

## **TRAFFIC CRASH ANALYSIS SECOND QUARTER 2024**

To be proactive in reducing the number of crashes that occur annually, the Punta Gorda Police Department conducts a quarterly crash analysis. Therefore, the Accident Report by Intersection report, Accident Report by Zone report, Injury and Property Damage Analysis report, Accident Report by Parking Lot report and the Accident Report by Non-Intersection report generated in the OSSI accident module along with Monthly Activity Reports, CAD Directed Patrol Traffic report and CAD Traffic Stop report are utilized as resources for data presentation in the identification of problem areas (if any), and recommendations toward public education and/or enforcement action(s).

The data for the second quarter of 2024 (April 1<sup>st</sup> through June 30<sup>th</sup>) was reviewed and analyzed. There were 161 total crashes within the City, with 65 occurring at intersections and another 70 occurring on a roadway other than at an intersection. Parking lot crashes (26) are included in the total crash number; however, they are not broken down by location because they are attributed to design issues related to the parking lots.

Of the 161 crashes within the second quarter of 2024, two (2) involved bicyclists, and two (2) involved pedestrians.

Of the two (2) crashes involving a bicyclist, one (1) was caused by the motorist failing to yield the right of way to the cyclist at an intersection. In the second crash, the officer did not determine fault.

There were no crashes involving motorcycles in the second quarter of 2024.

Of the two (2) crashes involving a pedestrian, one (1) involved the motorist failing to yield the right of way to the pedestrian at a parking lot exit. The second pedestrian crash involved the motorist not seeing the pedestrian in a wheelchair in a crosswalk while making a left turn.

It is encouraging to note that the total number of crashes in the second quarter of 2024 has decreased by 37 from the same period in 2023. This positive trend reflects the effectiveness of our ongoing efforts to improve traffic safety in Punta Gorda.

## **Data Presentation**

### **Top 3 Intersections**

Rank	Location	No. of Crashes
1.	Cross Street at West Marion Avenue	T-5
2.	W. Olympia at Shreve Street	T-4
3.	Bal Harbor Blvd. at Aqui Esta Drive	T-3

1. Two (2) of the five (5) crashes at Cross Street and West Marion Avenue intersection were due to one vehicle changing lanes into the side of the other while traveling in the same direction on W. Marion Ave. One crash was due to following too closely and striking the other in the rear as it stopped. Two (2) crashes were due to a vehicle headed southbound on Cross Street failing to yield the right of way to the car westbound on W. Marion Ave. One (1) possible injury was reported, and four (4) vehicles were towed from the scene.
2. Three (3) of the four (4) crashes at the intersection of W. Olympia Ave. at Shreve St. were due to the vehicle on Shreve St. failing to yield the right of way to the car on W. Olympia Ave. The final crash at this location was due to one car changing lanes into the side of the other. One (1) injury was reported, and four (4) vehicles were towed from the scenes.
3. Of the three (3) crashes at the intersection of Bal Harbor Blvd. and Aqui Esta, one (1) was due to a southbound vehicle rolling through the stop sign and striking a bicyclist in the crosswalk. One (1) was due to a car traveling westbound on Aqui Esta failing to give the right of way to a vehicle traveling northbound on Bal Harbor Blvd. and striking it on the passenger side. The last crash was due to a car turning right to go east from S. Bal Harbor Blvd. failing to yield and striking a vehicle turning left to go east from N. Bal Harbor Blvd. The crashes at this intersection resulted in one (1) injury and no vehicles being towed from the scenes.

## **Injuries Related to Roadway Crashes**

Injuries	Zone/Amount
Injuries Related to Roadway Crashes	Zone 1 - 17 Zone 3 - 5

Zone 5 - 2

**Total - 24**

Of the 24 injuries, 3 were incapacitating, and 21 were non-incapacitating. There was a 20-injury decrease from the second quarter of 2023 to the second quarter of 2024.

### **Identification of Problem Areas**

<b>Zone Breakdown (Including Parking Lots)</b>	<b>Number</b>
Zone 1	87
Zone 3	48
Zone 5	26
<b>Total Crashes</b>	<b>161</b>

4. Zone 1 represents 54.1 percent of the 161 city-wide crashes, a decrease of 22.16 percent from the second quarter of 2023.

