



Cape Coral Police Department
2023 Traffic Safety Plan

Prepared 06/15/2023

Special Operations Bureau



Dear citizens of Cape Coral,

To our residents and visitors, we prioritize the safe and efficient movement of people and goods on our roadways. Like our public safety partners, we will continue to work toward "Vision Zero," which serves as a State of Florida framework to improve the safety and efficiency of our roadways with the goal of zero fatalities and serious injuries.

As we continue to grow as a city, we must challenge ourselves to meet mobility needs and those of the future, using innovation and technology. Our success in moving forward regarding roadway safety depends on our cooperation, teamwork, and partnerships. We must collectively employ education and enforcement responses while addressing innovation and future needs.

Crashes involving fatalities, serious injuries, and property damage take a toll on our quality of life, economy and impede the efficiency and reliability of our transportation system. The Cape Coral Police Department is committed to eliminating fatalities and reducing serious injuries, understanding that any person's death is unacceptable.

Remember to stay alert and buckle up on every trip.

Cape Coral Police Department

OUR VISION

Our safety vision is simple: To eliminate all transportation-related fatalities and serious injuries for all modes of travel. This priority focuses on motor vehicle safety and includes pedestrians, bicyclists, motorcyclists, micromobility device users, and transit users using the roadway system, as well as connections between the roadway system and other modes of transportation.

OUR CONTEXT

Several trends make reaching our vision of zero crash fatalities and serious injuries in Cape Coral challenging—strong growth in population, economic activity, and travel. Cape Coral's population increased by approximately 41% between 2010 and 2022 (United States Census Bureau, 2022). The city's economy is also growing as the unemployment rate was reduced from 3.0% in December 2022 to 10.4% in April 2023 (Statistics, 2023).

This growth leads to continued increases in the number of people driving, riding transit, walking, bicycling, riding motorcycles, and using other modes of transportation, all exposing more people to safety risks.

OUR KEY STRATEGIES

Crashes are complex, with multiple contributing factors that are highly variable and, in many cases, preventable. Achieving zero traffic fatalities and serious injuries is a big task that requires a varied set of strategies.

- **EDUCATION**
 - Develop and implement outreach and communication strategies and expand education efforts on driver risk factors that may cause lane departure crashes, such as speeding or distracted, drowsy, and impaired driving.
- **ENFORCEMENT**
 - Conduct focused enforcement activities using data to identify high roadway departure crash locations and corridors caused by speeding, distracted, and impaired drivers, including critical times and days.
- Implementing the Pillar Four: Community Policing & Crime Reduction of The Final Report of the President's Task Force on 21st Century.
 - Community Policing & Crime Reduction Pillar four focuses on the importance of community policing as a guiding philosophy for all stakeholders. The Cape Coral Police Department works with the community to identify traffic problems and implement solutions to produce meaningful results for the community, such as improved safety.

DATA COLLECTION

The data obtained to present this report was obtained from two sources. The primary source was Signal Four Analytics, a statewide interactive, web-based geospatial crash analytical tool developed and hosted by the University of Florida. The second source is the Cape Coral Police Department Analytics Unit.

CALEA 61.1.1 – Compilation and review of traffic collision/crash data

2022 Traffic Crash Analysis

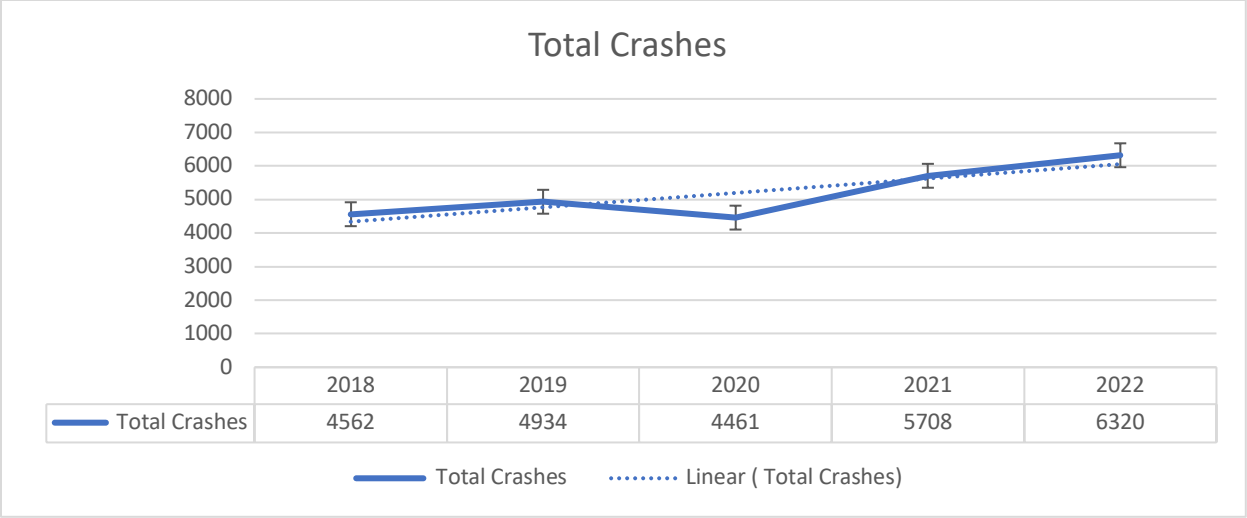
Emphasis Area	Crashes
Lane Departures	1,982
Intersections	2,491
Pedestrians and Bicyclists	141
Bicycle Involved	68
Pedestrian Involved	73
Aging Road Users	1,573
Motorcyclists and Motor Scooter Riders	94
Motorcyclists	88
Motor Scooter Riders (Mopeds)	6
Commercial Motor Vehicle Operators	305
Teen Drivers	935
Impaired Driving	190
Impairment - Alcohol	171
Impairment - Drugs	42
Occupant Protection	208
Speeding and Aggressive Driving	248
Aggressive Driving	248
Speeding	133
Distracted Driving	2,568
Work Zones	94
Drowsy and Ill Driving	78
Drowsy Driving	30
Ill Driving	48

The data was derived from Signal 4 Analytics to analyze the components of all traffic crashes for 2022. Distracted driving was the leading cause of crashes for the year at 41%. Distracted driving is anything that takes your hands off the wheel, your eyes off the road, or your mind off driving. (FLHSMV, 2023) It is a dangerous behavior that puts everyone on the road in danger. The police department received numerous complaints from concerned citizens throughout 2022, which are overwhelming regarding speeding and aggressive driving. Only 4% of crashes resulted from speed and aggressive driving. 39% of all crashes occurred in intersections, likely due to distracted driving or intentionally violating a traffic control device, such as a red light.

