

## **TRAFFIC CRASH ANALYSIS SECOND QUARTER 2025**

To proactively reduce the number of crashes that occur annually, the Punta Gorda Police Department conducts a quarterly analysis of crashes. 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 second quarter of 2025 (April 1st through June 30th). There were 219 total crashes within the City, 92 of which occurred at intersections and 69 on roadways other than intersections. Parking lot crashes (58) 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 219 crashes within the second quarter of 2025, none (0) involved a bicyclist, two (2) involved pedestrians, and three (3) involved motorcycles. Of the two (2) pedestrian crashes, one occurred on Bellaire Ct. when a pedestrian stepped into the street to try to stop a car that they thought was speeding. The pedestrian reported that the car ran over their foot. The pedestrian was found to be at fault. The second pedestrian crash involved a vehicle hitting a pedestrian crossing a driveway in front of the Emerald Lake mobile home park. The car was attempting to pull out and struck the pedestrian. The officer was unable to determine fault.

Of the three (3) motorcycle crashes, the first occurred in the parking lot of Shorty's Place when a car backed into a parked motorcycle and left the scene. The second motorcycle crash also happened in the parking lot of Shorty's Place when a motorcycle struck a parked vehicle. The final motorcycle accident was a single-vehicle incident that occurred on Tamiami Trail at West Marion Avenue, where a rider lost control of the bike on wet pavement.

Unfortunately, the total number of crashes in the second quarter of 2025 increased by 58 compared to the same period in 2024.

## Data Presentation

### Top 3 Intersections

Rank	Location	No. of Crashes
1.	W. Olympia Avenue and Cross Street	T-7
2.	Tamiami Trail and E. Marion Avenue	T-5
3.	Tamiami Trail and W. William Street	T-4

1. The first of the seven (7) crashes at the W. Olympia Avenue and Cross Street intersection was due to a vehicle southbound on Cross Street hitting the back of a stopped truck due to a diabetic emergency. The second and third crashes at this location happened when a car traveling east on W. Olympia Avenue failed to yield at a red light, striking a vehicle traveling southbound on Cross Street. The fourth crash at W. Olympia and Cross Street occurred when two vehicles traveling side by side on W. Olympia Avenue hit mirrors in the construction zone that required a lane shift. The fifth crash happened when a vehicle traveling southbound on Cross Street ran a red light and struck a car heading east on W. Olympia Avenue. Crash number six at W. Olympia Avenue and Cross Street was caused by a vehicle traveling east on W. Olympia Avenue running a red light and striking a car southbound on Cross Street. The final crash at this intersection was caused by a vehicle traveling southbound on Cross Street, which ran a red light and struck two vehicles traveling eastbound on W. Olympia Avenue. The crashes at this intersection resulted in nine (9) injuries, and nine (9) vehicles were towed from the crash scenes.
2. All five (5) crashes at the intersection of Tamiami Trail and E. Marion Avenue involved both vehicles turning right onto Tamiami Trail from the two right turn lanes on E. Marion Avenue. In all five crashes, one of the vehicles failed to maintain its lane, resulting in a collision. No injuries were reported, and no vehicles were towed from the scene of the crash.
3. Of the four (4) crashes at Tamiami Trail and W. William Street intersection, one involved a northbound vehicle attempting to make a left turn onto W. William Street in front of a southbound car making a right-hand turn onto W. William Street. The second crash involved an eastbound vehicle on W. William Street failing to yield to a southbound vehicle on Tamiami Trail. The third crash occurred when a car turned left from W. William Street onto Tamiami Trail, pulling out in front of a vehicle traveling southbound

on Tamiami Trail. The final crash at this intersection occurred when a car made a left turn from northbound Tamiami Trail onto W. William Street into the path of a vehicle southbound on Tamiami Trail. The crashes at this intersection resulted in no injuries and two (2) vehicles being towed from the scene.

**Injuries Related to Roadway Crashes**

<b>Injuries</b>	<b>Zone/Amount</b>
Injuries Related to Roadway Crashes	Zone 1 - 21
	Zone 3 - 3
	Zone 5 - 0
	<b>Total - 24</b>

Of the 24 injuries, zero (0) were fatalities, two (2) were incapacitating, and twenty-two (22) were non-incapacitating. There was a three (3) injury increase from the first quarter of 2025 to the second quarter of 2025.

**Identification of Problem Areas**

<b>Zone Breakdown (Including Parking Lots)</b>	<b>Number</b>
Zone 1	112
Zone 3	64
Zone 5	43
<b>Total Crashes</b>	<b>219</b>

4. Zone 1 represents 51 percent of the 219 city-wide crashes, a decrease of 3.1 percent from the second quarter of 2024.

**Response to 2025 First Quarter Crash Analysis**

The data for the first quarter in 2025 indicated the following problems intersection;

1. Tamiami Trail at East Marion Avenue (13 crashes)
2. W. Marion Avenue and Maud Street (5 crashes)
3. Cross Street and W. Virginia Avenue (4 crashes)

During the second quarter of 2025, Patrol focused enforcement on Tamiami Trail (northbound and southbound) from Airport Road to Retta Esplanade. During the 2nd quarter of 2025, Patrol conducted the following enforcement:

- A total of 419 Directed Traffic Patrols were conducted, 152 of which were in zone 1 and 93 of which were within the identified problematic area.
- A total of 1,471 traffic stops were initiated, 639 of which were in zone 1. It should be noted that several traffic stops were conducted around the problematic areas, which in turn increases enforcement by high visibility.
- A total of 390 Uniformed Traffic Citations were issued during the second quarter of 2025, with 235 of them being issued in zone 1.
- A total of 1,126 Written Warnings were issued during the second quarter of 2025, with 476 of them being issued in zone 1.
- A total of 9 DUI arrests were made during the second quarter of 2025, 4 of them were in zone 1.
- A radar trailer was deployed during the second quarter of 2025 to address speeding complaints in the Punta Gorda Isles neighborhood.
- The message board was deployed during the second quarter of 2025 for speed complaints on W. Marion Ave. and the closing of Gilchrist Park and park hours

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

The information in the memorandum is intended for use in enforcement-related activities 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 a decrease in crashes within the City since the first quarter of 2025 (a total reduction of 6 crashes). A decrease in crashes in the second quarter is a typical 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, however, an increase of 58 crashes in the second quarter of 2025 from the second 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 to take enforcement action that correlates with reducing overall crashes for the next quarter, specifically at the locations listed above.

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

0 0.5 1 2 Miles

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