



Cape Coral Police Department
2022 Traffic Safety Plan

Prepared 08/01/2022
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.

Don't forget to stay alert and buckle up every trip, every time.

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 it challenging to reach our vision of zero fatalities and serious injuries in Cape Coral. Strong growth in population, economic activity, and travel. Cape Coral's population increased by more than 32.54% between 2010 and 2021. The city's economy is also growing, with an estimated 58% of the citizens in the labor force. 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 of which expose more people to safety risks. Information obtained from www.census.gov.

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 drivers who are speeding, distracted, and impaired, including critical times and days.

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

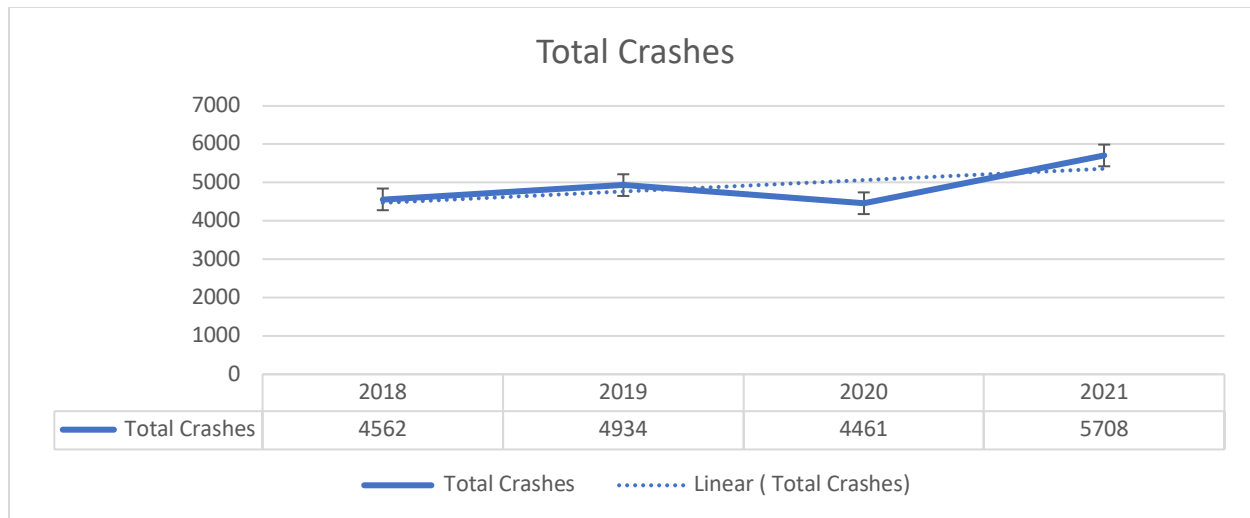
2021 Traffic Injury / Fatality Data

Emphasis Area	Crashes	Serious Injuries	Fatalities
Aging Road Users	1,428	26	2
Commercial Motor Vehicle (CMV)	254	6	0
Distracted Driving	2,570	47	4
Impaired Driving	225	18	4
Intersection	2,229	59	5
Lane Departure	1789	30	5
Motorcycle Involved	104	20	3
Pedestrian & Bicycle	159	22	3
Speeding and Aggressive Driving	234	6	4
Teen Driver	957	15	0
Work Zones	64	2	0

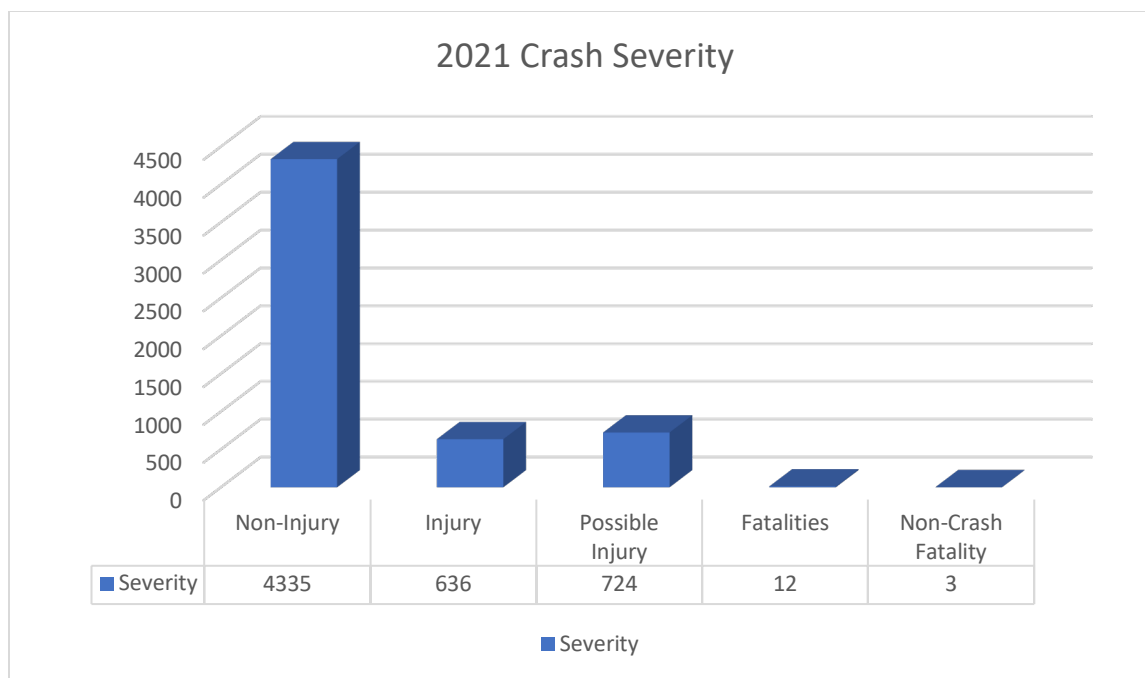
Year	Total Crashes	Serious Injury	Fatal Crashes	Distracted Driving	Impairment Related	Motorcycle Related	Bike-Ped Crashes	Speed and Aggressive Driving Related
2021	5,708	104	12	2,570	225	104	159	234
2020	4,461	92	18	1,957	162	103	125	215

The data shown above was derived from Signal 4 Analytics and depicts specific circumstances surrounding traffic crashes in 2021 compared to 2020. There was a significant increase in crashes between 2020 and 2021 and multiple disparities between the two years.

