



Cape Coral Police Department  
2024 Traffic Safety Plan

Prepared 06/15/2024

Special Operations Bureau



To everyone in our community,

Ensuring the safety and smooth flow of traffic is a top priority for us, whether you're a resident or a visitor. We're dedicated to working alongside our public safety partners to achieve "Vision Zero," a comprehensive plan in Florida aimed at making our roads safer and more efficient, with the ultimate goal of eliminating fatalities and serious injuries.

As our city continues to evolve, we recognize the importance of meeting both present and future transportation needs. This means embracing innovation and technology to improve mobility. Our progress in enhancing road safety relies on collaboration, teamwork, and partnerships. We must all play our part by promoting education, enforcing regulations, and preparing for the challenges of tomorrow.

Traffic crashes, especially those resulting in fatalities or serious injuries, have far-reaching impacts on our community. They diminish our quality of life, hinder economic growth, and disrupt the reliability of our transportation network. That's why the Cape Coral Police Department is fully committed to preventing fatalities and reducing severe injuries, acknowledging that even one life lost is one too many.

Please remember to stay vigilant and always wear your seatbelt whenever you're on the road.

Sincerely,

Cape Coral Police Department

## **OUR VISION**

Our vision for safety is straightforward: To completely eliminate all fatalities and serious injuries related to transportation, encompassing all modes of travel. This commitment extends beyond just motor vehicle safety to include pedestrians, bicyclists, motorcyclists, micromobility device users, and transit riders who utilize our roadways and connections to other transportation systems.

## **OUR CONTEXT**

Cape Coral faces unique challenges in achieving our vision of zero crash fatalities and serious injuries, largely due to significant population growth, economic expansion, and increased travel activity. Between 2010 and 2023, our population surged by about 45%, according to the United States Census Bureau (2024). Concurrently, our economy has thrived, as evidenced by a decrease in unemployment from 3.3% in August 2023 to 3.0% in December 2023 (Statistics, 2024).

This growth leads to more people driving, using public transit, walking, biking, riding motorcycles, and employing various transportation methods, exposing a larger population to potential safety risks.

## **OUR KEY STRATEGIES**

Addressing traffic incidents is a multifaceted challenge, often involving numerous contributing factors that are both diverse and, in many cases, preventable. Achieving our goal of zero traffic fatalities and serious injuries demands a comprehensive approach with several key strategies:

- **EDUCATION**
  - We will develop and implement outreach programs, enhancing communication efforts to educate the public about driver risk factors that contribute to crashes, such as speeding, distracted driving, drowsiness, and impairment.
- **ENFORCEMENT**
  - Through targeted enforcement initiatives driven by data analysis, we will focus on areas with high occurrences of crashes caused by speeding, distracted driving, and impairment, including specific times and days identified as critical.
- **IMPLEMENTING PILLAR FOUR OF THE SIX PILLARS OF 21<sup>ST</sup> CENTURY POLICING:**
  - Community Policing & Crime Reduction of The Final Report of the President's Task Force on 21st Century: This pillar emphasizes the importance of community policing as a guiding principle for all stakeholders. The Cape Coral Police Department collaborates closely with the community to identify traffic issues and implement effective solutions, ultimately enhancing safety.

## DATA COLLECTION

This report is based on data collected from two primary sources: Signal 4 Analytics, a comprehensive statewide crash analysis tool developed and hosted by the University of Florida, and the Cape Coral Police Department Analytics Unit. These sources provide valuable insights essential for informed decision-making and strategic planning.

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

#### 2023 Traffic Crash Analysis

Emphasis Area	Crashes
Lane Departures	2,200
Pedestrians and Bicyclists	194
Bicycle Involved	104
Pedestrian Involved	91
Aging Road Users	1,734
Motorcyclists and Motor Scooter Riders	124
Motorcyclists	108
Motor Scooter Riders (Mopeds)	16
Commercial Motor Vehicle Operators	495
Teen Drivers	922
Impaired Driving	209
Impairment - Alcohol	192
Impairment - Drugs	52
Occupant Protection	6,561
Speeding and Aggressive Driving	232
Aggressive Driving	232
Speeding	101
Distracted Driving	3,722
Work Zones	44
Drowsy Driving	63
Ill Driving	39

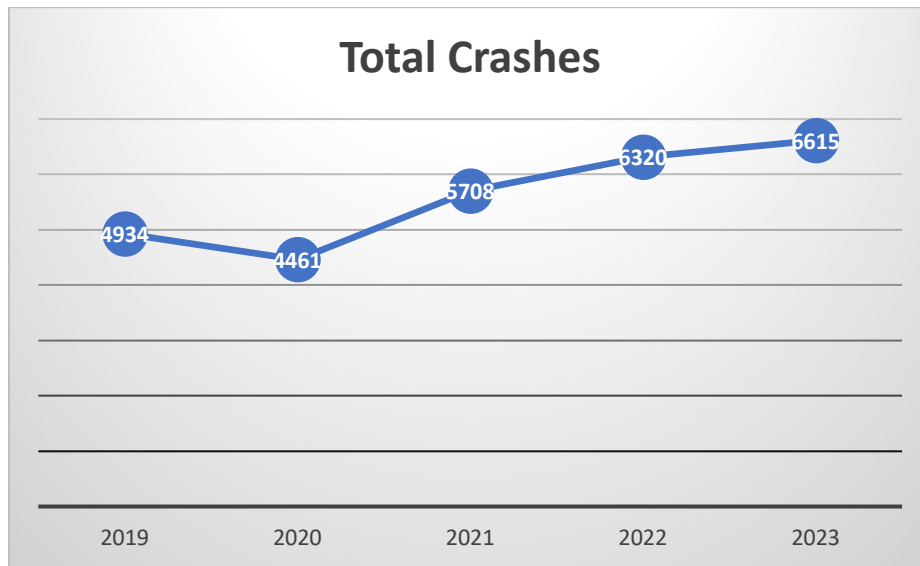
In 2023, data from Signal 4 Analytics highlighted worrying trends in traffic accidents. Distracted driving emerged as the main culprit, showing a significant spike of nearly 45% compared to 2022. Distracted driving covers any activity that draws focus away from driving, posing a serious danger to everyone on the road (FLHSMV, 2024).