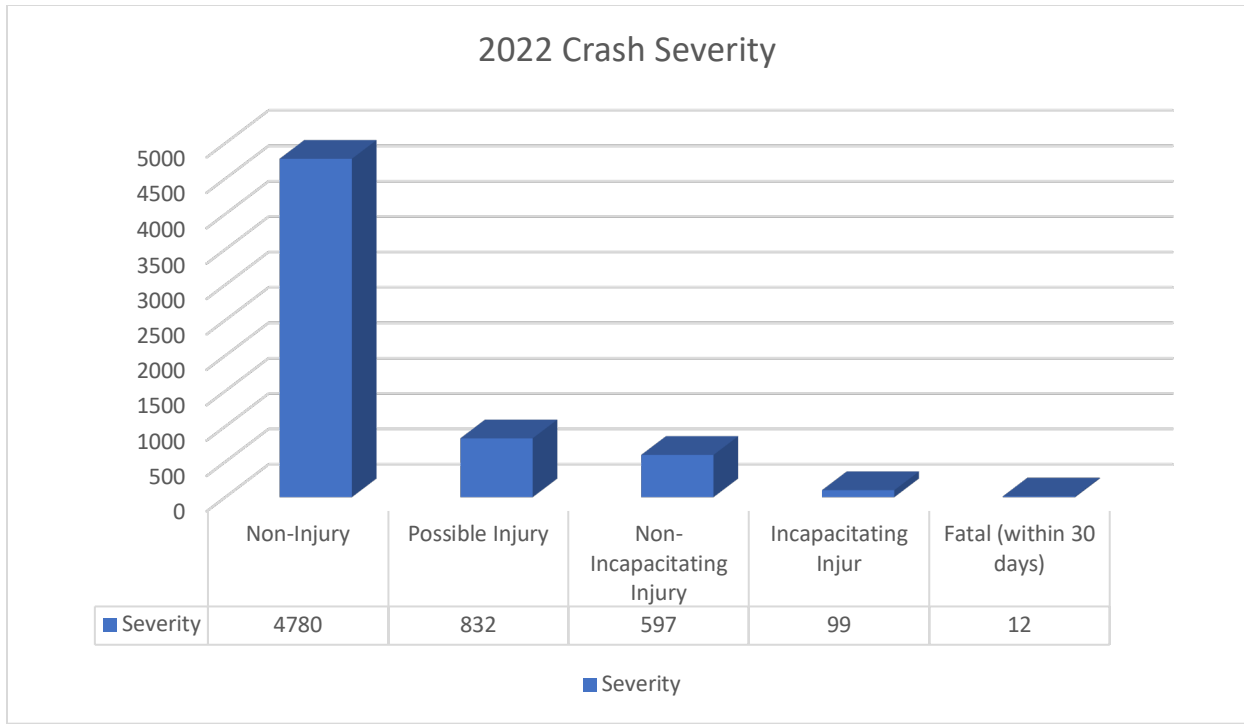
Year-To-Year Comparisons

Year	Total Crashes	Incapacitating Injury	Fatal Crashes	Distracted Driving	Impairment Related	Motorcycle Related	Bike-Ped Crashes	Speed and Aggressive Driving Related
2022	6,320 (+10.72%)	99 (-4.80%)	12 (0%)	2,568 (-0.07%)	172 (-23.55%)	88 (-15.38%)	141 (-11.32%)	248 (+5.98%)
2021	5,708 (+27.95%)	104 (+10.04%)	12 (-33.33%)	2,570 (+31.32%)	225 (+38.88%)	104 (+0.97%)	159 (+27.20%)	234 (+8.83%)
2020	4,461	92	18	1,957	162	103	125	215

The above data was derived from Signal 4 Analytics and depicts specific circumstances surrounding traffic crashes from 2021 to 2022. Crashes were significantly increased between 2020, 2021, and 2022.

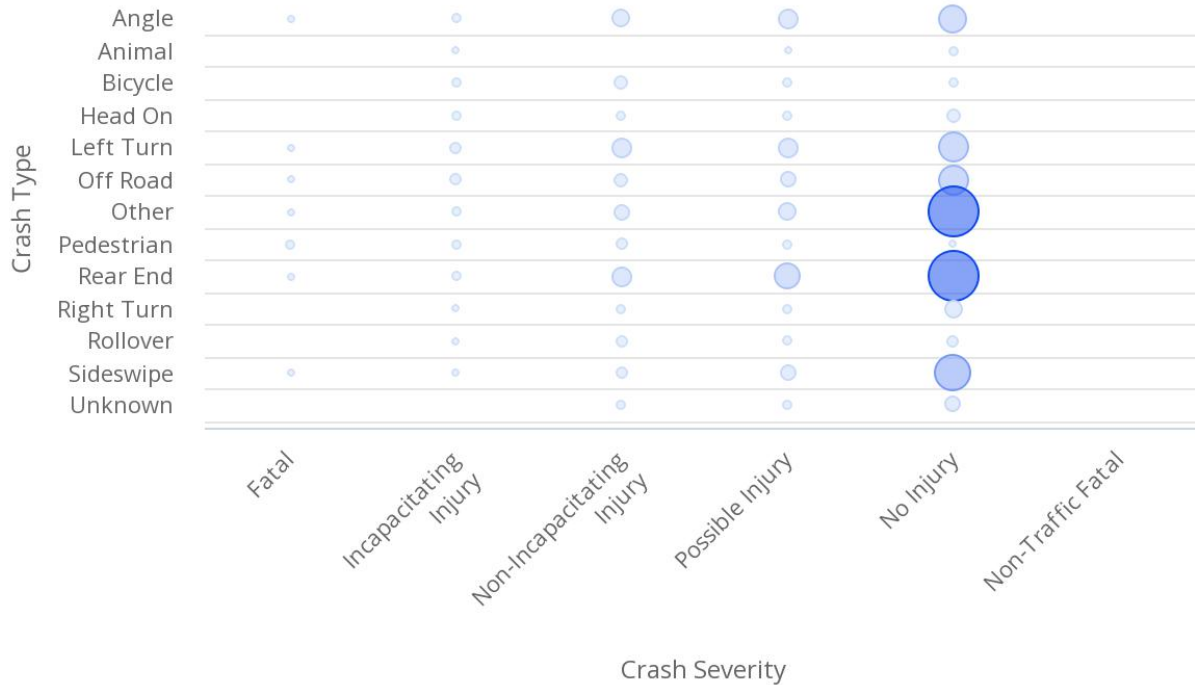


The data shown above was derived from Signal 4 Analytics and depicted the total number of crashes from year to year from 2018 to 2022. Crashes increased from 2018 to 2019 by 7.83% but then decreased in 2020 by 10.07%. In 2021, crashes increased by 24.53%, while in 2022, crashes increased by 10.72%. The linear bar demonstrates that crashes are increasing from 2018 to 2022 by 55.82%.

