



## AGENDA

### Public Safety Commission

### In Person / Electronic Meeting

New Brighton City Hall; 803 Old Hwy 8 NW

Upper Level Conference Room

June 13, 2022 | 6:30 p.m.

- **Attend the meeting in Person:** Members of the Public Safety Commission and members of the public may attend the meeting in person. Attendees are required to wear masks and comply with social distancing parameters regardless of vaccination status.
- **Watch the meeting electronically:** To observe the meeting electronically, visit [the City website](#) or tune into CTV Channel 8023 (CenturyLink) or Channel 16 (Comcast).
- **Join the meeting electronically:** Members of the Public Safety Commission may also attend the meeting remotely pursuant to MN Statutes 13D.021. If you need to interact with our public officials or staff but are not comfortable or able to attend the meeting in person, you may join the meeting by clicking: <https://us02web.zoom.us/j/89862402361?pwd=MWtPeIRNTGt2RmR2TktwSkM0R1VHdz09> (no app needed) or use your Zoom app to join by entering: Meeting ID: 898 6240 2361 and Passcode: 867530.

#### I. Call to Order

#### II. Roll Call

- |  |  |
|--|--|
| <input type="checkbox"/> Chair Geoff Hollimon      | <input type="checkbox"/> Commissioner Leah Kuipers |
| <input type="checkbox"/> Vice Chair Karen Wagner   | <input type="checkbox"/> Commissioner Robert Boyd  |
| <input type="checkbox"/> Commissioner Adam Stout   | <input type="checkbox"/> Commissioner Sam Strong   |
| <input type="checkbox"/> Commissioner Aisha Ali    | <input type="checkbox"/> Vacancy                   |
| <input type="checkbox"/> Commissioner Jack Winkels | <input type="checkbox"/> Vacancy                   |

#### III. Approval of Agenda

#### IV. Approval of May 9, 2022 Minutes

#### V. Presentations and Business Items

- A. **Traffic Control Sign Request** – Craig Schlichting, Director of Community Assets & Development
- B. **Unmanned Aerial Vehicle (UAV)** – Sergeant Matt Farmer
- C. **Strategic Priorities** – Tony Paetznick, Director of Public Safety

#### VI. Reports and Updates

*\* A quorum of the City Council may be present.*



**A. Allina Health** – Dave Matteson

**B. Public Safety Update** – Tony Paetznick, Director of Public Safety

**C. City Council Update** – Graeme Allen, Councilmember

VII. **Adjournment**

*\* A quorum of the City Council may be present.*



**MINUTES**  
**Public Safety Commission**  
**May 9, 2022 City Hall**  
**Council Chambers 6:30 p.m.**

**I. Call to Order**

The meeting was called to order at 6:30 p.m. by Chair Hollimon.

**II. Roll Call:**

Members Present: Commissioners Aisha Ali, Robert Boyd, Geoff Hollimon (attending remotely), Leah Kuipers, Adam Stout (attending remotely), and Jack Winkels. Also in attendance was Student Commissioner Samuel Strong.

Members Absent: Commissioner Karen Wagner.

Also Present: Director Tony Paetznick, DCAD Director Craig Schlichting, Council Member Graeme Allen and Dave Matteson (Allina Health).

**III. Approval of Agenda**

Motion by Boyd, seconded by Ali to approve the May 9, 2022 agenda as presented. Motion carried 7-0.

**IV. Approval of Minutes**

Motion by Boyd, seconded by Stout to approve the April 11, 2022 minutes as presented. Motion carried 7-0.

**V. Presentations and Business Items**

**A. Speed Limit Follow-Up**

Director Paetznick stated DCAD Director Schlichting would be providing the Commission with a presentation on speed limits as a follow up to the groups previous discussion.

DCAD Director Schlichting discussed the objectives of reducing the residential speed limit within New Brighton to 25 miles per hour. He stated this would assist in protecting the City's most vulnerable users, which were its pedestrians and bicyclists. He commented on how speed limits were set and noted the average rate of speed for 85% of the drivers on City streets was 27 miles per hour. He discussed how actively the City has been discussing the residential speed limit with the public and explained there has been communication regarding this topic with neighboring communities. He commented on the legislative change that would

allow the City to change its residential speed limit and noted how the City would have to coordinate with the County to address speed limits on MSA roadways. He reported if a change were made to the residential speed limit, new signs would have to be deployed (61 signs) and the residents of New Brighton would have to be engaged. If there was Council support, staff anticipated this task could be completed by the end of 2022 and would cost approximately \$10,000.

Director Paetznick commented on the educational approach the Public Safety Department would take in order to inform the public of a potential speed limit change. He reported the speed trailer and blinking mounted signs could also be deployed in the City to assist with enforcement. He discussed how a reduction in residential speed limits was good for overall neighborhood safety.

Discussion included:

- Chair Hollimon stated he supported a reduction in the residential speed limit to 25 miles per hour.
- The speed limit for Silver Lake Road was discussed and staff noted this was a County Road. The level of traffic along Silver Lake Road was reviewed.
- The livings street plan for the City was discussed and staff reported a corridor plan was being created for Old Highway 8.
- The Commission asked if staff had data on how the rapid flashing beacons impact traffic. Staff noted they do not have any data on the beacons at this time.
- The Commission questioned if staff had data on the number of pedestrian fatalities within the community. Staff reported they were only aware of one pedestrian fatality.
- It was noted the City would have to complete additional studies in order to reduce the residential speed limit to 20 miles per hour.
- Councilmember Allen indicated the number of complaints for speeding in neighborhoods began to rise when the pandemic occurred and more people were working from home.
- Staff discussed how the volume of traffic on the roadways was down since the pandemic began.

Motion by Boyd, seconded by Winkels to direct staff to bring to the City Council a recommendation to reduce the speed limit in New Brighton to 25 miles per hour on all local roadways. Motion carried 7-0.

## **VI. Reports and Updates**

### **A. Allina Health – Dave Matteson**

Dave Mattson provided the Commission with an update from Allina Health. He commented on the number of COVID cases that were occurring at this time. He reported the quarantine period for his employees was now down to five days. He discussed how the symptoms from the most recent COVID strain have been quite mild. He then reviewed the number of calls for service and response times for April. He commented on the active shooter training that was held last week and commended the New Brighton fire personnel for their efforts. He then discussed the staffing changes that had occurred within Allina Health and noted the wage adjustment that occurred for paramedics and dispatchers. He stated he would be



attending a job fair at Irondale High School in order to inform the students about EMT and paramedic careers.

**B. Public Safety Update – Director Paetznick**

Director Paetznick commented on the joint active shooter training that was held last week and discussed how fire and EMS was being integrated into the police training. He encouraged residents to pay attention to the severe weather watches and warnings. He stated recruit firefighters recently completed live fire training and all recruits performed well. He explained the Public Safety Department was seeking three candidates in a tough market and was looking for new ways to attract candidates. He reported he has begun work on the 2023 budget. He discussed how work continues on the neighborhood oriented policing model noting Public Safety staff would be reaching out to new residents with a letter and door knocking. He explained Sergeant Matt Farmer would be attending the June meeting to discuss the drone the Public Safety Department would like to purchase.

The Commission asked staff to take a deeper look into the demographic information from the traffic stops. Further discussion ensued regarding the traffic stop data for the previous year and how the Public Safety Department would be reaching out to new residents.

**C. City Council Update – Graeme Allen, Councilmember**

Councilmember Allen provided the Commission with an update from the City Council. He stated the City was seeking election judges at this time to assist with the upcoming elections. He commented on the No Mow May initiative and encouraged residents to participate. He reported the New Brighton Clean Up Day would be held on Saturday, May 21 from 7:30 a.m. to 2:00 p.m. at the Public Works Facility. He explained the Council would meet next on Tuesday, May 10 at 6:30 p.m.

**VII. Adjournment**

Motion by Boyd, seconded by Winkels to adjourn the meeting at 8:06 p.m. Motion carried 7-0.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Anthony S. Paetznick". The signature is fluid and cursive, with the first name "Anthony" and last name "Paetznick" clearly distinguishable.

