



# Traffic Safety Program

# 2023

The Coconut Creek Police Department is committed to providing our residents, businesses, and visitors with the utmost dedication to service, safety and professionalism.



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THE COCONUT CREEK POLICE DEPARTMENT  
IS A FLORIDA LAW ENFORCEMENT  
ACCREDITED AGENCY

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# Foreword from the Chief of Police



**Chief Albert A. Arenal**

CHIEF OF THE COCONUT CREEK  
POLICE DEPARTMENT

The Coconut Creek Police Department is tasked with enhancing the quality of life for the customers we serve, through high- quality, professional public safety services. One very important goal of the department is to ensure that our customers feel safe not only in their homes and neighborhoods, but also wherever they may travel.

The Coconut Creek Police Department’s traffic-focused mission is to save lives, prevent injuries, and reduce economic costs associated with motor vehicle crashes. The development and implementation of this comprehensive Traffic Safety Program will focus on topics such as impaired driving involving alcohol or drugs, safety belt use and child passenger safety laws, aggressive driving, speeding, and other hazardous moving violations.

This document will serve as a framework under which the department may better enhance its traffic-related initiatives through education, safety standards, and enforcement activity and thereby reducing the number of fatalities, injuries, and associated economic losses caused by motor vehicle crashes.

*Promoting traffic safety  
through prevention, intervention, and enforcement.*

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# Traffic Profile City of Coconut Creek

The City of Coconut Creek covers an area of roughly 12 square miles and has approximately 140 miles of paved city, county, and state roadways. As a city with unique environmental consciousness, the City of Coconut Creek is bicycle friendly having both off road paths and lanes on the roadway. In addition to regular sidewalks, the city also maintains 12.3 miles of naturescaped footpaths located throughout the city.

The City of Coconut Creek is committed to providing exceptional, responsive, and sustainable services for the Coconut Creek community.



# Traffic Safety Program Goals and Objectives

Provide citizens with a high-quality, effective traffic safety program that ensures that policies and procedures are in place to implement traffic education and enforcement functions;

Maintain aggressive enforcement and education efforts for impaired driving involving alcohol and/or other drugs, safety belt use and child passenger safety, aggressive driving, speed enforcement, distracted driving, and other hazardous moving violations. Data collection and analysis will systematically identify problem areas, both behavioral and geographical, and countermeasures will be initiated to mitigate these problems;

Maintain a cooperative working relationship with other county and local governmental agencies and community organizations on traffic safety issues;

and

Maintain performance measures for traffic enforcement that are both qualitative and quantitative.

# Data Collection and Analysis

The collection and analysis of valid data is critical to any approach intended to increase roadway safety and subsequently decrease the incidents of vehicle crashes. Data is collected and analyzed to identify opportunities for improvement and to support specific education and/or enforcement initiatives. An effective data collection system provides accurate, timely information to field personnel who are performing primary traffic functions and to police management for oversight.

The data provided in this program was collected from the Coconut Creek Police Department's Records Management System (Crash reports, daily officer activity, citations, written warnings) as well as the Coconut Creek Public Works Department (e.g. traffic volume/counts), state and federal entities, resident complaints and feedback.



## STATISTICS (5-YEAR COMPARISON)

### <sup>1</sup>Annual Average Daily Traffic Count

Example of average daily resident and transient vehicle population using our roadways:

	2018	2019	2020	2021	2022	Averages
<b>SR 810</b> (Hillsboro Boulevard)	34,250	32,500	30,750	33,750	34,000	<b>33,050</b>
<b>Wiles Road</b>	30,500	30,500	23,750	23,750	23,750	<b>26,450</b>
<b>SR 834</b> (Sample Road)	54,000	56,250	56,500	55,500	54,250	<b>55,300</b>
<b>Copans Road</b>	37,000	37,000	28,000	28,000	28,000	<b>31,600</b>
<b>Coconut Creek Parkway</b>	26,500	26,500	16,000	15,900	15,700	<b>20,120</b>
<b>SR 814</b> (Atlantic Boulevard)	53,500	56,000	53,000	46,500	52,500	<b>52,300</b>

ANNUAL AVERAGE DAILY TRAFFIC COUNTS - THE TOTAL VOLUME OF TRAFFIC ON A HIGHWAY SEGMENT FOR ONE YEAR, DIVIDED BY THE NUMBER OF DAYS IN THE YEAR.

