Des Moines Police Department
Automated Traffic Enforcement (ATE) Program
2024 ANNUAL REPORT
27 February 2025

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Program Summary

The Des Moines Police Department (DMPD) established an Automated Traffic Enforcement (ATE) program to address dangerous intersections as supported by traffic data and high-risk locations where the safety of citizens or law enforcement officers would be at a higher risk through conventional traffic enforcement methods. This annual report is produced to evaluate and document the ATE program's impact on addressing critical traffic safety issues adhering to law.

Decision points for original placement of cameras were originally established by the Iowa Department of Transportation (IDOT) using the intersection Safety Improvement Candidate Location (SICL) list. The SICL list developed a frequency ranking using crash types, crash frequency, and crash severity. Other considerations for program locations were volume of traffic, plans for intersection configuration, and traffic-controlled intersections.

When the ATE program started in 2011, the population was just over 200,000 people and now in 2024 the population is almost 218,000. The city of Des Moines is continuing steady growth increasing the vehicle traffic on Des Moines roads and highways.

The following charts are data from the first decade of ATE implementation, to include the last four years data, and percentage change from the previous year.

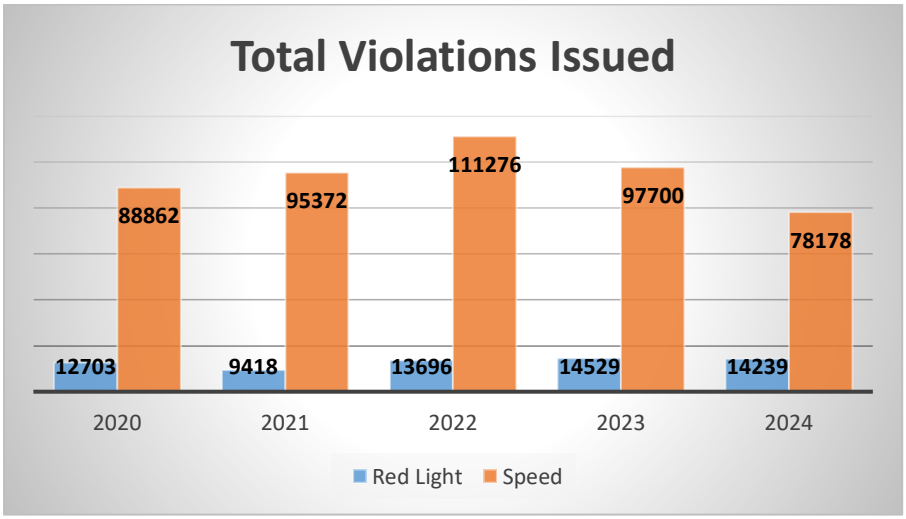
Total number of yearly violations issued while the system has been in operation

Citations Issued	1st Decade Yearly Average (2011-2020)	2021	2022	2023	2024	% Change from prior year
Red Light Intersections	10,931	9418	13,696	14,529	14,239	**-6%**
Speed Locations	46,677*	95,372	111,276	97,700	78,178**	**-20%**

Data provided from Gatso Inc.are based on Citations Resulted from Captured Violations by Approach.

** DMPD's I235 Speed camera was discontinued after a legal decision from 4/25/17 to 6/1/18 until the Iowa Supreme Court reversed the decision and allowed the I235 Speed camera to continue to operate. This significantly lowered the decade average.*

***2024 Program paused enforcement on 17 May 2024 for law implementation. Resumed enforcement 6/27/2024.*



Total Red-light Violations since 2011:

Red Light Locations	1st Decade Yearly Average (2011-2020)	2021	2022	2023	2024	% Change from prior year
E 15th & Maple St. (NB)	*1075*	1488	2867	2383	2115	**-11%**
MLK & School St. (EB)	*4795*	3421	5070	7905	7741	**-2%**
19th & University (NB)	*1957*	1458	1589	982	1312	**34%**
9th & Grand (SB)	*1381*	1980	1452	751	664	**-12%**
SE 5th & Army Post (EB)	*1724*	1071	2718	2508	2407	**-4%**

Data provided from Gatso Inc.are based on Citations Resulted from Captured Violations by Approach.

Total Speed Violations since 2011:

Speed Locations	1st Decade Yearly Average (2011-2020)	2021	2022	2023	2024	% Change from prior year
I-235 4700 block Speed	44,823	71477	78956	68711	57,758	**-16%**
9th & Grand	3,709 *(1)*	5988	6629	6782	3081 *(4)*	**-55%**
1400 Blk Grand	*(2)*	13140	19651	17323	9164 *(4)*	**-47%**
Mobile Cameras	*(3)*	4767	6040	4884	8175 *(5)*	**67%**

Data provided from Gatso Inc.are based on Citations Resulted from Captured Violations by Approach.
(1) - 9th & Grand speed enforcement began in 2016
(2) - 1400 Blk of Grand speed enforcement began in 2021.
(3) - Mobile camera program went online in 2012. There were only 2 mobile cameras until 2014 when a 3rd camera was added.
(4) – Operated 1/1/2024-5/16/2024 and 6/27/2024-9/29/2024. Enforcement ceased when program wasn't approved by DOT; appeal submitted
(5) – Operated 1/1/2024-5/16/2024 and 7/1/2024-9/29/2024.