Tony Paetznick  
Director of Public Safety



Agenda Section:	PS Commission
Report Date:	June 1, 2022
Council Meeting Date:	June 13, 2022

## REQUEST FOR COUNCIL CONSIDERATION

ITEM DESCRIPTION: Consider Replacing Yield Signs with Stop Signs at Redwood Lane and Forest Dale Road.
DEPARTMENT HEAD'S APPROVAL: Craig Schlichting, Director of Community Assets and Development <i>CS</i>
CITY MANAGER'S APPROVAL:
No comments to supplement this report ____ Comments attached ____

**Recommendation:** Replace yield signs with stop signs on Redwood Lane and Forest Dale Road

**Legislative History:** NA

### Explanation:

#### Request

Several residents have inquired on the possibility of signage changes including a multiway stop for the Redwood Lane and Forest Dale Road intersection. A summary of the warrants for multiway stop signs can be found below. It is important that warrants are followed because the results of improperly located signs are people, especially children, develop a false sense of security that all cars will stop at the stop signs. Furthermore, drivers will tend to roll through or not stop at all when stop signs are installed at locations that drivers perceive they should not be.

#### Data

Traffic speeds were taken on Forestdale Road at Redwood Lane between 5/28/2021 – 5/21/21 with the 85th percentile speed of 23.51 mph. Crash records indicate there has been 3 traffic accident at this intersection since 2012, with 2 of these being recent where the drivers did not obey the existing yield signs.

#### Warrants

For multiway stop signs to be installed at an intersection it must meet several criteria. According to the State Manual on Uniform Traffic Control Devices (MUTCD), stop signs are warranted under the following conditions:

- A) Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.  
***The traffic volume at this intersection is far from the requirement of needing a traffic signal. (NOT MET)***
- B) Five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right turn and left turn collisions as well as right-angle collisions.

***This intersection has 3 accidents in 10 years (NOT MET)***

C) Minimum volumes:

- a) The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
- b) The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
- c) If the 85th-percentile approach speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items a) and b).

**Low speed low volume of vehicles/pedestrians (NOT MET)**

With multiway not meeting warrants we then look at other treatment options if warrants are met.

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs. Which is what exists on Redwood Lane today.

The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A) The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;

***The volume in this area is well below 1000 vehicles per day (NOT MET)***

- B) A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or


***Staff reviewed the existing site lines as you approach the yield signs and we believe that vegetation located outside of the existing ROW does create a restricted view. With the existing grades/elevations of the adjacent properties, staff is not certain that removing the vegetation would be enough. (MET)***

- C) Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

***3 accidents in 10 years (NOT MET)***

With warrant B of the STOP sign consideration being met it is staff's recommendation to replace the YIELD sign with STOP

**Costs and Funding:** Sign fabrication/replacement can be completed by city staff and paid for from the DCAD operating budget for streets.



Craig G. Schlichting, P.E.  
Director of Community Assets & Development

Attachments: Presentation



# Public Safety Commission

June 13, 2022

## Intersection Control at Redwood Lane and Forest Dale Road

Craig Schlichting, P.E.



## Resident Comments

- Cars Speeding
- Accidents
- Little Kids live here
- Site line issues
- Consider 4-way Stop





## Data

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs

- Exists on Redwood Lane today



Traffic speeds were taken on Forestdale Road at Redwood Lane between 5/28/28/21 – 5/21/21

- 85th percentile speed of 23.51 mph.



Crash records

- 3 traffic accident at this intersection since 2012
- 2 most recent indicate drivers did not obey the existing yield signs
  - (videos on the next few slides)

Nest



Nest





## Would site meet warrants for 4-way stop?

### Warrants

For **multiway stop signs** to be installed at an intersection it must meet several criteria. According to the State Manual on Uniform Traffic Control Devices (MUTCD), stop signs are warranted under the following conditions:

- A) Where **traffic control signals** are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

***The traffic volume at this intersection is far from the requirement of needing a traffic signal. (NOT MET)***

- A) **Five or more reported crashes in a 12-month** period that are susceptible to correction by a multiway stop installation. Such crashes include right turn and left turn collisions as well as right-angle collisions.

***This intersection has 3 accidents in 10 years (NOT MET)***

- A) Minimum volumes:

- The **vehicular volume** entering the intersection from the major street approaches (total of both approaches) averages at least **300 vehicles per hour** for any 8 hours of an average day; and
- The combined **vehicular, pedestrian, and bicycle volume** entering the intersection from the **minor street** approaches (total of both approaches) averages **at least 200 units per hour** for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
- If the **85th-percentile** approach speed of the major street traffic exceeds **40 mph**, the minimum vehicular volume warrants are 70 percent of the values provided in Items a) and b).

**Low speed low volume of vehicles/pedestrians (NOT MET)**

## Would site meet warrants for transition from YIELD to STOP signs?

Recent drivers paid no attention to YIELD signs

The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

1. The **vehicular traffic volumes** on the through street or highway exceed **6,000 vehicles per day**;  
***The volume in this area is well below 1000 vehicles per day (NOT MET)***
2. A **restricted view exists** that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or  
***Staff reviewed the existing site lines as you approach the yield signs and we believe that vegetation located outside of the existing ROW does create a restricted view. With the existing grades/elevations of the adjacent properties, staff is not certain that removing the vegetation would be enough. (MET)***
3. **Crash records** indicate that **three or more crashes** that are susceptible to correction by the installation of a STOP sign have been reported within a **12-month period**, or that **five or more** such crashes have been reported within a **2-year period**. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.  
***3 accidents in 10 years (NOT MET)***

**If the site were completely uncontrolled these drawings show the site triangles for coming to a stop**

Heading North on Redwood



Heading South on Redwood



## **New Brighton Policies**

### **Regulatory Signs**



#### ***Sec. 29-4. Stop Streets.***

(1) The driver of a vehicle shall stop in obedience to a stop sign at an intersection where a stop sign is erected at one or more entrances thereto and shall proceed cautiously yielding to the vehicles not so obliged to stop which are within the intersection or approaching so close as to constitute an immediate hazard unless the intersection is controlled by an Officer of the Public Safety Department. In the event that an Officer is present, the directions of the Officer shall be followed.

**(2) The City Council shall designate stop streets by resolution.**

(3) The City shall cause suitable signs to be posted for all through streets, one-way streets, alleys, and stop intersections. (Code 1966; Code of 1988; Code of 2001)



**Questions?**

**Seeking Recommendation of Suggested  
Staff Improvements**

Craig Schlichting, P.E.

651-638-2056

[Craig.Schlichting@newbrightonmn.gov](mailto:Craig.Schlichting@newbrightonmn.gov)





# New Brighton Department of Public Safety

Unmanned Aerial Vehicle (UAV)



# What is a UAV?

- Commonly referred to as a “drone”
- Consists of the aircraft, batteries, controllers and various payloads (i.e. cameras, lights, speakers and controllers)
- Approximately 100 UAV programs currently in MN



# UAV Abilities

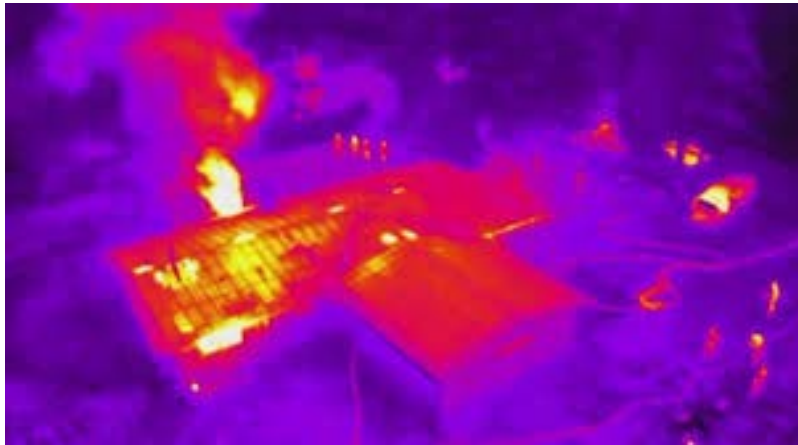
- Enhance situational awareness through data collection
  - Live stream video, still images, thermal data, distance measurement
- Communicate with victims/suspects through speaker
- Deliver items to victims/suspects via throwing hook attachment
- Allows for more thorough, efficient, and safe search and rescue operations, fire scene assessment and infrastructure inspection