1 - TRAFFIC COUNT DATA OBTAINED FROM FDOT FLORIDA TRAFFIC ONLINE WEBSITE AT: [TDAAPSPROD.DOT.STATE.FL.US/FTO/](https://TDAAPSPROD.DOT.STATE.FL.US/FTO/)

### Non-Crash Traffic-Related Calls-for-Service

Analyzing traffic-related data and calls-for service that do not involve motor vehicle crashes, but require the allocation of agency resources, is important in the overall assessment of equipment needs and personnel allocation to a particular problem area. These calls include disabled or abandoned vehicles, parking complaints, and reckless drivers.

#### Non-Crash Traffic-Related Calls for Service



2022 NON-CRASH TRAFFIC-RELATED CALLS FOR SERVICE INCREASE WAS MOSTLY DUE TO SEVERELY INCREASED ENFORCEMENT IN SCHOOL ZONES.

### Florida Roadway Crash Fatalities

According to the [Florida Highway Safety and Motor Vehicles](#), from 2016 to 2019 traffic crash fatalities on Florida roadways increased by less than 0.3% from 3,176 to 3,185, however from 2019 to 2021 they have increased over 16% to 3,707.

# Data Comparison

The information listed below is an excerpt from the [Florida Highway Safety and Motor Vehicles \(FLHSMV\) – Crash Dashboard](#) and the Coconut Creek Police Department's local records management system showing the trends over a 5 year period. The FLHSMV – Crash Dashboard is an interactive, web-based system designed to support the crash mapping and analysis needs of law enforcement, traffic engineering, transportation planning agencies, and research institutions in the state of Florida.

## Statewide

FROM 2018 TO 2022  
**FATAL CRASHES**

INCREASED BY  
**9.8%**

FROM 2,917 TO 3,202 RESPECTIVELY

FROM 2018 TO 2022  
**MOTORCYCLIST AND PASSENGER FATALITIES**

INCREASED BY  
**10.4%**

FROM 531 TO 586 RESPECTIVELY

FROM 2018 TO 2022  
**BICYCLIST FATALITIES**

INCREASED BY  
**30%**

FROM 160 TO 208 RESPECTIVELY

FROM 2018 TO 2022  
**PEDESTRIAN FATALITIES**

INCREASED BY  
**5%**

720 TO 756 RESPECTIVELY

FROM 2018 TO 2022  
**TOTAL FATALITIES FROM FATAL CRASHES**

INCREASED BY  
**9.8%**

FROM 3,135 TO 3,442

## Coconut Creek

FROM 2018 TO 2022  
**FATAL CRASHES**

DECREASED BY  
**20%**

FROM 5 TO 4

FROM 2018 TO 2022  
**MOTORCYCLIST AND PASSENGER FATALITIES**

DECREASED BY  
**200%**

FROM 2 TO 0 RESPECTIVELY

FROM 2018 TO 2022  
**BICYCLIST FATALITIES**

NO CHANGE  
**0%**

NO BICYCLE FATALITIES

FROM 2018 TO 2022  
**PEDESTRIAN FATALITIES**

INCREASED BY  
**300%**

FROM 0 TO 3 RESPECTIVELY

FROM 2018 TO 2022  
**TOTAL FATALITIES FROM FATAL CRASHES**

INCREASED BY  
**25%**

FROM 4 TO 5 RESPECTIVELY

## 2 Coconut Creek Data

When analyzing local crash data, numerous areas are examined to include overall number of crashes, number of crashes at particular intersections, number and severity of injuries amount of property damage, time of day, weather conditions, and many other causal factors. This data is analyzed on a monthly basis and distributed to all of our agency personnel.

Although important for the purposes of this program, parking lot crashes were removed from the below statistical data graph. The avoidance of parking lot crashes is an engineering and design issue and is not significantly impacted by enforcement efforts.

### Statistical Data



2 LOCAL DATA FOR THE CITY OF COCONUT CREEK STATISTICAL CHART WAS OBTAINED FROM THE DEPARTMENT'S RMS SYSTEM

## Driving Under the Influence (DUI)

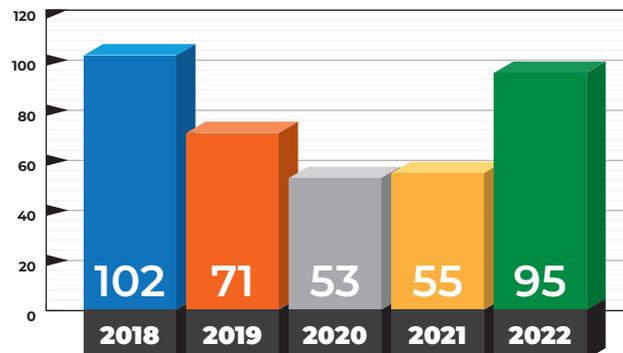
According to [Florida State Statute \(FSS\) 316.193](#), a person is guilty of driving under the influence when they are under the influence of alcohol, or any chemical substance outlined in [Florida State Statute \(FSS\) 877.111](#), to the extent that the person's normal faculties are impaired. There is a legal presumption of impairment when a person's blood-alcohol or breath-alcohol level is at **0.08 or higher**.