Total Crashes at program locations

Location	2005-2011 Total Crashes **(Before ATE)**	*2005-2011 Yearly Avg* ***(Before ATE)***	1st Decade Total Crashes (2011-2020) (After ATE)	1st Decade Total Yearly *Avg (*2011-2020)	2021 Total Crashes	2022 Total Crashes	2023 Total Crashes	2024 Total Crashes
I235 4700 Blk (EB)	102	***15.7***	65	6.8	5	6	9	**16**
9th & Grand	57	***8.8***	130	13.7	8	2	7	**3**
1400 Blk of Grand					0	0	0	**1**
19th & University	66	***10.2***	111	11.7	20	15	11	**12**
E 15th & Maple (NB)	118	***18.2***	83	8.7	13	11	10	**9**
MLK & School (EB)	100	***15.4***	119	12.5	18	12	11	**13**
SE 5th & Army Post	64	***9.8***	95	10.0	8	4	12	**8**

This report adheres to the "SAFETY PERFORMANCE FUNCTION" standard to identify intersection crashes. The table above represents the total number of crashes per year at each intersection and I-235 EB between 42nd St. and 56th St. (5.5 to 4.8-mile marker). The data provides data before ATE and periods following ATE implementation.

This report complies with the IDOT regulatory guidelines established in 2011 and updated in 2024. It presents a comprehensive analysis of collision data by detailing both the number and types of accidents at monitored sites and offering comparative statistics from before-and-after periods. Additionally, for intersections used in enforcement activities, all monitored approaches have been incorporated into the evaluation, ensuring a thorough assessment of traffic safety performance.

Violation issuance and Fine Structure

Violations are issued in the following manner:

- **Red light** violations are issued when motorists travel past the "Stop Line" after the light has turned red.
- **Speed violations** are issued when motorists exceed the posted speed limit by 11mph or more. The fine structure increases as the speed increases. Fine structure used from: January 1, 2024, to May 16, 2024.
    - 11-15 mph = $65
    - 16-20 mph = $75
    - 20+ = $80 plus $2 per mph more than 21 mph over

  Fine structure used from: May 17, 2024 to present
    - 11-20 mph = $75
    - 21-25 mph = $100
    - 26-30 mph = $250
    - 31+ = $500
    - *Fines double in a construction zone.*

Camera Calibrations & Validations

Des Moines Police Department validates all program locations and mobile speed cameras monthly. The validations are conducted with DMPD Traffic Unit vehicle(s) equipped with a speed sensor. The validations will be indicated on each program location where speed is enforced. DMPD's vendor GATSO complies with the new ATE law adhering to daily and monthly calibrations.

Red light systems conduct a daily self-test along with remote system monitoring and preventative maintenance.

I-235 East 4700 Block

The goal of the program at this location is to reduce the speed of vehicles entering downtown Des Moines. The ATE camera captures traffic travelling eastbound in all four (4) lanes of the interstate in the 4700 block of I-235 East. The location sits on top of a hill where the roadway narrows, particularly the left shoulder nearest the median barrier, as the roadway begins a series of curves. This area makes traditional speed enforcement very hazardous for the motoring public and live police officers, as this area provides limited safe areas to pull over vehicles. The original research into potential locations developed data from the IDOT showing the area between 56th St and 42nd St having the highest volume of traffic on any road in the state of Iowa, this is still true today. The roadway characteristics, high-risk enforcement hazards, and volume of traffic were the primary reasons this location was chosen.

I-235 Traffic Volume – 56th St to 42nd St.

I235 Vehicle Data	Vehicles per day	Vehicles per year
2012	82,900	30,258,500
2014	90,000	32,850,000
2016	94,500	34,492,500
2017	139,000	50,735,000
2019	133,200	48,618,000
2020	111,500	40,697,500
2011-2020 Decade Avg	108,517	39,608,583
2023	129,800	44,730,750

Last collected data for both directions of I-235 collected from http://iowadot.maps.arcgis.com/apps/MapSeries/index.html?appid=0cce99afb78e4d3b9b24f8263717f910

I-235 East 4700 Blk – Total Violations

2011	2012	2013	2014	2015	2016	2017*	2018*	2019	2020	2021	2022	2023	2024
19486	36202	42156	44602	55384	60826	20397	35111	51015	83048	71477	78956	68711	57758

* *DMPD's I235 Speed camera was discontinued after a legal decision from 4/25/17 to 6/1/18 until the Iowa Supreme Court reversed the decision and allowed the I235 Speed camera to resume enforcement. This skewed the decade average lower.*

- From 2023 to 2024 citations **decreased** by **16%**.
- During the enforcement periods the total number of passes was 12,172,037. This calculates to less than one half of a percent (.0047%) of all eastbound vehicles receiving a citation by ATE.
- Top speed captured on I-235 EB in 2024 was 108 mph in lane 1 (fast lane).

I-235 East 4700 Blk - Total Crashes

2011-2017	2018	2019	2020	1st Decade Avg	2021	2022	2023	2024
46	4	9	6	6.8	5	7	9	16

- The average number of crashes from 2005-2011 at the intersection was 15.7 accidents per year.
- The first decade with the Speed Cameras decreased accidents to an average of 6.8 accidents a **56% decrease**.
- In 2024, accidents at this location experienced an a **78% increase** from the previous year.
- In the same area of I235 westbound, there were 28 accidents.

