Minneapolis
City of Lakes

2025 Minneapolis Traffic Safety Camera Pilot Location Impact Analysis

Technical Report

July 2025

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EXECUTIVE SUMMARY

Traffic safety cameras have been found to be effective at reducing crashes and are one strategy recommended in the Minneapolis Vision Zero Action Plan. In 2024, the Minnesota Legislature authorized the City of Minneapolis and the City of Mendota Heights to implement a pilot of traffic safety cameras for enforcing speeding and red light running.

The City of Minneapolis plans to launch the traffic safety camera pilot in September 2025 with speed safety cameras at five locations. Under State law, the City may expand the pilot to include up to 42 camera locations (1 per 10,000 residents) and may also expand to include the enforcement of red lights. The City plans to expand the number of camera locations and include red light camera enforcement at some point during the pilot; the pilot program runs through July 2029.

This study evaluates potential traffic safety camera locations to identify the five pilot launch locations, as well as a set of potential expansion locations for future implementation. This study only analyzes potential locations on City streets. Locations on County or MnDOT streets may be considered in the future as part of a study addendum. Priority locations for red light cameras will be identified in an addendum to the study, which is currently planned to be completed in 2026.

Location Analysis

State law sets requirements for traffic safety camera locations and requires this study to determine locations. This study analyzes more than 3,800 intersections. Initially, 51 candidate locations around the city were identified based on review of recent injury crash history and proximity to a school. Further study of these candidate locations included:

- collection and analysis of traffic speed data;
- additional crash analysis;
- gathering, reviewing, and considering community feedback; and
- screening to identify locations where specific factors would influence implementation, including:
  - Prioritizing locations without recent or planned upcoming traffic safety improvements;
  - Avoiding locations where the roadway design and local land use context may encourage speeding;
  - Identifying areas where other potential safety treatments would be preferable in the near term for reducing speeds and crashes; and
  - Prioritizing locations with high pedestrian traffic and locations closer to schools or parks.

State Requirements

Based on state law, all traffic safety cameras must:

- Be within 2,000 feet of a school;
- Have an identified traffic safety concern;
- Be placed in geographically distinct areas; and
- Be placed in multiple communities with differing socioeconomic conditions.

An analysis determined the final pilot launch locations and high priority expansion locations to ensure geographic balance across the city and that camera locations are equitable. They are spread across Transportation Equity Priority areas. The five launch locations include one location in each major sector of Minneapolis (Downtown, North, Northeast/Southeast, South, and Southwest). All City Council Wards have at least one launch location or high-priority expansion location.

The final selected pilot launch locations and high-priority expansion locations are shown on the following page. After the initial five launch locations, Minneapolis Public Works will determine the number and location of future traffic safety cameras based on this study and available capacity in coordination with partners. Minneapolis currently plans to expand to some or potentially all the high-priority expansion locations in 2026.

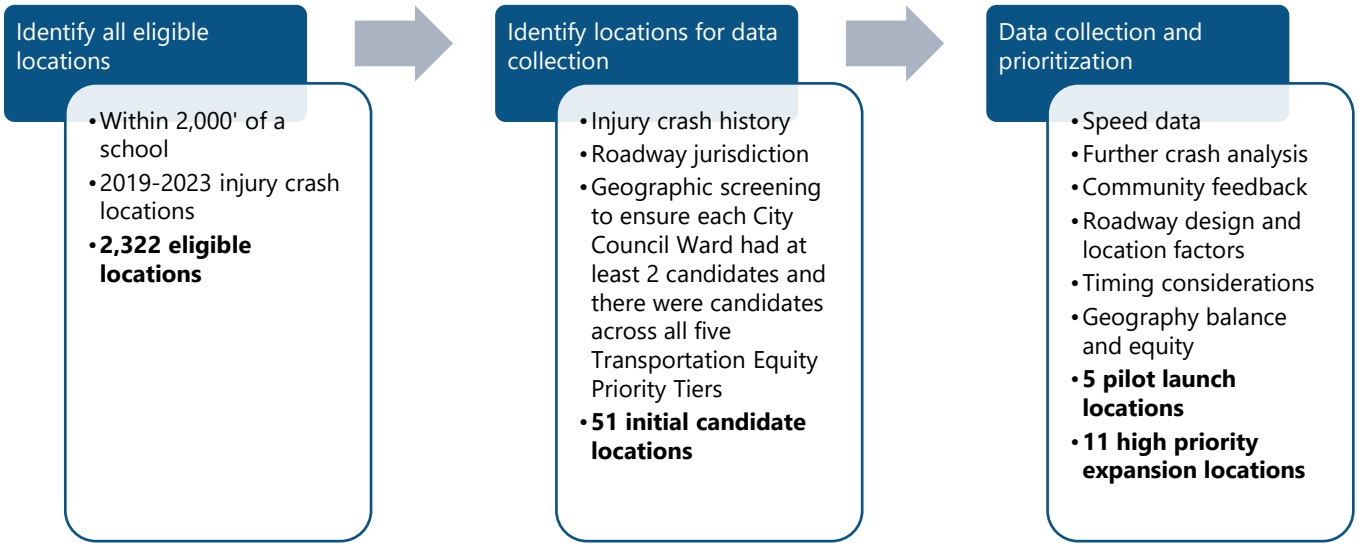
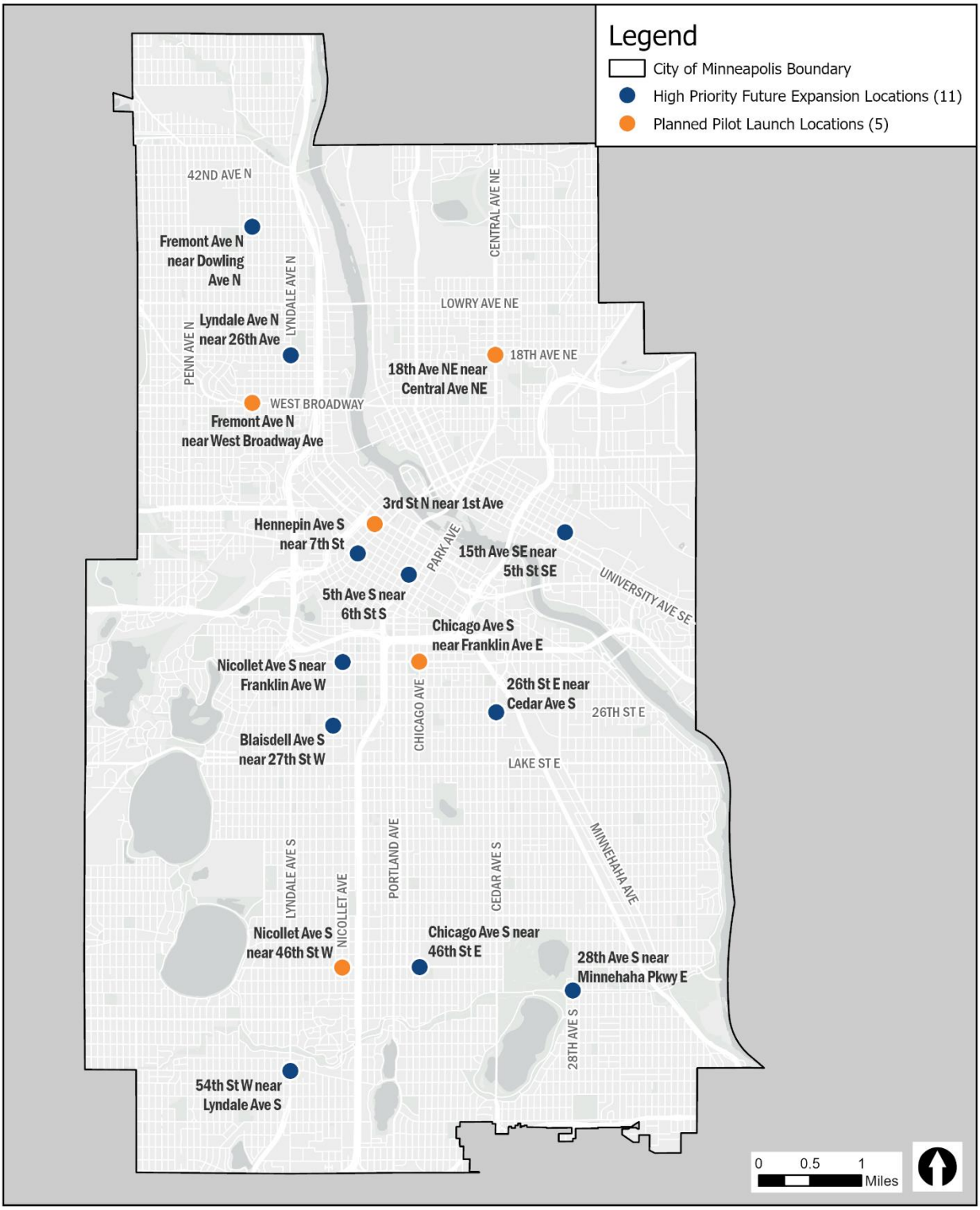


Figure 1: Identified pilot launch locations and high-priority future expansion locations

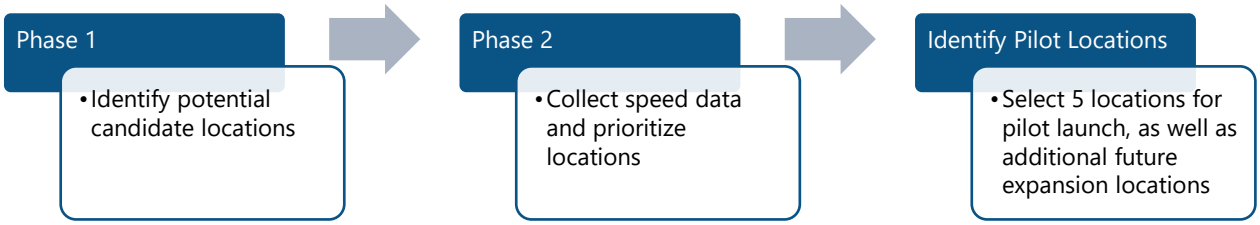


BACKGROUND AND INTRODUCTION

The City of Minneapolis is conducting an analysis to determine the locations for five traffic enforcement cameras that will be installed as a pilot program in 2025. The pilot program is being implemented following recent statewide legislation that removed restrictions on the use of traffic safety cameras to enforce traffic violations, specifically associated with speeding and red-light violations. Traffic safety cameras have been found to be effective at reducing crashes, and are one strategy recommended in the City's 2023-2025 Vision Zero Action Plan. This study fulfills the State of Minnesota legislative requirement specifying that camera locations to be assessed with the pilot program will be guided by a camera system impact study (herein referred to as "the study").

This technical report details an initial analysis undertaken for the study to help inform the locations of the enforcement cameras to be assessed for the pilot program. It includes a review of all legislative location requirements, speed and crash data, and a variety of other factors that may impact the camera's effectiveness at a specific location. This report also establishes the "baseline conditions" for each intersection location, against which future camera effectiveness may be measured by comparing pre-installation and post-installation speed and crash data. *Note: This report was initially released in early July 2025, and this updated version was published in late July to correct a previous discrepancy in educational institution data.*

The data-driven analysis was conducted in multiple phases, as shown in the process graphic below. The details of each phase are summarized below.



PHASE 1 ANALYSIS

The Phase 1 analysis, conducted in Fall 2024, identified candidate camera locations where additional data would be collected to support decision-making. The data collection at these locations was then used to prioritize and identify sites for the pilot camera locations.

This analysis builds on previous work completed by the City of Minneapolis, including the 2022 Vision Zero Crash Study (an update to the original 2018 study) and the 2023 Racial Equity Framework for Transportation. This study is not intended as an update or amendment to any previous work but rather relies on the methodologies and framework developed within previous studies to ensure the results of this camera system impact study are consistent with established City goals.

Data Sources

Data sources used for the Phase 1 analysis include:

- Minnesota Crash Mapping Analysis Tool (MnCMAT2) from Minnesota Department of Transportation
- Intersections, Council Wards, Parcels, Street Centerlines, and transportation equity data from City of Minneapolis GIS Open Data Tool
- Hennepin County parcel data representing educational institutions, as identified based on school locations from Minnesota Department of Education and additional parcels added to represent University of Minnesota and Augsburg University property.
- City of Minneapolis Vision Zero Action Plan

Analysis Procedure

As a first step, the legislative requirements attached to locating camera sites and operating a traffic safety camera pilot program were reviewed. According to state statute, to implement the pilot program, the City must complete a "camera system impact study," which must:

1. include evaluation of crash rates and severity, vehicle speed, equity, and traffic safety treatment alternatives;
2. identify traffic safety camera system locations; and
3. explain how the locations comply with the requirement that "cameras are placed in geographically distinct areas and multiple communities with differing socioeconomic conditions."

Second, a review of GIS data was completed to identify all locations within the city that are in compliance with the legislative requirements and would be eligible as a potential future camera site. The review methodology is outlined below in Table 1.

Table 1: GIS methodology to identify eligible locations

Requirement	Approach
Must be within 2,000 feet of (A) a public or nonpublic school, (B) a school zone established under section 169.14, subdivision 5a, or (C) a public or private postsecondary institution	A geographic screening excluded locations outside of these parameters from the analysis. *(Note: this report was updated to adjust this screening based on new information.)*
Must have "an identified traffic safety concern, as indicated by crash or law enforcement data, safety plans, or other documentation."	Crash data from 2019-2023 was utilized to identify areas with multiple fatal or injury-causing crashes.
Must be "placed in geographically distinct areas…	The analysis identified a minimum of two candidate locations in each Council Ward.
… and in multiple communities with differing socioeconomic conditions."	Additionally, the analysis used a methodology based on the City of Minneapolis' Transportation Equity Priority Areas to identify a minimum of three candidate locations in each of the five equity "tiers."

This was completed by developing a custom shapefile of polygons based on the City's intersection point database. This database included basic information on each intersection within City limits, excluding alleys. Limited access freeways, including I-94, I-394, I-35W, and Highway 62, were excluded from this analysis since the pilot program will focus on at-grade intersections, though locations where access ramps intersect surface streets were included. Additional locations, such as 2-legged intersections and other data anomalies, were excluded because these would not be considered candidates for camera installation. The resulting shapefile was then associated with the Council Ward and Transportation Equity Priority (TEP) Tiers in which it was located.