- Fatal crashes decreased from 18 to 12 or 33.33%
- Serious Injuries increased from 92 to 104 or 13.04%
- Distracted driving increased from 1,957 to 2,570 or 31.32%
- Impairment-related crashes increased from 162 to 225 or 38.89%
- Speed and aggressive driving increased from 215 to 234 or 8.84%

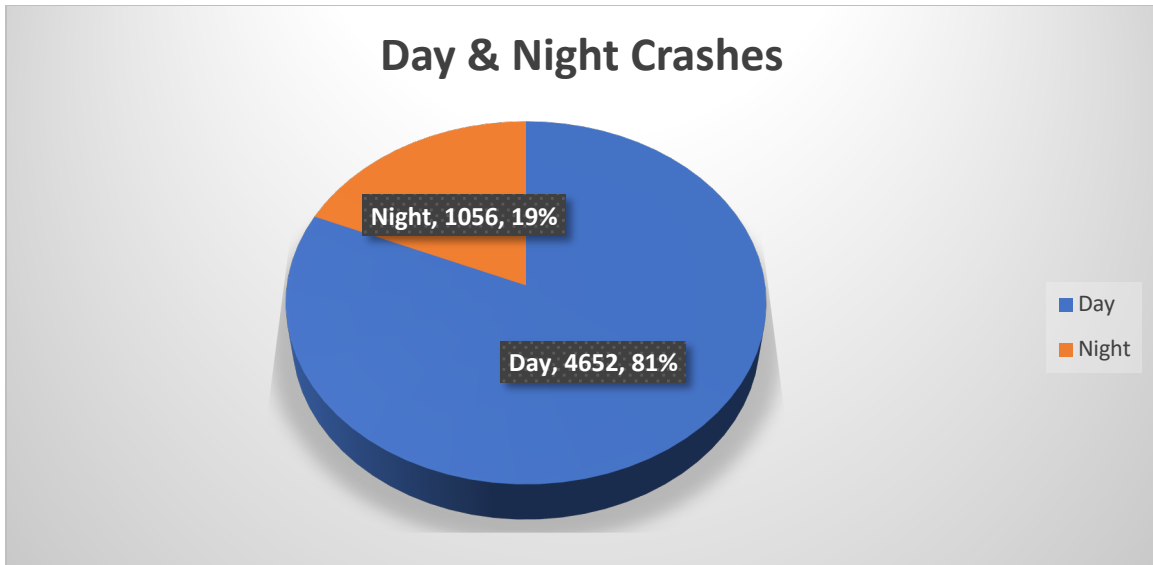


The data shown above was derived from Signal 4 Analytics and depicted the total number of crashes year to year from 2018 to 2021. Crashes increased from 2018 to 2019 by 7.83% but then decreased in 2020 by 10.07%. However, in 2021, crashes increased by 24.53%. The linear bar demonstrates that crashes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

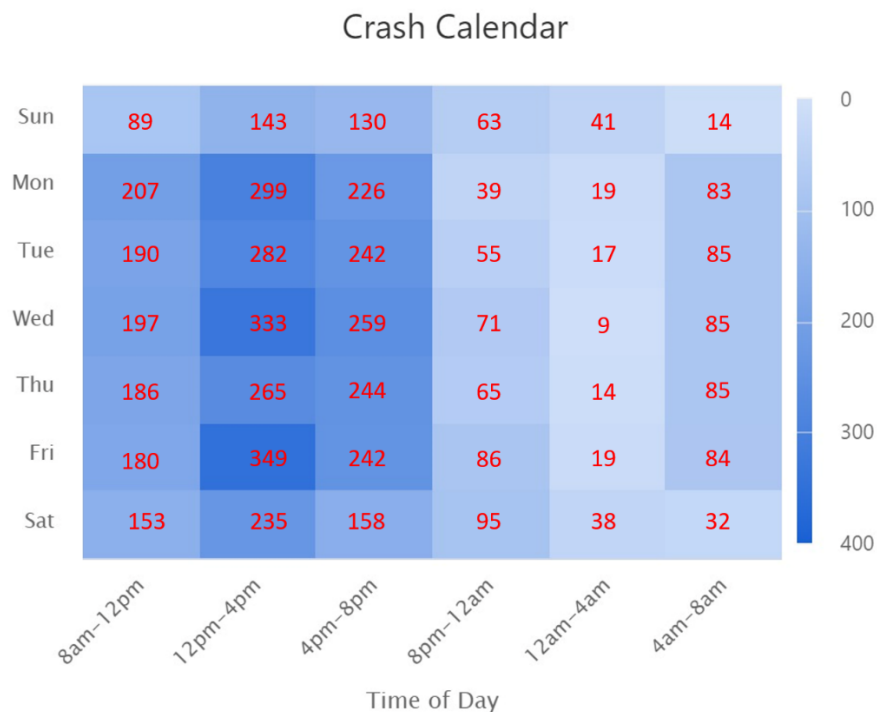


The data shown above was derived from Signal 4 Analytics and depicted the total number of crash severity for 2021. Severity is defined as the severity of a crash based on the most severe injury to any person in the crash. Non-injury is reported when no injuries are reported, observed, or indicated as a result of a crash, representing 77.52% of all crashes. 11.25% of crashes resulted in at-scene reported injuries. Injuries can be non-incapacitating, resulting in non-disabling injuries, such as lacerations, scrapes, or bruises. Injuries are also classified as disabling injuries, such as broken bones or severed limbs, requiring transport to a medical facility or hospitalization. 12.84% of the crashes resulted in possible injuries reported by an involved person (motorist) or indicated, but no wounds or injuries are readily evident. 0.21% of all crashes resulted in a fatality. A fatal Injury results in death within 30 days after the motor vehicle crash. 0.53% of all crashes were ruled medical deaths 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.