### **Response to 2024 First Quarter Crash Analysis**

Lieutenant Matthew Woelk and Bravo Squad were tasked with assessing and addressing the information in the first quarter of 2024 Traffic Crash Analysis Report. The data for the first quarter of 2024 indicated the following high crash intersections;

1. West Marion Avenue and Maud Street (6 crashes)
2. Tamiami Trail at Carmalita Street (5 crashes)
3. Cross Street at West Marion Avenue (4 Crashes)

During the second quarter of 2024, Patrol focused enforcement on Tamiami Trail (northbound and southbound) from McKenzie Street to Retta Esplanade and West Marion Avenue at Maud Street. During the 2<sup>nd</sup> quarter of 2024, Patrol conducted the following enforcement:

- A total of 321 Directed Traffic Patrols were conducted, 71 within the identified problematic area.
- A total of 748 traffic stops were initiated, 207 of which were within the identified problematic area.
- A total of 218 Uniformed Traffic Citations were issued during the second quarter of 2024.

- A total of 672 Written Warnings were issued during the second quarter of 2024.
- A total of 8 DUI arrests were made during the second quarter of 2024.
- The radar trailer was deployed during the second quarter of 2024 to address speeding complaints in the Punta Gorda Isles neighborhoods and East Virginia Avenue.
- The message boards were deployed to assist public works with a road closure and traffic control.
- The Punta Gorda Police Department also participated in the 2024 "Click It or Ticket" Campaign from May 20<sup>th</sup> through June 2<sup>nd</sup>.

During the first quarter of 2024, 50.9 percent of the crashes occurred in zone 1. During the second quarter of 2024, 44.7 percent of all written warnings and citations were issued in zone 1. It shall be noted that officers conducted speed enforcement within Punta Gorda Isles, Burnt Store Isles and Burnt Store Road in response to citizen complaints.

This information was documented in a memorandum by Captain Norman Nahra and filed in the source file.

### **Recommendations toward Public Education and/or Enforcement Action(s)**

The information in the memorandum is meant to be used for enforcement-related activity and educational purposes. As the objective is to gain voluntary compliance with Florida State Statutes from the motoring public, members of the agency have several resources at their disposal to help the agency meet the aforementioned goal. The resources available to the agency's members include unmanned line vehicles (if available), two-speed radar trailers, three message boards, and directed traffic patrols.

This analysis identifies a decrease in the number of crashes within the City since the first quarter of 2024 (a total decrease of 52 crashes). A reduction in crashes is a normal pattern as many seasonal residents have returned to their northern homes for the summer months, and the number of events held within the City also decreases. There was a decrease of 37 crashes in the second quarter of 2024 from the second quarter of 2023.

In response to this analysis, supervisors are requested and encouraged to continue their diligent traffic enforcement-related activities. Captain Nahra will appoint a squad to lead the response to this quarter's analysis and the subsequent completion of the SCARS report.

Please use this data for appropriate education and enforcement by you and your squads in the abovementioned target areas. Feel free to use the department's full resources. Remember, the

objective is for enforcement action to correlate with reducing overall crashes for the next quarter and at the above-listed locations.

Finally, the raw data reports used for this analysis can be viewed via the 'P' drive under Operations/Uniform Patrol Section/Traffic/Traffic Analysis Report/2024/2nd Quarter.

**Resources:**

Injury and Property Damage Analysis Report

Accident Report by Intersection Report

Accident Report by Zone Report

Accident Report by Parking Lot Report

Accident Report by Non-Intersection Report

Monthly Activity Reports

CAD Directed Patrol – Traffic Report

CAD Traffic Stop Report

/s/

elb

The map displays the Port of Tampa and the City of St. Petersburg, Florida, divided into five zones for water quality monitoring. The zones are color-coded: Zone 1 (orange), Zone 2 (light blue), Zone 3 (green), Zone 4 (light yellow), and Zone 5 (yellow). The map includes major roads such as I-75, I-41, and various local streets like Marion Ave, W Henry St, and Airport Rd. Water bodies shown include Charlotte Harbor, the Gulf of Mexico, and the Peace River. A compass rose is located in the top left corner. The Port of Tampa logo and the City of St. Petersburg logo are in the bottom left corner.

**Police Zones**

Zone 1	I-75
Zone 3	Major Road
Zone 5	Street



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