Crash Analysis

Next, to identify areas with an "identified traffic safety concern," five years of crash data (2019-2023) were obtained through the Minnesota Department of Transportation's MnCMAT database, including every fatal or injury-causing crash within the City of Minneapolis during that time period. Crashes on the limited access freeways or access ramps were excluded. The remaining crashes were then "tagged" to the nearest intersection polygon, so each crash was associated with at least one intersection.

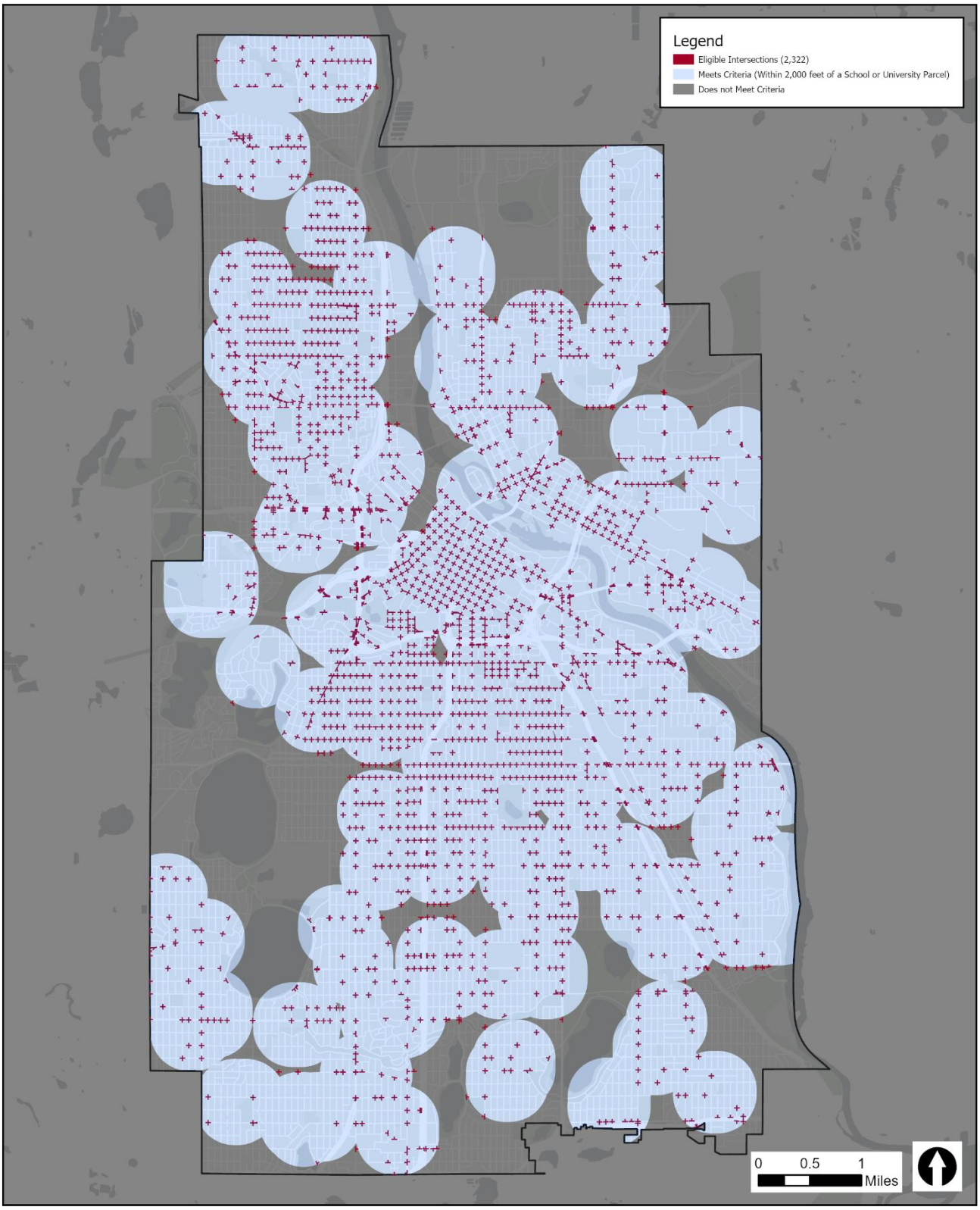
Crashes were then weighted according to the City's High Injury Streets methodology, which assigns 3 points for fatal or serious injury crashes, and 1 point for minor or suspected injury crashes. A weighted crash score for each intersection was calculated based on these values. Intersections with a crash score of 0 (i.e., no injury-caused crashes taking place in the past five years) were filtered out of the analysis. This step produced a dataset of 3,855 intersections within the City eligible for analysis.

Geographic Screening

Following the crash analysis, the remaining 3,855 intersections were then geographically screened to ensure they complied with the state legislative requirements to be located within 2,000 feet of an educational institution, as defined by a point shapefile from the Minnesota Department of Education. Some non-school locations identified in this dataset, including public libraries, were removed from the list of locations. The point shapefile was then used to identify parcels associated with K-12 public, private, and charter schools; community colleges; and public and private universities. Additional parcels were identified as necessary to capture the full geographic extent of University of Minnesota and Augsburg University campuses.

A 2,000-foot buffer was established around all parcels identified, and any intersections outside this 2,000-foot buffer were excluded from the analysis. This step resulted in a subsequent dataset of 2,322 intersections within 2,000 feet of a school that had an injury-causing crash in the past five years, as shown in Figure 2. The screening showed that nearly 75 percent of all land area in the city falls within 2,000 feet of a school.

Figure 2. Eligible Intersections Analyzed



Candidate Location Selection

For the last step in the Phase 1 analysis, the initial candidate locations for additional data collection were selected from the remaining dataset of 2,322 intersections to reflect geographic and socioeconomic diversity using the following methodology:

1. During the initial phase of the pilot program, cameras will only be placed on City-owned and operated streets. Therefore, intersections that included only county or state-owned roads were excluded from the analysis. Locations on County or MnDOT roads may be considered in a future analysis with support from those entities.
2. City-owned and operated intersections were filtered by Council Ward (1-13) and sorted by crash score to identify the highest crash locations in each ward. The top three highest crash locations in each Council Ward were automatically selected as potential locations.
3. Next, intersections not selected in Step 2 were categorized into equity tiers based on the scoring framework outlined in the City's Racial Equity Framework for Transportation. Each location was identified as equity tier 1-5 based on its score, with 1 being areas with the highest levels of equal priority. Locations were then filtered by tier and sorted by crash score to identify the highest crash locations within each tier. If an equity tier did not have at least three locations already identified, locations with the next highest crash score were selected until that tier contained at least three potential locations.
4. After a minimum number of locations within each Council Ward and equity tier were identified, locations were reviewed on a city-wide basis, beginning with the highest crash score and moving down the list.
5. Finally, a visual inspection was used to identify other potential data collection locations within Council Wards 11 and 13, which had the least number of initially identified locations. Additional locations where crashes clustered near schools were identified as possible locations.

Following data clean-up, a total of approximately 100 intersections were identified as possible locations for additional data collection. Through a visual inspection, some candidate locations adjacent to each other were combined for data collection purposes, and minor city streets were filtered out, focusing on locations on major roadways within city jurisdiction. Ultimately, a list of 51 candidate intersections emerged, with potential locations across all Council Wards.[1]

Recommended locations for data collection

The list of recommended locations to conduct speed data collection is shown below in Figure 3 and with additional detail in Table 2. Speed data was collected at these 51 sites in Spring 2025 to support the Phase 2 Analysis that narrows the list and identifies the most ideal locations for the pilot program implementation. Additionally, data collection strategies were developed for each location, including identifying the exact location of the camera to be used to collect speed data. This detail is available in the appendix.

[1] A subsequent review of the geographic screening revealed that location 40 (Hennepin Avenue and Lagoon Avenue) is located more than 2,000 feet from an educational institution and therefore not eligible. The data for this location has been retained throughout this report for transparency, but it is no longer considered a candidate location for the traffic safety camera pilot program.

Figure 3. Selected Candidate Intersections for Data Collection

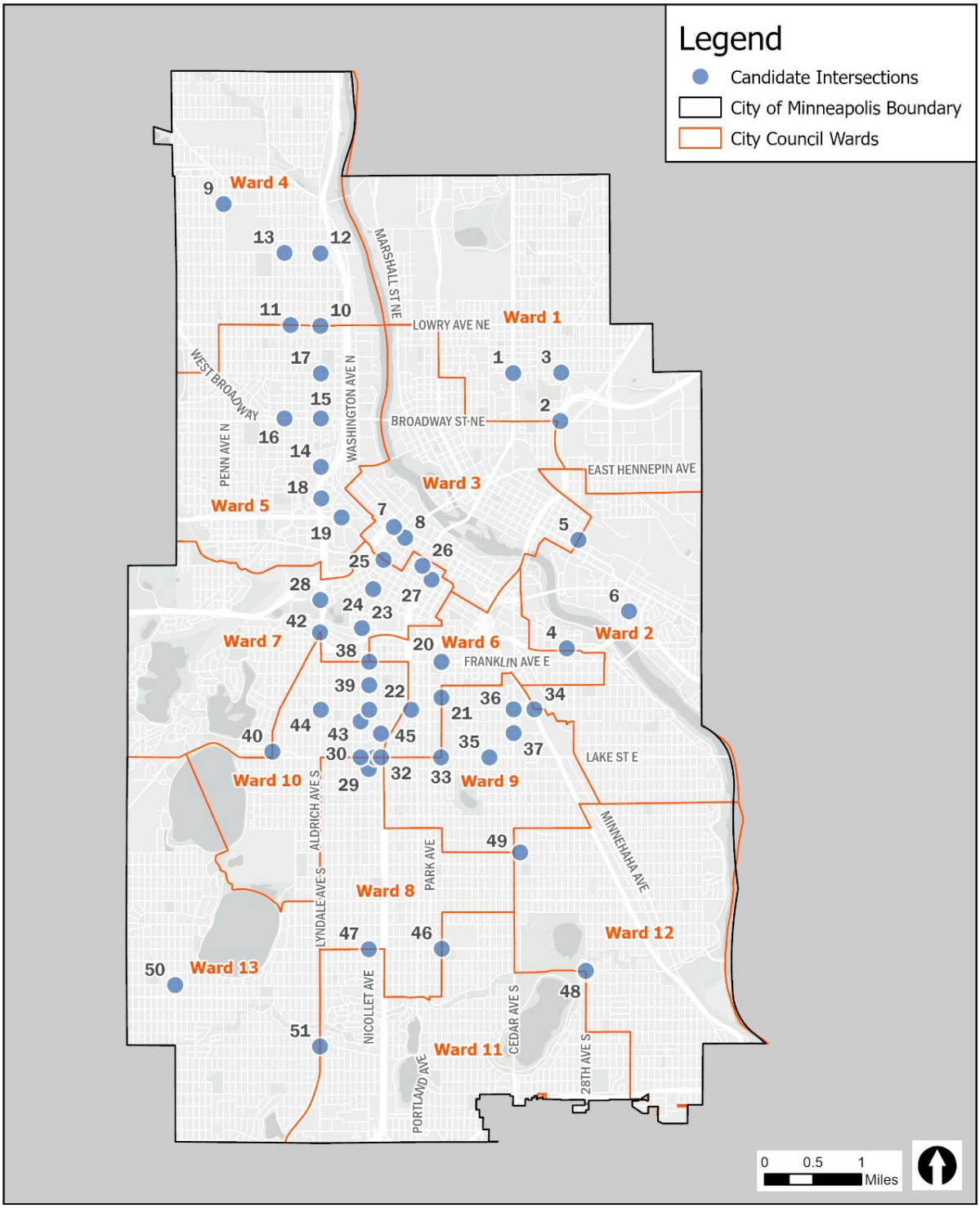


Table 2. Candidate locations for Data Collection

Unique ID	Location	Council Ward(s)	Weighted Crash Score	Transportation Equity Priority Tier
001	18th Ave NE at Central Ave NE	1	13	3
002	Johnson St NE at Broadway St NE	1	16	3
003	Johnson St NE and 18th Ave NE	1	7	3
004	25th Ave S and Bulter Place S	2	21	2
005	15th Ave SE and 5th St SE	2	13	2
006	Huron Blvd SE and Fulton St SE	2	16	2
007	3rd St N and 2nd Ave N	3	8	3
008	Hennepin Ave S and 3rd St N	3	11	3
009	42nd Ave N at Penn Ave N	4	18	4
010	Lyndale Ave N at Lowry Ave N	4, 5	16	1
011	Emerson Ave N at Lowry Ave N	4, 5	21	2
012	Lyndale Ave N and Dowling Ave N	4	23	2
013	Dowling Ave N and Fremont Ave N	4	15	2
014	Lyndale Ave N and Plymouth Ave N	5	22	2
015	Lyndale Ave N at West Broadway Ave N	5	58	1
016	Fremont Ave N at West Broadway Ave N	5	23	1
017	Lyndale Ave N and 26th Ave N	5	17	1
018	7th St N and Lyndale Ave N	5	33	1
019	7th St N and Olson Memorial Hwy	5	22	3
020	Chicago Ave S at Franklin Ave E	6	25	1
021	Chicago Ave S and 25th St E	6, 9	18	1
022	26th St E and 5th Ave S	6	15	1
023	LaSalle Ave S and 15th St W	7	20	2
024	LaSalle Ave S and 11th St S	7	14	3
025	Hennepin Ave S and 7th St N	7	20	3
026	3rd Ave S and 5th St S	7	14	3
027	5th Ave S and 6th St S	7	15	3
028	West Lyndale Ave N and Dunwoody Blvd W	7	15	5
029	Nicollet Ave S and 31st St W	8	16	1
030	Blaisdell Ave S at Lake Street W	8	29	2
031	1st Ave S at Lake Street E	8	21	1
032	Stevens Ave S at Lake Street E	8	21	1
033	Chicago Ave S at Lake St E	9	28	1
034	26th St E at Hiawatha Ave	9	51	1
035	Bloomington Ave S at Lake St E	9	29	2
036	26th St E at Cedar Ave S	9	28	1
037	28th St E at Cedar Ave S	9	20	1
038	Nicollet Ave S at Franklin Ave W	6, 7, 10	41	2
039	Nicollet Ave S and 24th St E	10	18	2

Unique ID	Location	Council Ward(s)	Weighted Crash Score	Transportation Equity Priority Tier
040[2]	Hennepin Ave S at Lagoon Ave W	10	18	3
041	Nicollet Ave S and 26th St W	10	12	3
042	Lyndale Ave S and Groveland Ave W	10	20	2
043	Blaisdell Ave S and 27th St W	10	13	3
044	26th St W at Lyndale Ave S	10	29	3
045	28th St E and Stevens Ave S	10	12	1
046	Chicago Ave S at 46th St E	8, 11	8	4
047	Nicollet Ave S at 46th St W	8, 11	8	5
048	28th Ave S and Minnehaha Pkwy E	11, 12	6	5
049	38th St E at Longfellow Ave S	12	7	4
050	Xerxes Ave S and 49th St W	13	4	5
051	54th St W at Lyndale Ave S	11, 13	9	5

PHASE 2 ANALYSIS

The Phase 2 analysis included a quantitative analysis to calculate weighted crash scores for each of the 51 locations identified in Phase 1. Once these scores were identified, further qualitative metrics were gathered to allow the City to make an informed decision on recommended locations to deploy enforcement cameras to be assessed as part of the pilot program.