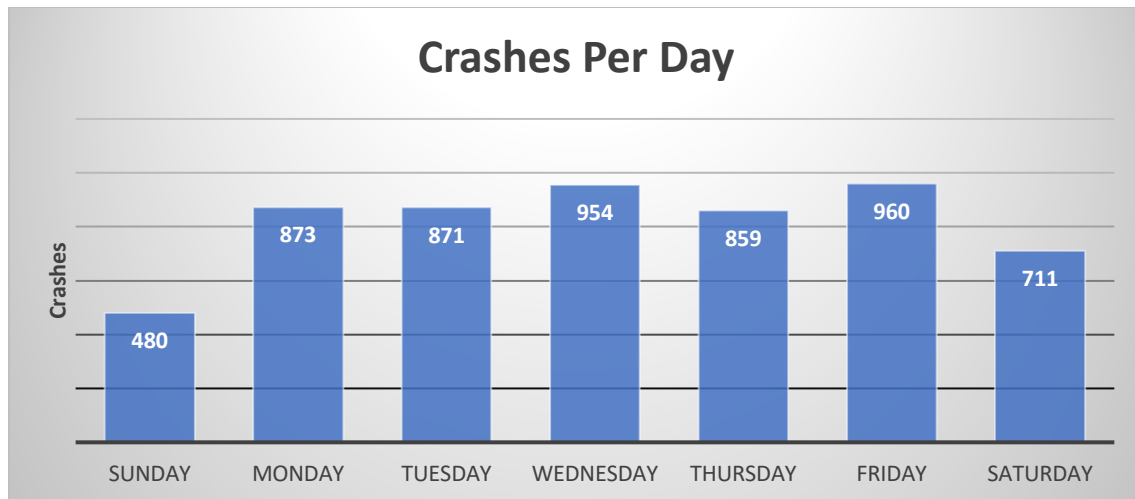
- NOTE: The data reported an additional two crashes for a total of 5,710 crashes. The previous graph data reported 5,708 crashes. The discrepancy is a data presentation issue by Signal Four Analytics.



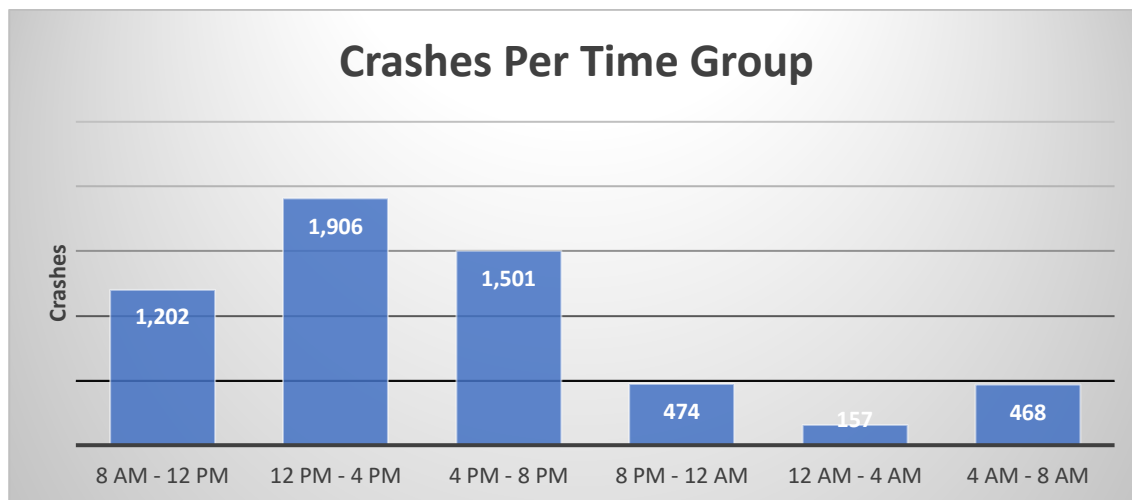
The data shown above was derived from Signal 4 Analytics and depicted the total number of crashes that occurred during day and night. Day is the time of day when the sun is visible in the sky, providing light. Night is when the sun is down, and the sky becomes dark. 4,652 crashes or 81% of crashes were reported during the day, while 1,056 crashes or 19% were reported during the night.



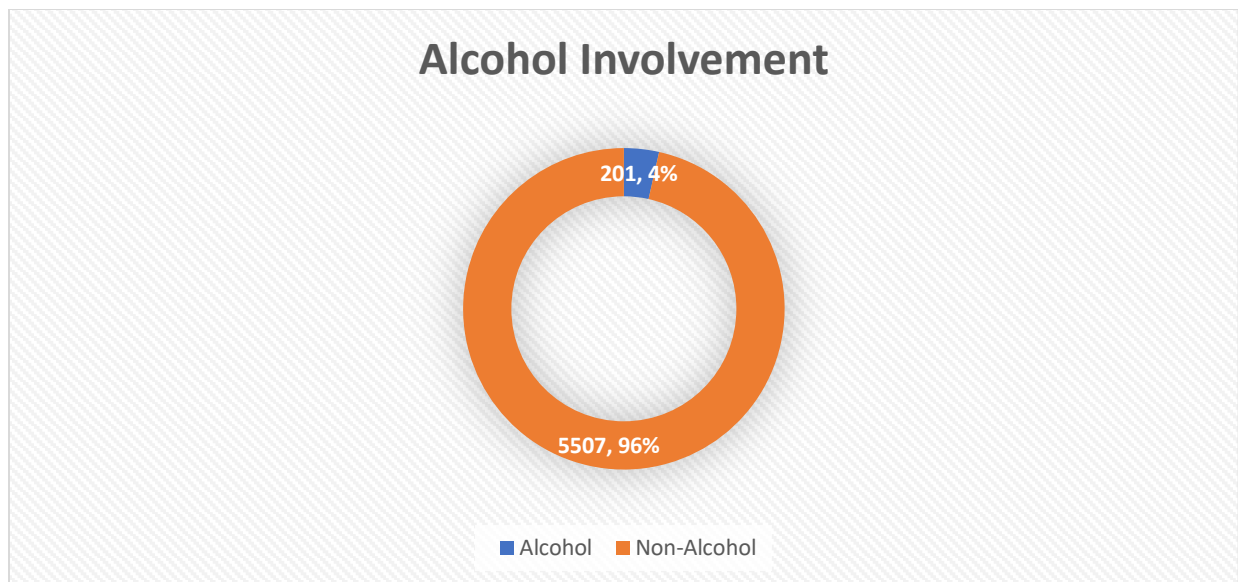
The data shown above was derived from Signal 4 Analytics and depicted the total number of crashes that occurred each day of the week and in specific groups of time.