Throughout the year, the police department fielded numerous complaints from concerned citizens, mainly revolving around speeding and aggressive driving. Surprisingly, despite these grievances, less than 4% of all accidents were linked to speed and aggressive driving, while a staggering 56% were attributed to distracted driving.

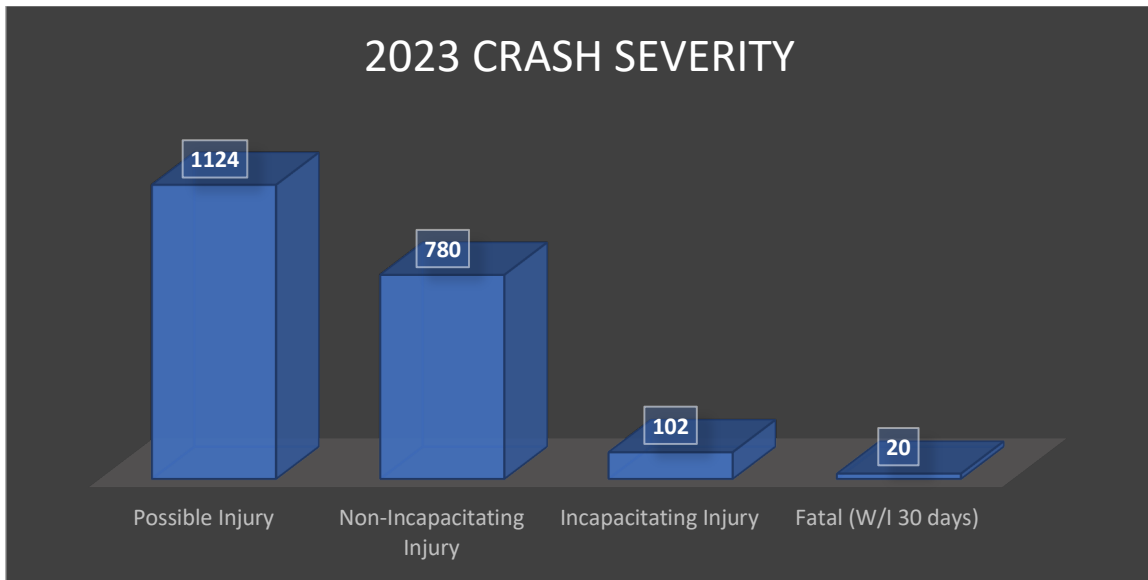
### Year-To-Year Comparisons

Year	Total Crashes	Incapacitating Injury	Fatal Crashes	Distracted Driving	Impairment Related	Motorcycle Related	Bike-Ped Crashes	Speed and Aggressive Driving Related
<b>2023</b>	6,615 (+4.66%)	102 (+3.03%)	20 (+66.67%)	3,722 (+44.92%)	209 (+21.51%)	108 (+22.73%)	194 (+37.59%)	232 (-6.45%)
<b>2022</b>	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%)
<b>2021</b>	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%)

The information provided is derived from Signal 4 Analytics and offers insights into the specific circumstances surrounding traffic crashes spanning from 2021 to 2023.



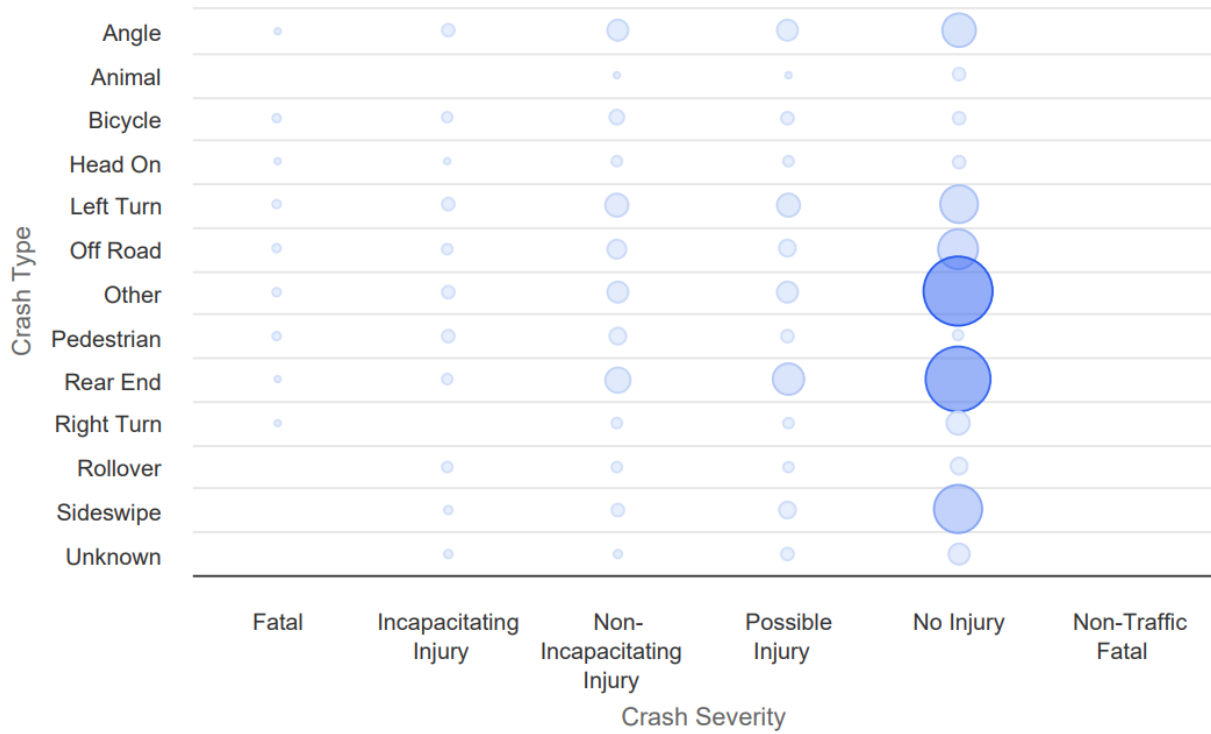
The data presented above is sourced from Signal 4 Analytics and illustrates the total number of crashes from 2019 to 2023. The trend reveals a decrease in crashes from 2019 to 2020 by -9.58%. However, there was a subsequent increase in crashes in 2021 by 27.95%. In 2022, crashes increased by 10.72%, followed by a further increase of 4.66% in 2023. Overall, the linear progression indicates a 34.07% increase in crashes from 2019 to 2023.