I235 East 4700 Blk – Controlled Direction Types of Crashes

ATE Direction Type of Accident	2022	%	2023	%	2024	%
Broadside	-	-	-	-	-	-
Rear End	2	29%	5	56%	7	44%
Sideswipe	4	57%	3	33%	7	44%
Unknown	1	14%	1	11%	2	13%
Total	7		9		16	

I-235 East 4700 Blk - 2023 Accident Case Numbers & Type of Accident

Case Number	Date	Time (hrs)	Description
24-386	1/5/2024	0725	Sideswipe – Improper lane change
24-866	1/10/2024	2100	Rear end – Snow conditions
24-2803	2/1/2024	0630	Rear end – Object in roadway
24-11353	5/2/2024	0633	Sideswipe – Improper lane change; rainy conditions
24-13401	5/21/2024	2100	Rear end – Followed too close
24-13625	5/23/2024	1545	Rear end – Followed too close
24-18694	7/10/2024	1630	Sideswipe – Improper lane change
24-18906	7/13/2024	0445	Non-collision - Driving too fast/lost control
24-22176	8/15/2024	1935	Sideswipe – Improper lane change
24-22233	8/16/2024	1335	Sideswipe – Improper lane change; reckless
24-23778	8/31/2024	1648	Rear end – Followed too close
24-24742	9/10/2024	0610	Sideswipe – Improper lane change; reckless
24-27613	10/6/2024	1356	Non-collision – Lane change/lost control
24-27726	10/7/2024	1627	Rear end – Followed too close
24-29425	10/24/2024	1527	Rear end – Followed too close
24-34543	12/19/2024	1400	Sideswipe – Improper lane change

I-235 East 4700 Blk – Summary

Over the first decade of the program the results reduced the average by 56%. That reduction has been consistent through the years of this program, proving the effectiveness of the ATE program location. Last year saw an increase in accidents from the previous year but is still well below the number of accidents for west bound travel. Two of the sixteen accidents were single vehicles that lost control and no other vehicles were involved. The continued increase in traffic volume, highest volume of traffic on an Iowa highway, and high number of violations in 2024, shows the need to continue the program enforcement at this location. This program location is an effective tool for enforcement efforts especially when considering the roadway characteristics and high-risk enforcement hazards due to the roadway characteristics.

GATSO performs daily calibrations at approximately 1100hrs and 0000hrs daily. Monthly calibrations were conducted by GATSO on the following dates: July 1, August 7, September 9, October 16, November 14, December 4. The yearly speed calibration certification of each lane of I-235 E was conducted by GATSO on May 24. 2024.

DMPD 2024 Speed validations: January 24-25, February 20, March 26, April 16, May 14, June 6, July 23, August 20, September 17, October 8, November 11, December 16.

Mobile Speed Cameras

The original goal of the program for the mobile speed cameras was to address roadways that have consistent speed issues and address documented citizen's complaint zones regarding speeding.

1 Jan – 16 May: Utilization prior to the 2024 ATE Law, the DMPD mobile speed camera program was used in addressing citizen complaints, school zones, construction zones, and areas which are traditionally challenging to enforce through conventional traffic enforcement methods. The three (3) mobile units were used on a mixture of roadways including State roadways through the city limits but not used on I-235.

Mobile Speed Cameras - Total Citizen Complaints

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
291	241	281	227	278	238	263	223	181	179	340	259	180	150

The revised goal of the program is to address speed-related concerns on roadways that have been approved by IDOT, based on comprehensive data submitted in our agency's 2024 application.

1 July – 29 Sep: After the 2024 ATE Law, DMPD, in cooperation with the City's Traffic and Transportation department, identified numerous roadways that were frequent citizen complaint areas and had previous speed or accident issues to identify specific locations for placement. Nineteen (19) locations were submitted with the IDOT application and enforcement was continued at those locations until given final approval. Twelve (12) locations were approved by the IDOT and are individually identified with required data after the total mobile program reporting. Four (4) denied locations were appealed to the IDOT and are still awaiting a decision.

Mobile Speed Cameras – Total Citations

Mobile Radar Citations				
	2021	2022	2023	2024
Mobile Radar Unit 2500	1314	1670	1434	2930
Mobile Radar Unit 2504	1457	1900	1810	2541
Mobile Radar Unit 2505	1996	2470	1640	2704
Total Yearly Citations	4767	6040	4884	8175

** The mobile unit's total number of citations issued varies from year to year for many reasons, including weather-related conditions, traffic flow, and non-valid complaints.*

Approved Locations

The locations approved by IDOT are authorized to conduct enforcement in either direction within the hundred block of the approved location.

4300 Block Ingersoll Avenue

	2021	2022	2023	2024
Total Crashes	0	2	4	0
Total Deployments				15
Total Passes				17932
Total Citations				1643

1800 Block Fleur Drive

	2021	2022	2023	2024
Total Crashes	13	12/1*	7	8
Total Deployments				9
Total Passes				44786
Total Citations				9

** Fatality*

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-5626	3/1/2024	1650	FTYROW making left turn
24-12378	5/11/2024	2301	Rear end – Followed too close
24-16712	6/21/2024	1800	Rear end – Followed too close
24-17349	6/27/2024	1552	FTYROW making right turn
24-17667	6/30/2024	1912	Sideswipe – Eluding; FTYROW to vehicle changing lanes
24-20536	7/30/2024	0637	Rear end – Followed too close
24-21856	8/12/2024	1559	Rear end – Followed too close
24-33011	12/3/2024	0850	Rear end – Followed too close

1600 Block E. University Avenue

	2021	2022	2023	2024
Total Crashes	1	8/1*	13	4
Total Deployments				22
Total Passes				55116
Total Citations				29