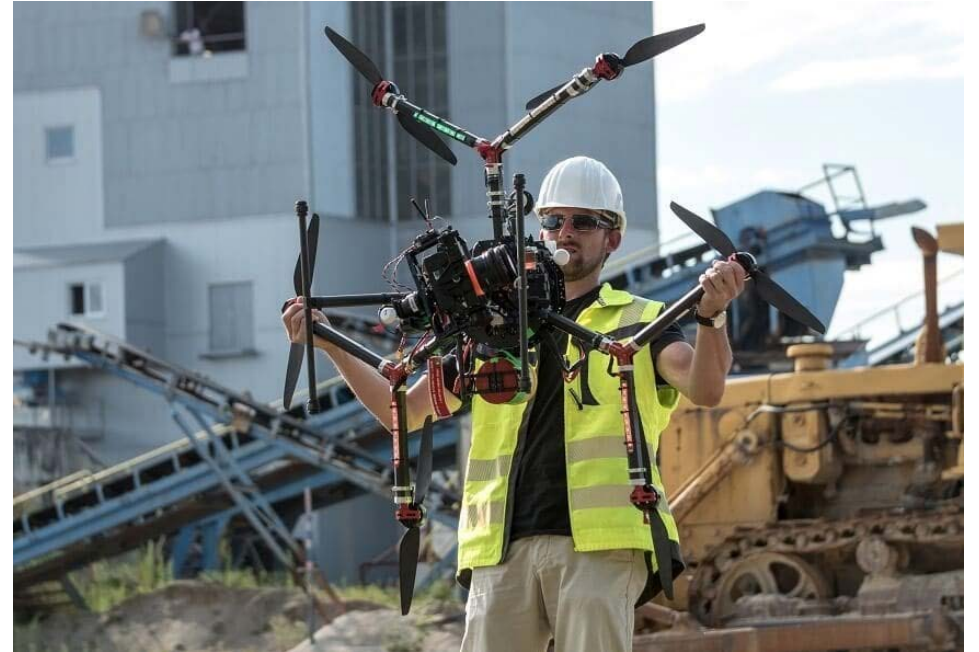
# Potential UAV Uses for the NBDPS

- Search and rescue
- Fire scene assessment and investigation
- Traffic accident reconstruction



# Potential UAV Uses for the NBDPS (Cont.)

- Large area crime scene investigation
- Natural disaster response and damage assessment
- City infrastructure inspection and surveying
- City promotional media content



# Legal Limitations on Use

- Per MN Statute 626.19
  - No facial recognition or other biometric-matching technology
    - (exception – search warrant)
  - No weapon systems
  - No data collection on public protests or demonstrations
    - (exceptions – search warrant, counter terrorism based on credible threats)



# Other Legal and Policy Restrictions

- Use must comply with NBPD policy and procedures
- Must comply with FAA regulations
- Restricted use over private property



# Annual Reporting

- Reported to the Minnesota Bureau of Criminal Apprehension (BCA)
  - Number of times UAV was deployed w/o warrant
  - Date of deployment
  - Authorized use for each deployment
  - Total cost of the agency's UAV program



# Initial Steps

- Public comment
- Written policy and procedures
- Identify UAV's
  - Matrice 300
  - Mavic 2 Enterprise Advanced
- FAA Certification
- Pilot training

Matt Farmer

[matt.farmer@newbrightonmn.gov](mailto:matt.farmer@newbrightonmn.gov)

Office: 651-288-4159

Cell: 651-755-0051

# Unmanned Aerial System (UAS) Operations

## 606.1 PURPOSE AND SCOPE

State

The purpose of this policy is to establish guidelines for the use of an unmanned aerial system (UAS) and for the storage, retrieval, and dissemination of images and data captured by the UAS (Minn. Stat. § 626.19).

### 606.1.1 DEFINITIONS

State

Definitions related to this policy include:

**Unmanned Aerial System (UAS)** - An unmanned aircraft of any type that is capable of sustaining directed flight, whether preprogrammed or remotely controlled without the possibility of direct human intervention from within or on the aircraft (commonly referred to as an unmanned aerial vehicle (UAV)), and all of the supporting or attached systems designed for gathering information through imaging, recording, or any other means (Minn. Stat. § 626.19).

## 606.2 POLICY

Best Practice

Unmanned aerial systems may be utilized to enhance the department's mission of protecting lives and property when other means and resources are not available or are less effective. Any use of a UAS will be in strict accordance with constitutional and privacy rights and Federal Aviation Administration (FAA) regulations.

## 606.3 PRIVACY

Best Practice

The use of the UAS potentially involves privacy considerations. Absent a warrant or exigent circumstances, operators and observers shall adhere to FAA altitude regulations and shall not intentionally record or transmit images of any location where a person would have a reasonable expectation of privacy (e.g., residence, yard, enclosure). Operators and observers shall take reasonable precautions to avoid inadvertently recording or transmitting images of areas where there is a reasonable expectation of privacy. Reasonable precautions can include, for example, deactivating or turning imaging devices away from such areas or persons during UAS operations.

## 606.4 PROGRAM COORDINATOR

State

The Director of Public Safety will appoint a program coordinator who will be responsible for the management of the UAS program. The program coordinator will ensure that policies and procedures conform to current laws, regulations, and best practices and will have the following additional responsibilities:



# New Brighton Department of Public Safety

## Law Enforcement Policy Manual

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### *Unmanned Aerial System (UAS) Operations*

- Coordinating the FAA Certificate of Waiver or Authorization (COA) application process and ensuring that the COA is current.
- Ensuring that all authorized operators and required observers have completed all required FAA and department-approved training in the operation, applicable laws, policies, and procedures regarding use of the UAS.
- Developing uniform protocol for submission and evaluation of requests to deploy a UAS, including urgent requests made during ongoing or emerging incidents.
- Implementing a system for public notification of UAS deployment.
- Developing an operational protocol governing the deployment and operation of a UAS, including but not limited to safety oversight, use of visual observers, establishment of lost link procedures, and secure communication with air traffic control facilities.
- Developing a protocol for fully documenting all missions.
- Developing a UAS inspection, maintenance, and record-keeping protocol to ensure continuing airworthiness of a UAS, up to and including its overhaul or life limits.
- Developing protocols to ensure that all data intended to be used as evidence are accessed, maintained, stored, and retrieved in a manner that ensures its integrity as evidence, including strict adherence to chain of custody requirements. Electronic trails, including encryption, authenticity certificates, and date and time stamping, shall be used as appropriate to preserve individual rights and to ensure the authenticity and maintenance of a secure evidentiary chain of custody.
- Developing protocols that ensure retention and purge periods are maintained in accordance with established records retention schedules.
- Facilitating law enforcement access to images and data captured by the UAS.
- Recommending program enhancements, particularly regarding safety and information security.
- Ensuring that established protocols are followed by monitoring and providing periodic reports on the program to the Director of Public Safety.
- Developing protocols for reviewing and approving requests for use of the department UAS by government entities (Minn. Stat. § 626.19).
- Preparing and submitting the required annual report to the Commissioner of Public Safety (Minn. Stat. § 626.19).
- Posting the department policies and procedures regarding the use of UAV on the department website, as applicable (Minn. Stat. § 626.19).
- Reviewing the program and UAS use for compliance with Minn. Stat. § 626.19.

# New Brighton Department of Public Safety

## Law Enforcement Policy Manual

### *Unmanned Aerial System (UAS) Operations*

#### **606.5 USE OF UAS**

##### **State**

Only authorized operators who have completed the required training shall be permitted to operate the UAS.

Use of vision enhancement technology (e.g., thermal and other imaging equipment not generally available to the public) is permissible in viewing areas only where there is no protectable privacy interest or when in compliance with a search warrant or court order. In all other instances, legal counsel should be consulted.

UAS operations should only be conducted during daylight hours, and a UAS should not be flown over populated areas without FAA approval.