Quantitative Criteria and Methodology

Three key metrics were used to create the initial scores for sorting the study locations: proximity to educational institutions, speed data, and additional crash analysis. Each of these datasets was used to create individual scores in each category, before a composite score was created by weighing each category.

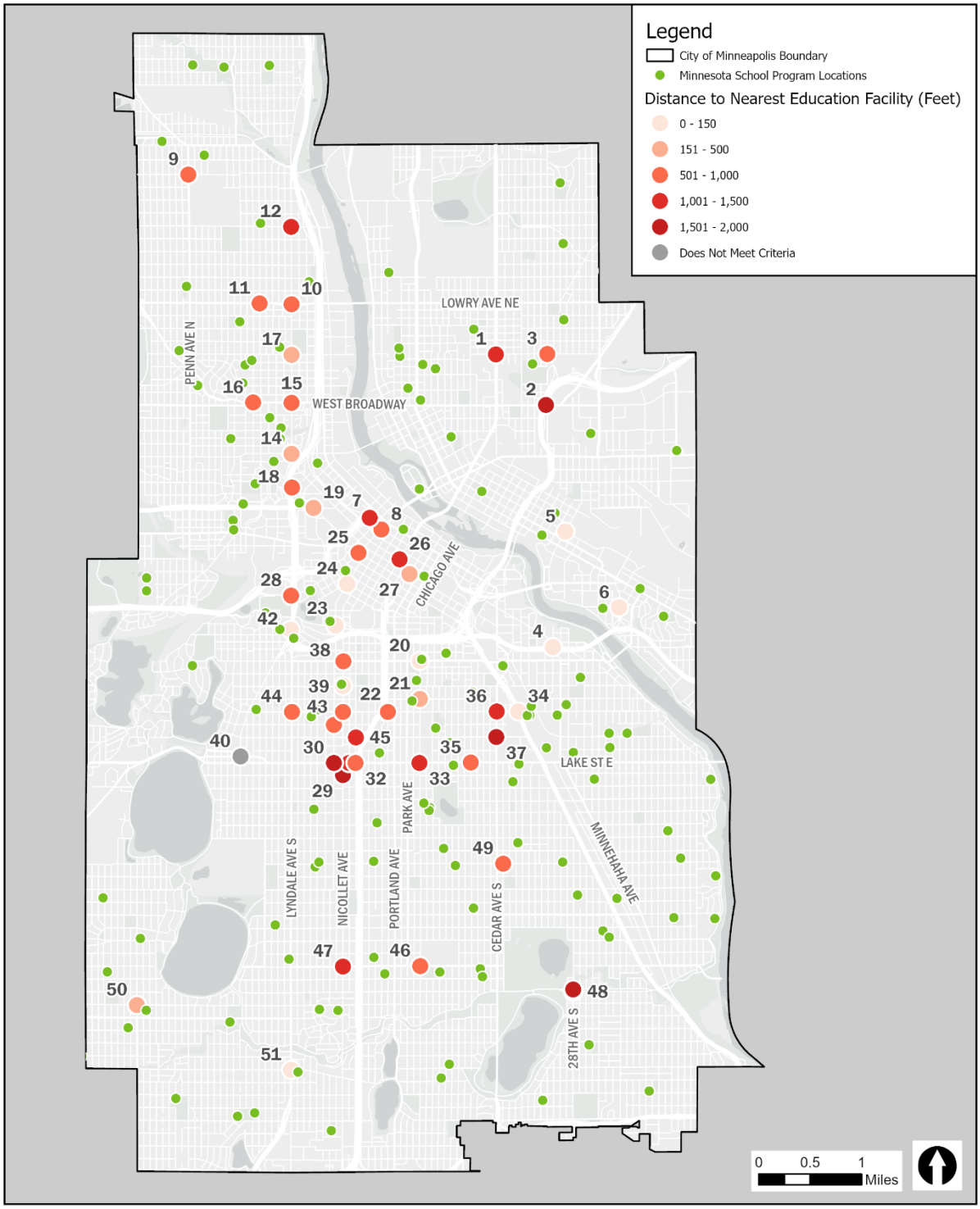
Distance to Nearest Educational Institution

Based on the initial geographic screening in Phase 1, 50 of the 51 identified candidate locations are within the 2,000-foot threshold of an educational institution (Hennepin Ave S and Lagoon Ave W was subsequently determined to be ineligible and removed from the candidate list later in the process). As part of Phase 2, the distance for each candidate location to an identified school was calculated using GIS software. The distance was calculated based on the land parcels associated with the schools, using the same data set from Phase 1. The results are shown below in Figure 4. These distances were then normalized across a linear scale from zero to ten, such that the furthest location from a school received a score of zero.

In contrast, the nearest locations received a max score of ten, with other locations scoring in between based on the distance. With this methodology, nine locations were adjacent to school property and thus received max scores. The location furthest from a school was 1,987 feet away.

[2] Location is ineligible. See note 1 on page 8.

Figure 4. Candidate Locations' Distance to Nearest Educational Institutions.



Speed Data Analysis

Speed data was independently collected for 48 consecutive hours using camera technology at each of the 51 locations. Data collection was set approximately 300 feet from the candidate intersection to capture free-flow speed, and was only collected on city-owned streets. At locations where both intersecting streets were city-owned, cameras were installed on both streets, meaning speed data was collected from 71 sites in total. Four main speed metrics were collected at each location:

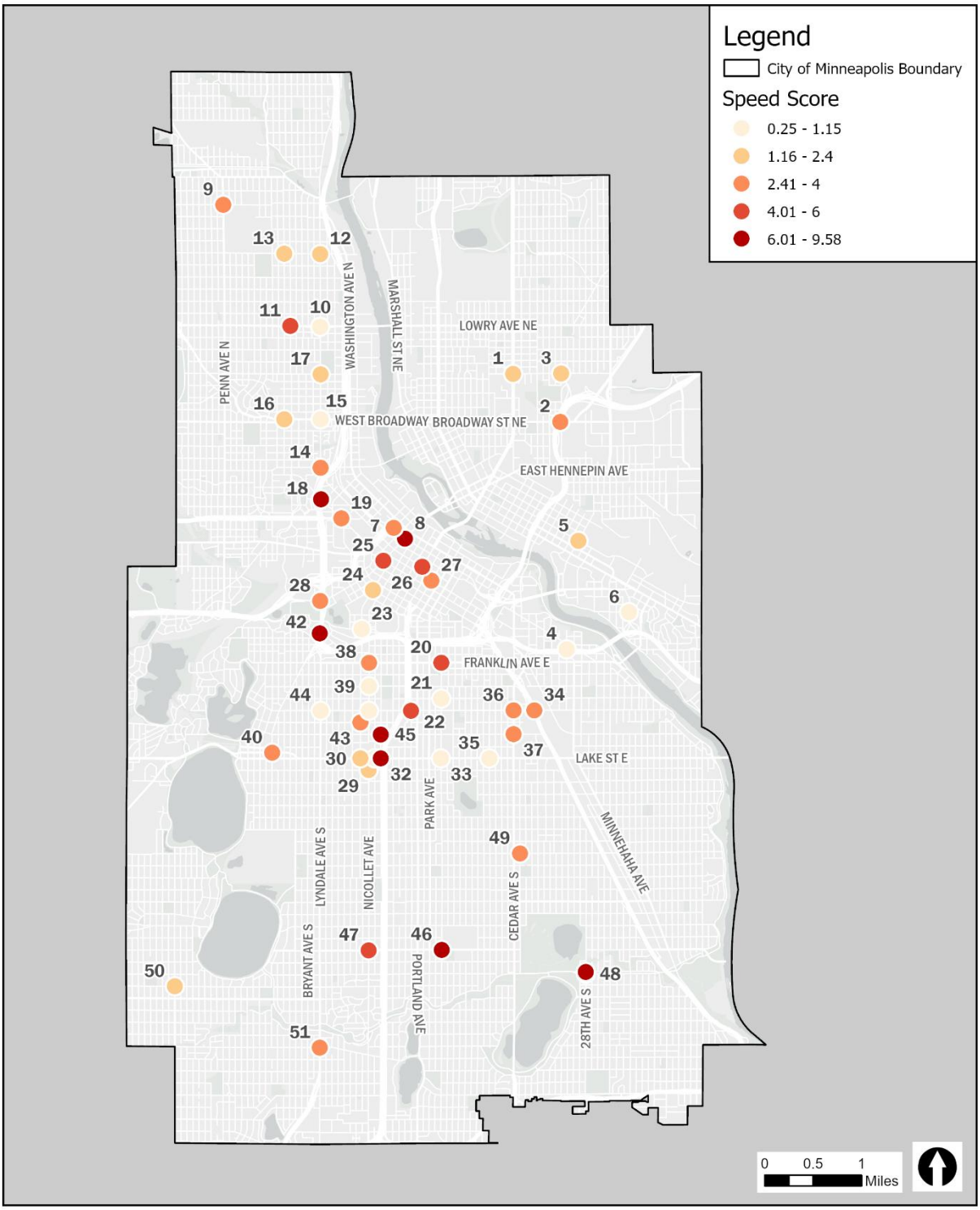
- average vehicle speed compared to statutory speed limit;
- 85th percentile vehicle speed compared to statutory speed limit;
- the number of vehicles travelling greater than 10 miles per hour (mph) over the speed limit;
- the percentage of vehicles travelling greater than 10 mph over the statutory speed limit.

A combined speed score on a scale from 0 to 10 was calculated for each location using each of the four reported metrics with the locations with the lowest speed and/or lowest number of speeding vehicles receiving low scores and the locations with the greatest speed and/or highest number of vehicles speeding receiving high scores. A linear weighted average was used based on the calculated scores in each category, such that a single speed score was developed. The number of vehicles travelling greater than 10 miles over the speed limit was weighed higher than the other factors.

In locations where speed data was collected on both intersecting streets, the speed scores were then averaged to create a single intersection score. Weighted speed scores associated with each intersection are shown in Figure 5.

In general, the average speed in most locations was similar to the speed limit, but on average, the 85th percentile speed was 8 mph higher than the posted speed limit. On average across all locations, 14 percent of vehicles traveled more than 10 mph over the posted speed limit, with 11 locations recording more than 25 percent of vehicles traveling more than 10 mph over the limit.

Figure 5. Weighted Speed Scores at Candidate Locations

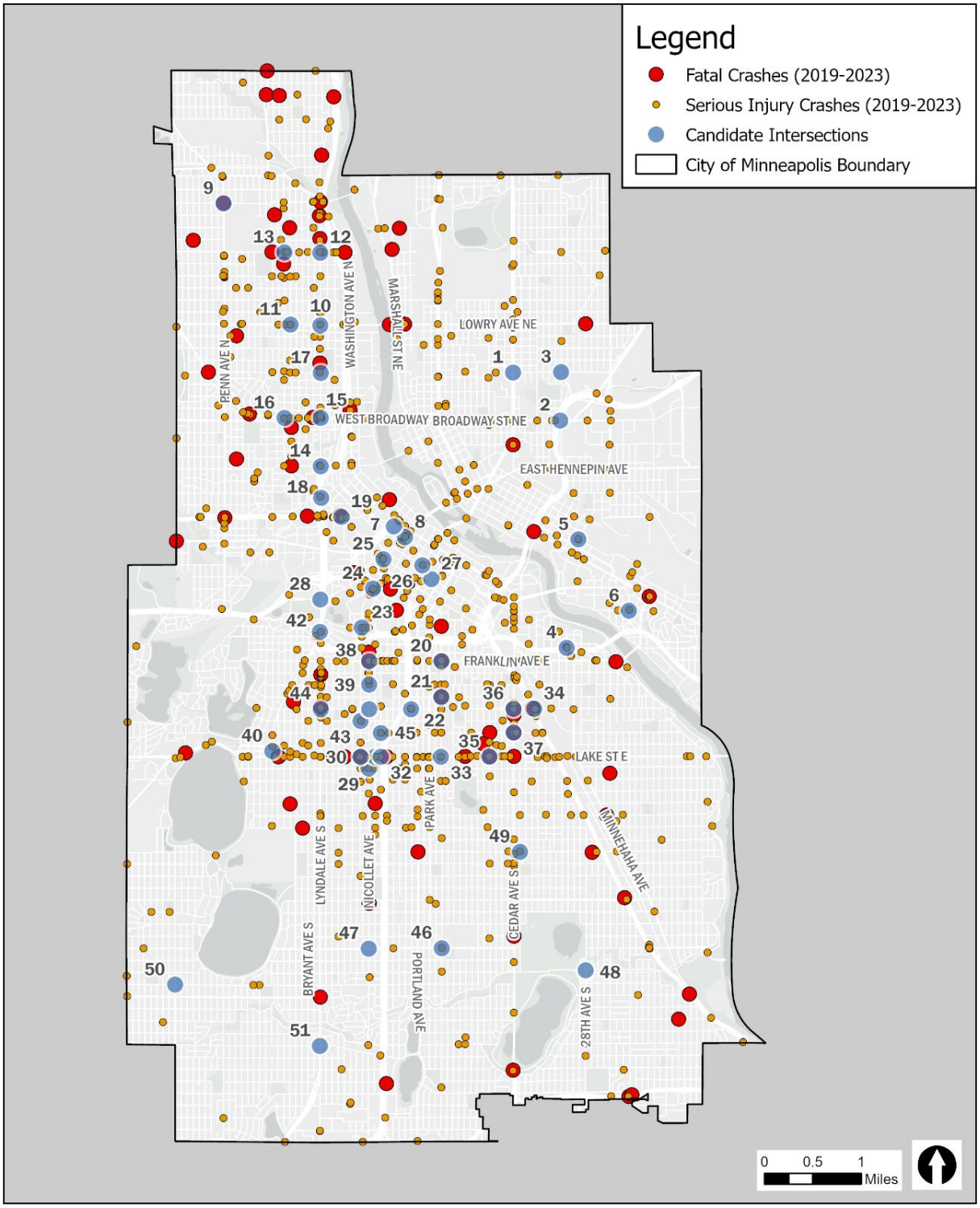


Crash Analysis

Two crash scores were calculated using crash analysis data. The weighted crash score calculated in Phase 1 was combined with identifying the number of fatal or serious injury crashes likely related to speeding or red-light running at each location through a detailed review of individual crash reports. For both the weighted crash score and number of red-light-running and speeding crashes, a score was calculated that combined each factor on a scale of 0 to 10. In Phase 1 for the weighted crash score, lower weighted crash scores corresponded to lower crash rates and therefore a lower overall weighted score, and vice versa for high scores. For the case of red-light-running and speeding crashes, locations with no crashes that could directly be tied to high speeds or red-light running associated crashes (7 locations) were assigned zero, and the location with the most speeding or red-light running associated crashes (19 crashes) was assigned 10.