** Fatality*

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-4593	2/19/2024	1141	Rear end – Followed too close
24-8970	4/7/2024	1407	Rear end – Reckless; Fatal
24-19480	7/18/2024	2259	Head on; construction zone
24-30832	11/8/2024	0811	Rear end – Followed too close

2200 Block E. 29th Street

	2021	2022	2023	2024
Total Crashes	1	2	3	2
Total Deployments				13
Total Passes				22072
Total Citations				24

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-17947	7/3/2024	1422	Rear end – Followed too close
24-34924	12/23/2024	1811	Rear end – Followed too close

2800 Block Indianola Avenue

	2021	2022	2023	2024
Total Crashes	5	10	19	11
Total Deployments				15
Total Passes				40608
Total Citations				36

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-183	1/2/2024	2232	Lane change/lost control – Struck pole
24-2533	1/29/2024	0813	Sideswipe – Turned to close; snowy
24-2534	1/29/2024	0920	Rear end – Followed too close; snowy
24-2721	1/31/2024	0719	Lane change/lost control – Struck sign; icy
24-11516	5/3/2024	1736	Rear end – Followed too close
24-14144	5/28/2024	1840	Lane change/lost control – Struck curb
24-14605	6/1/2024	2240	Head on - FTYROW making left turn
24-17698	6/30/2024	2315	Head on – Ran traffic signal; excessive speed; left of center; reckless
24-21654	8/10/2024	1834	Broadside – Ran traffic signal; excessive speed; eluding police; reckless
24-24937	9/11/2024	1533	Rear end – Followed too close
24-30955	11/9/2024	1154	Broadside accident – Ran traffic signal

4800 Block Hickman Road

	2021	2022	2023	2024
Total Crashes	1	10	6	2
Total Deployments				18
Total Passes				50233
Total Citations				321

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-6238	3/7/2024	2215	Ran traffic signal - broadside accident
24-33034	12/3/2024	1300	FTYROW making left turn

300 Block E. McKinley Avenue

	2021	2022	2023	2024
Total Crashes	2	2	1	1
Total Deployments				11
Total Passes				15592
Total Citations				146

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-23970	9/2/2024	1620	FYTROW to pedestrian (child) making left turn

2800 Block SW 9th Street

	2021	2022	2023	2024
Total Crashes	2	4	8	1
Total Deployments				13
Total Passes				32297
Total Citations				263

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-8449	4/1/2024	1730	Rear end – Followed too close

1700 Block Park Avenue

	2021	2022	2023	2024
Total Crashes	1	0	1	2
Total Deployments				10
Total Passes				18457
Total Citations				20

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-2363	1/27/2024	1544	Rear end – Followed too close
24-22449	8/18/2024	1425	Rear end – Followed too close

1000 Block SE 14th Street

	2021	2022	2023	2024
Total Crashes		11	27*	9
Total Deployments				15
Total Passes				63591
Total Citations				25

** Fatality*

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-3671	2/9/2024	1536	Rear end – Followed too close
24-16997	6/24/2024	1115	Rear end – Followed too close
24-18821	7/12/2024	1150	Rear end – Followed too close
24-20180	7/26/2024	1540	Sideswipe – Improper lane change
24-21753	8/11/2024	1616	Rear end – Followed too close
24-22759	8/21/2024	1236	Rear end – Followed too close
24-30506	11/4/2024	1725	Rear end – Followed too close; rainy
24-32081	11/21/2024	1709	Rear end – Followed too close
24-33288	12/6/2024	1225	Rear end – Followed too close

3100 Block Martin Luther King Jr. Parkway

	2021	2022	2023	2024
Total Crashes	5	8	15	3
Total Deployments				14
Total Passes				39600
Total Citations				499

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-20588	7/30/2024	1654	Rear end – Followed too close
24-26020	9/21/2024	1641	Broadsided backing vehicle
24-28912	10/20/2024	0018	Head on

2900 Block 6th Avenue

	2021	2022	2023	2024
Total Crashes	1	1	2	2
Total Deployments				16
Total Passes				35240
Total Citations				594

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-3352	2/6/2024	1726	Turning/lost control – Struck building
24-23161	8/25/2024	1710	Backed into legally parked vehicle

Mobile Speed Cameras – Summary

Mobile speed cameras serve as a critical enforcement tool, strategically deployed in areas with demonstrated speeding issues and high crash rates. Beyond enforcement, they generate valuable data that supports targeted speed mitigation efforts, increases presence in the community, and helps identify areas for expanded enforcement. Additionally, this data provides key insights to other city departments, contributing to broader traffic safety initiatives. The program's continued effectiveness in addressing community concerns and enhancing roadway safety underscores its necessity.

Calibrations of the mobile radar cameras are performed upon every deployment. The yearly speed calibration certifications of each mobile system were conducted by GATSO on (Unit 2505) September 30, 2024, (Unit 2504) March 25, 2024, and (Unit 2500) February 5, 2024.

DMPD 2024 Speed validations: January 22, February 27, March 26, April 29, May 28, June 27, August 5, September 5, October 8, November 11, December 4.

9th & Grand

The goal of the program at this intersection is the reduction in red light violations, accidents, and speed related issues. The ATE camera captures traffic travelling southbound through the intersection. At this location, traffic travels downhill which contributes to the number of violations at this intersection. This program location was identified because motorists frequently gain speed downhill and do not stop at this intersection. This program's location is unique, it was the only program location that monitored red light and speed violations.