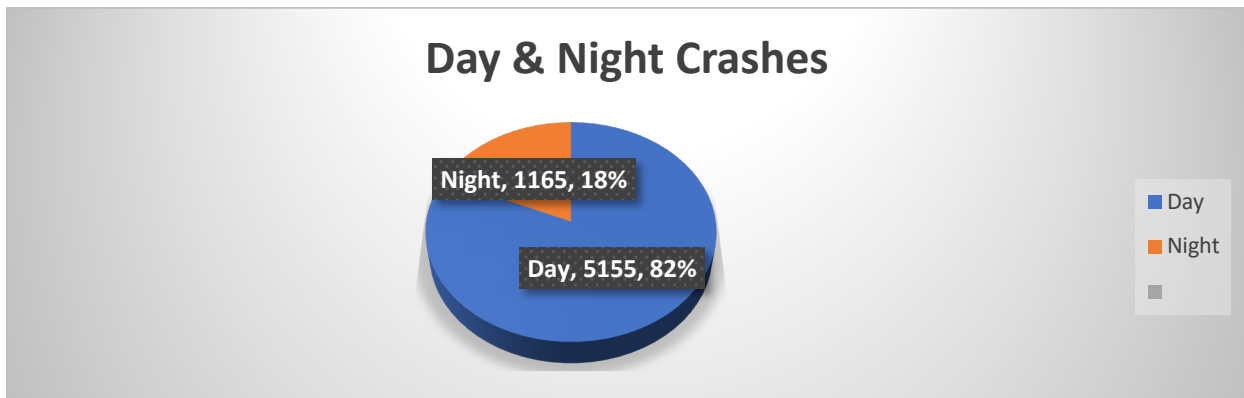


The data above was derived from Signal 4 Analytics and depicted the total crash severity for 2022. *Severity* is defined as the severity of a crash based on the most severe injury to any person in the crash. Non-injury is reported when no injuries are reported, observed, or indicated as a result of a crash, representing 75.63% of all crashes. 13.16% of the crashes resulted in possible injuries reported by an involved person (motorist) or indicated, but no wounds or injuries are readily evident. 9.44% of crashes resulted in reported non-incapacitating injuries, lacerations, scrapes, or bruises. 1.56% of crashes resulted in incapacitating injuries, which are disabling injuries, such as broken bones or severed limbs, and would require immediate medical attention. 0.019% of all crashes resulted in the death of a person involved in the crash, a driver, passenger, pedestrian, or bicyclist, and occurred within 30 days after a crash. 0.00% of all crash deaths were ruled medical causation by the Medical Examiner's Office. A medical death occurs when a motorist expires from a non-motor vehicle-related cause such as heart attack, natural causes, suicide, or homicide. After expiration, the vehicle they are driving crashes as the expired driver is no longer in control. Three deaths, or 0.0005% of all reported crashes, were determined to be an impairment causation.

Crash Severity vs Crash Type

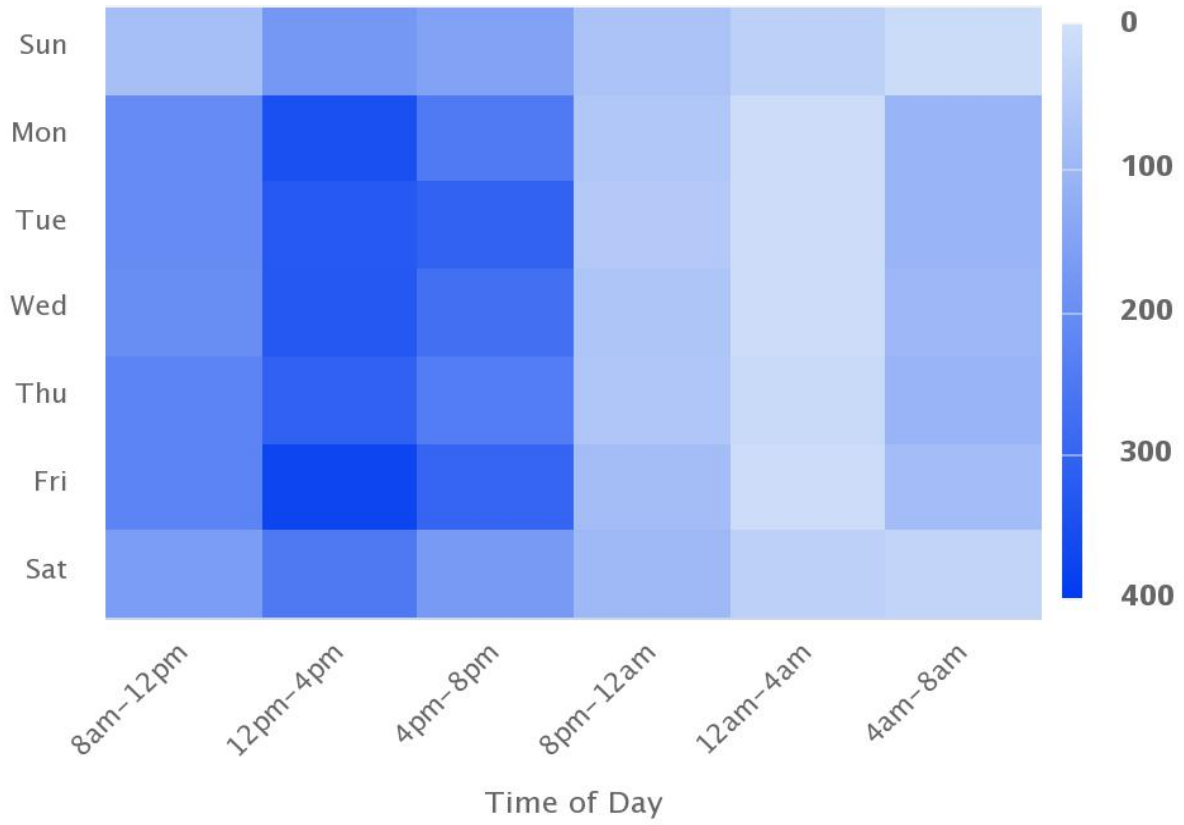


The data above was derived from Signal 4 Analytics and presented the crash severity vs. the crash type or causation. The data indicated that rear-end crashes and other (non-specific) crashes were the majority of reasons for crashes. The data also indicated that pedestrian impacts were the main reason for fatality crashes.