The data above was derived from Signal 4 Analytics and depicted the total crash severity for 2023. *Severity* is defined as the severity of a crash based on the most severe injury to any person in the crash. 16.99% of the crashes resulted in possible injuries reported by an involved person. 11.79% of crashes resulted in reported non-incapacitating injuries, lacerations, scrapes, or bruises. 1.54% of crashes resulted in incapacitating injuries, which are disabling injuries, such as broken bones or severed limbs, and would require immediate medical attention. 0.30% 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.

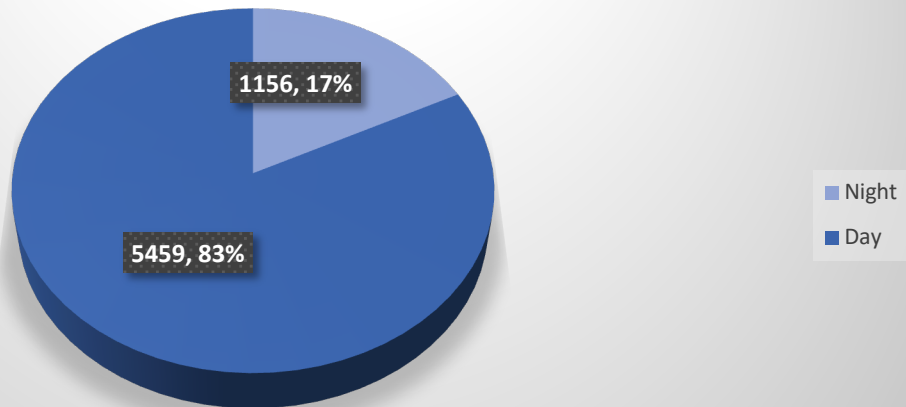
0.00% of all crash deaths were ruled medical causation by the Medical Examiner's Office. A medical death occurs when a motorist expires from a non-motor vehicle-related cause such as heart attack, natural causes, suicide, or homicide. After expiration, the vehicle they are driving crashes as the expired driver is no longer in control. Five deaths, or 0.076% of all reported crashes, were determined to be impairment causation.

## Crash Severity vs Crash Type

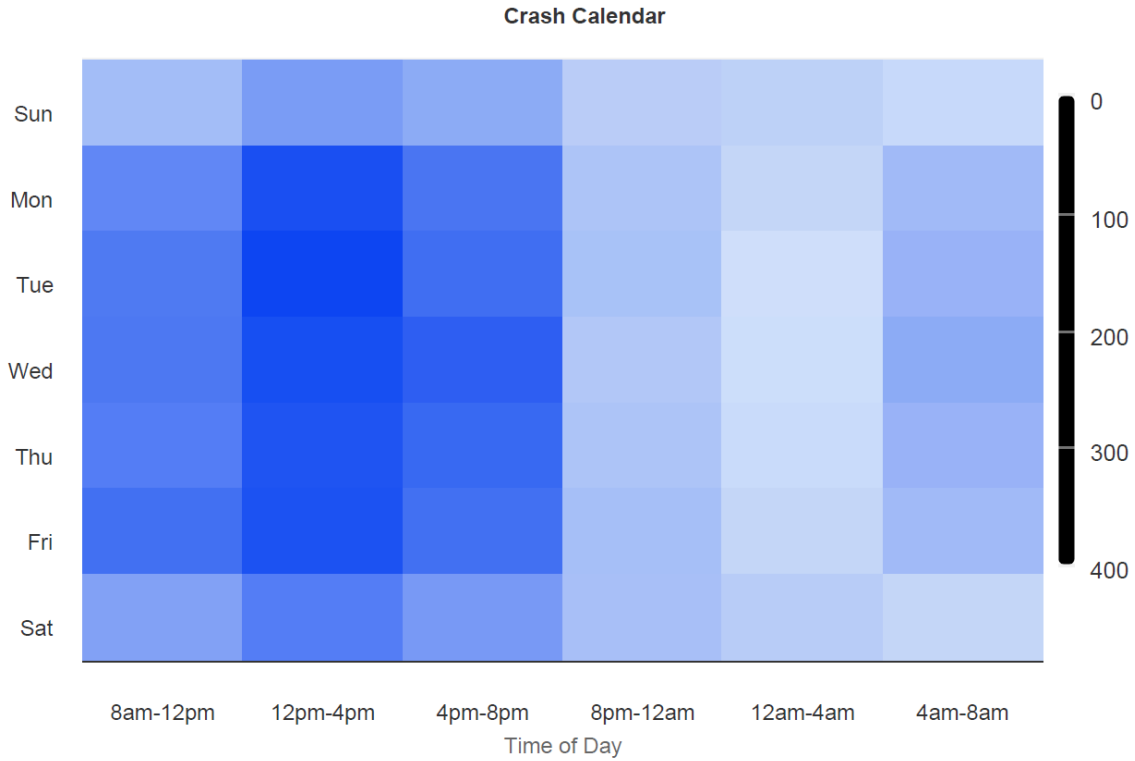


The data above was derived from Signal 4 Analytics and presented the crash severity vs. the crash type or causation. The data indicated that rear-end crashes and other (non-specific) crashes were the majority of reasons for crashes.