Members shall not use a UAS without a search warrant, except (Minn. Stat. § 626.19):

- (a) During or in the aftermath of an emergency situation or disaster that involves the risk of death or bodily harm to a person.
- (b) Over a public event where there is a heightened risk to the safety of participants or bystanders.
- (c) To counter the risk of a terrorist attack by a specific individual or organization if the agency determines that credible intelligence indicates a risk.
- (d) To prevent the loss of life or property in natural or man-made disasters and to facilitate operation planning, rescue, and recovery operations.
- (e) To conduct a threat assessment in anticipation of a specific event.
- (f) To collect information from a public area if there is reasonable suspicion of criminal activity.
- (g) To collect information for crash reconstruction purposes after a serious or deadly collision occurring on a public road.
- (h) Over a public area for officer training or public relations purposes.
- (i) For purposes unrelated to law enforcement at the request of a government entity, provided the request is in writing and specifies the reason for the request and a proposed period of use.

#### **613.5.1 DOCUMENTATION REQUIRED**

##### **State**

Each use of a UAS should be properly documented by providing the following (Minn. Stat. § 626.19):

- (a) A unique case number
- (b) A factual basis for the use of a UAS
- (c) The applicable exception, unless a warrant was obtained

# New Brighton Department of Public Safety

## Law Enforcement Policy Manual

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### *Unmanned Aerial System (UAS) Operations*

#### **606.6 PROHIBITED USE**

##### **Federal**

The UAS video surveillance equipment shall not be used:

- To conduct random surveillance activities.
- To target a person based solely on actual or perceived characteristics such as race, ethnicity, national origin, religion, sex, sexual orientation, gender identity or expression, economic status, age, cultural group, or disability.
- To harass, intimidate, or discriminate against any individual or group.
- To conduct personal business of any type.

The UAS shall not be weaponized (Minn. Stat. § 626.19).

#### **606.6.1 ADDITIONAL PROHIBITIONS**

##### **State**

Unless authorized by a warrant, a UAS shall not be deployed with facial recognition or biometric matching technology (Minn. Stat. § 626.19).

Unless authorized by a warrant or for purposes of a permitted use outlined in this policy, a UAS shall not be used to collect data on public protests or demonstrations (Minn. Stat. § 626.19).

#### **606.7 RETENTION OF UAS DATA**

##### **State**

The Records Section supervisor shall ensure that data collected by the UAS is disclosed or deleted as required by Minn. Stat. § 626.19, including the deletion of collected data as soon as possible, and in no event later than seven days after collection, unless the data is part of an active criminal investigation (Minn. Stat. § 626.19).

Public Safety Departments across the State of Minnesota have begun to utilize the advancements in unmanned aerial vehicle/system (UAV/UAS or “drone”) technology. UAVs have begun to play a vital role in public safety operations around the United States. UAVs serve to assist in search and rescue, fire scene assessment and investigation, large area crime scene investigations and other benefits to overall public safety. The New Brighton Department of Public Safety has begun to explore the addition of UAVs in an effort to provide the best public safety services possible to our community. The City of New Brighton Public Safety Commission is asking for the public’s comments about the proposed implementation of a UAV program. Please note that all comments will be kept anonymous.

1. How familiar are you with Minnesota State Law regarding unmanned aerial vehicles?

Very familiar   somewhat familiar   No knowledge of subject   Other (please specify)

2. Please indicate your connection to the City of New Brighton.

Mark all that apply.

I live in the City of New Brighton

I work in the City of New Brighton

I attend school in the City of New Brighton

I attend church/faith community in the City of New Brighton   None

3. Have you read the League of Minnesota Cities (LMC) Frequently Asked Questions on unmanned aerial vehicles (drones)? <https://www.lmc.org/wp-content/uploads/documents/Drones-Municipal-Use-and-Regulation.pdf>

Yes   No

4. I have read the draft Unmanned Aerial System (UAS) Operations Policy published by the New Brighton Department of Public Safety. Link to document.

Yes No

4. Have you read 2021 MN statute 626.19, Use of Unmanned Aerial Vehicles by Peace Officers?

<https://www.revisor.mn.gov/statutes/cite/626.19>

Yes No

5. In general, I support the use of unmanned aerial vehicles by the New Brighton Department of Public Safety.

Yes No

The use of UAVs will improve police-community trust and relationships.

Undecided Strongly agree Slightly agree Neutral Slightly disagree Strongly disagree

UAVs will decrease the amount of force officers use in apprehension.

Undecided Strongly agree Slightly agree Neutral Slightly disagree Strongly disagree

UAVs will increase police effectiveness.

Undecided Strongly agree Slightly agree Neutral Slightly disagree Strongly disagree

UAVs will reduce crime.

Undecided Strongly agree Slightly agree Neutral Slightly disagree Strongly disagree

UAVs will decrease the number of civilian complaints on officers.

Undecided Strongly agree Slightly agree Neutral Slightly disagree Strongly disagree

UAVs will hold officers more accountable for their actions.

Undecided Strongly agree Slightly agree Neutral Slightly disagree Strongly disagree

6. For each of the following statements, please choose an answer from the scale as they relate to the use of UAVs:

Great concern    Some concern    No concern

Personal privacy

Great concern    Some concern    No concern

Retention of data/security

Great concern    Some concern    No concern

Cost of UAVs and data/evidence storage

Great concern    Some concern    No concern

Policy & oversight considerations (i.e., when to record, stopping recording, supervisory review, etc.)

Great concern    Some concern    No concern

Police operational impacts (i.e., officer training, time commitment, processing data requests, etc.)

Great concern    Some concern    No concern

8. Do you have any other comments or questions?

# Office of the Revisor of Statutes

## 2021 Minnesota Statutes

[Authenticate](#) 

### 626.19 USE OF UNMANNED AERIAL VEHICLES.

Subdivision 1. **Application; definitions.** (a) This section applies to unmanned aerial vehicle data collected, created, or maintained by a law enforcement agency and to law enforcement agencies that maintain, use, or plan to use an unmanned aerial vehicle in investigations, training, or in response to emergencies, incidents, and requests for service. Unmanned aerial vehicle data collected, created, or maintained by a government entity is classified under chapter 13.

(b) For purposes of this section, the following terms have the meanings given:

(1) "government entity" has the meaning given in section [13.02, subdivision 7a](#), except that it does not include a law enforcement agency;

(2) "law enforcement agency" has the meaning given in section [626.84, subdivision 1](#);

(3) "unmanned aerial vehicle" or "UAV" means an aircraft that is operated without the possibility of direct human intervention from within or on the aircraft; and

(4) "terrorist attack" means a crime that furthers terrorism as defined in section [609.714](#), subdivision 1.

Subd. 2. **Use of unmanned aerial vehicles limited.** Except as provided in subdivision 3, a law enforcement agency must not use a UAV without a search warrant issued under this chapter.

Subd. 3. **Authorized use.** A law enforcement agency may use a UAV:

(1) during or in the aftermath of an emergency situation that involves the risk of death or bodily harm to a person;

(2) over a public event where there is a heightened risk to the safety of participants or bystanders;

(3) to counter the risk of a terrorist attack by a specific individual or organization if the agency determines that credible intelligence indicates a risk;

(4) to prevent the loss of life and property in natural or man-made disasters and to facilitate operational planning, rescue, and recovery operations in the aftermath of these disasters;

(5) to conduct a threat assessment in anticipation of a specific event;

(6) to collect information from a public area if there is reasonable suspicion of criminal activity;

(7) to collect information for crash reconstruction purposes after a serious or deadly collision occurring on a public road;

(8) over a public area for officer training or public relations purposes; and

(9) for purposes unrelated to law enforcement at the request of a government entity provided that the government entity makes the request in writing to the law enforcement agency and specifies the reason for the request and proposed period of use.

Subd. 4. **Limitations on use.** (a) A law enforcement agency using a UAV must comply with all Federal Aviation Administration requirements and guidelines.

(b) A law enforcement agency must not deploy a UAV with facial recognition or other biometric-matching technology unless expressly authorized by a warrant.

(c) A law enforcement agency must not equip a UAV with weapons.

(d) A law enforcement agency must not use a UAV to collect data on public protests or demonstrations unless expressly authorized by a warrant or an exception applies under subdivision 3.

