a camera within that enclosure. Also the Dutch model of automatic writing of a ticket is an efficient way to generate revenue. Please do it quickly, speeding and stop violations are out of control!

<p>Overall this looks pretty good. I would also like to see at least one camera on Hiawatha south of Lake street (LOTS of speeding and running red lights at Hiawatha and 32nd, but also throughout Hiawatha at other crossings), and one camera on East Lake st.</p> <p>Overall, I am supportive of the direction that is being taken with choosing locations. However, a huge gap that is missing is Portland and Park Avenues. In particular, Portland/Franklin is where I personally observe red light running the most. It is constant and a major contributor to this intersection feeling by far the most unsafe of any intersection that I travel through regularly. Some other locations that feel dangerous and have frequent red light running that stand out to me and don't have cameras proposed are Portland/Lake, Park/Lake, and Bryant/Lake. All of these locations have high levels of pedestrian activity, well utilized bike facilities, and a documented history of safety issues.</p> <p>Overly concentrated on low-income areas like other forms of enforcement that target those areas unjustly.</p> <p>Penn & Lowry should be on this list</p> <p>Penn Ave N gets a little crazy with people passing on the shoulder</p> <p>Please add Broadway and Uni. It is next to a school.</p>	<p>Please do it. Streets are dangerous in Minneapolis</p> <p>Please enforce the laws with actual police not a camera who will Send you a ticket that won't change peoples redneck Behavior. A 14 year old in a stolen car is not concerned with your traffic camera.</p>
<p>Please add cameras in south Mpls on Park, Portland, Lyndale.</p> <p>Please consider 29th Ave NE and Fillmore which is adjacent to Audubon Park and within 2,000 ft of Northeast Middle School. This is a hill descending west to Central Ave. Drivers descent from the Buchanan stop sign and don't break speed until they reach Central contributing to many vehicles moving faster than 25 mph.</p> <p>Please consider 32nd and Hiawatha. I drive that route every day and its far worse than 26th.</p> <p>Please consider a traffic camera at 41st and Lyndale where there is a protected cross walk that basically no car stop at. If that's not close enough to a school, then consider it at 42nd and Lyndale, which should be within 2,000 feet of a school -- so many people fly down Lyndale Ave S.</p> <p>Please consider locations at Lake and Lyndale and 31st and Lyndale Ave S. As a pedestrian and a driver I've been almost hit at these intersections multiple times.</p>	<p>Please get them installed and see how they are working. Spread them around the various areas.</p> <p>Please implement ASAP</p> <p>Please install more in North Minneapolis. The residents in North should have the safe safe neighborhoods the rest of the city has.</p> <p>Please make sure the traffic cameras also penalize police who violate traffic laws. As a disabled pedestrian, I have nearly been hit by cops (without lights or sirens on) doing things like making illegal turns when pedestrians are in crosswalks downtown, and it's not fair to fine civilians and not police, who if anything have more responsibility to drive safely. I'm not a fan of little cameras anyway when I don't think speeding is near as big of a problem as flagrant reckless driving (weaving, making turns from inappropriate lanes, other things like that I see pretty regularly), but if they're going to be used, enforcement should be across the board, not give bad drivers a pass because they're in government-owned vehicles.</p> <p>Please place more cameras for crime monitoring too.</p> <p>Please please fix all the street lights that are out on West River Parkway! There are over 30 that are out.</p>
<p>Please consider more locations on the western most stretch of West Broadway Avenue between Penn and 29th aves. Posted speed limits are already high and encountering drivers running reds while speeding is a near daily occurrence for myself and other residents. This stretch is also home to dedicated bike lanes, schools and childcare centers.</p> <p>PLEASE include a camera at 28th and 50th, I have personally had several close calls with speeding drivers/drivers running stop signs. Please please please also include one at 50th and Hiawatha, there are constantly people running red lights and speeding while people are trying to cross at the crosswalk. It's the only entry point to Minnehaha Falls from the light rail and it's TERRIBLE</p> <p>Please install at least one camera somewhere along Nicollet I work at the school on 24th & Nicollet, and there have been "more than a few" incidents there - some very serious crashes due to speeding and running the light. It's concerning, because we cross that intersection with students on our way to the nearby park.</p> <p>Please place one at 54th and Lyndale.</p> <p>Please place the cameras where the most danger to the public is. Cameras do not have racial bias, so need to worry about any nonsense like that</p> <p>Please prioritize 31st & Nicollet!</p>	<p>Please please please make sure fines are enforceable ie a booting program or towing for unpair red light and speeding tickets.</p> <p>Please prominently display signs indicating where the cameras are</p>
<p>Please put one at 28th Ave and Minnehaha Parkway!</p> <p>Please put them in as many locations as possible, starting with locations with the most speeding and red light running.</p>	<p>Positive way to help ticket speeders, light runners etc and play the price</p>
<p>please put them in priority neighborhoods</p>	<p>Prepare for how to spin the results of who does and doesn't get a ticket.</p>
<p>Poor driving behavior often result from frustration with traffic flow. Some semaphore adjustments could help flow. The Cedar and 38th intersection has a left turn arrow from the east where the stopped east bound traffic watches traffic flow their direction and no corresponding left turn arrow for traffic heading south on Cedar backs the traffic beyond Longfellow, giving rise to bad behavior rather than waiting for the line to turn south moves.</p> <p>Portland Ave S from 56 th street to 59 th street does not indicate a test site. is Portland Ave S a MNdot street? I suspect it it is thus it's omission from the list.</p> <p>Portland Avenue and Park Avenue between Lake street and 46th Street South have had injury and fatality crashes due to speeding. 35th street and 36th street at 2nd Avenue South also experiences a high collision rate and light runners rate and has had fatal crashes at these intersections as well.</p> <p>Prioritize cameras on or near Lake Street locations</p>	<p>Priority should be placed on stopping violent crimes, not "speeding drivers"</p>
<p>Prohibit more cameras placed. The law recently put in place only to waste more money on more cameras, instead of investing on public safety programming is showing in this survey.</p> <p>pu a camera at 17th and lake st. multiple accidents and red light running</p>	<p>Provide any other feedback you have on the traffic camera safety pilot.</p>
<p>Public safety should be the ONLY consideration for "speed" cameras... places where people and children tend to be are most important. Cameras set for the sole purpose of speeding- I completely disagree with. It's not always speeding that causes accidents... many of the "scary" drivers I see are going too slow because they're on their phones... if you have a camera for that, I'm all for it.</p> <p>Put as many as possible. I see daily redlight running and speeding.</p> <p>Put cameras on University/4th St by the U after road construction</p>	<p>Punishments should be far more severe</p> <p>Put as many as you can, in as many places as you can. Left turns on red and running red lights have never been worse.</p> <p>Put the cameras up everywhere, as the budget allows and increases for this safety measure. It works absolutely phenomenally in other parts of the world. No racial profiling, no need to post (and pay) city and police personnel to these mundane and potentially unsafe positions, and a HUGE return on investment.</p> <p>put them up all over to catch people running red lights it's an epidemic.</p> <p>Put them were the most accidents, speeding, and reckless driving occurs. If those areas happen to be areas with higher numbers of POC don't succumb to racism claims and put them where they will make the biggest impact!</p> <p>Put up as many as you can. Running red lights and speeding (especially with the lowering of the speed limits) is a huge issue in our city.</p> <p>Red light cameras are argued to be unconstitutional because they violate due process by presuming the vehicle owner is guilty without proving they were the driver. They also raise Fourth and Sixth Amendment concerns related to unreasonable surveillance and the right to confront one's accuser.</p> <p>Red light running is more concerning than speeding. Please prioritize stopping red light running.</p>
<p>Put them where lots of pedestrians are and I'm danger of being run over</p>	<p>Red light running needs to be reduced.</p>
<p>Rather than 49th and Xerxes Ave South - it should be at 50th and Xerxes Ave South</p>	<p>Safety cameras are great, the more the better, let's make sure the data is handled responsibly so we can keep them up</p> <p>Safety factors are speed, running Stop signs, and oversize semi /tanker trucks</p>
<p>Red light and speed cameras are a flawed approach to traffic enforcement because they prioritize revenue over safety and have shown limited effectiveness in actually reducing accidents. Data from other states suggests that while these cameras may reduce Red light camera needed cedar and Minnehaha parkway, as well as cedar and 42nd. Lot of people use the left turn lane to run red lights.</p> <p>Red light cameras are argued to be unconstitutional because they violate due process by presuming the vehicle owner is guilty without proving they were the driver. They also raise Fourth and Sixth Amendment concerns related to unreasonable surveillance and the right to confront one's accuser.</p> <p>Red light enforcement should be a higher priority. For the most part, within downtown, your speed is limited by the traffic around you, at least during the hours when hitting cyclists/pedestrians/etc is the highest risk.</p> <p>Relieved to see one at 28th & Minnehaha. Please please please consider one at 28th Ave S and E 50th St; this intersection has had so many near misses with pedestrians, bikers and cars. It's within 2000 ft of a school, by 2 bus stops, a major park, bike routes and cars routinely speed, run the intersection and drive aggressively. It's a huge hazard for the neighborhood.</p> <p>Reveroad,</p>	<p>See above.</p>
	<p>See response to item 2</p>
	<p>Seems like a great idea!</p> <p>Since the cops don't pull anyone over for running red lights, put one at every stop light. There's blatant red light running every single stoplight I stop at any given day driving in the city. It's ridiculous.</p> <p>So looking forward to this!</p>
	<p>Speeding and crash history should be priorities</p>
	<p>Tell your local representatives to amend the law and stop wasting the money on more cameras. Invest the money into better public safety programming for parents, for schools and law enforcement.</p> <p>Thank you for doing this!</p>
	<p>Thank you for doing this. We need this technology all over our city.</p>
	<p>Thank you for gathering this important information</p>
	<p>Thank you for helping make the city a safer place.</p>
	<p>Thank you so much for doing this. Trying to navigate this city as a pedestrian and transit rider feels dangerous so often because of the risky driving happening.</p> <p>Thank you so much for pursuing this pilot. I know this might not be a popular approach, but it's necessary.</p>