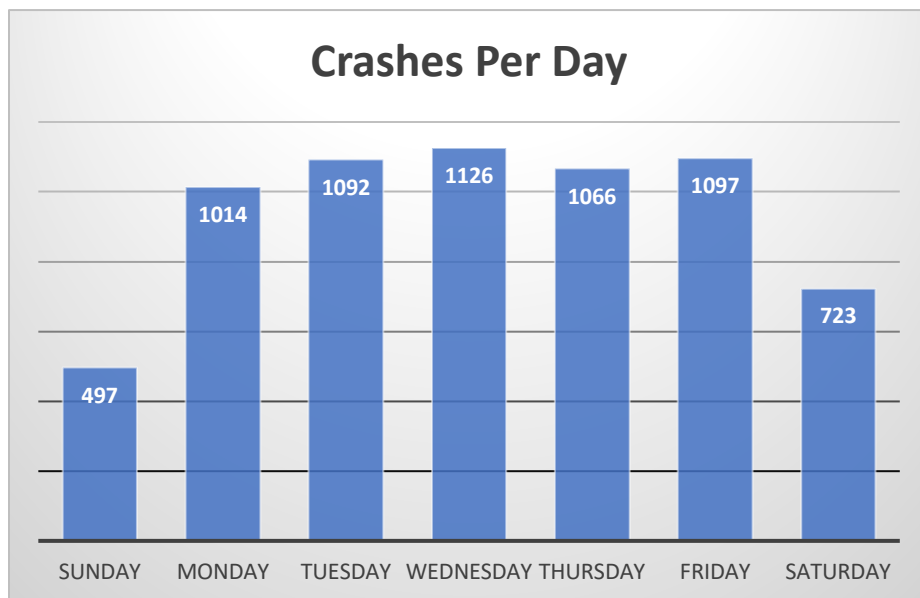
## Crashes Day vs Night



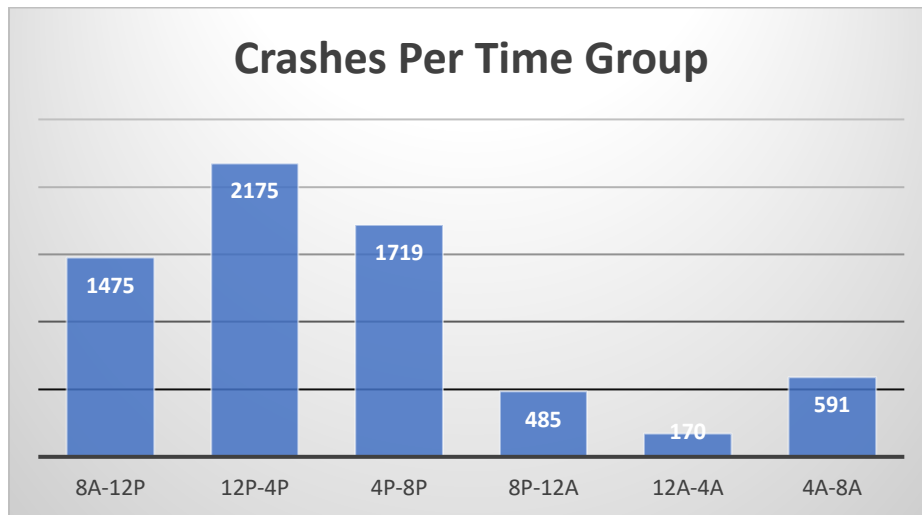
The information above, obtained from Signal 4 Analytics, illustrates the total number of crashes that happened during both daytime and nighttime. It's noteworthy that drivers are more prone to being involved in a crash during the daytime, likely because there are more drivers on the road during that period.



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.



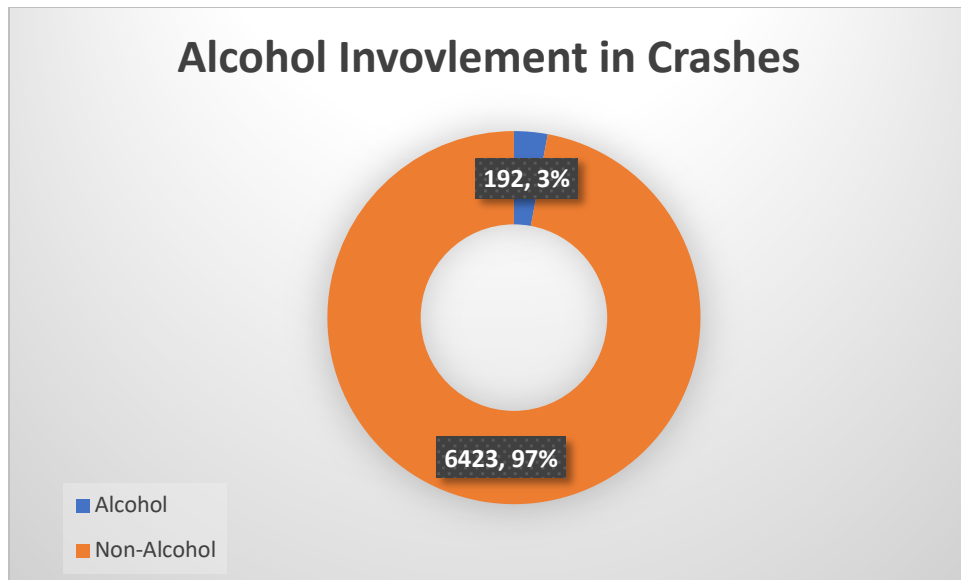
The information displayed above, sourced from Signal 4 Analytics, reveals the total number of crashes happening each day of the week. Notably, Sunday saw the fewest crashes, while Wednesday experienced the highest number. Crashes from Monday to Thursday remained relatively consistent.



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.

The data presented above, gathered from Signal 4 Analytics, illustrates the total number of crashes for each time group. Notably, the fewest crashes were between 12 AM and 4 AM, while the period from 12 PM to 4 PM recorded the highest number of crashes.