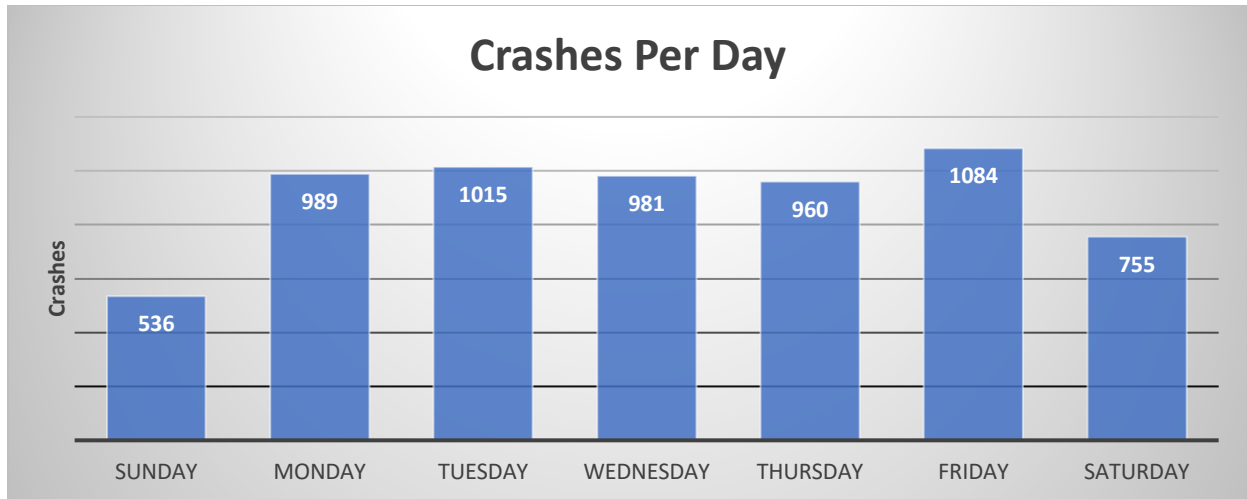


The data shown above was derived from Signal 4 Analytics and depicted the total number of crashes that occurred during day and night. Drivers are 4.42 times more likely to be involved in a crash during the daytime as more drivers are likely to be driving.

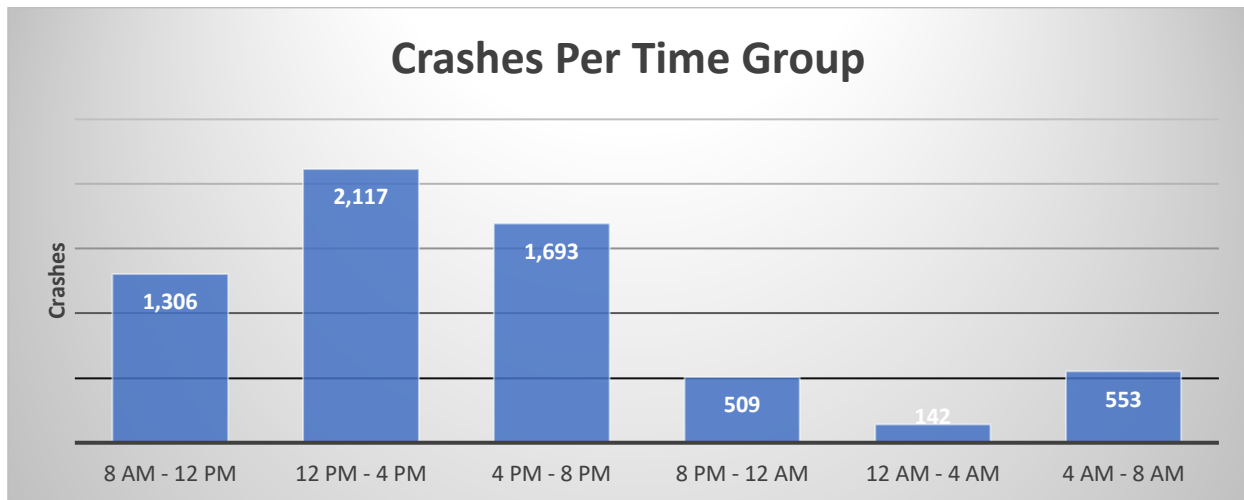
Crash Calendar



The data above was derived from Signal 4 Analytics and depicted the total number of crashes that occurred each day of the week and in specific groups.

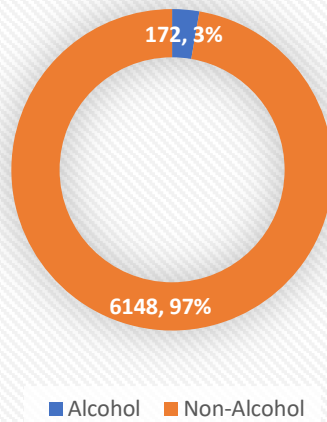


The data shown above was derived from Signal 4 Analytics and depicted the total number of crashes that occurred each day of the week. The fewest crashes occurred on Sunday, while Friday had the most crashes. Crashes between Monday and Thursday were nearly consistent.



The above data was derived from Signal 4 Analytics and depicted each time group's total number of crashes. The time period with the least crashes occurred between 12 AM and 4 AM, while 12 PM to 4 PM had the most crashes.