9th & Grand – Total Speed Violations

2016	2017	2018	2019	2020	2021	2022	2023	2024
2433	2580	3796	3922	5814	5988	6629	6782	3081*

* *Operated 1/1/2024-5/16/2024 and 7/1/2024-9/29/2024. Halted enforcement when denied by IDOT.*

9th & Grand – Total Red-Light Violations

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
330	1163	1005	1197	1662	764	1851	2255	2072	1507	1980	1452	751	664

- From 2023 to 2024 Red-Light violations **decreased** by **12%**.

9th & Grand - Total Crashes

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	1st Decade Avg	2021	2022	2023	2024
9	5	5	10	18	19	18	17	15	20	13.7	8	2	7	3

- Accidents at the intersection experienced a **57% decrease** from the previous year.
- The 3 total accidents were a **79% decrease** from the decade average number of accidents and a **decrease of 62%** from the average of 8.8 accidents prior to the ATE program.

9th & Grand – Crashes by Controlled/Non-controlled Direction

9th & Grand (SB) Crashes	Decade Total	Decade Avg	2021	2022	2023	2024
ATE Controlled	26	2.7	1	0	0	1
% of Crashes		19.1%	12.5%	0.0%	0.0%	33%
ATE Non-Controlled	110	11.6	7	2	7	2
% of Crashes		80.9%	87.5%	100.0%	100.0%	67%
Total Crashes	136	13.6	8	2	7	3

ATE Controlled – Camera present at direction of crash.

ATE Non-Controlled – Not enforced by camera at direction of crash.

9th & Grand – Controlled Direction Types of Crashes

ATE Direction Type of Accident	2022	%	2023	%	2024	%
Broadside	-	-	-	-	-	-
Rear End	-	-	-	-	-	-
Sideswipe	-	-	-	-	1	100%
Unknown	-	-	-	-	-	-
Total	-		-		1	

- There was one (1) accident at the ATE controlled direction.

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-21957	8/13/2024	1644	SB - Sideswipe – Improper lane change; Reckless
24-24566	9/8/2024	1024	WB – Ran traffic signal - broadside accident
24-27946	10/9/2024	1724	WB – FTROW to pedestrian turning left

9th & Grand – Summary

Prior to ATE implementation the average crash rate was 8.8 per year from 2005-2011. Over the last four years the program has experienced a reduction in accidents from before ATE implementation. Additionally, the last two years we have had a total of two (2) accidents in the four-year period of the ATE controlled direction. The continued increase in traffic volume and speed violations, coupled with the low crash rate and decreasing red-light violations in 2024, demonstrates the effectiveness to continue the program at this location.

The accident data combined with the number of speed violations from the speed camera at Grand & 14th indicates a need for additional westbound ATE enforcement, if the program expands or a relocation of the 9th & Grand SB or Grand & 14th WB cameras.

This location's speed enforcement application was denied by the IDOT on 30 September. All enforcement ceased, an appeal for this location was submitted, and we are awaiting a decision from the IDOT.

GATSO performs daily calibrations at approximately 1100hrs and 0000hrs daily. Monthly calibrations were conducted by GATSO on the following dates: July 1, August 7, September 9, October 16, November 14, December 4. The yearly speed calibration certification of each lane of 9th St was conducted by GATSO on March 4, 2024.

DMPD 2024 Speed validations: January 24, February 20, March 26, April 16, May 14, June 17, July 23, August 20, September 17, October 8, November 11, December 16.

1400 Block of Grand Ave.

The goal of the program at this location is to reduce the speed of vehicles in the western gateway of downtown Des Moines. The ATE camera captures traffic travelling westbound in all three (3) lanes of Grand Avenue in the 1400 block. The location was identified as an area of consistent problems with vehicles driving erratically and at high speeds, especially in the evenings and weekends.

1400 Blk of Grand – Total Violations

2021	2022	2023	2024
13140	19651	17323	9164*

* *Operated 1/1/2024-5/16/2024 and 7/1/2024-9/29/2024. Halted enforcement when denied by IDOT.*

- From 2023 to 2024 citations **decreased** by **47%**.

1400 Blk Grand - Total Crashes

2021	2022	2023	2024
0	0	0	1

1400 Blk of Grand – Controlled Direction Types of Crashes

ATE Direction Type of Accident	2021	%	2022	%	2023	%	2024	%
Broadside	-	-	-	-	-	-	1	100%
Rear End	-	-	-	-	-	-	-	-
Sideswipe	-	-	-	-	-	-	-	-
Unknown	-	-	-	-	-	-	-	-
Total	-		-		-		1	

- There was one (1) accident at the ATE controlled direction.

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
2024-2987	2/2/2024	2324	Sideswipe – FTROW – Unsafe entry onto roadway

Summary

The 1400 block of Grand camera location has been a vital tool to address frequent community complaints of repeated unsafe driving. The last 3 years have shown a considerable issue in that area validating the community's concerns. In 2024, DMPD initiated a summer enforcement team of consistent live officer enforcement resulting in over 5000 citations, 1000 warnings, and over 250 arrests. Even with the summer enforcement team operating in this area, this location was set to have a record number of citations at years end.

This location's speed enforcement application was denied by the IDOT on 30 September. All enforcement ceased, an appeal for this location was submitted, and we are awaiting a decision from the IDOT.