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 least number of crashes occurred on Sunday, while Wednesday and Friday had the most significant and nearly consistent crashes during the week.



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

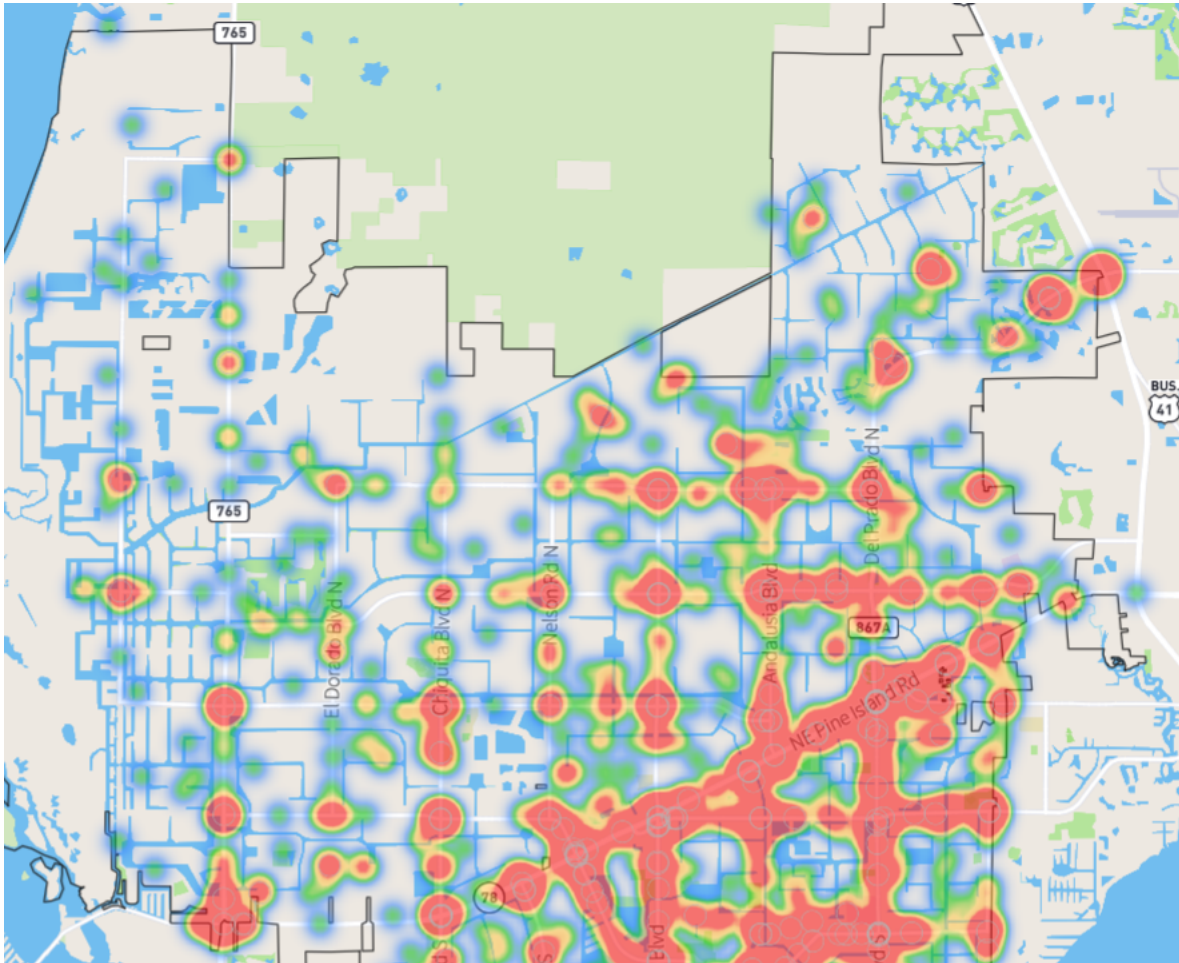


The data shown above was derived from Signal 4 Analytics and depicted the number of crashes resulting from alcohol impairment. Alcohol impairment is a condition suspected by law enforcement that results in some decrease in the physical ability of either a driver or non-motorist involved in a traffic crash. 5,507 crashes, or 96% of all crashes, were not suspected of having impaired drivers as causation. In comparison, 201 crashes, or 4% of all crashes, were identified as alcohol impairment as a causation of the crash.

