

TRAFFIC CRASH ANALYSIS FIRST QUARTER 2025

To proactively reduce 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).

Data was reviewed and analyzed in the first quarter of 2025 (January 1st through March 31st). There were 225 total crashes within the City, 88 occurring at intersections and 76 on a roadway other than an intersection. Parking lot crashes (61) 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 225 crashes within the first quarter of 2025, six (6) involved bicyclists, three (3) involved pedestrians, and two (2) involved motorcycles. Of the six (6) crashes involving a bicycle, one involved a bicycle crossing Cross Street eastbound at W. Virginia Avenue when a car was making a left turn from eastbound W. Virginia Avenue to southbound Cross Street struck them. The officer determined no fault. Another crash involving a bicycle happened on W. Retta Esplanade when a westbound vehicle turned left onto Harvey Street and turned in front of an eastbound bicycle, causing the bike to hit the side of the car. The third bicycle crash of the quarter happened on Tamiami Trail at Airport Road when a bike failed to yield the right of way to a northbound vehicle on Tamiami Trail, causing a crash. The next crash involving a bicycle happened at Shreve Street and Magdalena Drive. As a car passed a group of bicyclists, the vehicle did not move over far enough and struck one of the bicycles. The final bike crash of the quarter was on W. Retta Esplanade at Durrance Street. A vehicle turning left from W. Retta Esplanade onto Durrance Street struck a recumbent bicycle and the rider's service dog crossing eastbound through the intersection. The driver of the vehicle left the scene and was later arrested.

Of the three (3) pedestrian crashes, one occurred in the Walmart parking lot when a vehicle making a left turn struck a pedestrian in a crosswalk. The second pedestrian crash happened in the Home Depot parking lot when a man loading lumber into his truck was hit and pinned

against the lumber by a vehicle backing out of a parking space behind him. The final crash involving a pedestrian occurred on Tamiami Trail at E. Retta Esplanade when a pedestrian not in a crosswalk attempted to run across the road and was struck by a vehicle headed northbound on Tamiami Trail.

Of the two (2) motorcycle crashes, one occurred on W. Olympia Avenue at Cross Street when a car traveling south on Cross Street ran a red light and collided with a motorcycle on W. Olympia Avenue. The second motorcycle crash happened on E. Olympia Avenue at Mary Street. The motorcycle attempted to cross E. Olympia Avenue, traveling northbound, failing to yield the right of way to a car traveling eastbound on E. Olympia Avenue.

Unfortunately, the total number of crashes in the first quarter of 2025 increased by 12 compared to the same period in 2024.

Data Presentation

Top 3 Intersections

Rank	Location	No. of Crashes
1.	Tamiami Trail and E. Marion Avenue	T-13
2.	W. Marion Avenue and Maud Street	T-5
3.	Cross Street and W. Virginia Avenue	T-4

1. One (1) of the thirteen (13) crashes at the Tamiami Trail and E. Marion Avenue intersection was due to a vehicle turning left onto E. Marion from the center lane of Tamiami Trail hitting a car going straight in the left lane. Two (2) crashes were due to two vehicles turning right from E. Marion onto Tamiami Trail, one in the center lane and one in the right lane. During the turn, one car drifted into the other lane, causing the vehicles to come together. Two (2) crashes were caused by cars running a red light from E. Marion in front of a northbound vehicle on Tamiami Trail. Eight (8) crashes were due to a car traveling westbound on E. Marion in the right-turn-only lane going straight through the intersection and colliding with the vehicle in the center lane that was turning right. No (0) injuries were reported, and no (0) vehicles were towed from the crash scenes.
2. One (3) of the five (5) crashes at the intersection of W. Marion Avenue and Maud Street Involved both vehicles traveling westbound on W. Marion when the car in the right lane

attempted to make a left turn onto Maud St. colliding with the vehicle in the left lane which was traveling straight through the intersection. One crash occurred when a northbound vehicle on Maud St. failed to yield to a westbound car on W. Marion Ave. The final crash happened when a southbound vehicle on Maud St. failed to yield to a westbound car on W. Marion Ave. One (1) possible injury was reported, and seven (7) vehicles were towed from the crash scenes.