Subd. 5. **Documentation required.** A law enforcement agency must document each use of a UAV, connect each deployment to a unique case number, provide a factual basis for the use of a UAV, and identify the applicable exception under subdivision 3 unless a warrant was obtained.

Subd. 6. **Data classification; retention.** (a) Data collected by a UAV are private data on individuals or nonpublic data, subject to the following:

(1) if the individual requests a copy of the recording, data on other individuals who do not consent to its release must be redacted from the copy;

(2) UAV data may be disclosed as necessary in an emergency situation under subdivision 3, clause (1);

(3) UAV data may be disclosed to the government entity making a request for UAV use under subdivision 3, clause (9);

(4) UAV data that are criminal investigative data are governed by section [13.82, subdivision 7](#); and

(5) UAV data that are not public data under other provisions of chapter 13 retain that classification.

(b) Section [13.04, subdivision 2](#), does not apply to data collected by a UAV.

(c) Notwithstanding section [138.17](#), a law enforcement agency must delete data collected by a UAV as soon as possible, and in no event later than seven days after collection unless the data is part of an active criminal investigation.

**Subd. 7. Evidence.** Information obtained or collected by a law enforcement agency in violation of this section is not admissible as evidence in a criminal, administrative, or civil proceeding against the data subject.

**Subd. 8. Remedies.** In addition to any other remedies provided by law, including remedies available under chapter 13, an aggrieved party may bring a civil action against a law enforcement agency to prevent or remedy a violation of this section.

**Subd. 9. Public comment.** A law enforcement agency must provide an opportunity for public comment before it purchases or uses a UAV. At a minimum, the agency must accept public comments submitted electronically or by mail. The governing body with jurisdiction over the budget of a local law enforcement agency must provide an opportunity for public comment at a regularly scheduled meeting.

**Subd. 10. Written policies and procedures required.** Prior to the operation of a UAV, the chief officer of every state and local law enforcement agency that uses or proposes to use a UAV must establish and enforce a written policy governing its use, including requests for use from government entities. In developing and adopting the policy, the law enforcement agency must provide for public comment and input as described in subdivision 9. The written policy must be posted on the agency's website, if the agency has a website.

**Subd. 11. Notice; disclosure of warrant.** (a) Within a reasonable time but not later than 90 days after the court unseals a warrant under this subdivision, the issuing or denying judge shall cause to be served on the persons named in the warrant and the application an inventory that shall include notice of:

(1) the issuance of the warrant or application;

(2) the date of issuance and the period of authorized, approved, or disapproved collection of information, or the denial of the application; and

(3) whether information was or was not collected during the period.

(b) A warrant authorizing collection of information with a UAV must direct that:

(1) the warrant be sealed for a period of 90 days or until the objective of the warrant has been accomplished, whichever is shorter; and

(2) the warrant be filed with the court administrator within ten days of the expiration of the warrant.

(c) The prosecutor may request that the warrant, supporting affidavits, and any order granting the request not be filed. An order must be issued granting the request in whole or in part if, from affidavits, sworn testimony, or other evidence, the court finds reasonable grounds exist to believe that filing the warrant may cause the search or a related search to be unsuccessful, create a substantial risk of injury to an innocent person, or severely hamper an ongoing investigation.

(d) The warrant must direct that, following the commencement of any criminal proceeding using evidence obtained in or as a result of the search, the supporting application or affidavit must be filed either immediately or at any other time as the court directs. Until the filing, the documents and materials ordered withheld from filing must be retained by the judge or the judge's designee.

**Subd. 12. Reporting.** (a) By January 15 of each year, each law enforcement agency that maintains or uses a UAV shall report to the commissioner of public safety the following information for the preceding calendar year:

(1) the number of times a UAV was deployed without a search warrant issued under this chapter, identifying the date of deployment and the authorized use of the UAV under subdivision 3; and

(2) the total cost of the agency's UAV program.

(b) By June 15 of each year, the commissioner of public safety shall compile the reports submitted to the commissioner under paragraph (a), organize the reports by law enforcement agency, submit the compiled report to the chairs and ranking minority members of the senate and house of representatives committees having jurisdiction over data practices and public safety, and make the compiled report public on the department's website.

(c) By January 15 of each year, a judge who has issued or denied approval of a warrant under this section that expired during the preceding year shall report to the state court administrator:

(1) that a warrant or extension was applied for;

(2) the type of warrant or extension applied for;

(3) whether the warrant or extension was granted as applied for, modified, or denied;

(4) the period of UAV use authorized by the warrant and the number and duration of any extensions of the warrant;



(5) the offense specified in the warrant or application or extension of a warrant; and

(6) the identity of the law enforcement agency making the application and the person authorizing the application.

(d) By June 15 of each year, the state court administrator shall submit to the chairs and ranking minority members of the senate and house of representatives committees or divisions having jurisdiction over data practices and public safety and post on the supreme court's website a full and complete report concerning the number of applications for warrants authorizing or approving use of UAVs or disclosure of information from the use of UAVs under this section and the number of warrants and extensions granted or denied under this section during the preceding calendar year. The report must include a summary and analysis of the data required to be filed with the state court administrator under paragraph (c).

**History:** [2020 c 82 s 5](#)

**NOTE:** This section, as added by Laws 2020, chapter 82, section 5, is effective August 1, 2020, provided that the chief law enforcement officers adopt the written policy required under subdivision 10 no later than February 15, 2021. Laws 2020, chapter 82, section 5, the effective date.

Official Publication of the State of Minnesota  
Revisor of Statutes



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# Legislative Report

## 2020 Use of Unmanned Aerial Vehicles

June 15, 2021

Minnesota Bureau of Criminal Apprehension  
1430 Maryland Ave. East  
St. Paul, MN 55106  
651-793-7000  
<https://dps.mn.gov/divisions/bca>

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# Introduction

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Laws of Minnesota 2020, Chapter 82, section 5, subdivision 12a-b requires all law enforcement agencies that maintain or use an Unmanned Aerial Vehicle (UAV), also known a drone, to report the following data by January 15 regarding the prior calendar year to the Minnesota Department of Public Safety (DPS):

- The number of times a UAV was deployed without a search warrant.
- The date of each deployment.
- The authorized use for each deployment (see [Laws of Minnesota 2020, Chapter 82](#), section 5, subdivision 3).
- The total cost of the agency's UAV program.

This report fulfills the further requirement that DPS compile the data into a report for the legislature to be posted on the department's website.

## Background

Laws of Minnesota 2020, Chapter 82, was signed into law on May 16, 2020.

The BCA developed and provided a submittal form to law enforcement agencies in August 2020 that enables law enforcement agencies that maintain or use an Unmanned Aerial Vehicle (UAV) to report the data required by statute in a uniform manner.

The information provided to and compiled by the Minnesota Bureau of Criminal Apprehension (BCA) in this report covers the reporting period January 1, 2020, through December 31, 2020.

# Summary Data

## Agency Type and Total Uses without a Search Warrant

- Sheriff's Departments: 46
- Police Departments: 42
- Other (including DNR, State Patrol, BCA, Metro Transit): 5

Total agencies reporting: 93

Total Uses without a search warrant: 1,171

## Program Costs

In 2020, Minnesota law enforcement agencies spent a total of \$922,410.71 on UAV agency programs. Information on individual agency costs are provided later in this report.