For reference, the candidate locations relative to all fatal and serious injury crashes from 2019 to 2023 are shown in Figure 6.

Figure 6. Candidate Locations and Fatal and Serious Injury Crash Locations



Weighting and Overall Scoring

Once each of the locations had a score calculated for each individual metric for Phase 2 described above, a composite score was calculated by taking the weighted average of each metric. The speed score and the weighted crash score were given a weight twice that of the general crash score and the distance to school score as a way to prioritize locations where cameras might be reasonably expected to have the most impact on vehicle speeds and safety metrics. This resulted in final scores theoretically varying between 60 (highest priority) and 0 (lowest priority), though no location actually achieved those scores. Information on scores for each location is included in the appendix.

Qualitative Review

Beyond the quantitative score calculation process detailed above, several other qualitative metrics were identified to further aid in the process of recommending locations for the pilot program.

Roadway Design and Potential Safety Treatments

The first qualitative metric considered included identifying locations where the prevailing roadway design may encourage speeding and other unsafe driving behavior. This was achieved by comparing the existing roadway cross section with an 'ideal' cross section as defined in the Minneapolis Street Design Guide. The percentage difference between the 'ideal' and actual roadway width was calculated. Because the design guide acknowledges that there is no single 'width' for any one roadway type that is appropriate, this measure is meant as an approximation to consider in the roadway design. No locations were eliminated from the analysis based on this factor alone.

Most roadways identified as part of this study are wider than is recommended in the Street Design Guide, with some varying significantly (by more than 50 percent). However, it should be noted that conditions such as buffered bike lanes may result in a wide overall roadway, which doesn't necessarily reflect the width dedicated to vehicles. This is important to consider as roadway design can influence driver behavior significantly.

The City reviewed these locations to avoid placing cameras on overly wide roads that promote systemic speeding. These roads are better addressed through infrastructure improvements and traffic calming strategies rather than traffic safety cameras alone. Then, the City's Vision Zero Action Plan was reviewed to develop a list of potential high-priority safety treatments that may more appropriate be applied in these areas. This list includes strategies from the Vision Zero Action Plan that are anticipated to significantly impact vehicle speed at locations where they are deployed. The treatments include:

- 4 to 3 lane conversions
- Lane width reductions
- Medians
- Removing high-speed turn lanes
- Curb extensions
- Pedestrian safety islands
- Bicycle lanes and protected bike lanes
- Hardened centerlines
- Raised treatments (speed humps, speed tables, raised intersections)
- Roundabouts/Traffic Circles
- Chicanes
- Intersection daylighting
- Street Reconstruction/Modernization

Where possible, the City will prioritize physical treatments from the list above over deploying speed cameras, since these changes to the roadway provide more permanent changes in driver behavior. In some cases, enforcement cameras may be considered a temporary treatment before permanent solutions are deployed.

Upcoming and Recent Improvements

Another qualitative metric that was used reflects the influence of the proximity of candidate locations to recently completed or upcoming roadway improvements. Taking this information into account will help the City mitigate biases in location selection due to recent (or anticipated) changes in physical infrastructure. For instance, the crash data used in this analysis may be outdated if improvements have occurred in the past few years. Similarly, in areas where significant improvements are already planned, speeding will more effectively be mitigated by traffic calming measures associated with those projects.

Recent improvements have been defined as having occurred since 2022. Sixteen locations were identified as having recent improvements, while 11 are slated for upcoming improvements. The City reviewed these locations to ensure cameras were prioritized in locations where the crash history reflects trends since the recent improvements, and to ensure that imminent planned physical improvements would not negate the short-term need for a traffic safety camera.

Summarized Analysis Results

The summarized results of both the quantitative and qualitative analyses are shown in Table 3.

Table 3. Summarized Analysis Results for Phase 2

Unique ID	Intersection Leg 1	Intersection Leg 2	Speed Data Collection Location	Section	Distance to Nearest School (ft)	Total Speeding or Red light running related injury crashes	Percent of Vehicles 10 MPH+ over the Speed Limit	Average Speed	Recent and Upcoming Improvement Status
001	18th Ave NE	Central Ave NE	18th Ave NE_West of Central Ave NE	NE/SE	1346	1	11%	25	None
002	Johnson St NE	Broadway St NE	Johnson St NE_South of Broadway St NE	NE/SE	1952	0	11%	30	Recent
003A	Johnson St NE	18th Ave NE	18th Ave NE_West of Johnson St NE	NE/SE	651	1	3%	25	Recent
003B	Johnson St NE	18th Ave NE	Johnson St NE_North of 18th Ave NE	NE/SE	651	1	9%	28	Recent
004A	25th Ave S	Butler Place S	25th Ave S_North of Butler Place S	South	0	9	4%	18	None
004B	25th Ave S	Butler Place S	Butler Place S_East of 25th Ave S	South	0	9	22%	31	None
005A	15th Ave SE	5th St SE	15th Ave SE_North of 5th St SE	NE/SE	0	0	5%	26	Recent
005B	15th Ave SE	5th St SE	5th St SE_East of 15th Ave SE	NE/SE	0	0	5%	26	Recent
006A	Huron Blvd SE	Fulton St SE	Fulton St SE_West of Huron Blvd SE	NE/SE	144	8	0%	19	None
006B	Huron Blvd SE	Fulton St SE	Huron Blvd SE_North of Fulton St SE	NE/SE	144	8	3%	22	None
007A	3rd St N	2nd Ave N	2nd Ave N_South of 3rd St N	Downtown	1496	7	21%	23	None
007B	3rd St N	2nd Ave N	3rd St N_East of 2nd Ave N	Downtown	1496	7	25%	27	None
008A	Hennepin Ave S	3rd St N	3rd St N_West of Hennepin Ave S	Downtown	797	0	25%	27	Recent
008B	Hennepin Ave S	3rd St N	Hennepin Ave S_North of 3rd St N	Downtown	797	0	8%	20	Recent
009	42nd Ave N	Penn Ave N	42nd Ave N_East of Penn Ave N	North	910	7	13%	29	None
010	Lyndale Ave N	Lowry Ave N	Lyndale Ave N_South of Lowry Ave N	North	735	7	2%	25	None

Unique ID	Intersection Leg 1	Intersection Leg 2	Speed Data Collection Location	Section	Distance to Nearest School (ft)	Total Speeding or Red light running related injury crashes	Percent of Vehicles 10 MPH+ over the Speed Limit	Average Speed	Recent and Upcoming Improvement Status
011	Emerson Ave N	Lowry Ave N	Emerson Ave N_South of Lowry Ave N	North	929	0	31%	31	None
012A	Lyndale Ave N	Dowling Ave N	Dowling Ave N_West of Lyndale Ave N	North	1328	13	6%	27	None
012B	Lyndale Ave N	Dowling Ave N	Lyndale Ave N_North of Dowling Ave N	North	1328	13	3%	26	None
013A	Dowling Ave N	Fremont Ave N	Dowling Ave N_East of Fremont Ave N	North	1328	4	6%	27	None
013B	Dowling Ave N	Fremont Ave N	Fremont Ave N_South of Dowling Ave N	North	1328	4	45%	34	None
014A	Lyndale Ave N	Plymouth Ave N	Lyndale Ave N_North of Plymouth Ave N	North	497	11	8%	31	None
014B	Lyndale Ave N	Plymouth Ave N	Plymouth Ave N_East of Lyndale Ave N	North	497	11	44%	34	None
015	Lyndale Ave N	West Broadway Ave N	Lyndale Ave N_South of West Broadway Ave N	North	643	6	0%	22	None
016	Fremont Ave N	West Broadway Ave N	Fremont Ave N_South of West Broadway Ave N	North	1019	1	13%	30	Recent
017A	Lyndale Ave N	26th Ave N	26th Ave N_East of Lyndale Ave N	North	343	12	10%	30	Recent
017B	Lyndale Ave N	26th Ave N	Lyndale Ave N_North of 26th Ave N	North	343	12	2%	25	Recent
017C	Lyndale Ave N	26th Ave N	Lyndale Ave N_South of 26th Ave N	North	343	12	10%	28	Recent
018	7th St N	Lyndale Ave N	7th St N_East of Lyndale Ave N	North/ Downtown	505	19	31%	32	None
019A	7th St N	Olson Memorial Hwy	7th St N_South of Olson Memorial Hwy	Downtown	327	4	14%	28	None
019B	7th St N	Olson Memorial Hwy	Olson Memorial Hwy_East of 7th St N	Downtown	327	4	18%	27	None

Unique ID	Intersection Leg 1	Intersection Leg 2	Speed Data Collection Location	Section	Distance to Nearest School (ft)	Total Speeding or Red light running related injury crashes	Percent of Vehicles 10 MPH+ over the Speed Limit	Average Speed	Recent and Upcoming Improvement Status
020	Chicago Ave S	Franklin Ave E	Chicago Ave S_South of Franklin Ave E	South	6	5	23%	31	Upcoming
021	Chicago Ave S	25th St E	Chicago Ave S_South of 25th St E	South	212	4	0%	21	Upcoming
022	26th St E	5th Ave S	26th St E_East of 5th Ave S	South	936	12	20%	26	Upcoming
023A	LaSalle Ave S	15th St W	LaSalle Ave S_North of 15th St W	Downtown	0	7	2%	22	Upcoming
023B	LaSalle Ave S	15th St W	15th St W_West of LaSalle Ave S	Downtown	0	7	4%	24	Upcoming
024A	LaSalle Ave S	11th St S	LaSalle Ave S_North of 11th St S	Downtown	0	3	6%	24	Upcoming
024B	LaSalle Ave S	11th St S	11th St S_West of LaSalle Ave S	Downtown	0	3	5%	24	Upcoming
025A	Hennepin Ave S	7th St N	Hennepin Ave S_South of 7th St N	Downtown	862	6	18%	26	Upcoming
025B	Hennepin Ave S	7th St N	7th St N_West of Hennepin Ave S	Downtown	862	6	4%	20	Upcoming
026	3rd Ave S	5th St S	3rd Ave S_South of 5th St S	Downtown	1115	8	22%	28	Upcoming
027A	5th Ave S	6th St S	5th Ave S_South of 6th St S	Downtown	294	12	13%	23	Upcoming
027B	5th Ave S	6th St S	S 6th St_West of 5th Ave	Downtown	294	12	46%	34	Upcoming
028A	West Lyndale Ave N	Dunwoody Blvd W	Dunwoody Blvd W_West of West Lyndale Ave N	Downtown	647	5	8%	27	Upcoming
028B	West Lyndale Ave N	Dunwoody Blvd W	West Lyndale Ave N_South of Dunwoody Blvd W	Downtown	647	5	19%	30	Upcoming
029A	Nicollet Ave S	31st St W	31st St W_East of Nicollet Ave S	Southwest	1714	8	4%	22	Upcoming
029B	Nicollet Ave S	31st St W	Nicollet Ave S_South of 31st St W	Southwest	1714	8	22%	30	Upcoming
030	Blaisdell Ave S	Lake Street W	Blaisdell Ave S_North of Lake St W	Southwest	1987	11	5%	25	Upcoming
031	1st Ave S	Lake Street E	1st Ave S_North of Lake St E	Southwest	1206	2	0%	24	Recent