The Coconut Creek Police Department takes a very aggressive and proactive approach toward the enforcement of criminal activity and apprehension of criminals. As it relates to traffic-related crimes, Driving Under the Influence of Alcohol and/or Drugs, is the most notable.

According to the [National Highway Traffic Safety Administration \(NHTSA\)](#), "Every day, about 32 people in the United States die in drunk-driving crashes — that's one person every 45 minutes. In 2020, 11,654 people died in alcohol-impaired driving traffic deaths — a 14% increase from 2019. These deaths were all preventable. In addition to the human toll drunk driving takes on our country, the financial impact is devastating: based on 2010 numbers (the most recent year for which cost data is available), impaired-driving crashes cost the United States \$44 billion annually."

As noted in the chart to the right, the Coconut Creek Police Department takes an aggressive and consistent approach to Traffic and DUI enforcement. Penalties for Driving Under the Influence in the State of Florida are severe; to include, jail time, probation, loss of driving privileges, attendance at DUI school, attorney fees, fines, court costs, and more.

### DUI Arrests



More information regarding penalties can be viewed at:

<https://www.flhsmv.gov/driver-licenses-id-cards/education-courses/dui-and-iid/dui-faqs/>

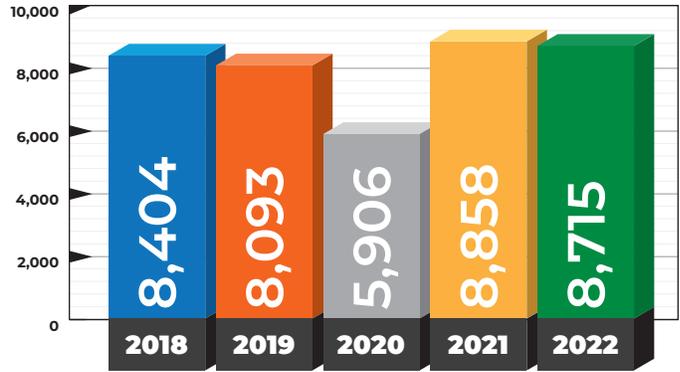
## Citations and Warnings

The ultimate goal of traffic law enforcement is to achieve a significant reduction in traffic crashes, fatalities, and injuries upon the roadways. The Traffic Safety Program is built on a foundation of commitment, cooperation, planning, monitoring, and evaluation to provide our customers with effective and efficient traffic enforcement services.

Traffic enforcement techniques are based on crash data, enforcement activity, traffic volume and conditions. We have developed a comprehensive traffic enforcement program that is focused on general deterrence and inclusive of impaired driving, seat belt use and child passenger safety laws, motorcycles, pedestrians, and speeding to reduce hazardous driving behavior.

The charts on this page illustrate the number of citations issued within the City of Coconut Creek. As the Florida Legislature continued to increase fines, the Coconut Creek Police Department chooses to take a customer-centric approach to addressing traffic violations. On the spot education and the use of written warnings are options utilized in lieu of the monetary penalties.