Seems fine to me. Seems like a heavy number between Franklin and Lake Streets.	Thank you! Thank you, thank you, thank you for doing this. I have a three year old in a one-car family with two working adults. We walk a lot and use public transit a lot, including with our kid, and it is absolutely terrifying the way so many drivers break the law and don't value our lives. I'm so incredibly glad this pilot is happening and I can't wait to see it expand. Thank you. Let's slow down fast drivers and eliminate red light runners. THANK YOU. Put 'em up at every stoplight! Thanks
	Thanks for this effort
Seems random Seems reasonable for a pilot Seems to be more North/South streets then East/West..... Is there a greater amount of danger and speeding along that "direction?" severe lack of options in Northeast. Broadway/University, Broadway/Marshall, University/Hennepin to name a few are all rife with speeding and red light running and are major pedestrian centers within 2000 feet of a school. Should also add 50th and Xerxes & France Ave and 50th St. Should be at 28th Ave and 45th St.	We more the better. The 20 mph speed limit is already an intrusive detriment to commerce and growth. Not everyone is driving their kid to school or going to yoga. Many people need to use the roads to make deliveries, serve their customers, and grow their business. Cameras slow travel even more, beyond just aggressive drivers. The best way to slow traffic is to bring things down to one lane, add bike lines and/or expand pedestrian walkways. You are seriously going to give ICE and the government a reason to kidnap undocumented people with this. Build infrastructure to slow cars down instead of punishing the people with the least among us. The rich white neighborhoods having nothing in them. The cameras should also monitor, alert and register an offense when a driver parks or stops in a bike lane. The cameras should ticket red light running in addition to speed. Obviously they often go together but.... The city council should locate the first cameras up their ass. The city needs to not proceed with this program. There is no way to implement it equitably. It will certainly disproportionately impact the most vulnerable residents. The entire program is a lie built on a deception anchored in greed.
So so grateful for the locations near me in Near North. Those intersections are so dangerous	Traffic cameras should be outright illegal EVERYWHERE. They serve NO PURPOSE except to steal money from vehicle owners/operators--for both Government, and the Insurance industry via surcharges on insurance premiums. Your corruption knows no bounds. EVERYONE involved in this debacle should be fired for cause, lose pension and benefits, and face prosecution for abuse of Tax dollars.
Some on 42nd street E. One at Cedar and Nokomis Parkway. Even with the intersection redesign there have been numerous bad accidents there. Sorry to not see Bde Mka Ska W & Lake St, also 44th & Xerxes	RAISE ALL THE SPEED LIMITS to AT LEAST the 85th Percentile of free-flowing traffic. The first list I saw of locations in an email showed 90% of the cameras in the ghetto, north & south. Has that improved? People drive crazy all over the city, not just in low income areas. The intersection at 50th Street and Minnehaha Parkway would be a good intersection for a camera in the future. The intersection of Portland and Franklin should be considered The lights on Hiawatha at 32nd or 35th are run so often- those locations really need cameras The main concern I have is in regards to the clause of enforcement stating, "vehicle owners are not liable if their car was stolen or if they were not driving at the time of the violation." As much as I want to believe that people will be honest, I foresee the claim of, "I wasn't driving" at the time as a frequent refrain. The more cameras the better! Until cars get smaller and drivers get saner, increased surveillance and enforcement is the price we all must pay to protect law abiding pedestrians, cyclists, and drivers. The more, the better! Anything to help calm the dangerous driving that seems to be getting worse all the time. The program needs to be cancelled. This will disproportionately impact already vulnerable lower income residents and is seen as another way for the city to generate money by residents. The real issues are from drivers of stolen vehicles, drivers looking at their phones and drivers smoking weed while driving. These three items should be the focus of a traffic safety program.
Sounds great to me! South and NE Minneapolis do not have many potential camera locations shown. Please shift some cameras from downtown areas to more residential areas. South mpis seems unbalanced. On Nicollet /Blaisdell there are 6 clustered between Franklin &31st yet only ONE on Hennepin and ONE on Lyndale? (between Franklin and 31st)	The red light running and passing on the right has always gone on up here, in North Minneapolis. But since 2020 it's OUT OF CONTROL. there are more cars breaking laws than following them. It's bonkers. So even though the goal is even distribution, I vote for more cameras on the Northside.
South of lake state seems like it could use more camera locations. Specifically somewhere near the Minnehaha parkway. Southwest seems conspicuously devoid of cameras. The condition of being near a school is odd. Not that I want to see kids mowed down but it seems to push other dangerous areas off the list. Speeding and red light running need to be addressed at all of these intersections Strongly support camera at 28th Ave S and Minnehaha Pkwy E. Suggest add intersection of South Hennepin Ave. and West 24th St., entering Uptown between Kenwood and Wedge, where I witness lots of running red lights and hear speeding at all times of day and night, thanks. Also 35th St. E. and 1st Ave. S. in South Central, where someone ran red light, while speeding and on device, totaling my car and theirs two years ago.	The scope is too narrow. Stolen cars are a foundational crime that allows criminals to move throughout the city with anonymity. Traffic camera's are the perfect tool to identify them and track them in real time (with the appropriate software). If you are serious about reducing crime in Mnpls, reducing auto theft/jacking will have broad impacts on crime throughout the city. Why wouldn't you use these camera's for this purpose? The sooner the better!! The sooner this starts the better. Violations should go on driver's records. The sooner, the better. The more, the better. Automating this ticketing for this should minimize not only dangerous driving, but also high-speed police chases. Free police up to handle other issues.
Surprised Lowry and Central is not on the list Thank you for putting these in along Blaisdell. We live on Blaisdell and people fly down our street often running red lights. There have been numerous crashes at our intersection. Thank you. I didn't see a location at Bde Mka Ska Parkway and Xerxes, where all kinds of motorcycles, hot rods and cars speed right through the stop sign, especially after 4 pm. That's a lot in North Minneapolis where black and brown people live and next to nothing in Linden Hills or South Minneapolis--that's really unfair to people who are economically disadvantaged and have more background checks run on them. With ICE kidnappings, you are going to hurt a lot of lower people in the name of "safety". The 26th Ave S and Minnehaha Pkwy location is important to me as I live nearby. That intersection is very confusing and I witnessed a car accident occur there once (someone went through a redlight from a left turn seemingly by accident). 28th is also a dangerous road with a lot of speeding and limited crosswalks to the park at Lake Hiawatha. I live at 45th and 28th and walk daily to the park, having to cross busy traffic with my baby and no crosswalk to reach the stairs that take you down to the beach. I ranked parks as a priority for speed cameras as most parks don't have marked crosswalks or warning signs similar to what schools have. the amount of cameras proposed for lyndale avenue north is excessive. I would much rather see some of those cameras moved to other areas of the city so that you are including more neighborhoods in the pilot.	The Zero Vision project has been a failure by the city own statistics with deaths increasing. The project should be eliminated to save tax payers money. Wish I had a job which not making the goals or making worse would results in a big paycheck. Worried city liability is increasing with these failures. Carjacking to joyride at fast speeds around the city is a huge problem the cameras will not solve and should be a focus for this team. Also speeds on main thoroughfares should be 30mph, a fair speed. Having a speed many (otherwise law abiding people) do not follow is not fair. The survey should have a choice of no cameras at all for Question 1 and instead have an option of having the city time the lights better. Go the speed limit, make most lights-carrot method that would also make city and school buses routes and delivery timing more efficient. Timing lights will help with congestion. Red light cameras/speed cameras can increase rear end collisions and the responsible city staff should be partially liable for any car crashes increases. There need to be many more of them, both for red lights and speeding, and not limited to 2000 feet from a school. There should be a light somewhere between Hennepin and Lyndale ave S on 24th St. cars are fleeing from police, racing, stealing, etc. There should not be any traffic cameras added - if drivers are being reckless, immediate intervention should be used instead of letting a 3rd party collect fines. These cameras are going to be a problem. How are they supposed to punish the correct person? What if someone is driving a loaned car? These cameras penalize the owner of the car and not the driver. We had traffic cameras a while ago and they were determined to be unfair for that exact reason!!!
Your corruption knows no bounds. EVERYONE involved in this debacle should be fired for cause, lose pension and benefits, and face prosecution for abuse of Tax dollars.	These cameras can't be installed soon enough. Thank you so much for doing this!
RAISE ALL THE SPEED LIMITS to AT LEAST the 85th Percentile of free-flowing traffic. The entire street of Hiawatha always has speeders and people running red lights. I would suggest more along the southern part of hiawatha The Fremont/Emerson corridor through North is a good stretch for cameras.	These need to be used and enforced immediately. The red light infractions are out of control!