Unique ID	Intersection Leg 1	Intersection Leg 2	Speed Data Collection Location	Section	Distance to Nearest School (ft)	Total Speeding or Red light running related injury crashes	Percent of Vehicles 10 MPH+ over the Speed Limit	Average Speed	Recent and Upcoming Improvement Status
032	Stevens Ave S	Lake Street E	Stevens Ave S_South of Lake St E	Southwest	881	4	35%	31	Recent
033	Chicago Ave S	Lake St E	Chicago Ave S_North of Lake St E	South	1409	3	1%	21	Recent
034	26th St E	Hiawatha Ave	26th St E_West of Hiawatha Ave	South	103	3	12%	28	Upcoming
035	Bloomington Ave S	Lake St E	Bloomington Ave S_South of Lake St E	South	683	4	1%	24	Recent
036	26th St E	Cedar Ave S	26th St E_East of Cedar Ave S	South	1248	4	12%	28	Recent
037	28th St E	Cedar Ave S	28th St E_East of Cedar Ave S	South	1535	2	13%	28	Recent
038	Nicollet Ave S	Franklin Ave W	Nicollet Ave S_South of Franklin Ave W	Southwest	919	6	10%	23	Recent
039A	Nicollet Ave S	24th St E	24th St E_West of Nicollet Ave S	Southwest	5	1	0%	20	None
039B	Nicollet Ave S	24th St E	Nicollet Ave S_South of 24th St E	Southwest	5	1	6%	24	None
040[3]	Hennepin Ave S	Lagoon Ave W	Hennepin Ave S_North of Lagoon Ave W	Southwest	2226	3	8%	24	None
041A	Nicollet Ave S	26th St W	26th St W_East of Nicollet Ave S	Southwest	969	7	2%	18	None
041B	Nicollet Ave S	26th St W	Nicollet Ave S_North of 26th St W	Southwest	969	7	6%	24	None
042	Lyndale Ave s	Groveland Ave W	Lyndale Ave S_South of Groveland Ave W	Southwest	0	2	29%	32	None
043	Blaisdell Ave S	27th St W	Blaisdell Ave S_South of 27th St W	Southwest	859	3	15%	27	Recent

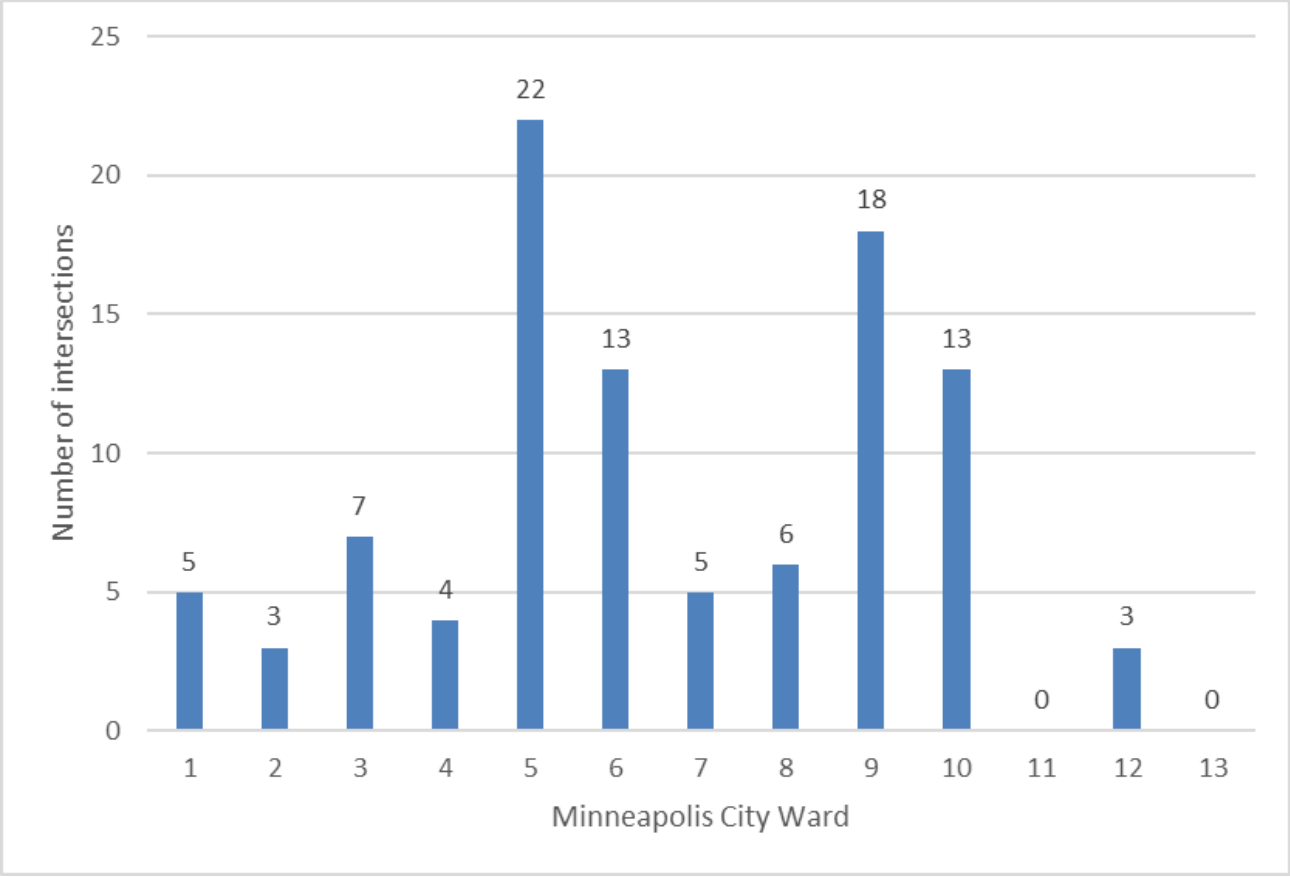
[3] Location is ineligible for the program. See note 1 on page 8.

Unique ID	Intersection Leg 1	Intersection Leg 2	Speed Data Collection Location	Section	Distance to Nearest School (ft)	Total Speeding or Red light running related injury crashes	Percent of Vehicles 10 MPH+ over the Speed Limit	Average Speed	Recent and Upcoming Improvement Status
044	26th St W	Lyndale Ave S	26th St W_East of Lyndale Ave S	Southwest	835	2	1%	18	Recent
045A	28th St E	Stevens Ave S	28th St E_East of Stevens Ave S	Southwest	1092	10	47%	34	None
045B	28th St E	Stevens Ave S	Stevens Ave S_North of 28th St E	Southwest	1092	10	1%	26	None
046	Chicago Ave S	46th St E	Chicago Ave S_North of 46th St E	South	539	3	52%	35	Recent
047	Nicollet Ave S	46th St W	Nicollet Ave S_South of 46th St W	Southwest	1232	3	29%	32	Recent
048	28th Ave S	Minnehaha Pkwy E	28th Ave S_North of Minnehaha Pkwy E	South	1789	6	43%	34	None
049	38th St E	Longfellow Ave S	38th St E_East of Longfellow Ave S	South	850	0	18%	30	Recent
050	Xerxes Ave S	49th St W	Xerxes Ave S_North of 49th St W	Southwest	207	2	7%	29	Upcoming
051	54th St W	Lyndale Ave S	54th St W_West of Lyndale Ave S	Southwest	13	2	13%	27	Upcoming

Equity Considerations

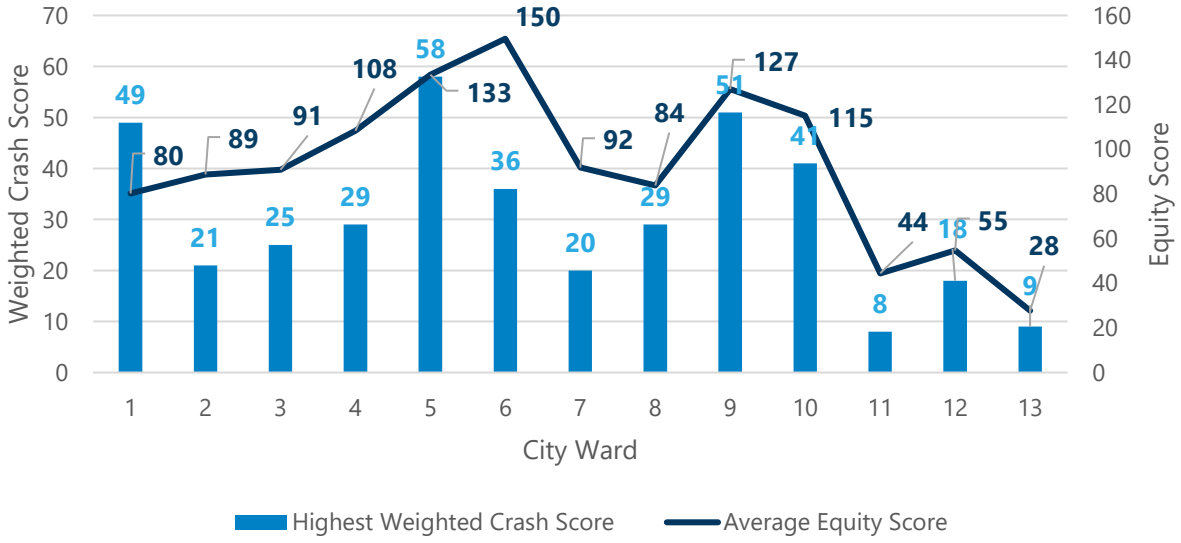
As has been repeatedly confirmed by previous City analyses, crashes are not equally distributed throughout the city. Crashes, particularly fatal and injury-causing crashes, tend to cluster along specific roads and in particular neighborhoods. In Minneapolis, these crash "hot spots" tend to appear disproportionately in historically disinvested communities, such as some parts of North Minneapolis and areas near downtown and South Minneapolis, such as Phillips and Whittier. This pattern was confirmed through the Phase 1 crash analysis, and is evident in Figure 7 below, which shows that a disproportionate number of the 100 intersections (including city, county, and state roadways, excluding freeways) with the highest crash rates are found in City Wards 5, 9, 6 and 10. Wards 5, 6, and 9 have higher proportions of residents who are Black, Indigenous, People of Color (BIPOC) and lower income. Notably, there are no intersections in Wards 11 and 13 among the top 100 intersections with the highest crash rates in the city.

Figure 7. Distribution of Top 100 High Crash Intersections within 2,000 feet of Schools by City Ward



As shown in Figure 8, crash scores in each ward (calculated in Phase 1) are correlated with the ward's average Transportation Equity Priority (TEP) from 2023. The equity score for each ward was calculated based on the City's 2023 Racial Equity Framework for Transportation, with a higher equity score indicating higher levels of equity priority. The figure shows the wide range in crash severity throughout the city, with the top crash score for a location in City Ward 5 being 58 (4 serious injuries, 20 minor injuries, and 26 possible injuries at a single location). The top crash score at a location in City Ward 11 is 8 (1 serious injury, 2 minor injuries, and 3 possible injuries).

Figure 8. Top Crash Score in Each Ward by Average Equity Priority Score



Minneapolis Public Works normally prioritizes investments in areas with higher TEP scores. However, in this case, given that any fine-based enforcement disproportionately impacts people with lower incomes more, the City did not prioritize locations with higher TEP scores for camera locations. The Geographic and Socioeconomic Balance sections on pages 4-5 offer more details on how camera locations were spread across the city equitably.

Community Engagement

Trust and equity are key goals within the Traffic Safety Camera Pilot program. These goals are essential to ensure the program is successful and implemented with community feedback. From February 5 to May 23, 2025, the City of Minneapolis held 28 engagement events and hosted an online survey to gather feedback for the Traffic Safety Camera Pilot program. The engagement plan for the pilot launch is available here. As part of the engagement process, participants were provided information on the pilot program's goals, background information on safety camera efficacy, and the city's approach to implementation. Throughout this engagement process, several themes began to appear. These themes included:

Engagement Highlights

- ~1,200 Community Members Submitted Comments
- 889 Survey Responses
- 28 Engagement Activities

- Support for improving traffic safety;
- Concerns about current reckless driving habits;
- Interest in how the program ensures privacy protections for community members,
- Emphasizing the importance of road designs that slow down motorized vehicle speeds and enhance safety for all roadway users; and
- A desire for the City to be able to build upon the pilot program to include county and state roadways.

Over the spring of 2025, City staff met with community members in various ways to explain the Traffic Safety Camera Pilot program and receive any feedback community members may have. These community engagement efforts included presenting at neighborhood associations, tabling at community events, visiting households near proposed intersections, and hosting an online open house. Having a broad approach to community engagement meant that more community members could provide feedback in various settings and methods. Engagement activities were prioritized to reach residents near multiple candidate locations and residents in Transportation Equity Priority Areas 1 and 2.

Across online survey responses and comment cards, where there was a clear perspective, 83% of people offered support for the pilot, and 17% of people offered opposition.

Most people shared general feedback about the pilot or high-level comments about camera locations. Some people also shared feedback on specific candidate locations. We heard more support than opposition across all candidate locations. We also heard requests for cameras at some locations that were not on the initial candidate lists, mostly on County or MnDOT roadways. The City may consider camera locations on County or MnDOT roadways in a future addendum to this study; these community requests will be considered when creating additional candidate location lists.

All of the feedback received in this phase is available here.

Online Survey

One of the initial ways that the community could provide feedback on the Traffic Safety Camera Pilot program was through the online survey. The survey was open for 98 days, had 889 responses, and had three questions. The first question asked survey respondents to rank what locations should be considered for candidate camera locations. These locations included schools, biking trails, parks, and bus stops, and locations with high amounts of crashes, red-light running, and speeding.

Figure 9 shows the percentage of survey respondents who ranked each category as a first priority, second priority, third priority, and so on. The highlighted cells indicate where each category landed in the ranking order based on averaging the overall rankings. Overall, both in-person and online engagement participants ranked locations with the most crashes as the highest priority for consideration.

Figure 9. Community Ranking of Criteria to be Considered

	Ranking Order Results						
Prioritization Categories	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%	2%
Locations with Most Red Light Running	24.80%	**26.30%**	23.10%	7.50%	8.70%	5.20%	4.30%
Locations with Speeding	16.70%	32.70%	**26.20%**	7%	4.80%	4.50%	8.10%
Locations with Schools	10%	7.70%	15%	**38.30%**	16.70%	8%	4.30%
Locations with Parks	2.60%	8%	6.10%	18.20%	**29.20%**	20.50%	15.40%
Locations with Bike Paths	2.40%	2.90%	5.50%	13.60%	19.90%	**37.20%**	18.60%
Locations with Bus Stops	0.80%	1.90%	3.20%	8.80%	15.70%	22.20%	**47.30%**

The survey also allowed participants to provide feedback on the potential camera locations as well as any other feedback on the program. Both questions provided insight into whether the candidate locations aligned with what the community wanted and created a space for the community to provide feedback about the overall program.