## Alcohol Involvement in Crashes



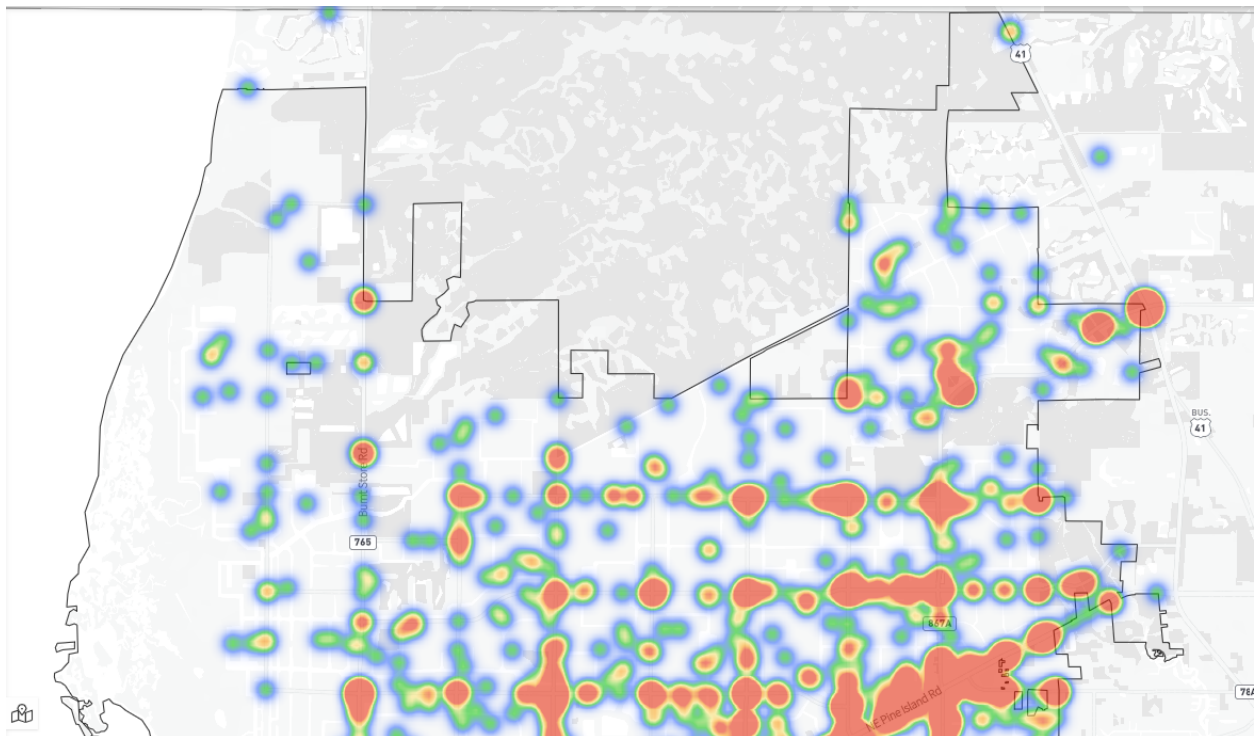
The data above, sourced from Signal 4 Analytics, outlines the number of crashes attributed to alcohol impairment. Alcohol impairment, suspected by law enforcement, refers to a decrease in the physical ability of a driver or non-motorist involved in a traffic crash.

Out of all crashes, 6,423 cases, or 97%, were not suspected to involve impaired drivers. In contrast, 192 crashes, accounting for 3% of all crashes, were identified as having alcohol impairment as a causative factor. It's worth noting that the number of impaired crashes increased from 172 in 2022 to 192 in 2023, or 11.63%.

## CRASH HEAT MAPS

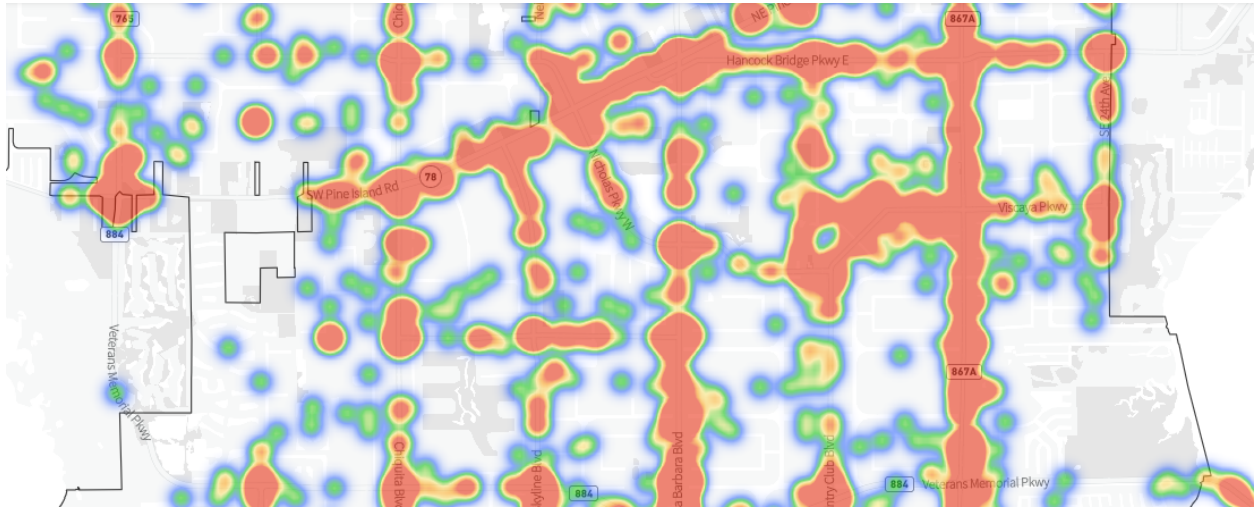
At the time of this plan, the Cape Coral Police Department oversaw three distinct Patrol Districts. The North District encompassed all incorporated Cape Coral regions north of Pine Island Road/Hancock Bridge Parkway. The Central District supervised the city area between Pine Island Road/Hancock Bridge Parkway and Veterans Memorial Parkway. Lastly, the South District extended from Veterans Memorial Parkway to the Caloosahatchee River. However, due to growth and the necessity to manage response times, the city will soon be divided into four districts.