The intersection of 5th St NE and Broadway St NE should be added to this map and strongly considered as a pilot location. I use this intersection on my daily commute and I see at least one car run a red light almost every day in the limited amount of time I spend at the intersection. This location is fewer than 2,000 feet from two schools (Webster Elementary, Las Estrellas Dual Language School), three parks (Logan, St Anthony, Dickman), and crosses the highly-used 5th St NE bikeway. I also observe a pronounced gap on the map in the western portion of northeast Minneapolis.

When making a final selection of pilot camera locations, make a concerted effort to ensure that the group of cameras is not focused on areas with concentrated populations of lower income or non-white residents. The locations in south Minneapolis are suspiciously located in areas that have the highest concentrations of unhoused people. I sincerely hope these cameras will not be used to negatively impact that demographic. The locations seem logical, but long-term I hope the legislation will be updated to give the City more flexibility, and that mobile cameras will be used so that drivers can assume that ANY location might be reviewed, even if there wasn't a camera there yesterday. Ultimately, we need more cameras at more locations sooner to help shift driving culture away from the current 'reckless is o.k.' mentality.

The locations seem pretty good. I wish there were more in south Minneapolis

The locations should only be where there are a lot of crashes and they should be able to distribute tickets

The Lyndale and groveland light, and that whole section on top of the 94 bridge would be better served as a roundabout. As it's currently set up, a ton of traffic on what is easily one of the three busiest stoplight sequences in the city needs to stop for groveland, which is a residential with minimal thru-traffic. Replacing this whole set--ie the vinland/lyndale light and the lyndale/groveland light--with a roundabout would reduce traffic and increase pedestrian/bicyclist safety substantially.

With the light on Olson/7th, it is more the layout of this stop that contributes to accidents than anything else. In order to turn left from 7th on to Olson, you need to cross multiple lanes of traffic, and it is easy for someone who is not familiar with the intersection to turn into the wrong lane, as this intersection also includes 6th avenue along with a very close intersection with oak lake. If the concern is actually increasing safety rather than ticket revenue and surveillance, this intersection would also be much better served with a roundabout conversion. Moreover, it's already such a huge swath of tarmac at this intersection that the city wouldn't really need to condemn additional land to make it happen.

For the light on fulton and huron, this light is more prone to people running it because it's a busy cross street-huron and a residential street with very little traffic-fulton. This location would be better served with a stop sign and one of those flashing bicyclist crossings than a full stoplight, and this would probably improve the air quality for the hundreds of students--and hundreds of patients at the adjacent hospital--who are very close to this intersection. The map isn't working for me.

The map should include an option for adding traffic cameras at 26th and Emerson, near Ella Baker school. I regular see speeding, red light running, crashes, and remnants of crashes at that intersection. If Minneapolis isn't going to do anything to calm traffic elsewhere in the Wedge (where there seem to be crashes on a weekly basis), they should at a minimum enforce red lights next to the school.

The more the merrier. Red light running and speeding are absolutely out of control -- and so is stop-sign running.

The one at 46th and Nicollet is nice, but I also see lots of speeding at 50th and Nicollet. Given its proximity to the school, this might be a good alternate location.

The one on 28th Ave and the Minnehaha parkway needs to be moved North several blocks. The 6 block stretch of 28th Ave from 44 street to the parkway along Lake Hiawatha has no stop signs. Excessive speed on that stretch is a problem. I'm not sure a camera at the Pkwy would be sufficient.

The only other place I see a lot of red light runs is at 58th St and Cofax Ave S.

The placement looks thoughtful to me.

The requirement to locate cameras near schools makes some of the most unsafe streets & intersections- speeding, running red lights ineligible. I live near 26th St & Park Ave. Where speeding, running red lights results in numerous collisions. Same goes for Nearby Portland Ave.

The south side seems pretty sparse. 46th and Hiawatha would seem like a high priority area with all of the drag racing and red light running. Also, Cedar and Minnehaha Pkwy or Cedar and Lk Nokomis Parkway seem to be chronic areas of speeding, red light running and crashes.

The Xerxes Ave S and 49th St W intersection truly does experience a high number of crashes (as proven with your data) that is beyond my comprehension as to what causes them all. Will miss being a nosy neighbor watching citizens navigate the aftermath of their mistakes if the traffic camera is installed there. RIP.

There are no cameras on Penn Ave N and this is a road that sees significant speeding, red light running, oncoming lane driving, etc between Broadway Ave and Highway 55.

There are no cameras planned for the Longfellow neighborhood, where there are already less patrols due to the closed 3rd precinct. I think they should be distributed around the city.

There are no locations east of Hiawatha Ave and I have witnessed many episodes of speeding traffic on 31st Ave.

There are none in Longfellow, why? Some of the locations are interesting. They don't seem like very concerning areas or that close to schools.

There are not a lot of cameras in south Minneapolis. Places where I get passed all the time while going the speed limit are on W River Parkway between Lake and 42nd and Hiawatha/55 between the crosstown/62 and 42nd

There are not very many cameras along 50th St or in the SW area.

There are two other locations to consider that have high pedestrian traffic and excessive red light running: W Lake Nokomis Parkway & Cedar Ave, E 52nd & Cedar Ave

There aren't any cameras in St Anthony west area and yet they have a ridiculous number of red light runners, speeders pedestrians hit by cars & accidents on Broadway & University especially, they all seem to be on 18th ave in n.e.. I think you also need to put speed bumps on University & at the bottom of Broadway & Plymouth ave bridges.