CRASH HEAT MAPS

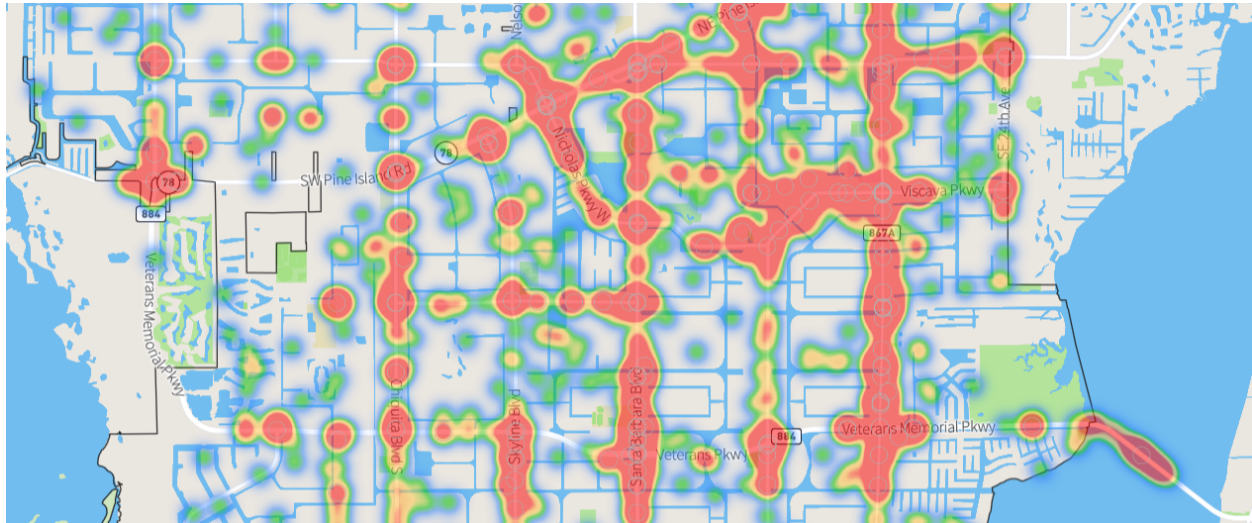
The Cape Coral Police Department operates three separate and distinct Patrol Districts. The North District encompasses all of the areas of incorporated Cape Coral north of Pine Island Road/Hancock Bridge Parkway. The Central District encompasses the area of the city between Pine Island Road/Hancock Bridge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

2021 North District Crash Heat Map



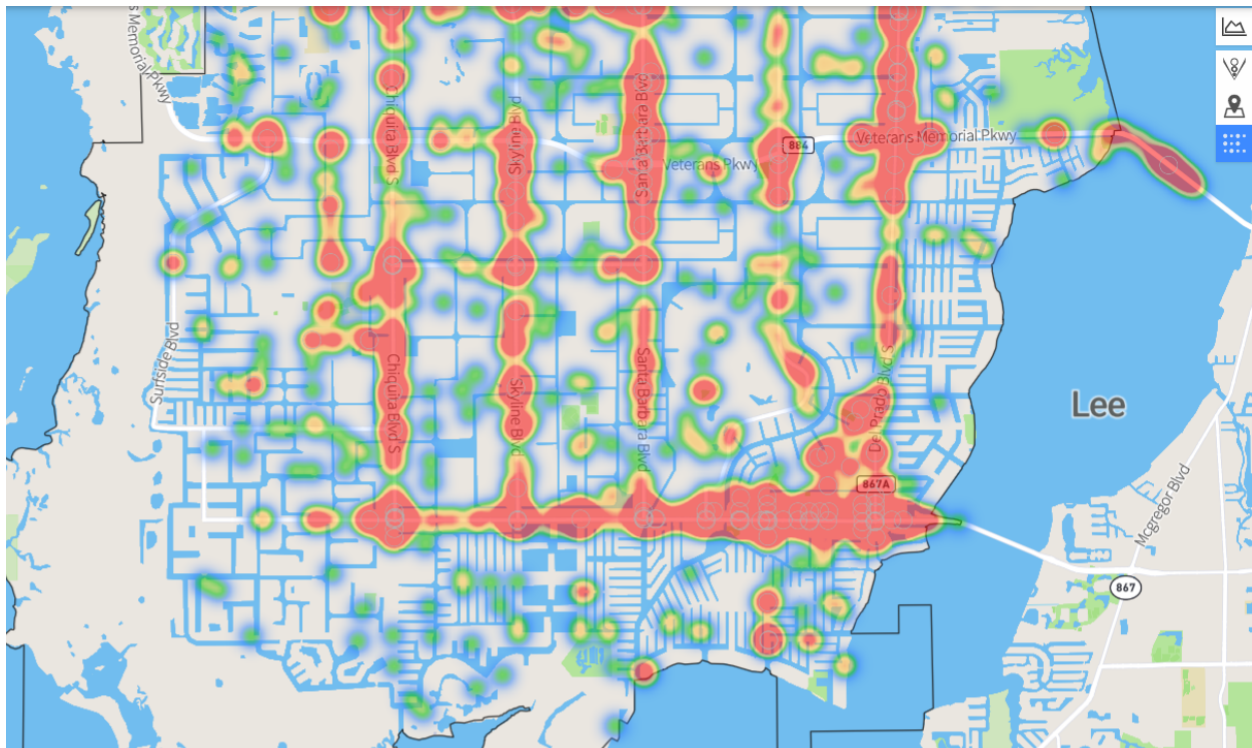
The data shown above was derived from Signal 4 Analytics. The red heat marks indicate the main areas of traffic crashes as reported, which is consistent with main traffic corridors.