Alcohol Involvement

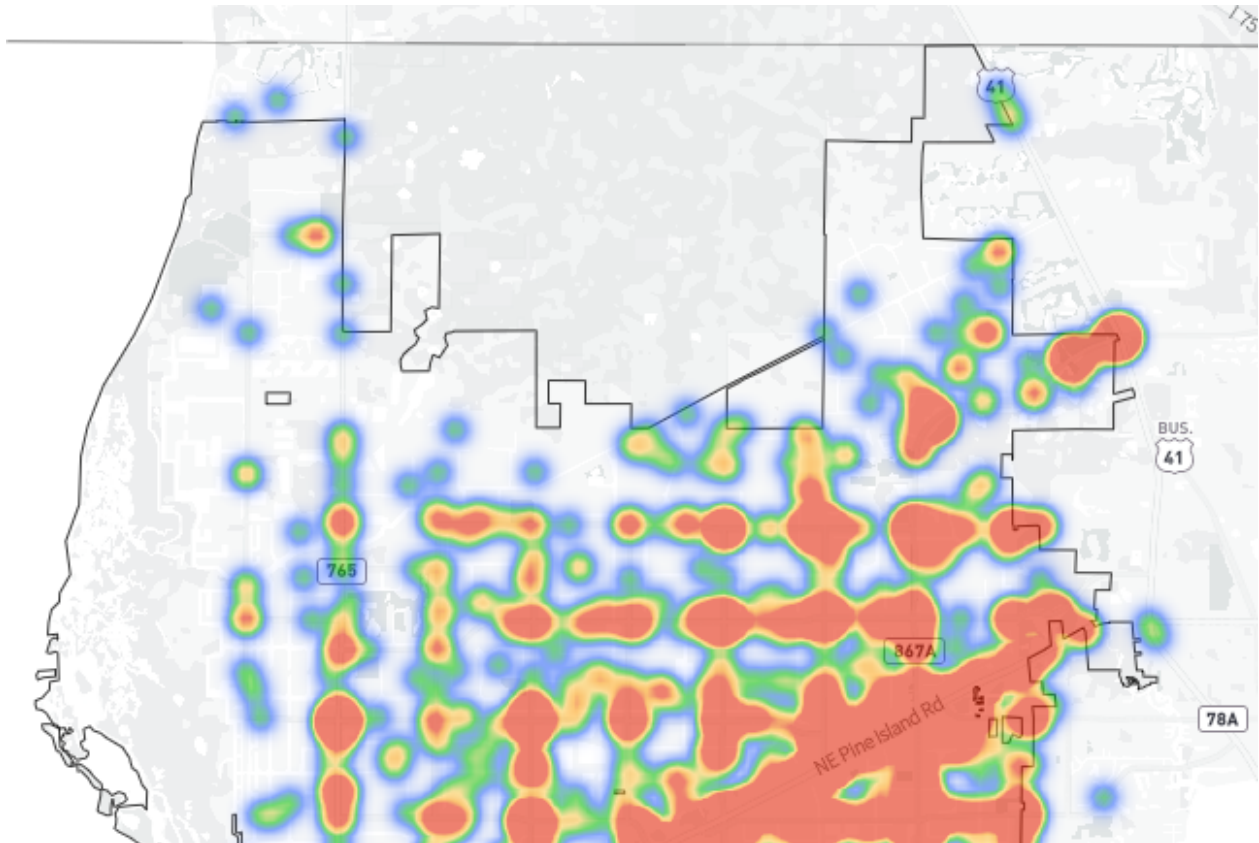


The above data was derived from Signal 4 Analytics and depicted the number of crashes resulting from alcohol impairment. Alcohol impairment is a condition suspected by law enforcement that results in some decrease in the physical ability of a driver or non-motorist involved in a traffic crash. 6,148 crashes, or 97% of all crashes, were not suspected of having impaired drivers as causation. In comparison, 172 crashes, or 3% of all crashes, were identified as alcohol impairment as a causation of the crash. The number of impaired crashes has decreased from 2021 (201) to 2022 (172). We attribute this reduction to increased enforcement operations and education through the public affairs office.

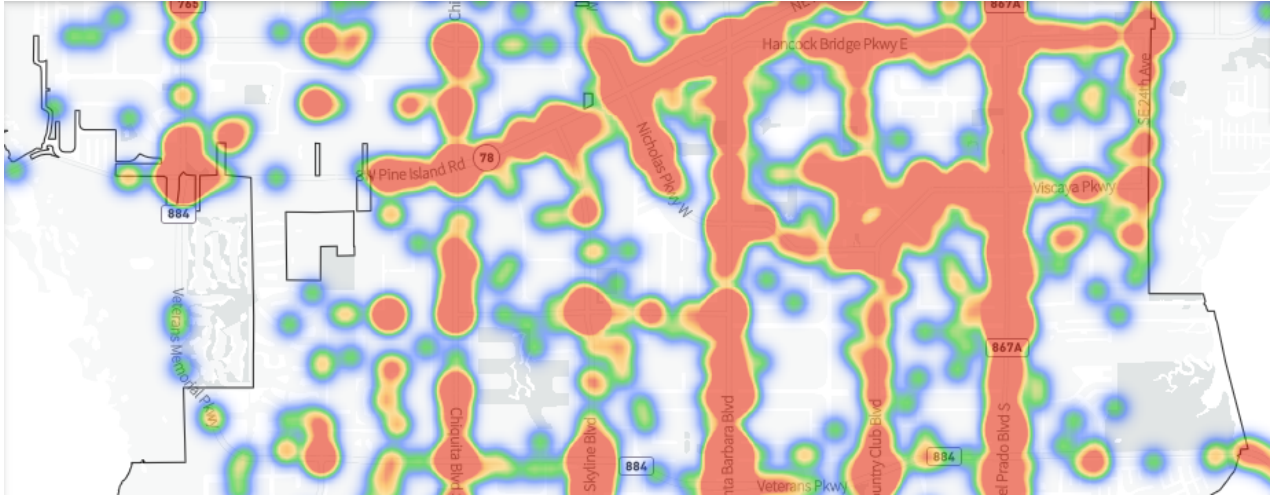
CRASH HEAT MAPS

The Cape Coral Police Department operates three separate and distinct Patrol Districts. The North District encompasses all incorporated Cape Coral areas north of Pine Island Road/Hancock Bridge Parkway. The Central District encompasses the area of the city between Pine Island Road/Hancock Bridge Parkway and Veterans Memorial Parkway. The South District is south of Veterans Memorial Parkway, down to the Caloosahatchee River.