There aren't any on 35th South. We could use one at 35th near the Lyndale School as far east as the limit allows toward 35 on ramps / Nicollet. People are frequently passing in oncoming traffic lane and running reds here.

There aren't enough in northeast Minneapolis.

There is a general absence of cameras in the Longfellow Cooper and Howe areas. One of the areas that could really use them is on Hiawatha at the intersections from 32nd to 46th. Lake Street going west over the river would be a good area since there is plenty of bike and foot traffic and people either don't understand (or follow) the rules for the bus lane.

There is a lack of locations in NE Minneapolis. The southern area of NE (Saint Anthony Main area) has several streets identified by the city as "High Injury Streets": University, Central, and First Avenue. This is a relatively densely populated region with many pedestrians and new bike infrastructure. Webster Elementary and Marcy Arts Elementary are both nearby. Please consider adding cameras in this area.

There is a large gap on Lyndale Avenue south from 26th to 54th. A camera at 38th or 40th stop lights would go a long way. The speeding on this stretch of Lyndale is heavy.

There is not a lot of cameras on the south end of Minneapolis. Cedar Ave is a known issue and related through ways such as 35/36th S.

There need to be a few more on Hiawatha between 54th St and Lake St

There need to be ones along Nicollet Mall.

There should be one near 42nd St/Nicollet (busy pedestrian/car intersection near MLK park) and near the 35th/36th St/Nicollet (combo of local and highway entrance/exit traffic)

These need to register speeding and running red lights. People in Minneapolis have become terrible drivers with zero accountability while hurting others. It's downright shameful.

These were struck down once already. Prepare for them to be struck down again!

They aren't evenly distributed across the city.

They seem to be centrally located and not in high traffic areas south. Another gotcha is what it appears to be.

This is a good thing! The speed on freeways and highways is way too fast and people run red lights as if they were yellow.

This is a great idea - but 42 cameras is hardly enough. I know this is a pilot, but red-light and speeding cameras have worked effectively for decades elsewhere, and they make streets safer, are free of prejudice, and contribute to better behavior on the roads. (If you want examples of how well traffic cameras work to modify behavior, study France or Switzerland, where they are used to great effect. The French used to speed like crazy -- with the introduction of automated speed control systems, they now obey the speed rules -- and fatalities, which used to be higher than here, are lower.)

This is a great idea and I am looking forward to it being implemented. Less police, more safety!

This is a great idea and in the long run, I think it has the potential to protect both pedestrians and drivers from danger. As someone who relies on public transit, crossing wide intersections where drivers tend to speed is a daily challenge. I hope that in the future these traffic cameras can be expanded to more intersections and combined with physical safety measures, like speed bumps, more lights and painted crosswalks, guardrails, etc.

This is a great idea. Could the cameras also be used to enforce illegal right turns on red?

This is a STUPID use of tax payers funds. Voting has to change the representation of the citizens.

Wasteful spending MUST end, NOW.

This is awful, please stop.

This is definitely not a substitute for a direct encounter between a law enforcement officer (LEO) and an errant motorist. This is merely a revenue-raising gimmick. A person-to-person encounter would, in many cases, reveal other potential problems, e.g. drugs, license-insurance status, wants & warrants, etc.

This is dumb

This is essentially a temporary Band-Aid for a chronic problem. The ultimate goal should be to remove all of these cameras by redesigning roads to prevent accidents and keep traffic flowing so nobody thinks they need to run a red light or speed in the first place (improved road design, physical barriers, etc).

This is great and long overdue. Thank you

This is great! Please expand this to County and MNDOT owned streets!

This is incredibly important, the number of high speed red light running I have witnessed in the city has become extremely dangerous

This is long overdue. I see red light running almost every time I'm driving. It happens everywhere. Speed limits (and cell phone laws) are not taken seriously.

This is long overdue. Thanks for finally implementing!!

This is overdue. I'd also like to see a LOT more license plate and noise enforcement. I see tons of sports cars with modified exhaust and no front plates flying around the city without consequences.

This looks like a decent plan. I honestly don't know how effective traffic cameras will be. I think the dropping of the speed limit has been completely ineffective and just harms drivers who follow the rules. The people who speed just continue to speed and also drive through red lights, with the cameras, I could see them just choosing to take routes that don't have cameras or just not paying their tickets. How is the enforcement for these tickets going to be carried out?

This needs to be done sooner than later.

This pilot cannot come soon enough!

This program should be fully discontinued. Full stop.

This program sounds great! I would love to have more around the city to help make it a safer and more comfortable place to live. I would also support cameras with microphones that could automatically ticket excessively loud motor vehicles.

This seems like a lot of cameras for a pilot program. Will there be any signage to let drivers know that the speed limit is being enforced by cameras? It seems like people, even generally careful drivers, will need time to adjust. There's always going to be some degree of human error in driving. Will there be more posting of speed limits to ensure they know what the speed limit is, especially when it changes? Will there be any grace in terms of fines or whether a person is barely over the speed limit vs a higher amount?

This should be illegal.

This was ruled illegal over a decade ago. It should stay in its grave. Big brother is not wanted; cops allowed to do their jobs are. Guess what, the brats stealing cars don't give a flying eff what color the light is or whether you issue a ticket. Just an added headache for stolen car victims.

This will be great for speeding

Ticketing the vehicle owner, and not the driver, seems unjust to me.

Time for the city council and mayor to allow the police to pull over people and give them tickets like they used to before outsiders of Minneapolis were elected to destroy Minneapolis. I wonder if Keith Ellison ever paid all those parking tickets he has.

Timely and transparent reporting will need to happen to build trust in the system and where the revenue collected is going.

Totally support this.

There should be one on Broadway & University Ave. the red light runners are unbelievable 4-5 at a time going east & west, coming east from north mpls on Broadway.

There should be one somewhere farther south on Hiawatha Ave.

There should be some in Northeast Nicollet Island East Bank area

There should not be any traffic cameras added - if drivers are being reckless, immediate intervention should be used instead of letting a 3rd party collect fines.

There's a lot of aggressive drivers on Washington Ave in Downtown and on University Ave in Dinkytown. Both of these areas also have a lot of pedestrian and cycling activity. I think these locations also need cameras.

There's a lot of dangerous behavior near Whittier Park and school, so I would especially like to see the ones on 26th St W & Lyndale Ave S and Nicollet Ave W & 26th St W prioritized.

These all look great. There likely can be more added in the downtown area specifically around the entrance/exit from 35W into downtown (10th St/Hwy 65). Frequent red light running at these intersections.

These all look like good locations. I would prefer more in NE Minneapolis.

These are fine as far as it goes.

These aren't the places where I have the most concerns (because they're not the places I go), but I'm just so glad this pilot is happening.

These choices do not reflect the need. Choose anyplace on Hennepin Avenue, 15th Street to the river. Drag racing happens nightly. Also Douglas Avenue in Kenwood. Traffic clears out of downtown in the late afternoon and speeding takes place at night.

These criteria are inappropriate. Because safety concerns are not evenly distributed throughout the city, camera locations should not have to be distributed evenly - they should be placed where there are the most concerns, wherever that is. And why just focus on schools? Why not daycare, neighborhoods with children, neighborhoods with a lot of seniors, etc.

These locations are all kind of terrible areas. No one really speeds in them.

These locations look good; however, 35th and 36 Street from Nicollet to Chicago also have a lot of dangerous speeding

These look good, go with the safety indicators for placing the cameras, so they have the most impact.

These seem satisfactory

They best have signs posted or it will be entrapment

They both should have a camera.

They don't seem evenly distributed around the city. For example, there are none planned for the entire Seward / Longfellow / Howe neighborhoods (where there is rampant speeding, especially along West River Parkway).

They look appropriate.

This is a dystopian project that should be abandoned.

This is dumb

This is just a sad attempt to generate income from people who live here and already reside in these neighborhoods and contribute to taxes and to the local economy. It doesn't do anything to prevent actual crime. How are you sending off tickets to some little old lady who accidentally missed the red light in the afternoon sun, but ignoring actual robbery and murder? What a joke.