## By-Agency UAV Use

Name of law enforcement agency	ORI Number	Cost of UAV program for calendar year	Number of times UAV used w/out warrant
Anoka County Sheriff	MN0020000	10,000.00	83
Arlington Police Department	MN0720100	0.00	2
Austin Police Department	MN0500100	43,172.23	8
Baxter Police Department	MN0180500	0.00	4
Becker County Sheriff	MN0030000	1,000.00	5
Beltrami County Sheriff	MN0040000	1,000.00	1
Benton County Sheriff	MN0050000	39,382.90	5
Big Lake Police Department	MN0710100	5,000.00	22
Bloomington Police Department	MN0270100	1,070.45	23
Blue Earth County Sheriff	MN0700000		26
Brown County Sheriff	MN0080000	13,000.00	2
Caledonia Police Department	MN0280100	0.00	0
Cambridge Police Department	MN0300100	0.00	0
Cannon River Drug and Violent Offender Task Force		1,436.00	19
Carlton County Sheriff	MN0090000	4,687.97	2
Cass County Sheriff	MN0110000	870.00	3
Chisago County Sheriff	MN0130000	8,459.00	27
Clay County Sheriff	MN0140000	995.00	1
Columbia Heights Police Department	MN0020400	46,400.00	0

<b>Name of law enforcement agency</b>	<b>ORI Number</b>	<b>Cost of UAV program for calendar year</b>	<b>Number of times UAV used w/out warrant</b>
Cook County Sheriff	MN0160000	0.00	0
Coon Rapids Police Department	MN0020500	8,200.00	17
Cottage Grove Police Department	MN0820700	473.98	53
Crow Wing County Sheriff	MN0180000	9,250.00	30
Crystal Police Department	MN0270400	11,000.00	5
Dakota County Sheriff	MN0190000	8,905.88	64
Douglas County Sheriff	MN0210000	2,250.00	9
Eagan Police Department	MN0190800	8,000.00	12
Eden Prairie Police Department	MN0272600	12,388.18	7
Edina Police Department	MN0270600	2,654.00	59
Fisher Police Department	MN0600600	0.00	0
Freeborn County Sheriff	MN0240000	1,720.00	11
Fridley Police Department	MN0020600	0.00	12
Golden Valley Police Department	MN0270800	15,000.00	3
Goodhue County Sheriff	MN0250100	0.00	10
Grand Rapids Police Department	MN0313000	0.00	0
Grant County Sheriff	MN0260000	0.00	4
Hennepin County Sheriff	MN0270000	21,600.00	8
Houston County Sheriff	MN0280000	46.50	1
Kandiyohi County Sheriff	MN0340000	7,218.00	2
Kenyon Police Department	MN0250400	0.00	0
Lac qui Parle County Sheriff	MN0370000	0.00	0
Lake County Sheriff	MN0380000	0.00	5
Le Sueur Police Department	MN0400200	0.00	0
Leech Lake Tribal Police Department		0.00	1
Lyon County Sheriff	MN0420000	0.00	0
Marshall County Sheriff	MN0450000	0.00	0
Marshall Police Department	MN0420100	30,360.00	1
McLeod County Sheriff	MN0430000	4,700.00	8
Metro Transit Police Department	MN0274300	0.00	0
Mille Lacs Tribal Police Department	MNDI02400	13,103.00	8
Minnesota Bureau of Criminal Apprehension	MNBCA0000	170,000.00	3
Minnesota Department of Natural Resources	MNCON0000		0
Minnesota State Patrol	MNMHP2000	9,796.00	28
Moorhead Police Department	MN0140400	0.00	1
Morrison County Sheriff	MN0490000	421.55	7
Nicollet County Sheriff	MN0520000	2,400.00	25
North St. Paul Police Department	MNO620700	0.00	0
Olmsted County Sheriff	MN0550000	5,000.00	6

<b>Name of law enforcement agency</b>	<b>ORI Number</b>	<b>Cost of UAV program for calendar year</b>	<b>Number of times UAV used w/out warrant</b>
Orono Police Department	MN0271500	8,448.58	77
Ottertail County Sheriff	MN0560000	3,500.00	10
Owatonna Police Department	MN0740100	5,000.00	5
Pequot Lakes Police Department	MN0181100	0.00	1
Plymouth Police Department	MN0271700	500.00	64
Polk County Sheriff	MN0600000	0.00	2
Pope County Sheriff	MN0610000	4,000.00	62
Prior Lake Police Department	MN0700900	0.00	7
Ramsey County Sheriff	MN0620000	71,981.26	7
Red Lake County Sheriff	MN0630000	0.00	0
Redwood County Sheriff	MN0640000	0.00	12
Renville County Sheriff	MN0650000	155.20	4
Rice County Sheriff	MN0660000	310.94	18
Rochester Police Department	MN0550100	6,285.54	6
Saint Cloud Police Department	MN0730400	18,276.00	34
Sauk Centre Police Department	MN0730500	500.00	15
Sauk Rapids Police Department	MN0050200	3,550.66	66
Scott County Sheriff	MN0700000	0.00	0
Sherburne County Sheriff	MN0710000	31,098.00	18
St. Louis County Sheriff	MN0690000	71,737.98	18
Stearns County Sheriff	MN0730000	23,944.00	2
Stillwater Police Department	MN0820600	0.00	1
Swift County Sheriff	MN0760000	0.00	0
Todd County Sheriff	MN0770000	29.49	30
Tracy Police Department	MN0420200	0.00	0
Upper Sioux Police Department	MNDI02300	46,000.00	2
Wadena County Sheriff	MN0800000	1,294.63	13
Waseca County Sheriff	MN0810000	38,269.11	8
Washington County Sheriff	MN8200000	53,442.70	14
West Hennepin Public Safety Department	MN0273700	0.00	0
White Earth Police Department	MNDI01900	0.00	0
Willmar Police Department	MN0340100	3,500.00	23
Winona County Sheriff	MN0850000	0.00	3
Woodbury Police Department	MN0821100	4,125.98	6
Wright County Sheriff	MN0860000	5,500.00	10
<b>Total</b>		<b>922,410.71</b>	<b>1171</b>



# Agency Data Submissions

The remaining portion of this report contains the reason codes law enforcement agencies provided for incidents where a UAV was used without a warrant.

Reason Code	Reason
1	During or in the aftermath of an emergency situation that involves the risk of death or bodily harm to a person.
2	Over a public event where there is a heightened risk to the safety of participants or bystanders.
3	To counter the risk of a terrorist attack by a specific individual or organization if the agency determines that credible intelligence indicates a risk.
4	To prevent the loss of life and property in natural or man-made disasters and to facilitate operational planning, rescue, and recovery operations in the aftermath of these disasters.
5	To conduct a threat assessment in anticipation of a specific event.
6	To collect information from a public area if there is reasonable suspicion of criminal activity.
7	To collect information for crash reconstruction purposes after a serious or deadly collision occurring on a public road.
8	Over a public area for officer training or public relations purposes.
9	For purposes unrelated to law enforcement at the request of a government entity provided that the government entity makes the request in writing to the law enforcement agency and specifies the reason for the request and proposed period of use.

## By-Agency UAV Use Reason

Law enforcement agency	Reason Code 1	Reason Code 2	Reason Code 3	Reason Code 4	Reason Code 5	Reason Code 6	Reason Code 7	Reason Code 8	Reason Code 9
Anoka County Sheriff's Office	39					40		4	
Arlington Police Department								1	1
Austin Police Department	1			4				2	1
Baxter Police Department	1					1		2	
Becker County Sheriff's Office	4					1			
Beltrami County Sheriff's Office	1								
Benton County Sheriff's Office				1		1	2	1	
Big Lake Police Department	8	1		1		3		9	
Bloomington Police Department	12						3	8	
Blue Earth County Sheriff's Office	6						2	7	11

<b>Law enforcement agency</b>	<b>Reason Code 1</b>	<b>Reason Code 2</b>	<b>Reason Code 3</b>	<b>Reason Code 4</b>	<b>Reason Code 5</b>	<b>Reason Code 6</b>	<b>Reason Code 7</b>	<b>Reason Code 8</b>	<b>Reason Code 9</b>
Brown County Sheriff's Office	1					1			
Caledonia Police Department									
Cambridge Police Department									
Cannon River Drug and Violent Offender Task Force	6					4		9	
Carlton County Sheriff's Office	2								
Cass County Sheriff's Office	2							1	
Chisago County Sheriff's Office	6				5	11	1	3	1
Clay County Sheriff's Office		1							
Colombia Heights Police Department									
Cook County Sheriff's Office									
Coon Rapids Police Department	4					1		12	
Cottage Grove Police Department	15			1		19		18	
Crow Wing County Sheriff's Office	18			1		10	1		
Crystal Police Department								5	
Dakota County Sheriff's Office	17			1	1	8	5	30	2
Douglas County Sheriff's Office	6					1	1	1	
Eagan Police Department	8					3		1	
Eden Prairie Police Department	3							4	
Edina Police Department	7							52	
Fisher Police Department									
Freeborn County Sheriff's Office	5	2		1				3	
Fridley Police Department	12								