2021 Central 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.

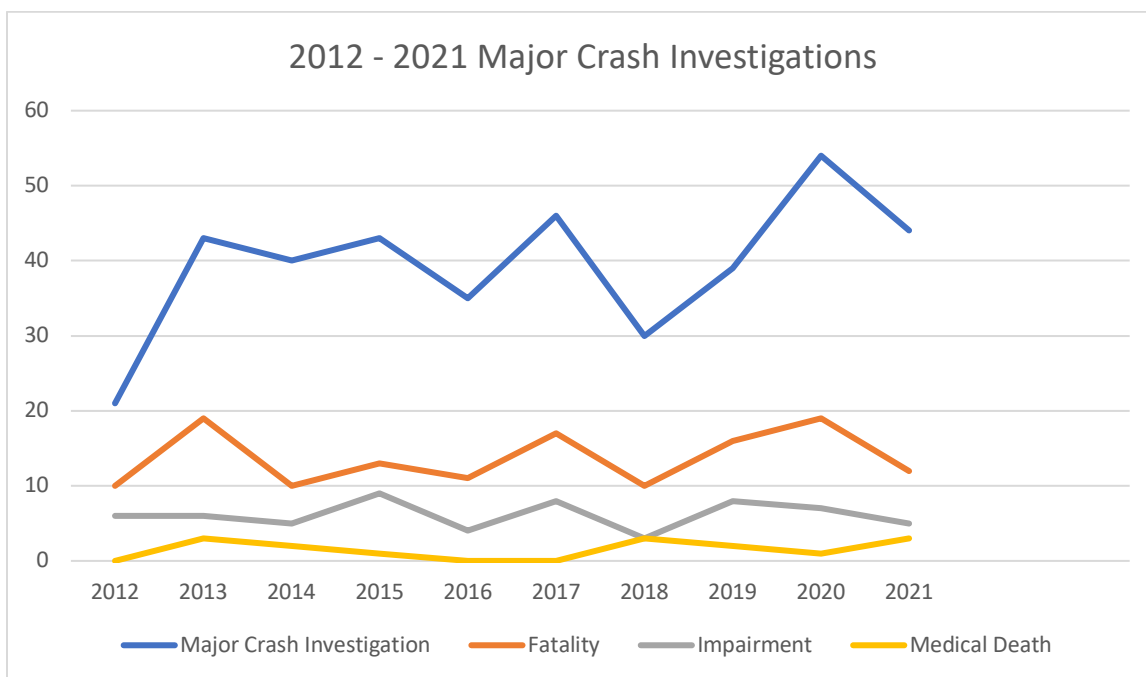
2021 South District Crash Heat Map



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.

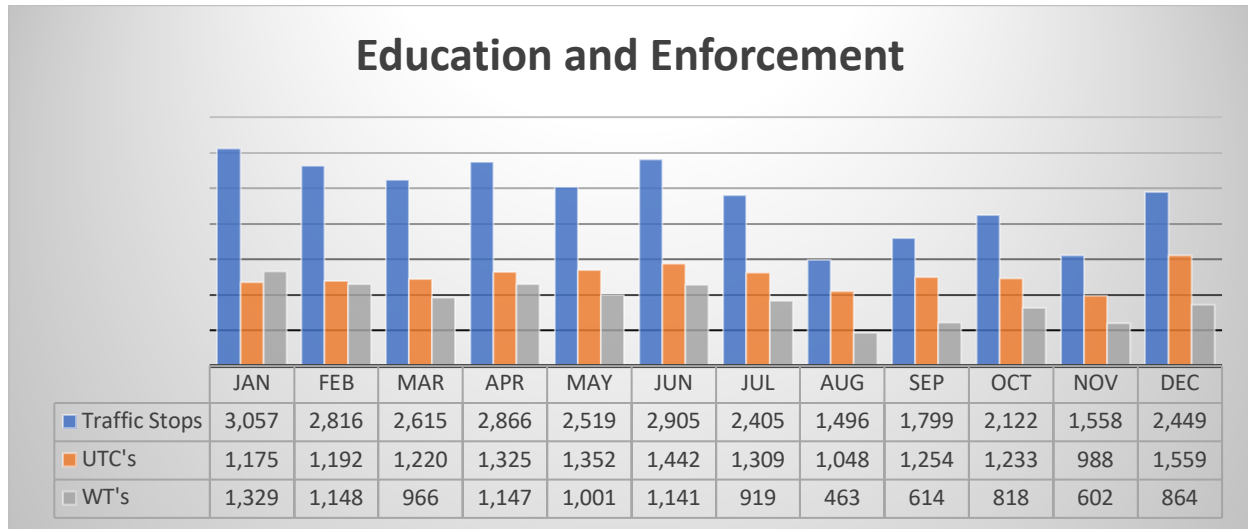
MAJOR CRASH INVESTIGATIONS

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.