### North District Crash Heat Map



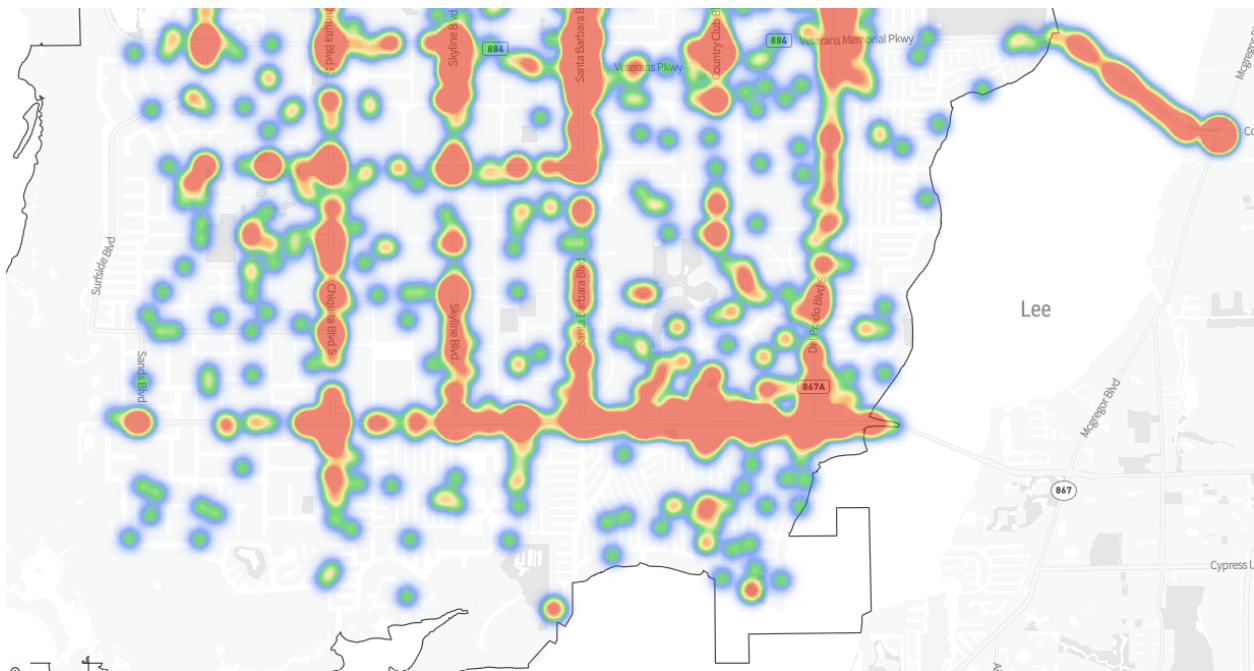
The information above, sourced from Signal 4 Analytics, showcases data on traffic crashes. The red heat marks highlight the primary areas where crashes occurred, aligning with the main traffic corridors reported.

## Central District Crash Heat Map



The information above, sourced from Signal 4 Analytics, showcases data on traffic crashes. The red heat marks highlight the primary areas where crashes occurred, aligning with the main traffic corridors reported.

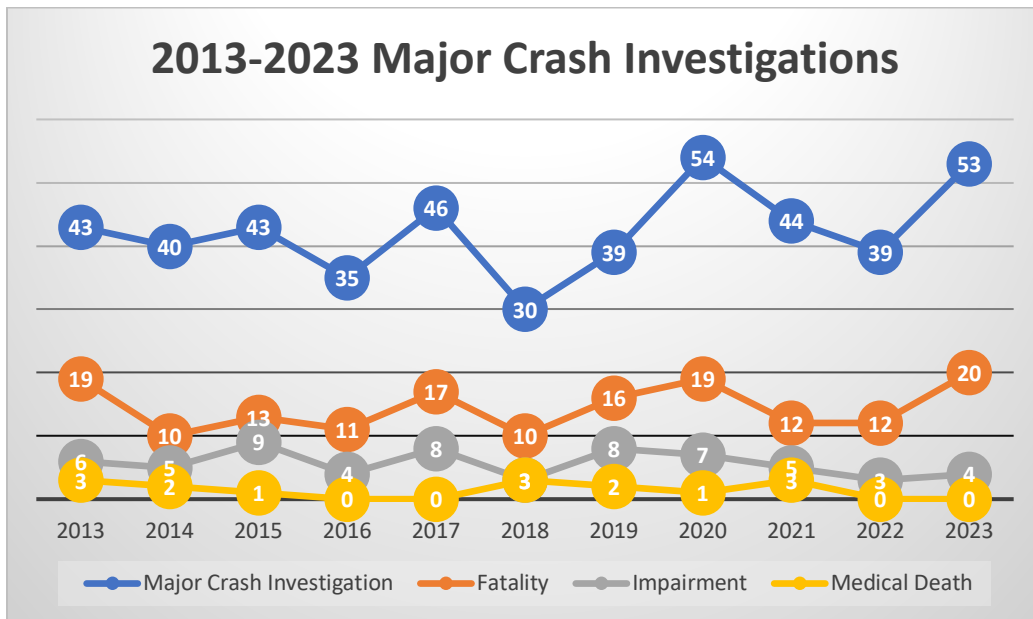
## South District Crash Heat Map



The information above, sourced from Signal 4 Analytics, showcases data on traffic crashes. The red heat marks highlight the primary areas where crashes occurred, aligning with the main traffic corridors reported.

## MAJOR CRASH INVESTIGATIONS

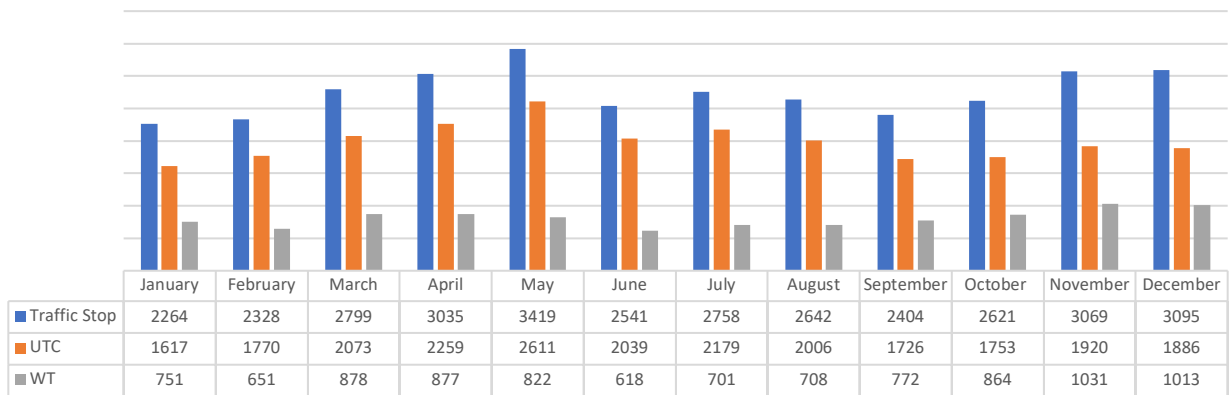
The Cape Coral Police Department is responsible for responding to and investigating all Major Traffic Crashes within the City of Cape Coral. Our primary goal is to maintain zero fatalities whenever possible. Below, you'll find data collected from the Major Crash Investigations unit.