This is unconstitutional. I hope DOJ sues. Add cops not cameras. Stop encryption. Crime is down is a big lie

This looks like a list of all the terrible intersections in the city. Have you considered addressing the root causes?

This should be illegal.

Those are areas that need cameras

Those are good locations for traffic cameras, based on my experience.

those locations where the base speed of the streets is the same should be lower priority. Those intersections where two streets with different speed limits intersect should be prioritized.

Tickets should not be sent to anyone without conclusive evidence that they were driving.

Traffic cameras are needed at Lyndale Ave & West Broadway..

traffic cameras should be illegal, goes against our right to face our accuser

traffic cameras will punish owners of cars driven by other people & it's a dumb idea

Traffic is fine with all of the other speed reduction initiatives. Waste of our money.

two few in my home area. need something on 34th ave south. It is a raceway and close to two schools. specially in the northern part of 34th on the 42nd st and south area

Two in SW only? The rest seem concentrated in less wealthy areas.

Use data regardless of location

use it as safety and to record crashes for the public to use

Washington Ave N & 3rd Ave N (at JD Hoyt's and the 1394 intersection) would be a good spot.

Washington Broadway absolutely needs one. The number of red light runnings is insane

Washington street

We could REALLY use a traffic camera on Webster Parkway in the Camden Community. With a posted speed limit of 30 mph (which is much higher than other parkways in the city), cars typically travel much faster which is problematic being so close to the Webster park and pool.

We could use more on Lyndale and 50th corridor

We definitely need some cameras on Washington Ave near the Mill District. Cars treat that like a freeway onramp/offramp.

We do not want automated ticketing. Cancel this entire plan.

We don't want the camera's

Traffic calming needed on 28th Ave S between 44th St E and Minnehaha Pkwy E. There is no safe way to cross the street into the park, and people speed at 35-40 mph regularly.

Traffic cameras are unconstitutional and shouldn't be implemented at all

Traffic cameras disproportionately criminalize the poor

Traffic cameras were tried years back, but the program was scrapped because of some legal issues, I think. What has changed? These legal issues aren't valid any more? Was this looked into? Is this just another tax on the poor? Is it really going to slow people down in a stolen car? Is the person liable while their car is stolen? How will this work regarding non-local people? People from different states? countries? rental car? buses? People that don't have a valid address? You're penalizing semi-law abiding people. You're probably not going to collect from non-law abiding people. So, what speed would people get a ticket in a 35 zone? 36? 40? 45? The amount changes the faster people go? If this actually slows down speedsters, great, but have you looked into all the down sides? Will the cameras be camouflaged, how obvious will the cameras be? The cost vs the result? Thank you

traffic cameras will punish innocent people & it's a terrible idea

traffic lights are illegal, we have a right to face our accuser.

Traffic safety cameras shouldn't be the only method looked at to slow down drivers.

two few in the se and sw part of the city.

Two locations per ward doesn't seem like a logical approach. Place the cameras where they will have the highest impact, regardless of how many are in each ward. The two camera locations nearest to my home both seem like a waste of effort based on my traffic experience in those areas.

Don't place cameras just to meet the three stated criteria if they don't make sense, it will be wasted effort to place and monitor cameras in locations where they will have minimal impact.

Unconstitutional

University Ave

Until we get actual traffic enforcement we have to rely on cameras entirely. I hope this pilot goes well because I believe it is needed at most intersections in the City.

using it for speeding is dumb because people speed out the speed limit is too slow.

Using traffic cameras to issue fines seems problematic and I don't like the ability for the data to be used to further the monitoring of residents.

Very concerned about the privacy/nobocp aspects of this experiment. I agree the problem is bad and that these cameras might work, so I'm for trying it out, but please be responsive to feedback as I feel devil is really in the details.

Very excited about this!

Very excited for this!

Very much in favor of this pilot program

Very much in favor. See people run lights every day.

Waste of money.

We also need something similar to address cars using bus lanes. This is an ongoing problem with designated bus lanes.

We do not want automated ticketing. Cancel this entire plan.

We don't want the camera's

We had red light cameras in the past, they were removed.

We need more. Running lights has become a pandemic.

We need something to effectively and equitably reduce aggressive and unsafe driving. Today there seems to be virtually no enforcement. Anything would we welcome to help address the problem.

We should put them by every school!

We'll do anything but ask the fucking cops to get off their fat asses and do some meaningful work that actually helps the community.

What exactly are you looking for? Just speeders and light runners? One very, very common thing I see are people not stopping behind the line when at a red light. They inch forward thinking this will make the light change faster but in doing so they also block pedestrian crossing and as a pedestrian you wonder if they are going to hit you. Technically they are entering the intersection on red and I think should also be warned.

What if a family member is driving the only car in the household? Does this go against the owner of the car? What if the car gets stolen?

What is being done to insure that traffic camera footage cannot be abused? What regulations are in place to ensure footage will only be used for the stated purpose? Who will have access to footage?

Police in other jurisdictions have abused their access to footage to stalk people or surveil people for non-traffic reasons. How are we ensuring that the system can't be abused?

What's the next level? For repeat traffic offenders that routinely create public safety issues?

While I am supportive of the implementation of red light cameras, I urge the city to ensure that they are doing this from an equity lens. Please make sure that there is equitable enforcement of traffic violations in high income neighborhoods as in low income. I would also love the city to consider an alternative "ticket" for violations (i.e. community service) as a cash fine can lead to economic devastation for low income individuals.

While locations near schools are certainly, certainly important, I hope that the project can rapidly be expanded to cover even more areas.

Who pays these violations for stolen vehicles? Who is enforcing payment. People who violate traffic laws aren't paying fines, what a waste of taxpayers money.

Why distribute cameras equally in city? They should be where there are more problems, running red lights, etc.

Will legal right turns on red get ticketed? A Chicago Tribune study in the 2010s found that 90% of red light camera tickets in the Chicago area involved motorists making legal right turns on red.

Will the cameras be visible deterrents?

Will there be signage to show that a camera is in use?

Willard Hwy really needs traffic calming efforts because it's a dangerous corridor for all modes of traffic.

With this could include parkways, county and state roads where speeding is more common. Examples include 27th Ave NE & University, Central Ave NE between St. Anthony Parkway and 29th. Stinson Parkway between Lowry & 18th Ave NE.

Worth giving it a try

Yes please. Put them everywhere.

You constantly waste money of pilot programs that produce nothing but court cases and ruling on unconstitutionality. This will cost those who pay taxes to pay more for those who do not. If you haven't noticed, this is unsustainable and the city is an international joke due to the stupidity.

You have based potential camera locations on crash frequency data. Did you control for traffic volume, road width, or other confounding variables? Roads that seem wide, low-traffic, and safe are often ones that dangerous drivers take advantage of, which can also be nearest to people's homes. These potential locations seem very unevenly distributed geographically and may disproportionately affect certain populations.

You need more focus on areas around schools.

We need more cameras on Lyndale between Franklin and 26th street. People are using the turn lanes as high speed passing lanes.

We need more on 38th. People play a game where they go as long as possible on 38th from Lyndale to Cedar without stopping at the lights (and even passing on the right when cars are waiting). They can't see pedestrians and almost hit them every time. Also, how are there none on Portland and park??? We KNOW people race on those large street, please add some.

Your first action should be repealing whatever "state law" is set up to handicap the execution of this program. The blood of those killed/hurt by motorists is on YOUR hands.

General Observations

- My initial reaction when I was reminded this was happening on the news this morning was negative, as I have always been very concerned about issues regarding privacy and equity of enforcement.
- Upon review of the city's website, I'm cautiously optimistic about the program but do still have several concerns as well:

"The program will be independently evaluated to inform whether it continues after the pilot."

•Evaluated by whom?

•In my view, continuing this program after 2029 should be decided by the citizens. Let the voters decide!

"Violations do not go on driving records. Violations cannot be grounds for revoking a driver's license, arrest, or towing a vehicle."

•Can violations be grounds for pulling someone over?

•If so, that would be completely unacceptable in my opinion.

"Drivers can take a free traffic safety class instead of paying a fine for their first ticket."