3. Of the four (4) crashes at Cross Street and Virginia Avenue intersection, one involved two vehicles traveling southbound on Cross Street when one changed lanes, striking the other. One crash occurred when two vehicles travelling southbound on Cross Street came to W. Virginia, and the car in the right lane tried to make a left turn on Virginia, striking the car in the left lane. One crash involved a vehicle traveling southbound on Cross Street that ran a red light, failing to yield the right of way to a car traveling westbound on W. Virginia. The final crash at this intersection occurred when a vehicle turning left from W. Virginia onto southbound Cross Street collided with a bicycle crossing Cross Street eastbound in the crosswalk. The crashes at this intersection resulted in two (2) possible injuries and two (2) vehicles being towed from the scenes.

Injuries Related to Roadway Crashes

Injuries	Zone/Amount
Injuries Related to Roadway Crashes	Zone 1 - 12
	Zone 3 - 8
	Zone 5 - 1
	Total - 21

Of the 21 injuries, zero (0) were fatalities, five (5) were incapacitating, and sixteen (16) were non-incapacitating. There was a thirteen (13) injury decrease from the fourth quarter of 2024 to the first quarter of 2025.

Identification of Problem Areas

Zone Breakdown (Including Parking Lots)	Number
Zone 1	123
Zone 3	75

Zone 5	27
Total Crashes	225

4. Zone 1 represents 55 percent of the 225 city-wide crashes, an increase of 7.5 percent from the first quarter of 2024.

Response to 2024 Fourth Quarter Crash Analysis

The data for the fourth quarter of 2024 indicated the following problem intersections:

1. Tamiami Trail at East Marion Avenue (6 crashes)
2. Tamiami Trail at East Olympia Avenue (3 crashes)
3. Taylor Road at East McKenzie Avenue (3 crashes)

During the first quarter of 2025, Patrol focused enforcement on Tamiami Trail (northbound and southbound) from Airport Road to Retta Esplanade. During the 1st quarter of 2025, Patrol conducted the following enforcement:

- A total of 480 Directed Traffic Patrols were conducted, with 179 taking place in zone 1.
- 100 of which were within the identified problematic area.
- A total of 1,657 traffic stops were initiated, 689 of which were in Zone 1. It should be noted that several traffic stops were conducted around the problematic areas, increasing enforcement by high visibility.
- A total of 363 Uniformed Traffic Citations were issued during the first quarter of 2025, with 153 of them being issued in Zone 1.
- A total of 1,364 Written Warnings were issued during the first quarter of 2025, with 580 of them being issued in zone 1.
- A total of 12 DUI arrests were made during the first quarter of 2025, 7 of them were in zone 1.
- A radar trailer was deployed during the first quarter of 2025 to address speeding complaints in the Punta Gorda Isles neighborhood.
- The message board was deployed during the first quarter of 2025 for enforcement on the Move-over for emergency vehicles law, the closing of Gilchrist Park and park hours, and the Pedal and Play event.

Recommendations toward Public Education and Enforcement Action(s)

The information in the memorandum is meant to be used for enforcement-related activity and educational purposes. The objective is to gain voluntary compliance with Florida State Statutes from the motoring public. The agency's members have several resources available to help the

agency meet the goal mentioned above. These resources include unmanned line vehicles (if available), two-speed radar trailers, three message boards, and directed traffic patrols.

This analysis identifies an increase in crashes within the City since the fourth quarter of 2024 (a total increase of 32 crashes). An increase in crashes in the first quarter is a typical pattern as many seasonal residents have returned to their southern homes for the colder months, and the number of events held within the City also increases. There was also an increase of 12 crashes in the first quarter of 2025 from the first quarter of 2024.

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 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/2024/1st 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

Police Zones - City of Punta Gorda



- Legend**
- City Limits
 - Zone 1
 - Zone 3
 - Zone 5
 - I-75
 - Major Road
 - Street



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