North District Crash Heat Map



Central District Crash Heat Map



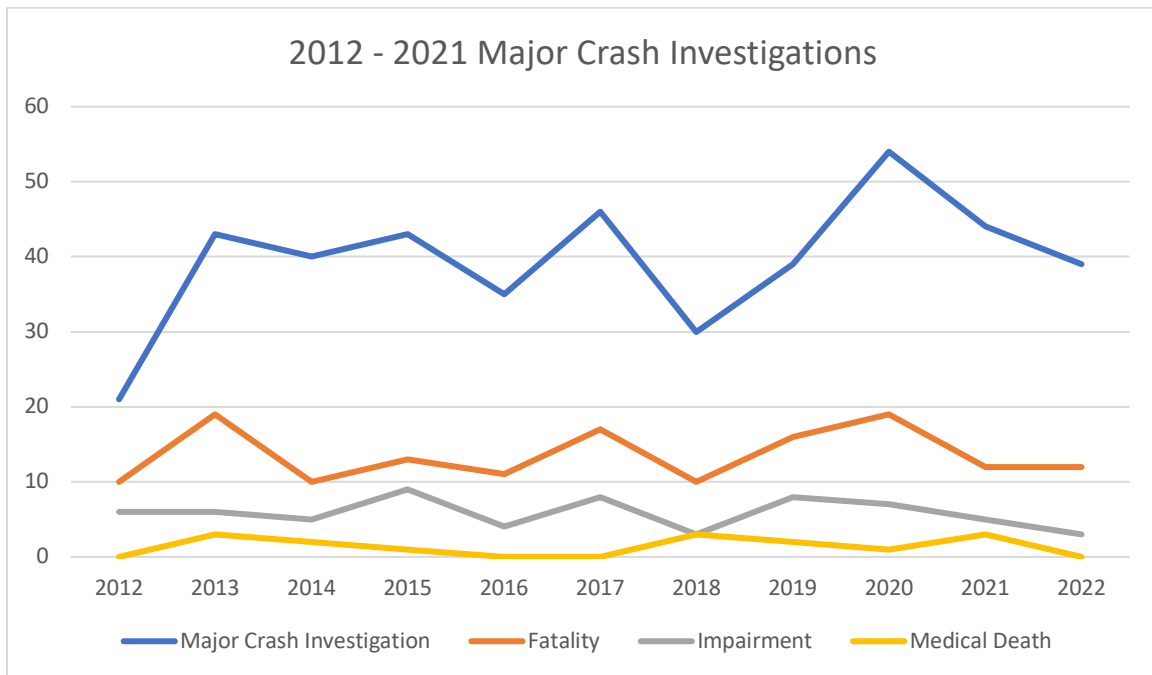
South District Crash Heat Map



The data shown above was derived from Signal 4 Analytics. The red heat marks indicate the main areas of traffic crashes as reported, which is consistent with main traffic corridors.

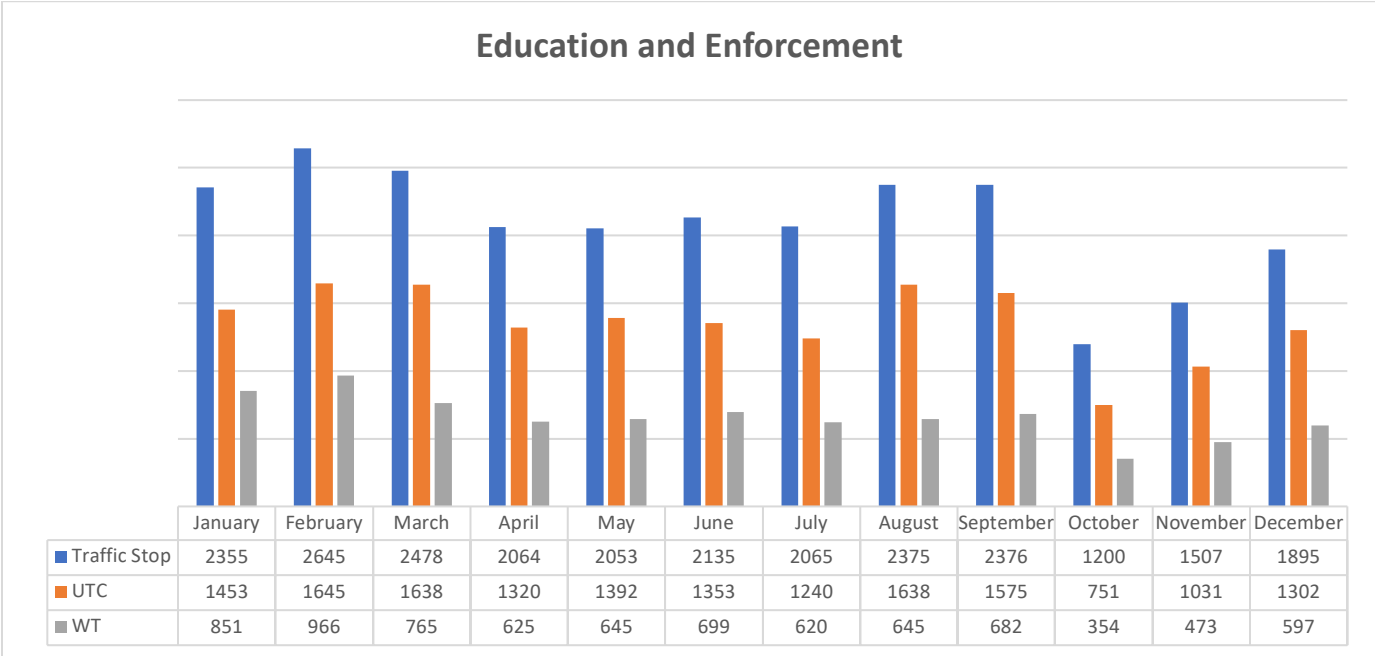
MAJOR CRASH INVESTIGATIONS

The Cape Coral Police Department responds to and investigates all Major Traffic Crashes in the City of Cape Coral. The target goal for fatalities is always zero. Below is data obtained from the Major Crash Investigations unit.



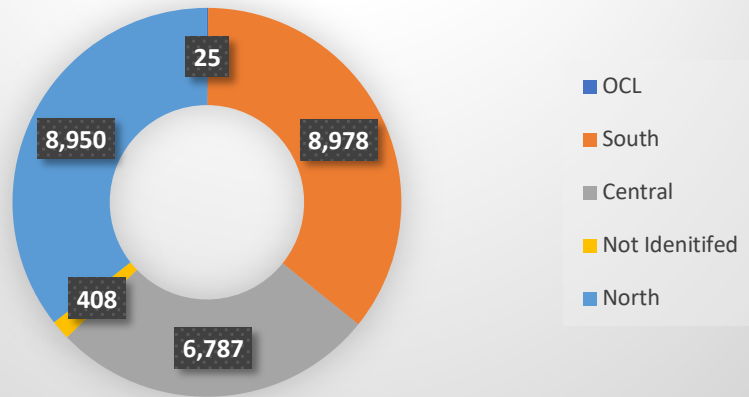
The data indicated that major crash investigations were down in 2022 (39) from 2021 (44), which we attribute to increased enforcement operations, education through the public affairs office, improved vehicle safety manufacturing techniques, and injury intervention by emergency medical responders with advance life-saving training and resources, all of which has resulted in the fatalities remaining the same from 2021 (12) to 2022 (12).