GATSO performs daily calibrations at approximately 1100hrs and 0000hrs daily. Monthly calibrations were conducted by GATSO on the following dates: July 1, August 7, September 9, October 16, November 14, December 4. The yearly speed calibration certification of each lane of Grand Ave. was conducted by GATSO on March 4, 2024.

DMPD 2024 Speed validations: January 24, February 20, March 26, April 16, May 14, June 19, July 23, August 20, September 17, October 8, November 11, December 16.

East 15th St. & Maple

The goal of the program at this intersection is the reduction in red light violations and accidents. The ATE camera captures traffic travelling northbound through the intersection and includes motorists who are making a left turn (westbound) onto Maple. This location is an off-ramp transition from I-235 which contributes to the number of violations at this intersection. This program location was identified because motorists frequently do not stop at this intersection prior to making a left turn into off-ramp traffic exiting the interstate resulting in severe broadside accidents.

E. 15th & Maple – Total Violations

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
950	1054	493	456	981	1609	1533	923	1085	1661	1488	2867	2383	2115

- From 2023 to 2024 citations **decreased** by **11%**.

E. 15th & Maple - Total Crashes

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	1st Decade Avg	2021	2022	2023	2024
9	5	8	1	10	13	13	7	8	11	8.5	13	11	10	9

- The average number of crashes from 2005-2011 at the intersection was 18.2 accidents per year.
- The first decade with the Red Light Cameras decreased accidents to an average of 8.5 accidents a 52% decrease. The 9 total accidents were a slight increase from the decade average.
- Accidents at the intersection decreased by 1 accident or a **10% decrease** from the previous year.

E. 15th & Maple – Crashes by Controlled/Non-controlled Direction

E. 15th & Maple (NB) Crashes	Decade Total	Decade Avg	2021	2022	2023	2024
ATE Controlled	50	5	11	2	6	7
% of Crashes		63.3%	84.6%	40.0%	60.0%	88%
ATE Non-Controlled	29	2.9	2	3	4	2
% of Crashes		36.7%	15.4%	60.0%	40.0%	22%
Total Crashes	79	8.3	13	6*	10	9

ATE Controlled – Camera present at direction of crash
ATE Non-Controlled – Not enforced by camera at direction of crash
** An at fault vehicle couldn't be determined*

- The accidents at the ATE controlled direction were 88%, higher than the first decade average percentage of 63.3%. If this trend continues, this might be a location to consider adding speed enforcement to one or both directions to reduce speed related crashes.

E. 15th & Maple – Controlled Direction Types of Crashes

ATE Direction Type of Accident	2022	%	2023	%	2024	%
Broadside	5	83.3%	5	83.3%	1	14.3%
Rear End	-	-	1	16.7%	4	57.1%
Sideswipe	1	16.7%	-	-	2	28.6%
Unknown	-	-	-	-	-	-
Total	6		6		7	

- In 2024, the primary type of crash in the controlled direction is a rear end accident. This was also the lowest broadside accident rate to date at this location.
- The I-235 overpass is likely causing short sight/reaction time, to the traffic signal.

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-1744	1/20/2024	1500	Rear end – Snow/Ice conditions
24-2082	1/24/2024	1851	Sideswipe – Improper lane change; rainy conditions
24-6490	3/11/2024	2130	Rear end – Followed too close
24-7572	3/22/2024	2130	Rear end – Improper lane change
24-9256	4/10/2024	1410	Rear end – Followed too close
24-9545	4/13/2024	1515	Rear end – Followed too close
24-21749	8/11/2024	1507	Ran traffic signal - broadside accident
24-26814	9/29/2024	0341	Rear end – Followed too close; reckless
24-34651	12/20/2024	1435	Sideswipe – Improper lane change

E. 15th & Maple – Summary

Over the first decade of the program the results reduced the average of accidents by 52%. That reduction has been consistent through the years of this program, proving the effectiveness of the ATE program location. The last three years have shown a slight uptick in accidents above the decade average prompting the city to install high visibility traffic signal borders to enhance the ability to locate the traffic signals. The continued increase in traffic volume, low crash rate, previous high broadside accident rate, and high violations in last three years, shows the need to continue the program enforcement at this location.

MLK & School St.

The goal of the program at this intersection is the reduction in red light violations and specifically broadside accidents from right turns. The ATE camera captures traffic travelling eastbound through the intersection and includes motorists who are making a right turn (southbound) onto MLK. This location is an off-ramp from I-235 which contributes to the number of violations at this intersection. This program location was identified because motorists frequently did not stop at this intersection prior to making a right turn.

MLK & School – Total Violations

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1633	5040	6146	5687	6006	7627	5940	4239	2945	2690	3421	5070	7905	7741

- From 2023 to 2024 citations **decreased** by **2%**.
- Red-light violations continue to increase despite numerous efforts to increase signage visibility, prohibiting right turns on red, and adding high visibility traffic signal borders.

MLK & School - Total Crashes

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	1st Decade Avg	2021	2022	2023	2024
10	6	13	8	11	13	16	21	8	14	12	18	12	11	13

- The average number of crashes from 2005-2011 at the intersection was 15.4 accidents per year. In 2024, this location is still below before ATE average by 22%.
- The first decade with the Red-Light Cameras accidents decreased to an average of 12 accidents per year, a **19% decrease**.
- Accidents at the intersection experienced an **18% increase** from the previous year.
- The 13 total accidents are just above the decade average of 12 accidents.