•Will this be widely accessible? e.g., remote options, diversity of options/devices to complete the course?

"Cameras can only be used for traffic enforcement."

•This seems hard for me to believe. Are you saying that a warrant/court order could not make camera data available for any purpose outside of traffic enforcement?

•If a warrant/court order could make this available for any other purpose, then I find the above quote quite misleading.

Were we already told these weren't legal?

West River Road is dangerous with bikers, pedestrians, tourists on a narrow road. Traffic is consistently way over the speed limit. It appears to be ignored because it is unclear who is responsible - parks or city.

What issue is being addressed by potentially having a camera at 49th and Xerxes?

While I think 18th & Central NE is ok for the camera, I would have expected Central & Broadway NE on this list before 18th.

Regarding the evenly spread out rule, there seems to be a huge gap in the Central neighborhood in South Minneapolis. Park and Portland both have significant number of cars running red lights, speeding and accidents. I would like to see one at park & 35th S.

While I understand that there are limitations in where cameras can be placed, the limitations must be changed in order to have any effect. I can only comment on the Northside locations since that's what I'm most familiar with. All of the camera locations on the Northside fail to capture the problematic intersections on Broadway, Lowry, Dowling, and Penn. Some of the intersections I have the most problems with are the I-94 ramp intersections on Dowling and Broadway where red light running is almost expected late at night.

Whittier should have some

Whom ever selected has better info than me. I'll go with their selection to start

Why 49th and Xerxes?

Why are there no locations in Longfellow? If there is to be fair distribution throughout the City, I would presume at least one Longfellow location would make sense.

Why are there not options for Park and Portland? Both are virtual drag strips as bad as Emerson and Fremont.

Why are there so few in Ne? Lowry and / or Central seem like solid candidates (without knowing the data)

Why can't these cameras be placed on highways like 35W? There are a lot more speeders on highways than back streets.

Why isn't there a camera located at the intersection of 34th Avenue S and 42nd Street? Cars routinely block the intersection, preventing traffic from turning south on 34th, or turning west on 42nd street.

Why there?

Will the cameras be used to ticket bicyclists as well as motorists?

Would appear that there are many more camera's in S. Mpls, than in N. Mpls. Are you telling me there is more speeding in S. Mpls, than in N. Mpls?

Would like one closer to Lake of the Isles

Would like to see more in SW Minneapolis.

Would really like to see at least one selection in Northeast Minneapolis. Johnson St NE and 18th Ave NE is probably the best overall mix of poor driver behavior and proximity to a school and parks.

Xerxes & 49th is a good location. I'd also consider 50th & Chowen and 50th & Zenith, I've had bad experiences crossing there as a pedestrian.

Yes please do put one at Nicolet and 24th.

You need cameras further North on Central, Johnson and Lowry

You need locations around South High School. Traffic around there is extremely hazardous, with drivers speeding excessively and running stop signs in proximity to cyclists and pedestrians -- many of whom are minors.

You need more downtown and on the north side.

You need to get rid of the drunk and druggies currently in Traffic Control and hire people who know how to time lights properly.

People would drive better is wasn't for the non-stop frustration.

You need to monitor the Hennepin bridge and 3rd ave bridges over the river -- cars go 70 mph! Also on Washington near 11th - tons of pedestrians and they speed, coming off the freeway toward downtown.

you only show 2 location WTF

Your page about the location of the cameras states that they must be within 200 feet of a school. Many of the potential locations are not near a school.

I think it is hard to imagine equity on this project. Most cameras are located in the more central parts of the city. People in those areas will be more frequently cited and may have less ability to pay. It may be more productive to get to the root causes of speeding than to surveil citizens using cameras. I am generally in favor of less cameras and more privacy protections.

Community Event Responses

From February 5 to May 23, 2025 there were 27 engagement activities held throughout the City of Minneapolis. These events included hosting booths at neighborhood celebrations, visiting bus stops, and door-knocking. Each of these engagement methods were used to make sure community members all across Minneapolis was able to provide input for the Traffic Safety Camera Pilot. The feedback from these community events can be found on this worksheet.

Question: Please share your feedback and comments about potential locations:

Yes to 26th & Hiawatha. Yes to along Hennepin as a stand-in for County roads (Also Lyndale/Groveland). Near highway on/off ramps. Where sidewalks lack a boulevard.

Please consider lowering the threshold to 5MPH over. Please consider rolling out the red light cameras ASAP. Top location priorities for me: #15, this being a freeway feeder. I see a lot of speeding here. #20 people fly on 5th ave from 35w/65 - love this location. #19 the slight hill on 3rd Ave by city hall promotes speed - I like this location. Not on map - East Hennepin - this street is a top culprit for speeders, please consider expanding to County and MNDOT roads. #39 - Lagoon is a drag (race) strip - this location is great.

I am general more for addressing driver behavior through street design, but I understand that is not always enough to ensure safe streets for all users, so I am happy to see this program. My main concerns with intersection cameras is around surveillance overreach, equality, and how the fine money is allocated. It's clear to me that all of these concerns have been well thought through. As someone who gets around almost entirely by walking and biking, I am glad to see the city exploring options to protect vulnerable road users.

I do not want this in any form. I am not in favor of machines monitoring the public behavior. This has been tried here before and ruled unconstitutional. The imposition of this system will not be worth the restriction of the public rights compared to the benefits. You have many other options for calming traffic without resorting to this intrusion on our privacy that is uncomfortably Orwellian.

Thank you for this promising work! Very glad 5th Ave St and 6th St S is in the potential list - I live one block from there and definitely see a need there for both speed and red light cameras. Please consider 4th Ave S and Portland or Park or Chicago - we see drivers daily who speed on their way to 35W and 55. Very glad there is no facial identification happening.

Thanks for this great work! I definitely support the downtown locations. Especially the 1-way streets that turn into freeway on-ramps. Also, maybe look at Washington Ave.

#17 (15th Ave SE and 5th St SE) received safety improvements in 2024. Perhaps you could measure speeds at that intersection and have another Ward 2 intersection lined up as an alternative?

Need cameras along Chicago Ave from Franklin Ave to Lake Street. Need speed monitoring along Chicago Ave especially, near Children's Hospital and ANW Hospital. 10MPH over speed limit seems excessive; only 5MPH [over] would be better.

I would be hugely in favor of option 24 - LaSalle and 15th St. Cameras should also enforce red lights as soon as possible.

Pilot should include: 7th and Hennepin, 28th and Minnehaha, and Lagoon and Hennepin. Would love to see a camera at Dean Parkway and W. Lake St. I realize that it is a "park" way and County road and not available for this project.

Traffic safety (instructor) work with seniors and teens in Henn. County. The faster people drive, decreases vision, increasing time it takes to stop and impact of crashes. For me, school zones are very important to slow traffic down. Location #39 seems like a great spot with pedestrians walking around lakes and uptown. Q: What would the class look like for drivers who decide to forgoe fine? Q: We're trying to change a behavior, is it going to work?

Experience with locations that are highlighted [on map]: #22, #16, #28, #31, #33, #41, #42, #43, #45.

46th and Nicollet Ave; 46th and Stevens Ave is really unsafe because drivers exit off of 35W and turn right on red onto 46th St. Often they are not looking right (only left for oncoming cars) and I have almost been hit a couple of times.

Our neighborhood is in need of safety traffic. We have drivers with no regard for safety. We have residents who are in danger to be run over, so please look at our neighborhood, it needs traffic safety and consider putting cameras. Welii Hassan.

There is a stop at the corner of 28th and 33rd South where folks often run thru the stop and speed often. Anne Sullivan and Anishinabe Schools are located there so there are lots of children who are at risk.

A lot of red light running around 10th and Portland. In other cities (i.e. Quebec, Montreal) all directions stop traffic at once for pedestrians to cross safely.

Cameras surveilling us and our communities are dangerous. I do not want cameras anywhere controlled by the government and I don't believe that this is how we can/should promote safety. Priorities should be given to actual infrastructure to create safety. I will be reaching out to my representative to work against this initiative.

Prioritize: Lyndale/Broadway; 26th St/Lyndale; Johnson St NE/Broadway; Chicago/Lake

I can confirm Xerxes and 49th is a good potential location!