CALEA 61.1.1 – Compilation and review of traffic enforcement activities data



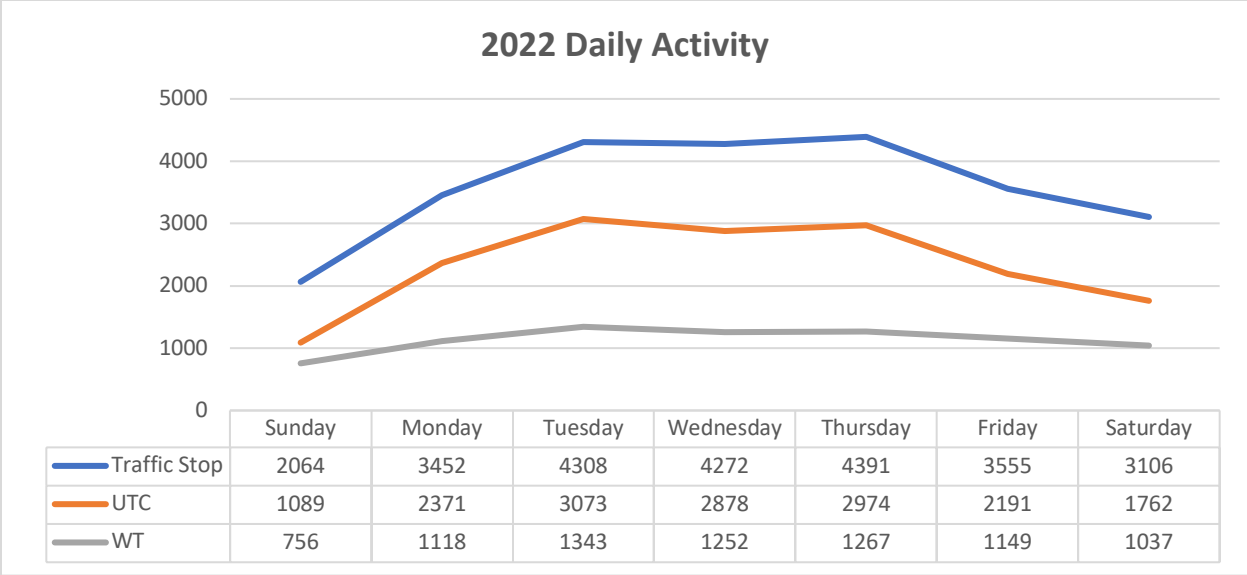
The data above was derived from the Cape Coral Police Department Analytics Unit and depicted the total number of traffic stops, UTCs (Uniform Traffic Citations), and WTs (Warning Tickets) by month. An officer may issue a WT (education) or a UTC (enforcement) based on discretion.

Traffic Stops by District

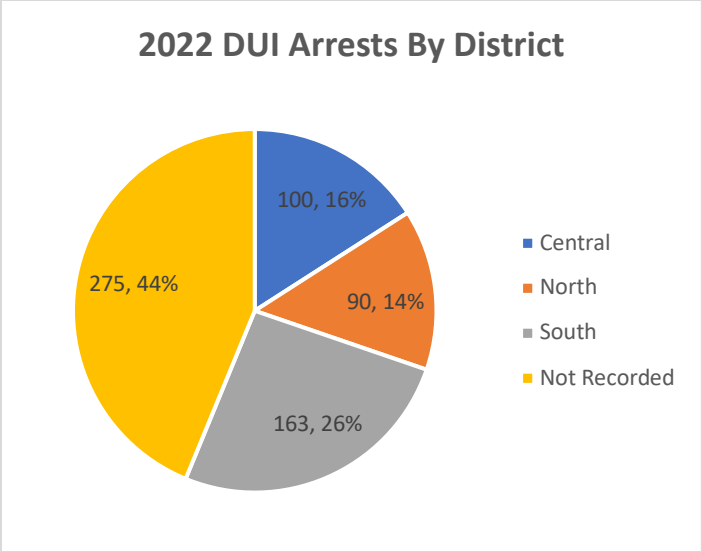


The data above was derived from the Cape Coral Police Department Analytics Unit. The Cape Coral Police Department has three districts, as demonstrated in the crash heat maps, and the graph depicts the district's total number of traffic stops completed by all sworn officers of the police department.

Note: The Cape Coral Police Department Analytics Unit could not identify the location of 408 traffic stops during the data harvesting for this report. OCL is an abbreviation of Outside City Limits, which means the traffic stop occurred outside of Cape Coral, most likely due to officers participating in a traffic saturation operation with another local law enforcement agency.

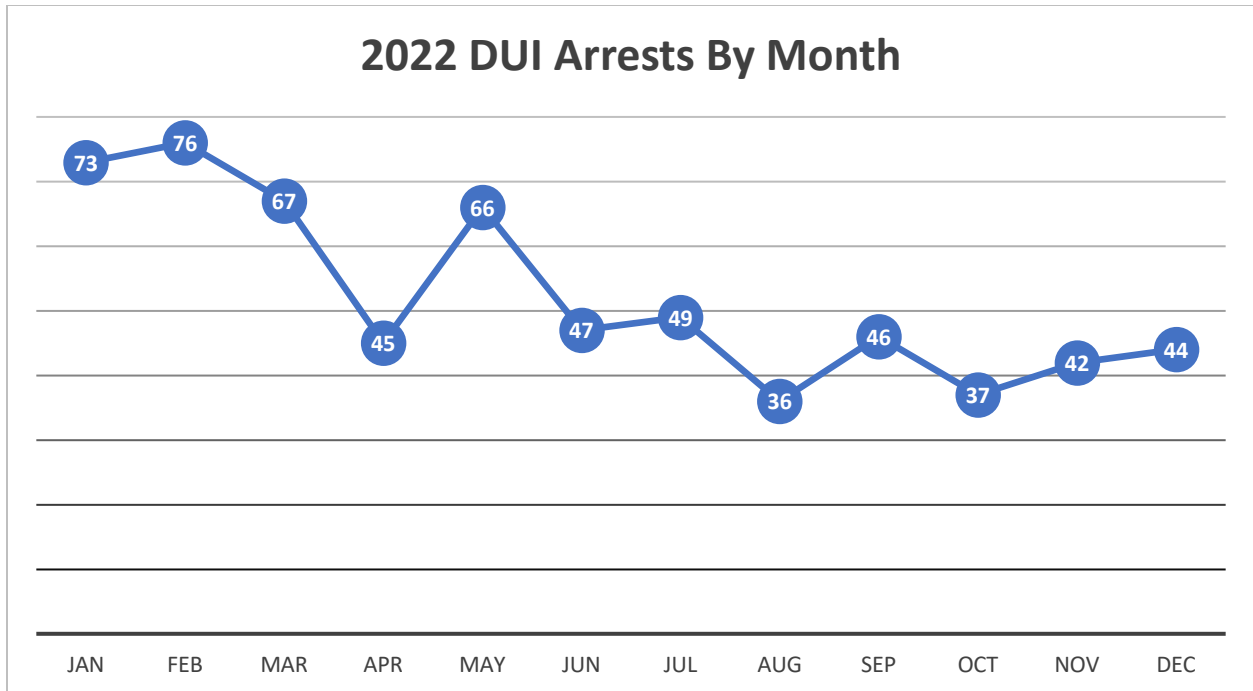


The above data was derived from the Cape Coral Police Department Analytics Unit and depicted daily traffic stops. The data indicated that Thursday is the day with the highest number of traffic stops, WT's, and UTCs of all the days of the week.