The data reveals that major crash investigations rose to 53 in 2023 from 39 in 2022, indicating a 33.33% increase. Similarly, fatal crashes escalated to 20 in 2023 from 12 in 2022, marking a 66.67% increase.

## CALEA 61.1.1 – Compilation and review of traffic enforcement activities data

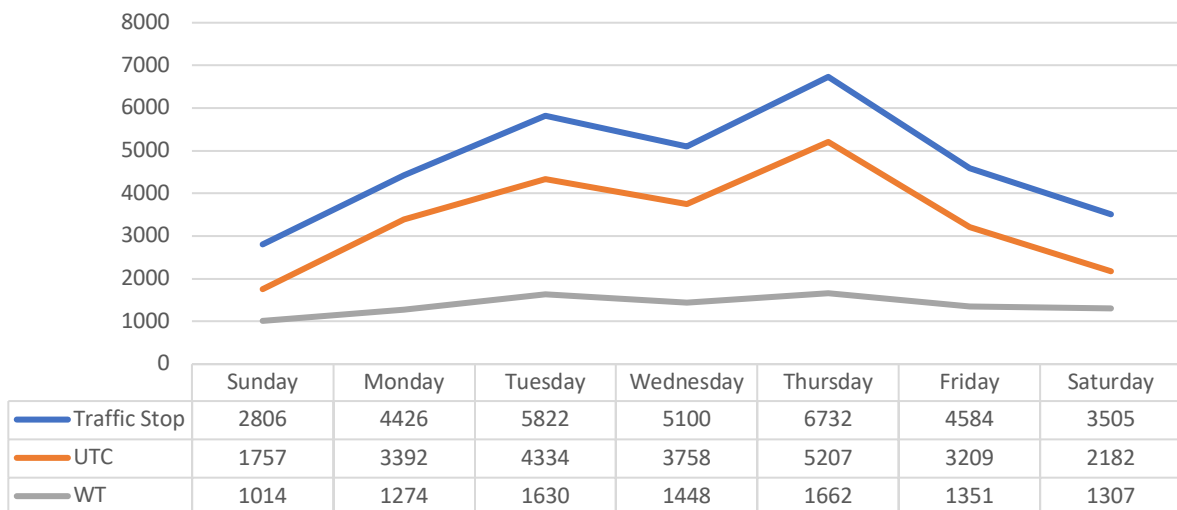
### Education and Enforcement



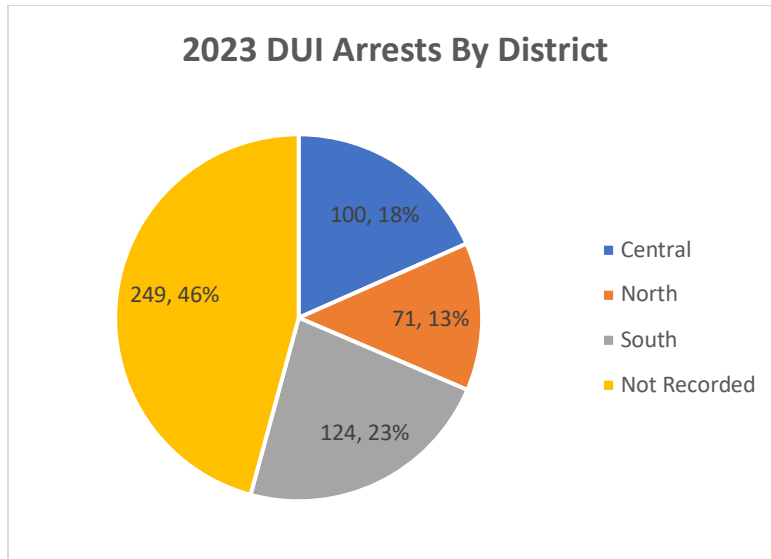
The data above was derived from the Cape Coral Police Department Analytics Unit and depicted the total number of traffic stops, UTCs (Uniform Traffic Citations), and WTs (Warning Tickets) by month. An officer may issue a WT (education) or a UTC (enforcement) based on discretion.

Based on the data above, officers conducted 32,975 traffic stops. Officers issued 23,829 UTCs (72.2%) and 9,686 warnings (29.4%).

### 2023 Daily Activity



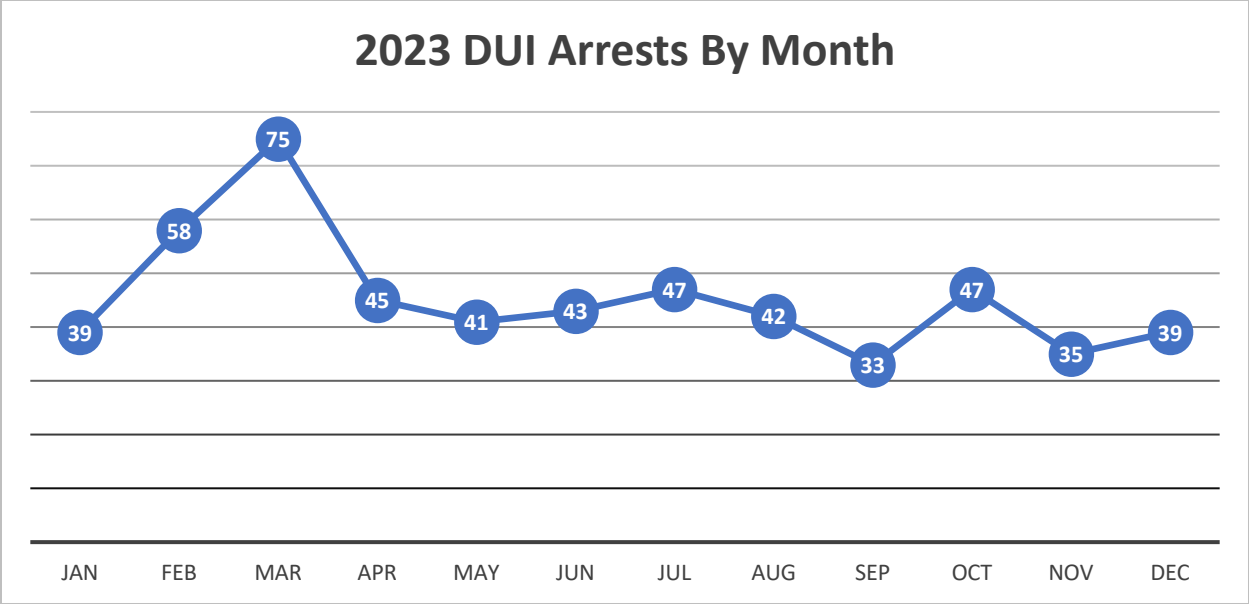
The above data was derived from the Cape Coral Police Department Analytics Unit and depicted daily traffic stops. The data indicated that Thursday is the day with the highest number of traffic stops, WTs, and UTCs of all the days of the week.