<b>Law enforcement agency</b>	<b>Reason Code 1</b>	<b>Reason Code 2</b>	<b>Reason Code 3</b>	<b>Reason Code 4</b>	<b>Reason Code 5</b>	<b>Reason Code 6</b>	<b>Reason Code 7</b>	<b>Reason Code 8</b>	<b>Reason Code 9</b>
Golden Valley Police Department	1					1			1
Goodhue County Sheriff's Office	1	1				5		2	1
Grand Rapids Police Department									
Grant County Sheriff's Office	1			2					1
Hennepin County Sheriff's Office	5							3	
Houston County Sheriff's Office	1								
Kandiyohi County Sheriff's Office								2	
Kenyon Police Department									
Lac qui Parle County Sheriff's Office									
Lake County Sheriff's Office	2					3			
Le Sueur Police Department									
Leech Lake Tribal Police Department	1								
Lyon County Sheriff's Office									
Marshall County Sheriff's Office									
Marshall Police Department	1								
McLeod County Sheriff's Office	3					1	2	1	1
Metro Transit Police Department									
Mille Lacs Tribal Police Department	4					4			
Minnesota Bureau of Criminal Apprehension								3	
Minnesota Department of Natural Resources									
Minnesota State Patrol								28	

<b>Law enforcement agency</b>	<b>Reason Code 1</b>	<b>Reason Code 2</b>	<b>Reason Code 3</b>	<b>Reason Code 4</b>	<b>Reason Code 5</b>	<b>Reason Code 6</b>	<b>Reason Code 7</b>	<b>Reason Code 8</b>	<b>Reason Code 9</b>
Moorhead Police Department								1	
Morrison County Sheriff's Office						5		2	
Nicollet County Sheriff's Office	8			3		5	3	3	3
North St. Paul Police Department									
Olmsted County Sheriff's Office	1						1	4	
Orono Police Department								77	
Ottertail County Sheriff's Office	6	1		1		1			1
Owatonna Police Department		2				1		1	1
Pequot Lakes Police Department	1								
Plymouth Police Department	21	3				1	4	35	
Polk County Sheriff's Office								2	
Pope County Sheriff's Office	5						1	56	
Prior Lake Police Department	3					4			
Ramsey County Sheriff's Office	7								
Red Lake County Sheriff's Office									
Redwood County Sheriff's Office	1	1				3	1	3	3
Renville County Sheriff's Office	4								
Rice County Sheriff's Office	7					6		5	
Rochester Police Department						5	1		
Saint Cloud Police Department	19					4	4	7	
Sauk Centre Police Department	4			1		10			
Sauk Rapids Police Department	9			1		3		49	4

<b>Law enforcement agency</b>	<b>Reason Code 1</b>	<b>Reason Code 2</b>	<b>Reason Code 3</b>	<b>Reason Code 4</b>	<b>Reason Code 5</b>	<b>Reason Code 6</b>	<b>Reason Code 7</b>	<b>Reason Code 8</b>	<b>Reason Code 9</b>
Scott County Sheriff									
Sherburne County Sheriff's Office	2			1				15	
St. Louis County Sheriff's Office	8			2		3		5	
Stearns County Sheriff's Office	2								
Stillwater Police Department									1
Swift County Sheriff's Office									
Todd County Sheriff's Office	12			2		8	3	2	3
Tracy Police Department									
Upper Sioux Police Department	2								
Wadena County Sheriff's Office	6			3			1	2	1
Waseca County Sheriff's Office	1							7	
Washington County Sheriff's Office	8					1		5	
West Hennepin Public Safety Department									
White Earth Police Department									
Willmar Police Department	7			1		1	3	10	1
Winona County Sheriff's Office									
Woodbury Police Department	3							3	
Wright County Sheriff's Office	1					6			3
<b>Totals</b>	<b>352</b>	<b>12</b>	<b>0</b>	<b>27</b>	<b>6</b>	<b>185</b>	<b>39</b>	<b>506</b>	<b>41</b>

# Agency Data Submission Form

Below is the form used by agencies for UAV data submissions to the BCA.

 <b>UAV Agency Data Collection Form</b> Minnesota Statutes §626.19
--

Please fill out this form as completely as possible.

## Agency Information

Name of Law Enforcement Agency	Originating Agency Identifier (ORI)
<input type="text"/>	<input type="text"/>

## UAV Program Data for Calendar Year

Calendar Year of Submission	Cost of UAV Program for Calendar Year	Number of Times UAV's Deployed Without Warrant
<input type="text"/>	<input type="text"/>	<input type="text"/>

## Uses of UAVs Without Warrant

For each deployment of a UAV without a search warrant, provide the following on the second page of this form:

- date of the deployment
- statutory reason for the deployment

If you require space for additional entries, submit additional copies of this form.

The reasons for a UAV deployment without a search warrant allowed by statute are provided below:

Reason Code	Reason
1	during or in the aftermath of an emergency situation that involves the risk of death or bodily harm to a person
2	over a public event where there is a heightened risk to the safety of participants or bystanders
3	to counter the risk of a terrorist attack by a specific individual or organization if the agency determines that credible intelligence indicates a risk
4	to prevent the loss of life and property in natural or man-made disasters and to facilitate operational planning, rescue, and recovery operations in the aftermath of these disasters
5	to conduct a threat assessment in anticipation of a specific event
6	to collect information from a public area if there is reasonable suspicion of criminal activity
7	to collect information for crash reconstruction purposes after a serious or deadly collision occurring on a public road
8	over a public area for officer training or public relations purposes
9	for purposes unrelated to law enforcement at the request of a government entity provided that the government entity makes the request in writing to the law enforcement agency and specifies the reason for the request and proposed period of use

This form must be submitted to the BCA no later than January 15 of each calendar year.

To submit the form, click the button below or email the completed form to [BCA.UAV.Submit@state.mn.us](mailto:BCA.UAV.Submit@state.mn.us).

**Submit completed form to BCA via email**

MINIS-P-5038  
v1.01 (011221)



#	Deployment Date	Reason Code	#	Deployment Date	Reason Code	#	Deployment Date	Reason Code	#	Deployment Date	Reason Code
1		Sal ▼	26		Sal ▼	61		Sal ▼	76		Sal ▼
2		Sal ▼	27		Sal ▼	62		Sal ▼	77		Sal ▼
3		Sal ▼	28		Sal ▼	63		Sal ▼	78		Sal ▼
4		Sal ▼	29		Sal ▼	64		Sal ▼	79		Sal ▼
5		Sal ▼	30		Sal ▼	65		Sal ▼	80		Sal ▼
6		Sal ▼	31		Sal ▼	66		Sal ▼	81		Sal ▼
7		Sal ▼	32		Sal ▼	67		Sal ▼	82		Sal ▼
8		Sal ▼	33		Sal ▼	68		Sal ▼	83		Sal ▼
9		Sal ▼	34		Sal ▼	69		Sal ▼	84		Sal ▼
10		Sal ▼	35		Sal ▼	70		Sal ▼	85		Sal ▼
11		Sal ▼	36		Sal ▼	71		Sal ▼	86		Sal ▼
12		Sal ▼	37		Sal ▼	72		Sal ▼	87		Sal ▼
13		Sal ▼	38		Sal ▼	73		Sal ▼	88		Sal ▼
14		Sal ▼	39		Sal ▼	74		Sal ▼	89		Sal ▼
15		Sal ▼	40		Sal ▼	75		Sal ▼	90		Sal ▼
16		Sal ▼	41		Sal ▼				91		Sal ▼
17		Sal ▼	42		Sal ▼				92		Sal ▼
18		Sal ▼	43		Sal ▼				93		Sal ▼
19		Sal ▼	44		Sal ▼				94		Sal ▼
20		Sal ▼	45		Sal ▼				95		Sal ▼
21		Sal ▼	46		Sal ▼				96		Sal ▼
22		Sal ▼	47		Sal ▼				97		Sal ▼
23		Sal ▼	48		Sal ▼				98		Sal ▼
24		Sal ▼	49		Sal ▼				99		Sal ▼
25		Sal ▼	50		Sal ▼				100		Sal ▼

MNJS-F-5039  
v1.01 (011221)





# Strategic Priorities 2022-2023



# SUSTAINABLE AND RELIABLE INFRASTRUCTURE



Enhance the quality of life for our residents, visitors, and businesses by providing well-maintained, cost effective, and sustainable infrastructure.