The data above was derived from the Cape Coral Police Department Analytics Unit and depicted the total number of DUI (Driving Under the Influence) arrests by the geographical district. The data indicates that the South district had the highest number of DUI arrests compared to the Central and North districts. This outcome is likely due to the number of popular bars and restaurants in the south district compared to the central and north districts.

Note: The Cape Coral Police Department Analytics Unit could not identify the location of 275 DUI arrests during the data harvesting for this report.



The data above was derived from the Cape Coral Police Department Analytics Unit and depicted the total number of DUI (Driving Under the Influence) arrests by month for 2022.

CALEA 61.1.1 – Comparison of collision/crash data and enforcement activities data															
Nature	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2022 Total	2021 Total	2021-2022 Percentage Change
Traffic Crashes	536	573	526	498	472	436	438	474	473	668	610	616	6,320	5708	+10.72%
Traffic Stops	2355	2645	2478	2064	2053	2135	2065	2375	2376	1200	1507	1895	25,148	28,607	-12.09%
Warnings	851	966	765	625	645	699	620	645	682	354	473	597	7,922	11,012	-28.06%
Uniform Traffic Citations	1453	1645	1638	1320	1392	1353	1240	1638	1575	751	1031	1302	16,338	15,097	+8.22%
DUI Arrests	73	76	67	45	66	47	49	36	46	37	42	44	628	731	-14%

The data shown above was derived from the Cape Coral Police Department Analytics Unit and depicts the monthly statistics for traffic crashes and traffic stops to include the conclusion of the traffic stops, such as WTs (education), UTCs (enforcement), and DUI arrests (enforcement).

CALEA 61.1.1 – Implementation of selective enforcement techniques and procedures

The implementation of selective enforcement techniques and procedures is achieved by applying geographic/temporal assignment of personnel and equipment and establishing preventive patrols to deal with specific categories of unlawful and dangerous driving behavior. The methods are based on collision/crash data, enforcement activity records, traffic volume, and traffic conditions. The objective is to direct appropriate enforcement efforts toward violations, not only in proportion to the frequency of their occurrence in collision/crash situations but also in traffic-related needs analysis. Reviewing the location, time, and violation factors in vehicle collision/crash should be based upon a numerically significant sample. Analyzing fluctuations caused by seasonal variations that increase traffic volume and collision/crashes is also essential.

Supervisors are responsible for traffic enforcement activities and should use data to support targeted enforcement efforts to accomplish strategically defined objectives. Supervisors can access Signal Four Analytics, a statewide interactive, web-based geospatial crash analytical tool. The statistical data is the most up-to-date resource for the above requirements.

CALEA 61.1.1 – Deployment of traffic enforcement personnel

The Cape Coral Police Department shall deploy resources such as traffic enforcement personnel as an enforcement strategy. These resources shall include the following:

- Patrol Officers
- Traffic Motor Officers
- Aggressive Driving Officers
- DUI Officers
- Traffic Homicide Investigators

GRANT-FUNDED OPERATIONS

The Florida Department Of Transportation (FDOT) State Safety Office awards subgrants to traffic safety partners who undertake priority area programs and activities to improve traffic safety and reduce crashes, serious injuries, and fatalities. Subgrants may be awarded for addressing traffic safety deficiencies, expanding an ongoing activity, or developing new programs. Subgrants are awarded to state and local safety-related agencies as "seed" money to assist in developing and implementing programs in traffic safety priority areas. Funding for these subgrants is apportioned to states annually from the National Highway Traffic Safety Administration (NHTSA) according to a population and road miles formula.

The Cape Coral Police Department receives funding for the following 2022 programs:

Grant Budget	Grant Number	Budgeted Amount	Budget Expires
Speed and Aggressive Driving	SC-2023-00080	\$65,000.00	09/30/2023
DRE	M5X-2023-00061/G2C33	\$10,000.00	09/30/2023
HVE Impaired Driving	M5HVE-2023-00079	\$65,000.00	09/30/2023
Distracted Driving	DD-2023-00173	\$20,000.00	09/30/2023
HVE Ped/Bike	433144-1-8404/G2A92	\$20,000.00	Completed

Grant funding utilizes "FY2024 Highway Safety Matrix – Ranking of Florida Cities." Based on this report, Cape Coral ranked in the categories listed below. The ranking is based on 37 cities with a population of 75,000 and above and severe injuries and fatalities from 2017-2022.

FY 2024 Cape Coral Matrix Ranking	
Category	Ranking
Aging Road Users (Drivers 65+)	15
Distracted Driving	5
Impaired Driving	7
Motorcycles	9
Occupant Protection	17
Pedestrian or Bicyclist	23
Speeding or Aggressive Driving	11
Teen Drivers	13
Work Zones	26

Grant-Funded Traffic Operations			
Category	2021	2022	Percentage Change
DUI Checkpoints	3	1	-66.67%
Impairment	15	15	0%
HVE Ped/Bike	8	18	125%
Aggressive Driving	3	20	+566.66%

COMMUNITY OUTREACH

Community outreach involves attending a traffic safety meeting and providing input while addressing citizen concerns. A supervisor from the Special Operations Bureau attends the following meetings:

Meeting Identification	Meeting Description
Technical Advisory Committee	Transportation professionals carry out the MPO process
Citizen Advisory Committee	Citizens of varying backgrounds/professions carry out the MPO process
Bicycle and Pedestrian Coordinating Committee	Bicycle and pedestrian safety concerns
Traffic Management and Operations Committee	Identification of congestion, traffic signals, signage, safety, and traffic issues
Local Coordinating Board	Transportation for disadvantaged citizens
Community Traffic Safety Team	A team that responds to specific traffic concerns and provides solutions
Injury Prevention Coalition	Identification and prevention of citizen injuries
Traffic Incident Management	Team to review major traffic crashes/traffic concerns and provide solutions to reduce and prevent secondary traffic crashes

CALEA 61.1.1 – Documented annual review of selective traffic enforcement activities
--

This report serves as the documented annual review of selective traffic enforcement activities.

Works Cited

Statistics, U. B. (2023, April 1). Retrieved from

https://www.bls.gov/eag/eag.fl_capecoral_msa.htm#eag_fl_capecoral_msa.f.3

Unites States Census Bureau. (2022, July 1). *Quick Facts Cape Coral City, FLorida*. Retrieved from

<https://www.census.gov/quickfacts/fact/table/capecoralcityflorida/PST045222>

Vehicles, F. H. (2023, June 30). *Put It Down: Focus On Driving*. Retrieved from Driving Safety:

<https://www.flhsmv.gov/safety-center/driving-safety/distracted-driving/>