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.

The data provided by the Cape Coral Police Department Analytics Unit showcases the total number of DUI (Driving Under the Influence) arrests categorized by geographical district. Interestingly, the South district has the highest number of DUI arrests compared to the Central and North districts. This outcome is possibly influenced by popular bars and restaurants in the South district, which may lead to increased impaired driving incidents.

Please note that the location of 249 DUI arrests couldn't be identified during the data collection process 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 2023.

CALEA 61.1.1 – Comparison of collision/crash data and enforcement activities data															
Nature	January	February	March	April	May	June	July	August	September	October	November	December	2023 Total	2022 Total	2022-2023 Percentage Change
Traffic Stop	2264	2328	2799	3035	3419	2541	2758	2642	2404	2621	3069	3095	32975	25,148	+31.15%
Uniform Traffic Citation	1617	1770	2073	2259	2611	2039	2179	2006	1726	1753	1920	1886	23839	16,338	+45.92%
Warnings	751	651	878	877	822	618	701	708	772	864	1031	1013	9686	7,922	-18.21%
Traffic Crashes													6615	6320	+4.66%
DUI Arrests	39	58	75	45	41	43	47	42	33	47	35	39	544	628	-13.38%

The data shown above was derived from the Cape Coral Police Department Analytics Unit and depicts the monthly statistics for 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 include the following:

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

## GRANT-FUNDED OPERATIONS

The State Safety Office of the Florida Department of Transportation (FDOT) provides subgrants to traffic safety partners who undertake priority area programs and activities to enhance traffic safety and reduce crashes, serious injuries, and fatalities. These subgrants are awarded to address traffic safety deficiencies, expand ongoing activities, or develop new programs. They serve as "seed" money for state and local safety-related agencies to aid in developing and implementing programs focused on priority areas of traffic safety. Funding for these subgrants is allocated annually to states from the National Highway Traffic Safety Administration (NHTSA) based on a formula that considers population and road miles.

The Cape Coral Police Department receives funding for the following 2023 programs:

Grant Budget	Grant Number	Budgeted Amount	Budget Expires
Speed and Aggressive Driving	SC-2024-00069	\$45,000.00	09/30/2024
DRE	M5X-2024-00246/G2O72	\$10,000.00	09/30/2024
HVE Impaired Driving	M5HVE-2024-00167	\$65,000.00	09/30/2024
Distracted Driving	DD-2024-00068	\$40,000.00	09/30/2024
HVE Ped/Bike	433144-1-8404/G2M61	\$20,868.99	Completed

Grant funding relies on the "FY2025 Highway Safety Matrix – Ranking of Florida Cities." According to this report, Cape Coral was ranked in the following categories. The rankings are based on data from 2018-2022, encompassing serious injuries and fatalities among 38 cities with a population of 75,000 and above.

<b>FY2024 Cape Coral Matrix Ranking</b>			
<b>Category</b>	<b>2023 Ranking</b>	<b>2024 Ranking</b>	<b>2025 Ranking</b>
Aging Road Users (Drivers 65+)	16	15	12
Distracted Driving	7	5	4
Impaired Driving	9	7	7
Motorcycles	10	9	10
Occupant Protection	15	17	15
Pedestrian or Bicyclist	23	23	22
Speeding or Aggressive Driving	8	11	12
Teen Drivers	13	13	12
Work Zones	29	26	27

The Florida Highway Safety Matrices serve as a tool for objectively prioritizing safety projects in areas with the highest fatalities and serious injuries. These matrices identify counties and cities, varying in size, that rank in the Top 40 percent for fatalities and serious injuries. The matrices presented above are for the City of Cape Coral, which remains in the top ten for distracted driving and impaired driving, which means there is a greater potential for impact on reducing fatalities and serious injuries through prioritized safety initiatives.

<b>Grant-Funded Traffic Operations</b>			
<b>Category</b>	<b>2022</b>	<b>2023</b>	<b>Percentage Change</b>
Impaired Driving	15	14	-6.67%
HVE Ped/Bike	18	16	-11.11%
Speed/Aggressive Driving	20	19	-5%
Distracted Driving	N/A	10	100%

## COMMUNITY OUTREACH

The Cape Coral Police Department engages in various community outreach activities to promote safety and address citizen concerns. These efforts include:

1. **Traffic Safety Meetings:** The department attends local traffic safety meetings to provide input and address citizens' concerns. This involves discussing various safety issues, gathering feedback, and collaborating on solutions to improve traffic conditions in the community.
2. **Citizen's Police Academy:** The department hosts the Citizen's Police Academy, a training program for community members. This program offers insights into the police department's operations, including law enforcement techniques, community policing strategies, and crime prevention.
3. **Lee County Coalition for a Drug-Free Southwest Florida:** The department works closely with this coalition to participate in the Drug-House Odyssey, an educational program to raise awareness about the dangers of impaired driving, distracted driving, and aggressive driving. Through this program, they educate the public, particularly young drivers, on the risks associated with these behaviors.
4. **Community Engagement and Outreach Meetings:** A supervisor from the Special Operations Bureau within the Cape Coral Police Department attends various community meetings to discuss specialized topics and initiatives. These meetings include:
  - o Neighborhood Watch meetings
  - o Traffic-related community group meetings
  - o School safety and educational programs
  - o Local government meetings

By participating in these activities, the Cape Coral Police Department ensures that it is actively engaging with the community, promoting safety, and effectively addressing citizens' concerns.

Meeting Identification	Meeting Description
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
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.

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