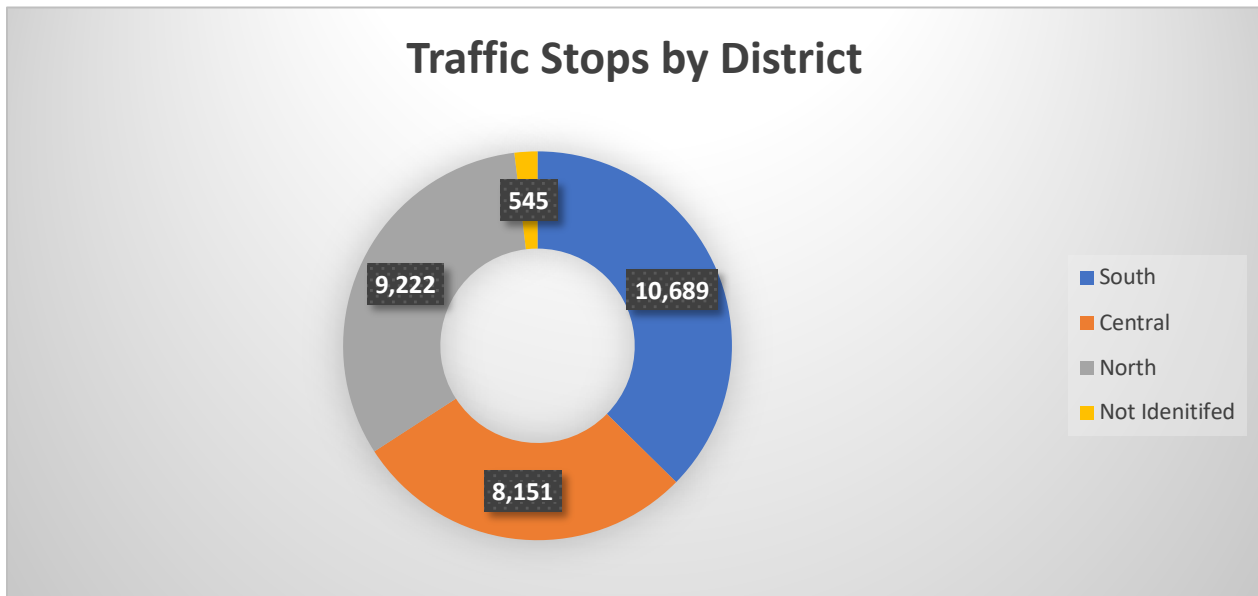


The data indicates that major crash investigations are down in 2021 from 2020. Because of a decrease in major crash investigations, fatalities also are down. Major crash investigations decrease with education and enforcement, improved vehicle safety and emergency medical response, and with safe driving.

CALEA 61.1.1 – Compilation and review of traffic enforcement activities data

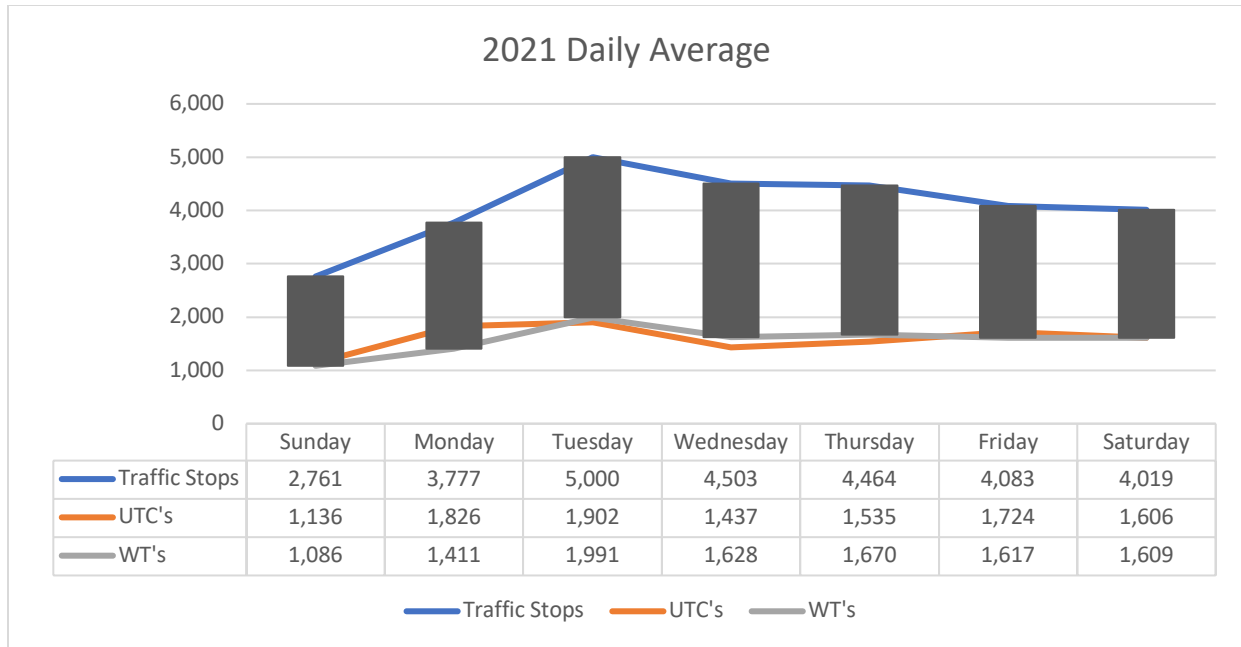


The data shown above was derived from the Cape Coral Police Department Analytics Unit and depicted the total number of traffic stops, UTCs (Uniform Traffic Citations), and WTs (Warning Tickets) by month. An officer may issue a WT (education) or a UTC (enforcement) after a traffic stop. The intent is to reduce crashes and improve driver safety.

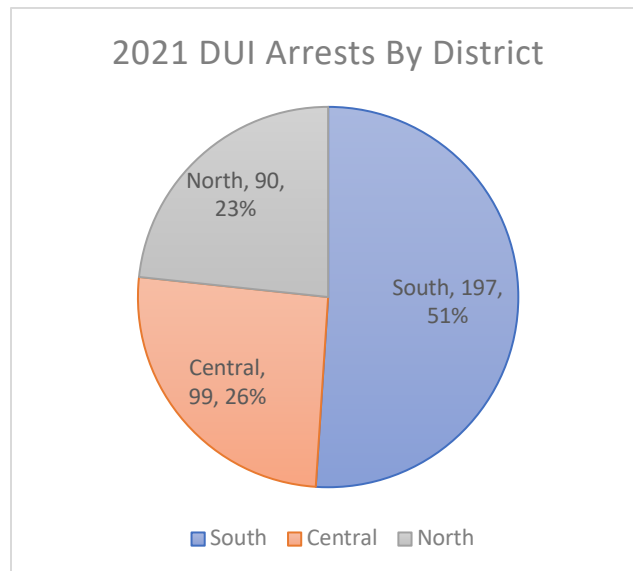


The data shown above was derived from the Cape Coral Police Department Analytics Unit and depicts the district's total number of traffic stops within the patrol bureau.