1st St S between 3rd and 5th - mess.

Me parece perfecto los locaciones pero tambien pudieran poner en 28th St and Park Ave

The locations seem perfect to me, but they could also put it on 28th St and Park Ave.

A mi me parece perfecto de que haya camera. Para ver si a si respetamos la velocidad que de be ser en las calles rurales. Principalmente aqui en la calle 13 Ave de Banyan. Siempre Manejan rapido y tenemos auidoado por los ninos.

I think it's perfect that there's a camera. It's to see if we respect the speed limits on rural roads. Especially here on 13th Street and Banyan Ave. They always drive fast, and we take care of the children

Nesitamos uno en Park y Franklin Ave S. Uno en Parland y Franklin Ave S. Otro en Chicago y 24 Ave S es mui importante grasia.

We need one at Park and Franklin Ave S. One at Park and Franklin Ave S. Another at Chicago and 24th Ave S, it's very important, thank you.

Me parece muy bien con el proyecto de las cámaras para el bien de toda la comunidad. Para que cada persona tengamos con conciencia de los errores cometidos y saber tener más cuidado para no afectar a las personas. Tener más cuidado para mejorar. Todo la ciudad.

I think the camera project is a great idea for the good of the entire community. So that everyone is aware of the mistakes made and knows how to be more careful so as not to harm people. Be more careful to improve. The entire city.

Yo viva en la calle 26 y la 15th código 55407 necesitamos cámaras de seguridad ya que en el sur es muy peligroso nos ayudaría cámaras de seguridad sería una comunidad segura y más tranquila no ayudaría este apollo en esta calle ya que existen muchos niños que caminan a cualquier hora y a cualquier hora de la noche. Y también los niños que tienen programa camina a casa...

I live on 26th and 15th Street, code 55407. We need security cameras because the south side is very busy. Security cameras would help us. It would make for a safer and more peaceful community. This support would help on this street because there are many children who walk around at any time of day and at any time of night. And also, the girls who have a program walk home...

Me parece bien este proyecto, esto va a reducir muchos excesos de velocidad y también muchos accidentes, creo que hace en el volante. Gracias por su proyecto y es pero mejora la situación.

I think this project is a good one. It will reduce a lot of speeding and also a lot of accidents. I think it's related to driving. Thank you for your project, and it's a good idea to improve the situation.

Si estaría bien para nuestra seguridad por Stevens Ave S at Lake Street E. Necesitamos una seguridad y no tener miedo por que si nos da mucho temor al cruzar las calles y con las cámaras para que sepan que hay cámaras como albertencia y haci se haya respeto y menos velocidad.

Yes, it would be good for our safety along Stevens Ave S at Lake Street E. We need security and not to fear anything because we are very afraid when crossing the streets and with the cameras so that they know there are cameras like security and so there is respect and less speed.

24 St E at Cedar Ave South we would like to have one, and all the cameras that are already placed in the map looks perfect.

Si me gusta las ideas de la cámaras y me gustaría que pongan topes en la 13 y 25 por Banyan y los niños y adultos cruzamos la calle muchas gracias

Yes, I like the idea of the cameras and I would like speed bumps on 13 and 25 along Banyan so that children and adults can cross the street. Thank you very much.

Exit Hwy 77 & Cedar should have one. Runners, walkers, and bicyclists are either injured or killed. My family and I go on walks, runs, and ride our bikes there. That interaction is very concerning and dangerous. Last year someone was killed. It was a hit and run.

Para todos está bueno que pongan las cámaras para que puedan respetar para que no vayan a exceso de velocidad y también es bueno por nuestros hijos yo vivo en 1914 Elliot es muy peligroso los carros pasan a exceso de velocidad a veces tenemos miedo de nuestros niños que van a la escuela. quisiera que con la velocidad.

It's good for everyone that they put the cameras so they can respect each other so they don't go too fast, and it's also good for our children. I live in 1914 Elliot. It's very dangerous, cars go too fast, sometimes we're afraid for our children who go to school. I wish they would stop speeding.

Esta muy bien a que pusieran. Las cámaras y también A. Obras públicas de Minneapolis. Aque pusieran en la avenida. Blomiton y en Lo Aviz Hennepin.

It's great that they installed the cameras, and also Minneapolis Public Works install them at Bloomington and Hennepin Ave.

Por favor necesitamos instalar 3 cámaras en la calle 17th Ave S y necesitamos instalar una cámara en la esquina de calle 26th St E y otra cámara en la esquina de la 17th Ave S y 27th St E porque hay muchos robos a las personas y muchos robos en la casa. Por favor necesitamos ayuda de URGENCIA. Porque yo tengo niños y también en mi vecindario hay muchos niños.

Please, we need to install three cameras on 17th Ave S. We also need to install one camera on the corner of 26th St E. And another camera on the corner of 17th Ave S and 27th St E. Because there are many robberies and house robberies. We need urgent help. Because I have children, and there are many children in my neighborhood.

Me gustaría que pongan una cámara en la 25 y 13 avenida sur porque es una parada de los niños que vienen al Banyan y se quedan del lado de muchos niños y es muy peligrosos para ellos

I would like them to put a camera at 25th and 13th Avenue South because it is a stop for children who come to Banyan and many children stay behind and it is very dangerous for them.

Yo estoy de acuerdo que pongan las cámaras y que es la seguridad para todos nosotros y la comunidad gracias.

I agree that they should put the cameras and that they are the security for all of us and the community, thank you.

I think a camera at location 28 would be beneficial. I have noticed the highest concentration of excessive speed and redlight running along Franklin Ave especially. I do not think that there is a need for a camera at location 29 - most of the traffic issues at that intersection appear to be due to long drive-thru lines at the McDonald's on that corner - which often blocks the eastbound lane

Very supportive of this project!! #1 location is 25th/ Nicollet. Would suggest two (cameras) adjacent to Whittier locations. 26th/ Grand instead of 26th and Lyndale. Full length of 26th a speedy road. 24th and Blaisdell instead of 27th and Blaisdell. Full length of Blaisdell south of Franklin is very speedy and near to school at 24th.

Lyndale and 26th is a great idea! My boyfriend often runs lights on Franklin and Lyndale and I wish there was a camera there! I always yell at him to slow down.

West 15th Street along Loring Park is crazy fast. Franklin and Lyndale would be great. 26th and Lyndale would also be good! Thank you so much for your work! Very exciting and

As someone who walks and bikes on Nicollet on a near-daily basis, I think Nicollet and 20th is a prime candidate for a camera. Traffic traveling westbound in particular has a high tendency to speed. Almost every time I'm near the intersection, there is a driver who fails to fully stop and almost hits pedestrians, especially in the right turn lane; drivers regular treat crosswalks as the place to stop rather than the line before it. Roads that contain traffic which shortly before were on an interstate have a high tendency to speed like 20th and Lake Street. These drivers prioritize speed driving through our neighborhood rather than treating it as a place where people live - we must make adjustments by placing these cameras or changing road design to reduce speeds. Any cameras on Lake Street would be very welcome due to wreckless driving throughout - it is a dangerous for pedestrians for speeding alone.

Pretty satisfied - some near Lyndale and Franklin would be nice - that intersection is rather chaotic. Nicollet spots look great; I like the one on Nicollet and 24th as that intersection is intimidating to cross as a pedestrian.

The locations 24 and 28 on LaSalle and Franklin look like good spots on the south edge of downtown. The issue that I see at location 29 is poor sightlines and a deceptively wide/ long intersection due to the misaligned roads. Location 27 at Chicago and Franklin is a high priority. Please get reckless motorists off of the road by advocating for street car, light rail, and pedestrian infrastructure.

17 - 15th Ave SE and 5th St SE. 23 - Huron Blvd and Fulton St SE, both problematic, largely student drivers who are largely drunk, 23 is the first intersection getting off the highway, so very busy. 29 - Nicollet Ave S and 24th St SE, terrible for drivers and pedestrians, layout needs to be changed too, Always busy - especially at night.