MLK & School – Crashes by Controlled/Non-controlled Direction

MLK & School (EB) Crashes	Decade Total	Decade Avg	2021	2022	2023	2024
ATE Controlled	26	2.7	2	0	3	3
% of Crashes		23%	11.1%	0.0%	27.3%	23.1%
ATE Non-Controlled	87	9.2	16	10	8	10
% of Crashes		77%	88.9%	100.0%	72.7%	76.9%
Total Crashes	113	8.3	18	12*	11	13

ATE Controlled – Camera present at direction of crash

ATE Non-Controlled – Not enforced by camera at direction of crash

** An at fault vehicle couldn't be determined*

MLK & School – Controlled Direction Types of Crashes

ATE Direction Type of Accident	2022	%	2023	%	2024	%
Broadside	-	-	3	100%	1	33.3%
Rear End	-	-	-	-	1	33.3%
Sideswipe	-	-	-	-	1	33.3%
Unknown	-	-	-	-	-	-
Total	0		3		3	

- There wasn't a primary type of crash in the controlled direction. Previous history demonstrates the traditional primary type of crash is a broadside accident.
- The short I-235 exit ramp is likely causing short sight/reaction time, to the traffic signal.

MLK & School - 2023 Accident Case Numbers & Type of Accident

Case	Date	Time	Description
24-9480	4/12/2024	1645	SB – Ran traffic signal - broadside accident
24-12460	5/12/2024	2129	SB – Ran traffic signal - broadside accident - rainy
24-13157	5/19/2024	1400	EB – Ran traffic signal - broadside accident
24-13786	5/25/2024	0857	SB – Ran traffic signal - broadside accident
24-16675	6/21/2024	1350	SB – Ran traffic signal - broadside accident
24-18969	7/13/2024	1758	SB – Ran traffic signal - broadside accident
24-20446	7/29/2024	1404	SB – Ran traffic signal - broadside accident
24-20951	8/3/2024	1111	SB – Ran traffic signal - broadside accident
24-23049	8/24/2024	1110	SB – Ran traffic signal - broadside accident
24-27159	10/2/2024	1310	EB - Rear end – Followed too close
24-30755	11/7/2024	1212	SB – Ran traffic signal - broadside accident
24-31708	11/17/2024	1343	SB – Ran traffic signal - broadside accident
24-34979	12/24/2024	1315	EB - Sideswipe – Improper lane change; rainy

MLK & School – Summary

Over the first decade of the program the results reduced the average by nearly 20%. That reduction has been consistent through the years of this program, proving the effectiveness of the ATE program location. In 2015, IDOT increased the visibility of signage to reduce red-light violation crashes. In 2017, IDOT and the City of Des Moines Traffic & Engineering department changed municipal code and added signage prohibiting right turns on a red light. This change significantly reduced the citations. In 2022, the city installed high visibility traffic signal borders to enhance the ability to locate the traffic signals. Over the last 3 years red light violations have continued to rise. A concern is the limited sight distance and obstruction due to the bridge overpass. The continued increase in traffic volume, high broadside accident rate, and continued high violations in 2023 and 2024 from the first decade of enforcement average, shows the need to continue the program enforcement at this location. In fact, data suggests the need for additional southbound ATE enforcement if the program expands.

19th & University

The goal of the program at this intersection is the reduction in red light violations and accidents. The ATE camera captures traffic travelling northbound through the intersection This location is one of the busiest intersections in Des Moines as a main thorough fare in all directions through town. This program location was identified because motorists frequently run the traffic light and/or do not stop at this intersection prior to making a right turn resulting in severe broadside accidents.

19th & University – Total Violations

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
986	2056	2188	1290	2203	2004	1995	2391	2233	2224	1458	1589	982	1312

This intersection has statistically demonstrated the most decline in violations of any program location.

- From 2023 to 2024 violations **increased** by **34%**.
- 2024 total violations were consistent with the last three (3) year average and a **reduction** of **33%** from the 1st decade average at this location.

19th & University - Total Crashes

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
7	4	12	11	3	14	16	13	15	19	19	15	11	12

- The average number of crashes from 2005-2011 at the intersection was 10.2 accidents per year.
- The first decade with the Red-Light Cameras demonstrated an **18% increase** in accidents to an average of 12 accidents per year**.**
- The 12 Accidents at the intersection was a **9% increase** from the previous year and equal to the decade average of location.

19th & University – Crashes by Controlled/Non-controlled Direction

19th & University (NB) Crashes	Decade Total	Decade Avg	2021	2022	2023	2024
ATE Controlled	31	3.3	1	1	1	2
% of Crashes		27.9%	5.3%	6.7%	9.1%	17%
ATE Non-Controlled	80	8.4	18	14	10	10
% of Crashes		72.1%	94.7%	93.3%	90.9%	83%
Total Crashes	111	12	19	15	11	12

ATE Controlled – Camera present at direction of crash
ATE Non-Controlled – Not enforced by camera at direction of crash

- The 2 accidents at the ATE controlled direction for 2024 was below the decade average of 3.3 accidents per year. This indicates the program location is continuing to impact and improve motorists' safety in the ATE controlled direction.
- The high number of accidents not in the ATE controlled direction indicate there could be a future need for ATE expansion in the east bound, west bound, or both direction(s) at this location.

19th & University – Controlled Direction Types of Crashes

ATE Direction Type of Accident	2022	%	2023	%	2024	%
Broadside	1	100%	1	100%	1	50%
Rear End	-	-	-	-	1	50%
Sideswipe	-	-	-	-	-	-
Unknown	-	-	-	-	-	-
Total	1		1		2	

- Historically, the primary type of crash in the controlled direction is a broadside accident.