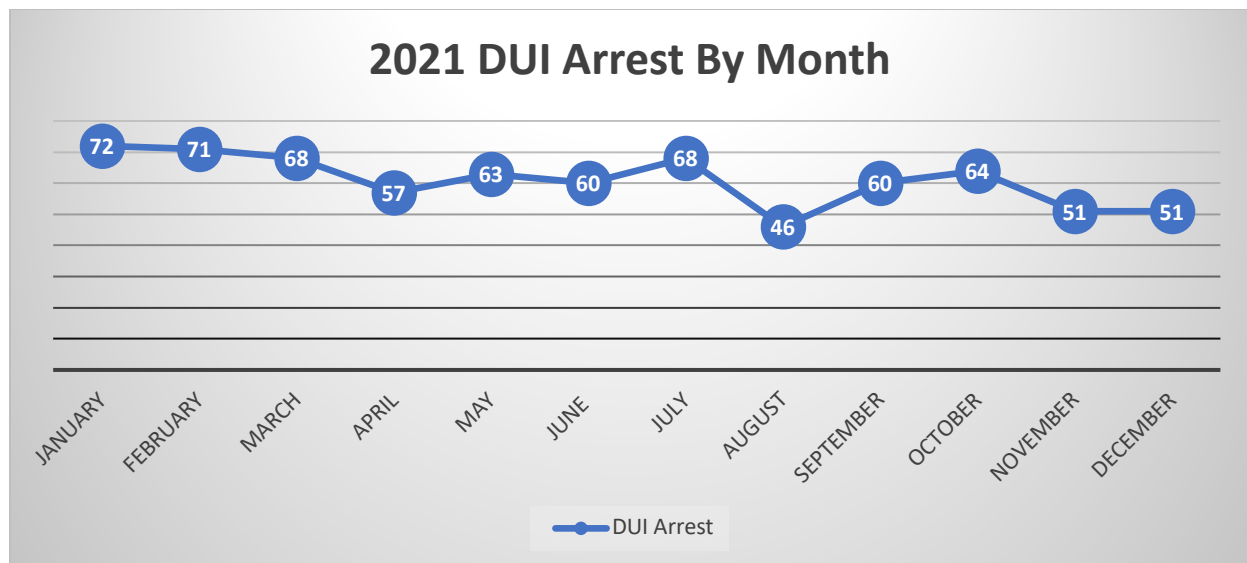
Note: The Cape Coral Police Department Analytics Unit could not identify the location of 545 traffic stops during the data harvesting for this report.



The data shown above was derived from the Cape Coral Police Department Analytics Unit and depicted the total number of traffic stops on a daily average. The data indicates that Tuesday is the day with the highest number of traffic stops, WT's, and UTCs of all the days of the week.



The data shown 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 has double the number of DUI arrests compared to the Central and North districts. This is likely a result of the number of popular bars and restaurants in the south district compared to the central and north districts.



The data shown 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.

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	2021 Total	2020 Total	2020-2021 Percentage Change
Traffic Crashes	423	367	524	469	484	480	449	482	518	491	477	544	5708	4461	+28%
Traffic Stops	3,057	2,816	2,615	2,866	2,519	2,905	2,405	1,496	1,799	2,122	1,558	2,449	28,607	25,083	+14%
Warnings	1,329	1,148	966	1,147	1,001	1,141	919	463	614	818	602	864	11,012	9,982	+10%
Uniform Traffic Citations	1,175	1,192	1,220	1,325	1,352	1,442	1,309	1,048	1,254	1,233	988	1,559	15,097	11,166	+35%
DUI Arrests	72	71	68	57	63	60	68	46	60	64	51	51	731	453	+61%

The data shown above was derived from the Cape Coral Police Department Analytics Unit and depicts the monthly statistics for traffic crashes, traffic stops to include the conclusion of the traffic stops such as WTs (education), UTCs (enforcement), and DUI arrests (enforcement). The data indicated that all categories have increased from 2020 to 2021, with the category of DUI arrest up by 61%, likely due to maintaining a DUI enforcement unit and increased enforcement to save lives.

CALEA 61.1.1 – Implementation of selective enforcement techniques and procedures

This may be achieved by applying such techniques as geographic/temporal assignment of personnel and equipment and establishing preventive patrols to deal with specific categories of unlawful driving behavior. The methods used should be 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 terms of traffic-related needs identified in the agency's service community. The review of the location, time, and violation factors in vehicle collision/crash should be based upon a numerically significant sample. It is also essential to analyze fluctuations caused by seasonal variations that increase traffic volume and collision/crashes. In rural or suburban areas, basing these studies on an annual collision experience may be necessary to provide a sufficient database. However, as traffic densities and collision/crash rates increase, a more frequent reporting cycle should be considered. Supervisors responsible for traffic enforcement activities should be provided with data to support directed efforts to accomplish strategically defined objectives.

Supervisors shall have access to 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 assisting in addressing traffic safety deficiencies, expansion of 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 formula based on population and road miles.

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

Grant Budget	Grant Number	Budgeted Amount	Budget Expires
HVE Ped/Bike	433144-1-8404/G1X15	\$11,861.65	05/13/2022
Speed and Aggressive Driving	SC-2022-00008	\$65,000.00	09/30/2022
DRE	M5X-2022-00110	\$10,000.00	09/30/2022
HVE Impaired Driving	M5HVE-2022-00110	\$67,000.00	09/30/2022

Grant funding utilizes "FY2022 Highway Safety Matrix – Ranking of Florida Cities." Based on this report, The city of Cape Coral ranked in the categories listed below. The ranking is based on 34 cities with a population of 75,000 and above and the total severe injuries and fatalities from 2015-2019.

Cape Coral Matrix Ranking	
Category	Ranking
Aging Road Users (Drivers 65+)	17
Distracted Driving	7
Impaired Driving	8
Motorcycles	14
Occupant Protection	14
Pedestrian or Bicyclist	22
Speeding or Aggressive Driving	7
Teen Drivers	12
Work Zones	27

Grant-Funded Traffic Operations			
Category	2020	2021	Percentage Change
DUI Checkpoints	2	3	50%
Impairment	10	15	50%
HVE Ped/Bike	10	8	25%
Aggressive Driving	N/A	3	N/A

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.