Bloomington and Lake would be super helpful because people speed through there all the time, especially in the early mornings. I live near Cedar and 38th and it is honestly pretty fine. In the future please add cameras pointing at Lake Street because people love speeding on Lake Street.

29 - Nicollet Ave S and 24th St E would be helpful! Lots of pedestrians, bus stop area, but also a chaotic intersection for traffic due to the odd street layout. Sometimes scary to cross street due to that (perhaps equally valid solution would be to change the layout of the intersection lol)

On 26th and Pillsbury or Pleasant. University Ave - 13th to 26th. River Road South of U of M to Lake St.

I frequently walk by 27th and Blaisdell there is a protected crosswalk and there are frequent speeders here. It's close to a bus drop off, public housing, and school bus pick up/ dropoff so it would be good to have one here. 26th and Lyndale should be a lower priority. The county built islands that make it harder for people to speed around there. There is a speeding problem on 28th between Lyndale and Blaisdell. 28th and Grand would be a better location than 26th and Lyndale. I've lived in North Minneapolis and Emerson and Lowry is a big I'm excited to see anything that will calm traffic on Lyndale! I do think it would be beneficial to treat pedestrian lights like red traffic lights and enforce stopping when they're lit. Thanks for working on this!

Location 40 - I support the idea of a traffic safety camera on Bloomington and Lake Street. High accident area

#26 - This is high traffic during rush hour and the bridge is confusingly marked. Drivers don't know if it's one or two lanes and frequently pass each other or try to go around when the light turns green. Suggestion: Minnehaha and Lake

Blaisdell Ave & 24th St E

Yes! I support this! 24th and Nicollet please!

I work at the Walford City of Lakes School located on Nicollet and 24th St. I can confidently say that the behavior and nihilism I've witnessed from drivers in that space is the most dangerous and asinine that I've ever seen. I've lived and commuted as a cyclist in many US cities including Oakland and San Francisco and Minneapolis has become extremely dangerous for the public at large due to the removal of routine traffic stops. Human nature operates on incentive and we need a system or structure in place to make being a pedestrian, driver/ commuter safe again. I personally hope we have traffic cameras installed city wide someday. Locations 35, 38, 33, 42 and most importantly 29 (right by the K-8 school I work at) are the locations I recommend the most. Thank you.

I support this action completely

Concerns about privacy

Olson Memorial, Lyndale/ LaSalle, Stevens - Speeding off ramp, anywhere on Lake St

Lake St is where they are running lights. 38th, Chicago, and Franklin too

Esta bien este programa por el bien de la sociedad

This good program is for the good of society.

I hope the program works for the safety of all Minneapolis Residents

Ye si seria bueno

Yes it would be good

21st St a little west 11th Ave Side too. Follow up on contact for 21st design and stop sign approval. 21st and 11th Ave sight lines

I will let you know as soon as possible

Nicollet Ave @ 46th St would be my vote in SW MPLS.

50th and Lyndale
50th and Nicollet
58th and Lyndale

Very good presentation. Proactive in responding to objections, not allowing them to prejudge the program.

No comments about location choices. I think they are appropriate. For speed through cameras between the lights would be effective. I am surprised at how fast people drive on streets w/ no lights. Also - the number of people who blow through stop signs along Minnehaha Creek and surrounding neighborhoods astounds me. I live next to a stop sign and 30% ignore it and another 40-50% "slow roll" through it.

People speed on my section of Nicollet Ave. I live at ____ Nicollet. The road is a big straightaway. I would LOVE to see a speeding camera on this section of Nicollet. I have been passed by speeders while driving 5+ over the speed limit on Nicollet. (I believe city buses speed on Nicollet too).

All are great prioritized as 46/ Nicollet, 46/ Chicago, 54/ Lyndale - do people really speed here?

Locations are all great and in locations where there are consistent issues with pedestrian safety.

Like all three locations. Would prefer Nicollet over 46th due to traffic volumes and lack of another light and block away

Locations 39, 34, 25. Prioritize areas with the most pedestrian fatalities.

Yes to 26th at Lyndale! I am interested in how this intersects w/ Safe Routes to School (close to Whittier Elementary). Husband has been hit as a pedestrian crossing at that intersection. Question: How will this be impacted by Hennepin/ Lyndale Construction?

Franklin and 27th, No Camera, Lake St, Lyndale Ave, Traffic Worker/ Flagger

I was almost hit by a car while I was on my wheelchair, the car was speeding.

It's a good idea to record who is breaking the law. Work with the police in order to secure the people safety.

Its way important to have a safety camera on the street, so that we can be safe.

Its a great idea. Love it.

Cameras most have on the street, the safety is important.

Blaisdell and 31st - x3 crashes at the light

Stevens at Lake street - 31st #1

Bloomington and Lake

Rather be late then dead!

This area 40 mi, hr - 50 mi

Nobody listen no respects the law

Can't tell them slow down - you might get shot

Lake street and Cedar

#37 and #33!(Cedar)

My top picks for safety cameras in no paricular order. #28, #27, #33, #40, #44

It's a great idea to implement, so that the safety of the community will be good.

Lake, Blaisdell, and 31st people get hit going to Kamel Mall

Its really a great idea, I have a car and I always run or see other cars speeding real bad.

N/A

25th and Blaisdell Ave/ All of Blaisdell

29) Nicollet and 24th

36) Blaisdell and 27th

Blaisdell and 24th is a high accident location and I see people run the red light frequently. It is also right next to a school!

Blaisdell - Franklin - 28th: Two lanes, really narrows south so traffic flows down.

26th St - Lyndale to Nicollet: Super fast, red light running, dangerous for walking to school

Check out Bloomington @ Lake

-Lots of red light crossing

-Mixed ped and bike crossings

-near library, stores, cultural centers

Options on Lyndale and/ or Nicollet are my most preferred, especially Nicollet and 24th, and Lyndale at Franklin - I don't drive (no license) and live near Lyndale and Franklin, which is super hectic!

There is too much leniency in the City of Minneapolis, with all crime, including driving, there should be more consequences when crime happens. Yes, a warning is good maybe that time, but the second time should be dealt with, properly and fairly.

We need a camera pilot at 44th and Fremont North, and we need one on BassLake Rd and Hwy 100 Shingle Creek Brooklyn Ctr.

Hwy 55 and Bryant, Hwy 55 and Lyndale, All over Olson Hwy

On Lyndale and 18th Ave N is a Senior in a disabled high rise, we need cameras and speed bumps starting south Dupont and N on 18th going east to LynPark Street. We have had several hit and runs and a few deaths!

I would like to see cameras on 18th and 3rd Ave S or 3rd Ave and Franklin. This area is dangerous.

I feel it's very interesting to have cameras around our senior citizen areas. I also feel there should be more camera and lighting around our area - 350 Van White - we've had bad crimes - Also break into cars that is parked in our back parking lot. I also feel that people come and park or doing drug deals. I've seen baggies on our grounds. 18th and Lyndale - New light system.

#46 and 47 have a lot of speeders and light runners

Lake and Stevens, 4th and 28th, Portland and Lake, Speed bump on 33rd between Lyndale and Corand!

More lights for traffic.

Preference Activity

From February 5 to May 23, 2025, the City of Minneapolis held several engagement events that used the traffic safety camera pilot preference activity. This activity is meant to provide greater insight into how the community would like to prioritize the traffic camera locations. Community members voted on their preferences for how these locations would be prioritized. The results from this activity can be found in Table 2.

Question: Rank the importance of how you think potential cameral locations should be prioritized.

		Prioritization Categories for Locations Near...						
		Schools	Biking Trails	Parks	Bus Stops	Most Crashes	Red Light Running	Most Speeding
Event Locations	Traffic Safety Camera Pilot Open House	11	5	3	3	14	13	15
	Community Connections Conference	45	29	25	31	47	53	50
	Whittier Neighborhood Day	36	25	25	24	49	24	31
	Banyan Community Family Celebration	39	27	45	47	38	28	-
	Total	131	86	98	105	148	118	96

Table 2 shows how community members ranked which categories should be prioritized for the Traffic Safety Camera Pilot. The total row shows the overall ranking of the categories by adding all of the events together.