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-734	1/9/2024	1057	EB – Ran traffic signal - broadside accident – snowy
24-968	1/11/2024	2035	WB – Ran traffic signal - broadside accident - rainy
24-1076	1/13/2024	18005	NB - Rear end – Followed too close – icy
24-3325	2/6/2024	1340	WB – Ran traffic signal - broadside accident
24-6113	3/6/2024	1908	EB – Ran traffic signal - broadside accident
24-7851	3/26/2024	1100	WB - Rear end – Followed too close
24-8035	3/28/2024	1147	EB – Ran traffic signal - broadside accident
24-21845	8/12/2024	1401	NB – Ran traffic signal - broadside accident
24-22441	8/18/2024	1345	WB – Ran traffic signal - broadside accident
24-28001	10/10/2024	0936	EB – Ran traffic signal - broadside accident
24-29768	10/28/2024	1013	EB – Ran traffic signal - broadside accident
24-33726	12/10/2024	2100	WB – Ran traffic signal - broadside accident - rainy

19th & University – Summary

Over the first decade of the program the results slightly increased the average of accidents by 18%. From 2023 to 2024 the accident increased by 9% and the ATE controlled direction accidents were below the decade average. The reduction of broadside accidents with the northbound drivers at fault has significantly decreased, proving the effectiveness of the ATE program location. The last three years have shown an increase in east/west bound accidents prompting the city to install high visibility traffic signal borders to enhance the ability to locate the traffic signals. The continued increase in traffic volume, low crash rate, high broadside accident rate, and consistent number of violations in 2024 from the first decade of enforcement average, shows the program enforcement at this location is affecting driver behavior and should continue.

Army Post Rd & SE 5th

The goal of the program at this intersection is the reduction in red light violations and accidents. The ATE camera captures traffic travelling eastbound through the intersection. At this location, traffic travels downhill which contributes to the number of violations at this intersection. This program location was identified because motorists frequently gain speed downhill and do not stop at this intersection.

Army Post Rd & SE 5th – Total Violations

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
847	1043	929	1170	1084	1033	1317	1220	3976	4621	1071	2718	2508	2407

- From 2023 to 2024 citations **decreased** by **4%**.
- The last three-year average of citations has **increased 48%** from the previous decade average.

Army Post Rd & SE 5th - Total Crashes

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
8	7	9	12	11	13	13	7	10	10	8	4	12	8

- The average number of crashes from 2005-2011 at the intersection was 9.8 accidents per year.
- Accidents at the intersection decreased by 4 accidents or a **33% decrease** from the previous year.
- The 8 total accidents were a **20% decrease** from the decade average of 10 accidents.

Army Post Rd & SE 5th – Crashes by Controlled/Non-controlled Direction

Army Post & SE 5th (EB) Crashes	Decade Total	Decade Avg	2021	2022	2023	2024
ATE Controlled	20	2.1	4	1	5	7
% of Crashes		20.0%	50.0%	25.0%	41.7%	87.5%
ATE Non-Controlled	80	8.4	4	3	6	1
% of Crashes		80.0%	50.0%	75.0%	50.0%	12.5%
Total Crashes	100		8	4	12*	8

ATE Controlled – Camera present at direction of crash.
ATE Non-Controlled – Not enforced by camera at direction of crash.
** An at fault vehicle couldn't be determined*

- The accidents at the ATE controlled direction declined to similar accident numbers from the previous 7 years. The continued concerning trend is the increase in ATE controlled accidents from the decade average.

Army Post Rd & SE 5th – Controlled Direction Types of Crashes

ATE Direction Type of Accident	2022	%	2023	%	2024	%
Broadside	1	100.0%	3	60.0%	2	28.6%
Rear End	-	-	2	40.0%	4	57.1%
Sideswipe	-	-	-	-	1	14.3%
Unknown	-	-	-	-	-	-
Total	1		5		7	

- The primary type of crash in the controlled direction for 2024 was a rear end accident.

Case Numbers Associated with Crashes

Case Number	Date	Time	Description
24-348	1/4/2024	1737	EB - broadside
24-934	1/11/2024	1547	WB- FTYROW turning left – broadside - snowy
24-1465	1/17/2024	2101	EB - FTYROW turning left – broadside/ head on - rainy
24-13378	5/21/2024	1718	EB - Sideswipe – Improper lane change
24-16689	6/21/2024	1535	EB - Rear end – Followed too close - reckless
24-24287	9/5/2024	1241	EB - Rear end – Followed too close
24-24821	9/10/2024	1701	EB - Rear end – Followed too close
24-31926	11/19/2024	2101	EB - Rear end – Followed too close

Army Post Rd & SE 5th – Summary

Over the first decade of the program the accident average remained the same. Accidents in 2024 returned to normal levels from the previous seven years. Due to 2023 data and high rear end accidents in 2024, the city may need to consider the addition of the high visibility traffic signal borders to this intersection as the roadway is conducive to higher speeds with the downhill northbound and eastbound. The continued increase in traffic volume, steady crash rate, high broadside accident rate, and high number of violations the last three years, shows the need to continue the program enforcement at this location.

Definitions/Terms

ATE – Automated Traffic Enforcement
Crash – Accident located within 250’ of the intersection.
Intersection – Type of roadway junction/feature
IDOT – Iowa Department of Transportation
SICL – Safety Improvement Candidate Location