In-Person Events

Community feedback received through the in-person engagement events allowed City staff to discuss the Traffic Safety Camera Pilot a bit more in-depth. City staff were able to get written comments from over 100 people, visit neighborhood associations to answer community questions, and were available to answer questions by visiting households near several camera candidate locations. From these engagement efforts, community members provided comments on potential locations and ranked how camera locations should be prioritized by different categories. The comment cards collected at the in-person events also provided some insight into whether a community supports or opposes the pilot program. From the 130 comment cards, 121 respondents expressed support for the pilot program, and two expressed opposition to the program.

Figure 10 shows how community members ranked which categories should be prioritized for the Traffic Safety Camera Pilot. The *Total* row shows the overall total votes by community members by adding all of the events together. *(Note: The container with the "most speeding" label was missing during the activity at the Banyan Community Family Celebration. Due to this, community members were unable to vote for this category.)*

Figure 10. Community Prioritization of Criteria to be Considered

Event Locations	Prioritization Categories for Locations Near...						
	Schools	Biking Trails	Parks	Bus Stops	Most Crashes	Red Light Running	Most Speeding
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**

IDENTIFYING PILOT LOCATIONS

The identification of Traffic Safety Camera Pilot locations follows state law requirements and the data-driven approach outlined in this document. This process focused on city streets across all 13 city council wards and was progressively refined to determine five initial pilot launch locations. The quantitative and qualitative criteria detailed in this document allowed for each location to be assigned an evaluation score. While this score helped prioritize locations, it was not the sole factor in the determination of planned pilot launch locations. After potential locations were evaluated and scored, the city used multiple additional criteria to narrow down potential locations:

Construction Conflicts

Locations with planned major construction in 2025 or 2026 that could disrupt the effectiveness of traffic safety cameras were excluded from the initial planned pilot launch locations. However, the location may still be considered later in the pilot program should construction conflicts no longer be a limiting factor. Locations with construction impacts with traffic safety improvements will be reevaluated for consideration during the pilot program.

Notable Speed Challenges

All candidate locations underwent a speed study as noted in the Speed Data Analysis section. Locations with relatively lower measured speeding issues, with 3 percent or less of recorded speeds of 10 mph or more over the posted speed limit, were not considered for a speed enforcement traffic camera at this time. A location can be considered for a speed enforcement traffic camera in the future if further analysis determines there is an increase in speeding of 10 mph or more over the posted speed limit at that location. The locations listed below, based on the speed data analysis, do not currently demonstrate a measurable speeding issue of more than 5 percent of recorded speeds being 10 mph or more over the posted speed limit:

- 18th Ave NE west of Johnson St NE
- Fulton St SE west of Huron Blvd SE
- Huron Blvd SE north of Fulton St SE
- Lyndale Ave N south of Lowry Ave N
- Lyndale Ave N north of Dowling Ave
- Lyndale Ave N south of West Broadway Ave
- Lyndale Ave N north of 26th Ave N
- Chicago Ave south of 25th St E
- LaSalle Ave north of 15th St W
- 1st Ave S north of Lake St E
- Chicago Ave north of Lake St E
- Bloomington Ave south of Lake St E
- 24th St E west of Nicollet Ave
- 26th St W east of Lyndale Ave S
- Stevens Ave north of 28th St E

Geographic and Socioeconomic Balance

To meet state law requirements for equitable distribution, the City selected pilot locations from diverse geographic and socioeconomic areas. One launch location was chosen from each of the following areas:

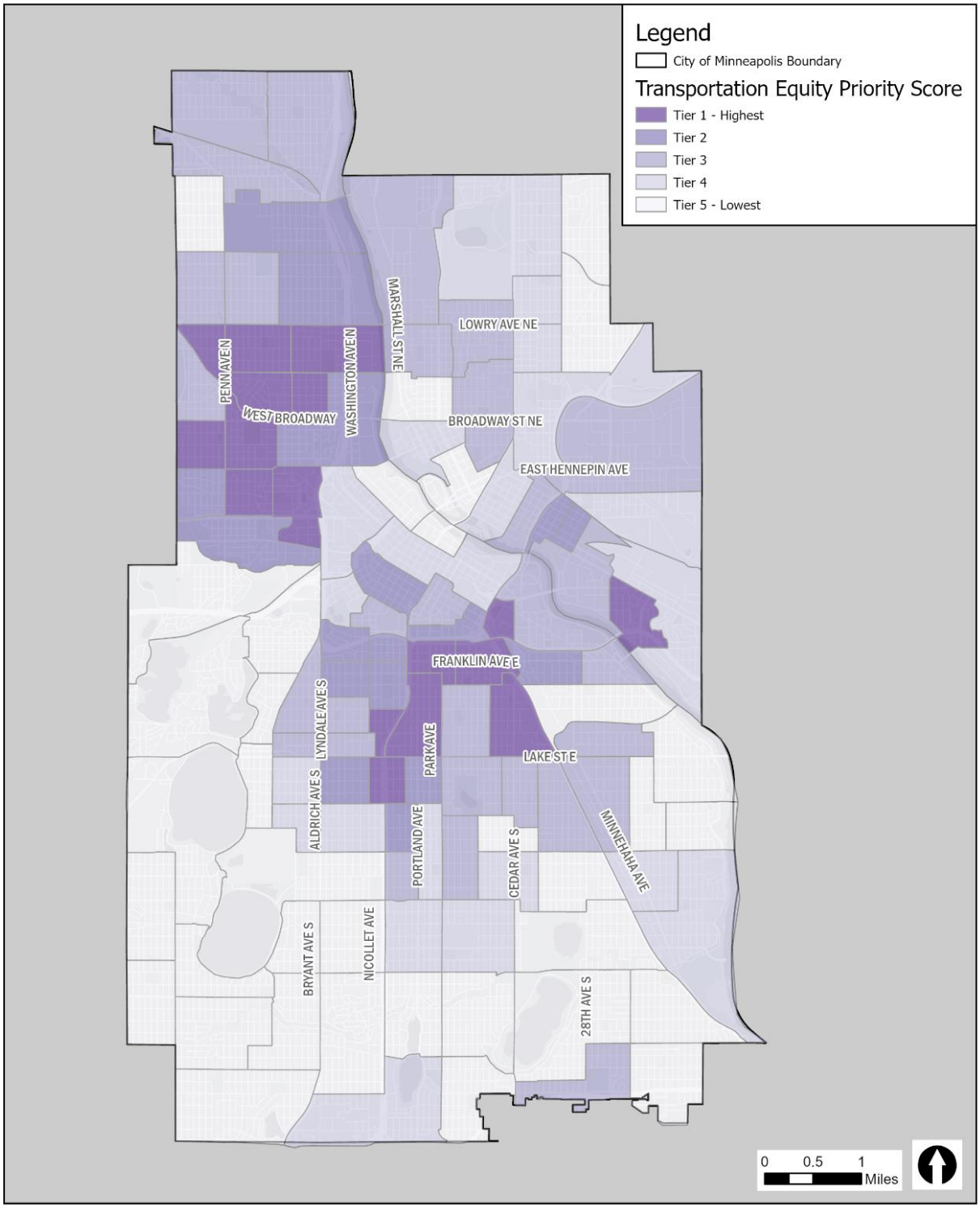
- Downtown
- North
- Northeast/Southeast
- South
- Southwest

There are a total of 16 locations across both *the Planned Pilot Launch Locations* and the *High Priority Future Expansion Locations*. These locations are distributed across the following TEP tiers:

- Tier 1: 3 locations
- Border of Tier 1 and Tier 2: 1 location
- Border of Tier 1 and Tier 3: 1 location
- Tier 2: 2 locations
- Border of Tier 2 and Tier 3: 1 location
- Border of Tier 3 and Tier 4: 3 locations
- Tier 4: 2 locations
- Tier 5: 3 locations

For the duration of the pilot program, the City will continue to maintain locations across different areas of Minneapolis and across different TEP areas. TEP Areas are shown below in Figure 11.

Figure 11. Transportation Equity Priority Tiers



Proximity to Pedestrian Generators

High-scoring candidate locations were additionally evaluated based on their proximity to schools, parks, and other areas with high pedestrian activity. Locations closer to these areas were given higher priority scores. While this score helped prioritize locations, it was not the sole factor in determining planned pilot launch locations.

Long-Term Feasibility

Locations were assessed for their potential to support camera operations throughout the duration of the Traffic Safety Camera Pilot Program. Locations with expected disruptions due to construction were not prioritized for the initial planned pilot launch locations.

Community Feedback

Community engagement was held from February to May 2025. Most people shared general feedback about the pilot or high-level comments about camera locations. This feedback was used to help prioritize criteria for determining traffic safety camera locations. Some people also shared feedback on specific candidate locations. This feedback was considered when prioritizing final camera locations. We heard more support than opposition across all candidate locations. Feedback received is summarized in the Community Engagement section.

Recommended Camera Pilot Locations

The City ultimately identified five initial locations for fall 2025 deployment. Figure 12 identifies the five planned pilot launch locations. The selected locations include:

- 3rd St N near 1st Ave N
- Fremont Ave N near W Broadway Ave
- 18th Ave NE near Central Ave NE
- Chicago Ave near Franklin Ave E
- Nicollet Ave near 46th St W

Additionally, the City has identified 11 high-priority future expansion locations that will be considered during the duration of the pilot program. The City currently plans to expand to some or potentially all the high-priority expansion locations in 2026. Deployment timeline will be determined by Public Works based on this study and available capacity in coordination with partners. These locations include:

- Fremont Ave N near Dowling Ave
- Lyndale Ave N near 26th Ave
- Hennepin Ave S near 7th St N
- Lyndale Ave N near Broadway Ave
- 15th Ave SE near 5th St SE
- 26th St E near Cedar Ave
- Nicollet Ave near Franklin Ave W
- Blaisdell Ave at 27th St W
- 28th Ave S near Minnehaha Pkwy E
- Chicago Ave near 46th St E
- 54th St W near Lyndale Ave S

Beyond the *Planned Pilot Launch Locations* and *High Priority Future Expansion Locations*, the City will consider the locations identified in Figure 13 as *Remaining Potential Future Expansion Locations*. Public Works will use the criteria and considerations outlined in this study to prioritize the remaining traffic safety camera candidate locations. If a candidate location receives notable safety treatments following this study, the City will reevaluate crash and speed data before installing a traffic safety camera.

Figure 12. Planned Pilot Launch Locations and High Priority Future Expansion Locations

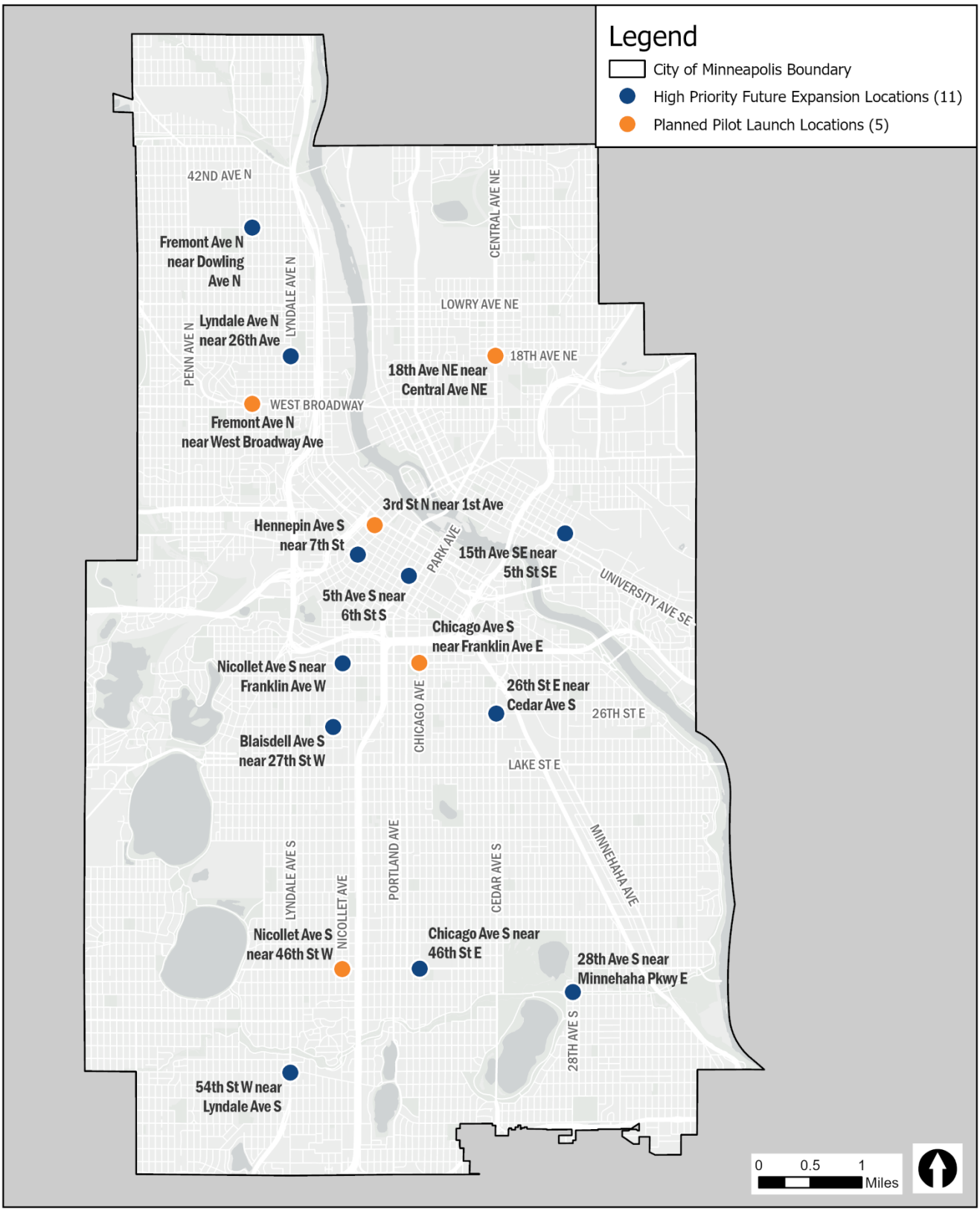
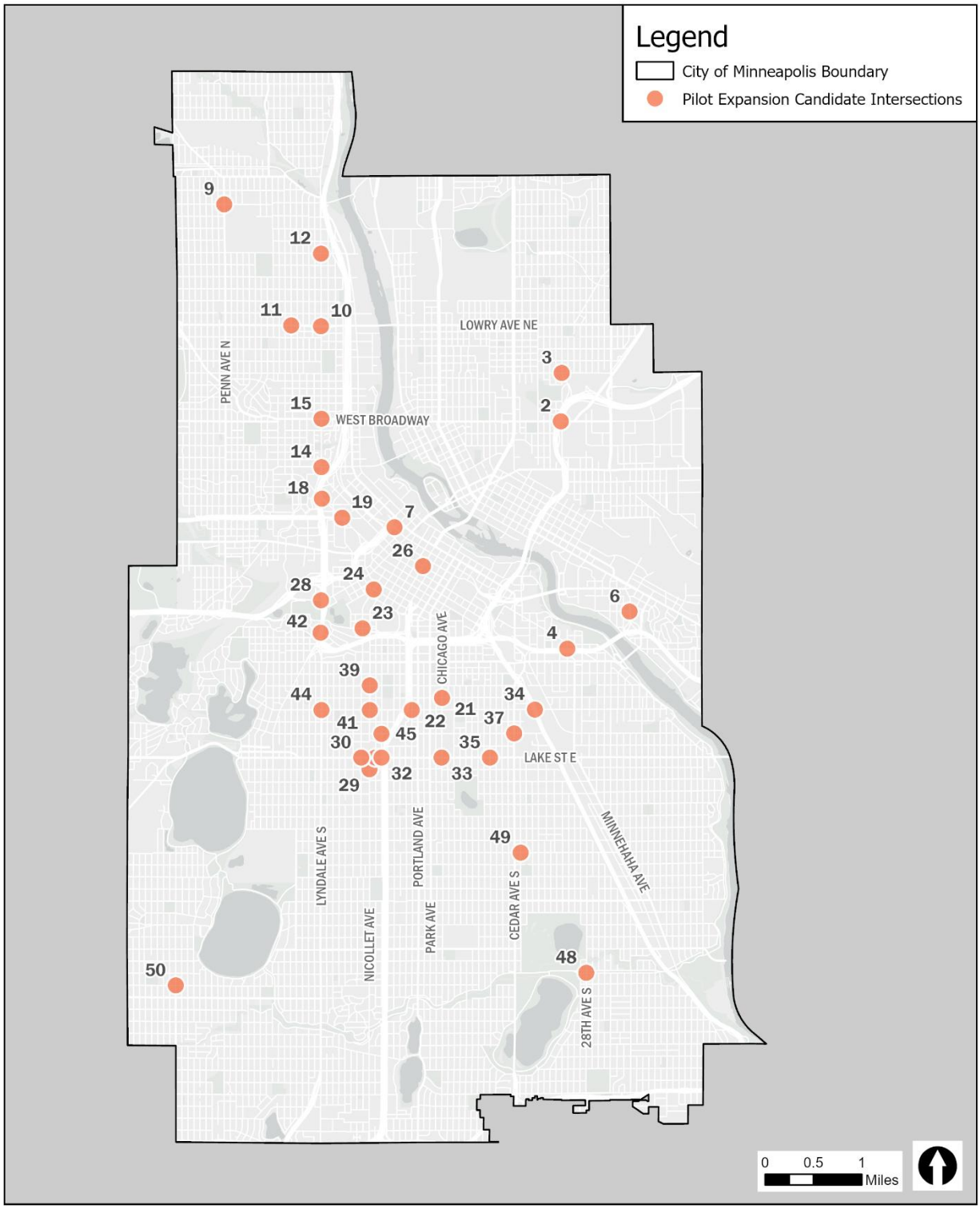