## Key Programs and Initiatives

1. Develop Living Streets Plan and Policy – **2022 and 2023**
2. Complete annual street projects – **2022 and 2023**
3. Complete Old Hwy. 8 reconstruction – **2023**





# OPERATIONAL EFFECTIVENESS



Provide value through high quality and efficient services to the community by recruiting and retaining high performing employees. We accomplish that through providing competitive wages and benefits, performing thoughtful, long-range planning, and instituting best practices in organizational management.

## Key Programs and Initiatives

1. Complete comprehensive wage and benefit analysis – **2022**
2. Examine and approve financial goals and indicators – **2022**
3. Approve senior Administration role – **2022 and 2023**
4. Provide analysis and recommendation around Fire Relief municipal contribution – **2022**
5. Develop and refine earned revenue strategy and goals – **2023**



# ENVIRONMENT AND SUSTAINABILITY



Create well-planned, managed, and cost-effective infrastructure and green spaces that can support long-term community needs through environmentally friendly practices.

## Key Programs and Initiatives

1. EV Charging Station Upgrades - **2022**
2. Create and approve Climate Action Plan – **2023**
3. Resident education on initiatives related to sustainability (Partners in Energy, Home Energy Audits) – **2022 and 2023**
4. Explore and provide recommendations on sustainable building standards for City-owned projects – **2022 and 2023**
5. Create document to share updates and metrics on how sustainability initiatives are benefiting the organization and community – **2022**





# DIVERSITY, EQUITY, AND INCLUSION



We will adhere to our Equity Statement through purposeful and equitable policies, programs, engagement, and initiatives that address historical and long-standing disproportional outcomes.

## Key Programs and Initiatives

1. Complete Equity Strategic Action Plan – **2022**
2. Create framework and matrix for policy analysis that incorporates Equity Framework – **2022**
3. Continue developing community engagement framework across Departments – **2022 and 2023**
4. Develop resource needs based on ESAP – **2023**





# LIVABLE COMMUNITY



Provide safe and vibrant neighborhoods where all are welcome through engaging with community partners, targeted investment, community redevelopment, and thoughtful planning.

## Key Programs and Initiatives

1. Complete study of existing housing supply and affordability – **2022**
2. Create Housing Policy that reflect goals of City Council – **2022**
3. Design and construct Phase 1 of Parks Comprehensive Plan – **2022-2023**
4. Accept Vision Silver Lake Road 2040 study – **2022**
5. Formally approve updates to Zoning Code based on Zoning Steering Committee recommendations – **2022-2023**
6. Provide implementation and funding plan for Phase 2 of the Parks Comprehensive Plan – **2023**
7. Develop goals and strategic plan on update to NBCC – **2023**
8. Provide analysis of next phase of community oriented policing in New Brighton – **2022**



**CRIMINAL ACTIVITY**  
**PART I OFFENSES**  
(Actual and Attempts)

MONTH OF: April 2022	Cases This Month	This Month Clearances	Cases Year-to-Date	Cases Last Year-to-Date
Homicide	0	0	0	0
Rape	1	0	3	1
Robbery	1	0	4	1
Agg. Assault	0	0	6	3
Burglary	6	0	20	15
Theft (includes shoplifting and bike)	27	2	130	166
Auto Theft	5	0	33	22
Arson	0	0	0	1
<b>TOTALS</b>	<b>40</b>	<b>2</b>	<b>196</b>	<b>209</b>

**TRAFFIC ACTIVITY**

	This Month	Year-to-Date	Last Year-to-Date
Motor Vehicle Crashes:	16	95	104
Property Damage	13	89	100
Personal Injury	3	6	4
Fatal	0	0	0
DWI	8	28	41
Parking Violations	69	227	457
Hazardous Moving Violations	31	60	154
Non-Hazardous Moving Violations	32	74	133
Traffic Stops – No Citation	107	439	492

**MISCELLANEOUS POLICE ACTIVITY**

	This Month	This Month Last Year	Year-to-Date	Last Year-to-Date
CFS by Complaint Number	774	782	2,883	2,959
CFS by Officers' Response	1,246	1,350	4,597	4,885
Adult Arrests (not including traffic)	26	33	108	121
Juvenile Arrests (not including traffic)	1	0	3	0
Warrant Arrests	1	5	23	17
Non-Traffic Citations	8	15	30	49

## 2022 Use of Force - By Month

	<u>#</u>	<u>YTD</u>
January	5	5
February	6	11
March	9	20
April	6	26
May		
June		
July		
August		
September		
October		
November		
December		

## Use of Force Statistics

### April

<u>Year</u>	<u># for Month</u>	<u>Year-to-Date</u>
<b>2022</b>	6	26
<b>2021</b>	8	30
<b>2020</b>	3	23
<b>2019</b>	5	22
<b>2018</b>	3	17



## Preliminary Crime Stats for:

May 2022

Homicide	0
Rape	1
Robbery	1
Agg Assault	2
Burglary	3
Theft	27
Auto Theft	1
Arson	0
Total	35

## Incident Type Report (Summary)

Incident Type	Total Incidents	Total Incidents % of Incidents	Total Property Loss	Total Content Loss	Total Loss
<b>Incident Type Category: 1 - Fire</b>					
111 - Building fire	2	7.1%			
113 - Cooking fire, confined to container	2	7.1%			
<b>Total: 4</b>	<b>Total: 14.3%</b>		<b>Total: 0</b>	<b>Total: 0</b>	<b>Total: 0</b>
<b>Incident Type Category: 3 - Rescue &amp; Emergency Medical Service Incident</b>					
324 - Motor vehicle accident with no injuries.	1	3.6%			
<b>Total: 1</b>	<b>Total: 3.6%</b>		<b>Total: 0</b>	<b>Total: 0</b>	<b>Total: 0</b>
<b>Incident Type Category: 4 - Hazardous Condition (No Fire)</b>					
412 - Gas leak (natural gas or LPG)	4	14.3%			
444 - Power line down	3	10.7%			
<b>Total: 7</b>	<b>Total: 25.0%</b>		<b>Total: 0</b>	<b>Total: 0</b>	<b>Total: 0</b>
<b>Incident Type Category: 5 - Service Call</b>					
531 - Smoke or odor removal	1	3.6%			
<b>Total: 1</b>	<b>Total: 3.6%</b>		<b>Total: 0</b>	<b>Total: 0</b>	<b>Total: 0</b>
<b>Incident Type Category: 6 - Good Intent Call</b>					
611 - Dispatched and cancelled en route	1	3.6%			
631 - Authorized controlled burning	1	3.6%			
651 - Smoke scare, odor of smoke	1	3.6%			
<b>Total: 3</b>	<b>Total: 10.7%</b>		<b>Total: 0</b>	<b>Total: 0</b>	<b>Total: 0</b>
<b>Incident Type Category: 7 - False Alarm &amp; False Call</b>					
715 - Local alarm system, malicious false alarm	1	3.6%			
735 - Alarm system sounded due to malfunction	1	3.6%			
736 - CO detector activation due to malfunction	1	3.6%			
745 - Alarm system activation, no fire - unintentional	9	32.1%			
<b>Total: 12</b>	<b>Total: 42.9%</b>		<b>Total: 0</b>	<b>Total: 0</b>	<b>Total: 0</b>
<b>Total: 28</b>	<b>Total: 100.0%</b>		<b>Total: 0</b>	<b>Total: 0</b>	<b>Total: 0</b>

## Report Filters

Basic Incident Date Time: is between '04/01/2022' and '04/30/2022'

Agency Name: is equal to 'NEW BRIGHTON'

## Report Criteria

Incident Type (Fd1.21): Is Not Blank