Figure 13. Remaining Potential Future Expansion Locations



Appendix

Table 4: Candidate location data (location information, distance to nearest school, crash data)

Unique ID	Data Collection ID	Street Name 1	Street Name 2	Council Ward	City Section	TEP Tier	Data Collection Location	Nearest Educational Institution	Distance to nearest Education Inst (ft)	Education Score	Weighted Crash Score - Input	Weighted Crash Score	Crash Type Score - Input	Crash Type Score
001	001	18th Ave NE	Central Ave NE	1	NE/SE	3	18th Ave NE_West of Central Ave NE	Edison High	1346	3.95	13	1.67	1	0.53
002	002	Johnson St NE	Broadway St NE	1	NE/SE	3	Johnson St NE_South of Broadway St NE	Yinghua Academy	1952	1.23	16	2.22	0	0.00
003	003A	Johnson St NE	18th Ave NE	1	NE/SE	3	18th Ave NE_West of Johnson St NE	Yinghua Academy	651	7.08	7	0.56	1	0.53
003	003B	Johnson St NE	18th Ave NE	1	NE/SE	3	Johnson St NE_North of 18th Ave NE	Yinghua Academy	651	7.08	7	0.56	1	0.53
004	004A	25th Ave S	Butler Place S	2	South	2	25th Ave S_North of Butler Place S	Augsburg College	0	10.00	21	3.15	9	4.74
004	004B	25th Ave S	Butler Place S	2	South	2	Butler Place S_East of 25th Ave S	Augsburg College	0	10.00	21	3.15	9	4.74
005	005A	15th Ave SE	5th St SE	2	NE/SE	2	15th Ave SE_North of 5th St SE	University of Minnesota	0	10.00	13	1.67	0	0.00
005	005B	15th Ave SE	5th St SE	2	NE/SE	2	5th St SE_East of 15th Ave SE	University of Minnesota	0	10.00	13	1.67	0	0.00
006	006A	Huron Blvd SE	Fulton St SE	2	NE/SE	2	Fulton St SE_West of Huron Blvd SE	University of Minnesota	144	9.35	16	2.22	8	4.21
006	006B	Huron Blvd SE	Fulton St SE	2	NE/SE	2	Huron Blvd SE_North of Fulton St SE	University of Minnesota	144	9.35	16	2.22	8	4.21
007	007A	3rd St N	2nd Ave N	3	Downtown	3	2nd Ave N_South of 3rd St N	Walden University	1496	3.28	8	0.74	7	3.68
007	007B	3rd St N	2nd Ave N	3	Downtown	3	3rd St N_East of 2nd Ave N	Walden University	1496	3.28	8	0.74	7	3.68
008	008A	Hennepin Ave S	3rd St N	3	Downtown	3	3rd St N_West of Hennepin Ave S	Walden University	797	6.42	11	1.30	0	0.00
008	008B	Hennepin Ave S	3rd St N	3	Downtown	3	Hennepin Ave S_North of 3rd St N	Walden University	797	6.42	11	1.30	0	0.00
009	009	42nd Ave N	Penn Ave N	4	North	4	42nd Ave N_East of Penn Ave N	Henry High	910	5.91	18	2.59	7	3.68
010	010	Lyndale Ave N	Lowry Ave N	4, 5	North	1	Lyndale Ave N_South of Lowry Ave N	Cityview Community	735	6.70	16	2.22	7	3.68
011	011	Emerson Ave N	Lowry Ave N	4, 5	North	2	Emerson Ave N_South of Lowry Ave N	Hmong International Elementary	929	5.83	21	3.15	0	0.00
012	012A	Lyndale Ave N	Dowling Ave N	4	North	2	Dowling Ave N_West of Lyndale Ave N	Sojourner Truth Academy	1328	4.03	23	3.52	13	6.84
012	012B	Lyndale Ave N	Dowling Ave N	4	North	2	Lyndale Ave N_North of Dowling Ave N	Sojourner Truth Academy	1328	4.03	23	3.52	13	6.84
013	013A	Dowling Ave N	Fremont Ave N	4	North	2	Dowling Ave N_East of Fremont Ave N	Sojourner Truth Academy	1328	4.03	15	2.04	4	2.11
013	013B	Dowling Ave N	Fremont Ave N	4	North	2	Fremont Ave N_South of Dowling Ave N	Sojourner Truth Academy	1328	4.03	15	2.04	4	2.11
014	014A	Lyndale Ave N	Plymouth Ave N	5	North	2	Lyndale Ave N_North of Plymouth Ave N	Franklin Middle	497	7.77	22	3.33	11	5.79
014	014B	Lyndale Ave N	Plymouth Ave N	5	North	2	Plymouth Ave N_East of Lyndale Ave N	Franklin Middle	497	7.77	22	3.33	11	5.79
015	015	Lyndale Ave N	West Broadway Ave N	5	North	1	Lyndale Ave N_South of West Broadway Ave N	Ascension Catholic	643	7.11	58	10.00	6	3.16
016	016	Fremont Ave N	West Broadway Ave N	5	North	1	Fremont Ave N_South of West Broadway Ave N	Ascension Catholic	1019	5.42	23	3.52	1	0.53

Unique ID	Data Collection ID	Street Name 1	Street Name 2	Council Ward	City Section	TEP Tier	Data Collection Location	Nearest Educational Institution	Distance to nearest Education Inst (ft)	Education Score	Weighted Crash Score - Input	Weighted Crash Score	Crash Type Score - Input	Crash Type Score
017	017A	Lyndale Ave N	26th Ave N	5	North	1	26th Ave N_East of Lyndale Ave N	Nellie Stone Johnson Elementary	343	8.46	17	2.41	12	6.32
017	017B	Lyndale Ave N	26th Ave N	5	North	1	Lyndale Ave N_North of 26th Ave N	Nellie Stone Johnson Elementary	343	8.46	17	2.41	12	6.32
017	017C	Lyndale Ave N	26th Ave N	5	North	1	Lyndale Ave N_South of 26th Ave N	Nellie Stone Johnson Elementary	343	8.46	17	2.41	12	6.32
018	018	7th St N	Lyndale Ave N	5	North/ Downtown	1	7th St N_East of Lyndale Ave N	Metro College Prep	505	7.73	33	5.37	19	10.00
019	019A	7th St N	Olson Memorial Hwy	5	Downtown	3	7th St N_South of Olson Memorial Hwy	Metro College Prep	327	8.53	22	3.33	4	2.11
019	019B	7th St N	Olson Memorial Hwy	5	Downtown	3	Olson Memorial Hwy_East of 7th St N	Metro College Prep	327	8.53	22	3.33	4	2.11
020	020	Chicago Ave S	Franklin Ave E	6	South	1	Chicago Ave S_South of Franklin Ave E	Loring-Nicollet High	6	9.97	25	3.89	5	2.63
021	021	Chicago Ave S	25th St E	6, 9	South	1	Chicago Ave S_South of 25th St E	Augsburg Fairview Academy	212	9.05	18	2.59	4	2.11
022	022	26th St E	5th Ave S	6	South	1	26th St E_East of 5th Ave S	Augsburg Fairview Academy	936	5.79	15	2.04	12	6.32
023	023A	LaSalle Ave S	15th St W	7	Downtown	2	LaSalle Ave S_North of 15th St W	Emerson Spanish Immersion	0	10.00	20	2.96	7	3.68
023	023B	LaSalle Ave S	15th St W	7	Downtown	2	15th St W_West of LaSalle Ave S	Emerson Spanish Immersion	0	10.00	20	2.96	7	3.68
024	024A	LaSalle Ave S	11th St S	7	Downtown	3	LaSalle Ave S_North of 11th St S	FAIR Senior High	0	10.00	14	1.85	3	1.58
024	024B	LaSalle Ave S	11th St S	7	Downtown	3	11th St S_West of LaSalle Ave S	FAIR Senior High	0	10.00	14	1.85	3	1.58
025	025A	Hennepin Ave S	7th St N	7	Downtown	3	Hennepin Ave S_South of 7th St N	FAIR Senior High	862	6.13	20	2.96	6	3.16
025	025B	Hennepin Ave S	7th St N	7	Downtown	3	7th St N_West of Hennepin Ave S	FAIR Senior High	862	6.13	20	2.96	6	3.16
026	026	3rd Ave S	5th St S	7	Downtown	3	3rd Ave S_South of 5th St S	Stadium View	1115	4.99	14	1.85	8	4.21
027	027A	5th Ave S	6th St S	7	Downtown	3	5th Ave S_South of 6th St S	Stadium View	294	8.68	15	2.04	12	6.32
027	027B	5th Ave S	6th St S	7	Downtown	3	S 6th St_West of 5th Ave	Stadium View	294	8.68	15	2.04	12	6.32
028	028A	West Lyndale Ave N	Dunwoody Blvd W	7	Downtown	5	Dunwoody Blvd W_West of West Lyndale Ave N	Wellstone International High	647	7.09	15	2.04	5	2.63
028	028B	West Lyndale Ave N	Dunwoody Blvd W	7	Downtown	5	West Lyndale Ave N_South of Dunwoody Blvd W	Wellstone International High	647	7.09	15	2.04	5	2.63
029	029A	Nicollet Ave S	31st St W	8	Southwest	1	31st St W_East of Nicollet Ave S	Cristo Rey Jesuit High	1714	2.30	16	2.22	8	4.21
029	029B	Nicollet Ave S	31st St W	8	Southwest	1	Nicollet Ave S_South of 31st St W	Cristo Rey Jesuit High	1714	2.30	16	2.22	8	4.21
030	030	Blaisdell Ave S	Lake Street W	8	Southwest	2	Blaisdell Ave S_North of Lake St W	Cristo Rey Jesuit High	1987	1.07	29	4.63	11	5.79
031	031	1st Ave S	Lake Street E	8	Southwest	1	1st Ave S_North of Lake St E	Cristo Rey Jesuit High	1206	4.58	21	3.15	2	1.05
032	032	Stevens Ave S	Lake Street E	8	Southwest	1	Stevens Ave S_South of Lake St E	Cristo Rey Jesuit High	881	6.04	21	3.15	4	2.11
033	033	Chicago Ave S	Lake St E	9	South	1	Chicago Ave S_North of Lake St E	Aim Academy of Science and Technology	1409	3.67	28	4.44	3	1.58

Unique ID	Data Collection ID	Street Name 1	Street Name 2	Council Ward	City Section	TEP Tier	Data Collection Location	Nearest Educational Institution	Distance to nearest Education Inst (ft)	Education Score	Weighted Crash Score - Input	Weighted Crash Score	Crash Type Score - Input	Crash Type Score
034	034	26th St E	Hiawatha Ave	9	South	1	26th St E_West of Hiawatha Ave	Aurora Charter	103	9.54	51	8.70	3	1.58
035	035	Bloomington Ave S	Lake St E	9	South	2	Bloomington Ave S_South of Lake St E	Lirio Montessori	683	6.93	29	4.63	4	2.11
036	036	26th St E	Cedar Ave S	9	South	1	26th St E_East of Cedar Ave S	Aurora Charter	1248	4.39	28	4.44	4	2.11
037	037	28th St E	Cedar Ave S	9	South	1	28th St E_East of Cedar Ave S	Transition Plus Services	1535	3.10	20	2.96	2	1.05
038	038	Nicollet Ave S	Franklin Ave W	6, 7, 10	Southwest	2	Nicollet Ave S_South of Franklin Ave W	City of Lakes Waldorf School	919	5.87	41	6.85	6	3.16
039	039A	Nicollet Ave S	24th St E	10	Southwest	2	24th St E_West of Nicollet Ave S	City of Lakes Waldorf School	5	9.98	18	2.59	1	0.53
039	039B	Nicollet Ave S	24th St E	10	Southwest	2	Nicollet Ave S_South of 24th St E	City of Lakes Waldorf School	5	9.98	18	2.59	1	0.53
040[4]	040	Hennepin Ave S	Lagoon Ave W	10	Southwest	3	Hennepin Ave S_North of Lagoon Ave W	Ella Baker Elementary	2226	0.00	18	2.59	3	1.58
041	041A	Nicollet Ave S	26th St W	10	Southwest	3	26th St W_East of Nicollet Ave S	MERC	969	5.65	12	1.48	7	3.68
041	041B	Nicollet Ave S	26th St W	10	Southwest	3	Nicollet Ave S_North of 26th St W	MERC	969	5.65	12	1.48	7	3.68
042	042	Lyndale Ave s	Groveland Ave W	10	Southwest	2	Lyndale Ave S_South of Groveland Ave W	Downtown Campus (MNIC)	0	10.00	20	2.96	2	1.05
043	043	Blaisdell Ave S	27th St W	10	Southwest	3	Blaisdell Ave S_South of 27th St W	MERC	859	6.14	13	1.67	3	1.58
044	044	26th St W	Lyndale Ave S	10	Southwest	3	26th St W_East of Lyndale Ave S	Whittier International	835	6.25	29	4.63	2	1.05
045	045A	28th St E	Stevens Ave S	10	Southwest	1	28th St E_East of Stevens Ave S	Cristo Rey Jesuit High	1092	5.09	12	1.48	10	5.26
045	045B	28th St E	Stevens Ave S	10	Southwest	1	Stevens Ave S_North of 28th St E	Cristo Rey Jesuit High	1092	5.09	12	1.48	10	5.26
046	046	Chicago Ave S	46th St E	8, 11	South	4	Chicago Ave S_North of 46th St E	Hennepin Schools Lower Campus	539	7.58	8	0.74	3	1.58
047	047	Nicollet Ave S	46th St W	8, 11	Southwest	5	Nicollet Ave S_South of 46th St W	Southside Family Charter	1232	4.46	8	0.74	3	1.58
048	048	28th Ave S	Minnehaha Pkwy E	11, 12	South	5	28th Ave S_North of Minnehaha Pkwy E	Lake Nokomis Keewaydin Elementary	1789	1.96	6	0.37	6	3.16
049	049	38th St E	Longfellow Ave S	12	South	4	38th St E_East of Longfellow Ave S	Folwell Elementary	850	6.18	7	0.56	0	0.00
050	050	Xerxes Ave S	49th St W	13	Southwest	5	Xerxes Ave S_North of 49th St W	Lake Harriet Upper Elementary	207	9.07	4	0.00	2	1.05
051	051	54th St W	Lyndale Ave S	11, 13	Southwest	5	54th St W_West of Lyndale Ave S	Annunciation	13	9.94	9	0.93	2	1.05

[4] Location 40 is ineligible for the program because a subsequent review found it is more than 2,000 feet from an educational institution. The data is retained in this report for transparency.

Table 5: Candidate location data (speed collection data, quantitative score and qualitative review)

Unique ID	Data Collection ID	Street Name 1	Street Name 2	Average Speed	Average Speed - Posted Speed	85th Percentile Speed	85th Percentile Speed - Posted Speed	Vehicles >10 MPH Over Speed Limit	% of Vehicles >10 MPH Over Speed Limit	Speed Score	Overall Score (Raw)	Weighted Score	Roadway Width Difference	Recent Improvements
001	001	18th Ave NE	Central Ave NE	25	0	33	8	560	11%	2.11	8.26	12.03	14%	No
002	002	Johnson St NE	Broadway St NE	30	5	34	9	1206	11%	3.49	6.94	12.66	14%	Yes
003	003A	Johnson St NE	18th Ave NE	25	0	30	5	455	3%	1.59	9.75	11.90	14%	Yes
003	003B	Johnson St NE	18th Ave NE	28	3	31	6	532	9%	2.13	10.29	12.98	4%	Yes
004	004A	25th Ave S	Butler Place S	18	-7	27	2	319	4%	0.73	18.61	22.49	26%	No
004	004B	25th Ave S	Butler Place S	31	1	42	12	243	22%	2.25	20.14	25.54	21%	No
005	005A	15th Ave SE	5th St SE	26	1	31	6	610	5%	2.00	13.67	17.34	16%	Yes
005	005B	15th Ave SE	5th St SE	26	1	31	6	349	5%	1.61	13.27	16.54	38%	Yes
006	006A	Huron Blvd SE	Fulton St SE	19	-1	25	5	40	0%	0.83	16.62	19.67	33%	No
006	006B	Huron Blvd SE	Fulton St SE	22	-3	28	3	281	3%	1.00	16.78	20.00	5%	No
007	007A	3rd St N	2nd Ave N	23	-2	41	16	1097	21%	3.47	11.17	15.37	37%	No
007	007B	3rd St N	2nd Ave N	27	2	39	14	2691	25%	6.10	13.80	20.64	22%	No
008	008A	Hennepin Ave S	3rd St N	27	2	39	14	2691	25%	6.10	13.82	21.21	22%	Yes
008	008B	Hennepin Ave S	3rd St N	20	-5	30	5	884	8%	1.98	9.70	12.98	5%	Yes
009	009	42nd Ave N	Penn Ave N	29	4	34	9	609	13%	2.59	14.77	19.95	6%	No
010	010	Lyndale Ave N	Lowry Ave N	25	0	30	5	163	2%	1.14	13.74	17.11	25%	No
011	011	Emerson Ave N	Lowry Ave N	31	6	37	12	1033	31%	4.02	12.99	20.16	50%	No
012	012A	Lyndale Ave N	Dowling Ave N	27	2	31	6	700	6%	2.23	16.62	22.37	10%	No
012	012B	Lyndale Ave N	Dowling Ave N	26	1	30	5	168	3%	1.23	15.62	20.37	25%	No
013	013A	Dowling Ave N	Fremont Ave N	27	2	31	6	700	6%	2.23	10.40	14.67	10%	No
013	013B	Dowling Ave N	Fremont Ave N	34	9	39	14	2167	45%	6.40	14.57	23.01	46%	No
014	014A	Lyndale Ave N	Plymouth Ave N	31	6	33	8	573	8%	2.51	19.40	25.24	50%	No
014	014B	Lyndale Ave N	Plymouth Ave N	34	9	39	14	4255	44%	9.44	26.32	39.09	24%	No
015	015	Lyndale Ave N	West Broadway Ave N	22	-3	27	2	10	0%	0.47	20.74	31.22	50%	No
016	016	Fremont Ave N	West Broadway Ave N	30	5	34	9	412	13%	2.39	11.86	17.77	33%	Yes
017	017A	Lyndale Ave N	26th Ave N	30	5	34	9	391	10%	2.26	19.45	24.12	8%	Yes
017	017B	Lyndale Ave N	26th Ave N	25	0	30	5	163	2%	1.14	18.32	21.87	25%	Yes
017	017C	Lyndale Ave N	26th Ave N	28	3	33	8	645	10%	2.44	19.62	24.47	25%	Yes
018	018	7th St N	Lyndale Ave N	32	7	38	13	2451	31%	6.21	29.31	40.90	23%	No
019	019A	7th St N	Olson Memorial Hwy	28	3	35	10	1100	14%	3.32	17.29	23.93	46%	No
019	019B	7th St N	Olson Memorial Hwy	27	2	36	11	1717	18%	4.31	18.28	25.93	18%	No
020	020	Chicago Ave S	Franklin Ave E	31	6	36	11	2268	23%	5.57	22.06	31.52	17%	No
021	021	Chicago Ave S	25th St E	21	-4	24	-1	17	0%	0.25	14.00	16.84	29%	No
022	022	26th St E	5th Ave S	26	1	37	12	2055	20%	4.85	19.00	25.89	22%	No
023	023A	LaSalle Ave S	15th St W	22	-3	29	4	155	2%	0.86	17.51	21.33	11%	No
023	023B	LaSalle Ave S	15th St W	24	-1	31	6	312	4%	1.38	18.03	22.38	7%	No
024	024A	LaSalle Ave S	11th St S	24	-1	31	6	337	6%	1.49	14.92	18.25	29%	No
024	024B	LaSalle Ave S	11th St S	24	-1	30	5	355	5%	1.41	14.84	18.10	8%	No
025	025A	Hennepin Ave S	7th St N	26	1	37	12	2066	18%	4.83	17.07	24.86	5%	No
025	025B	Hennepin Ave S	7th St N	20	-5	29	4	324	4%	1.00	13.25	17.21	35%	No
026	026	3rd Ave S	5th St S	28	3	38	13	2521	22%	5.79	16.85	24.50	10%	No
027	027A	5th Ave S	6th St S	23	-2	34	9	1029	13%	2.76	19.80	24.60	14%	No
027	027B	5th Ave S	6th St S	34	9	47	22	4033	46%	9.60	26.63	38.27	27%	No
028	028A	West Lyndale Ave N	Dunwoody Blvd W	27	2	32	7	892	8%	2.63	14.40	19.07	62%	No

Unique ID	Data Collection ID	Street Name 1	Street Name 2	Average Speed	Average Speed - Posted Speed	85th Percentile Speed	85th Percentile Speed - Posted Speed	Vehicles >10 MPH Over Speed Limit	% of Vehicles >10 MPH Over Speed Limit	Speed Score	Overall Score (Raw)	Weighted Score	Roadway Width Difference	Recent Improvements
028	028B	West Lyndale Ave N	Dunwoody Blvd W	30	5	35	10	1982	19%	4.90	16.66	23.59	3%	No
029	029A	Nicollet Ave S	31st St W	22	-3	30	5	588	4%	1.60	10.33	14.15	47%	No
029	029B	Nicollet Ave S	31st St W	30	5	36	11	1220	22%	3.91	12.64	18.77	57%	No
030	030	Blaisdell Ave S	Lake Street W	25	0	31	6	370	5%	1.57	13.06	19.26	25%	No
031	031	1st Ave S	Lake Street E	24	-1	28	3	1	0%	0.66	9.44	13.25	3%	Yes
032	032	Stevens Ave S	Lake Street E	31	6	40	15	3660	35%	8.15	19.44	30.74	4%	Yes
033	033	Chicago Ave S	Lake St E	21	-4	27	2	57	1%	0.48	10.18	15.10	24%	Yes
034	034	26th St E	Hiawatha Ave	28	3	33	8	867	12%	2.82	22.64	34.17	22%	No
035	035	Bloomington Ave S	Lake St E	24	-1	29	4	89	1%	0.87	14.54	20.04	17%	Yes
036	036	26th St E	Cedar Ave S	28	3	33	8	867	12%	2.82	13.77	21.03	22%	Yes
037	037	28th St E	Cedar Ave S	28	3	34	9	701	13%	2.66	9.77	15.39	22%	Yes
038	038	Nicollet Ave S	Franklin Ave W	23	-2	33	8	1082	10%	2.71	18.60	28.16	9%	Yes
039	039A	Nicollet Ave S	24th St E	20	-5	26	1	4	0%	0.27	13.37	16.23	6%	No
039	039B	Nicollet Ave S	24th St E	24	-1	31	6	565	6%	1.80	14.90	19.29	9%	No
040[5]	040	Hennepin Ave S	Lagoon Ave W	24	-1	32	7	1090	8%	2.68	6.86	12.13	0%	No
041	041A	Nicollet Ave S	26th St W	18	-7	26	1	182	2%	0.43	11.25	13.16	41%	No
041	041B	Nicollet Ave S	26th St W	24	-1	31	6	565	6%	1.80	12.61	15.90	9%	No
042	042	Lyndale Ave s	Groveland Ave W	32	7	37	12	3369	29%	7.47	21.49	31.92	N/A	No
043	043	Blaisdell Ave S	27th St W	27	2	35	10	853	15%	2.93	12.31	16.91	-7%	Yes
044	044	26th St W	Lyndale Ave S	18	-7	26	1	114	1%	0.31	12.24	17.18	18%	Yes
045	045A	28th St E	Stevens Ave S	34	9	47	22	4005	47%	9.58	21.42	32.48	29%	No
045	045B	28th St E	Stevens Ave S	26	1	30	5	23	1%	0.97	12.81	15.26	29%	No
046	046	Chicago Ave S	46th St E	35	10	40	15	2620	52%	7.37	17.27	25.38	6%	Yes
047	047	Nicollet Ave S	46th St W	32	7	37	12	2019	29%	5.47	12.25	18.47	4%	Yes
048	048	28th Ave S	Minnehaha Pkwy E	34	9	38	13	2779	43%	7.18	12.67	20.21	22%	No
049	049	38th St E	Longfellow Ave S	30	5	35	10	1358	18%	3.95	10.68	15.19	25%	Yes
050	050	Xerxes Ave S	49th St W	29	4	32	7	445	7%	2.07	12.19	14.27	11%	No
051	051	54th St W	Lyndale Ave S	27	2	34	9	878	13%	2.84	14.76	18.52	3%	No

[5] Location 40 is ineligible for the program because a subsequent review found it is more than 2,000 feet from an educational institution. Scoring for all locations was updated to reflect this change, and the data for this location is retained in this report for transparency.