### Uniform Traffic Citations Issued

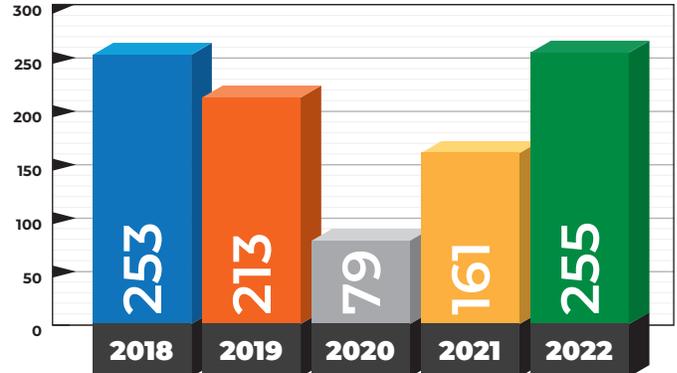


### Parking Citations Issued



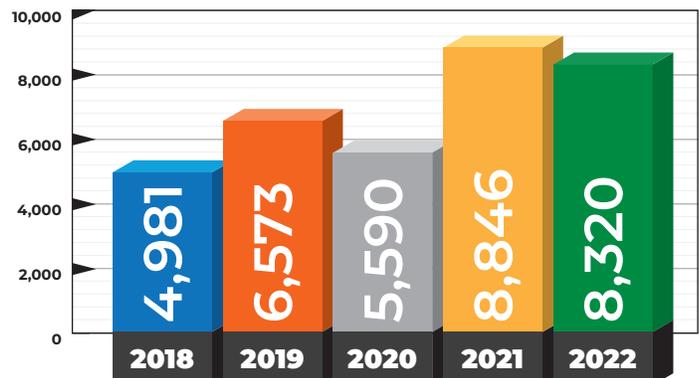
Over this illustrated five-year period, handicap and fire lane violations account for approximately 67% of the total parking citations issued.

### Parking Citations Issued



From 2018 to 2022, officers and service aides have increased the amount of citations written by 3.7%; from 8,404 to 8,715, while written warnings during this same time period increased by 67%; from 4,981 to 8,320. In 2020, vehicle traffic significantly decreased on the roads from the business and school closures caused by the COVID-19 Pandemic; which in turn, proportionally decreased enforcement numbers.

### Written Warnings Issued



# 3

## DEPARTMENT POLICY

**The Coconut Creek Police Department is an accredited law enforcement agency through the Commission for Florida Law Enforcement Accreditation, Inc.**

Accreditation is the certification by an independent reviewing authority that the Coconut Creek Police Department has met or exceeded specific requirements and prescribed standards; to include a wide-array of traffic-related policy standards, as well as traffic safety and traffic enforcement standards.

The police department Executive Leadership Team reviews all enforcement procedures on a scheduled basis to ensure all officers have access to current legislative updates and the most effective and efficient means of working with their community.



**Below is a list of traffic-specific Enforcement Policies (EP) maintained by the Police Department:**

- EP 415.00 . . . . . In-Vehicle Audio/Video Recording
- EP 501.00 . . . . . Emergency Vehicle Operation/Pursuits
- EP 702.00 . . . . . Countywide Traffic Enforcement
- EP 703.00 . . . . . DUI Detection and Traffic Enforcement
- EP 704.00 . . . . . Speed Measuring Devices
- EP 705.00 . . . . . Traffic Stops
- EP 706.00 . . . . . Window Sunscreening Material Enforcement
- EP 707.00 . . . . . Traffic Crash Investigations

## Biased Policing

Biased policing, formerly known as bias-based or racial profiling, has been expanded to many other identifiable groups. It is the selection of an individual based solely on a trait common to a group for enforcement action. This includes, but is not limited to, race, ethnic background, gender, sexual orientation, religion, economic status, age, cultural group, or any other identifiable group.

Biased policing in law enforcement is totally unacceptable. Coconut Creek Police Department’s Enforcement Procedure 413.00 mandates a strict policy that provides guidelines for officers to prevent such occurrences and to protect our officers from unwarranted accusations when they act within the mandate of the law and policy.

Motorists and pedestrians shall only be subjected to stops, seizures, or detentions upon reasonable suspicion that they have committed, are committing, or are about to commit an infraction.

# Seat Belt and Child Restraint Laws

It is an undeniable fact that seat belts save lives. In the State of Florida, it is required by law to wear a safety belt while operating a motor vehicle. In 2010, the Florida legislature passed a primary seat belt law that states that law enforcement officers can pull over motorists that fail to buckle up.

## The safety belt usage law outlines that it is unlawful for any person:

- To operate a motor vehicle in this state, unless each passenger and the operator of the vehicle under the age of 18 years are restrained by a safety belt or by a child restraint device; or;
- To operate a motor vehicle in this state unless the person is restrained by a safety belt; and;
- It is unlawful for any person 18 years of age or older, to be a passenger in the front seat of a motor vehicle unless such person is restrained by a safety belt when the vehicle is in motion.

According to the **Florida Department of Transportation 2021 Safety Belt Use in Florida Final Report**, Florida's statewide safety belt usage rate for 2021 is 90.1 percent. This rate is up 0.3 percentage points from the 2019 measured rate of 89.8 percent, and only 0.5 percentage points from the highest belt use rate measured to date. Neither difference is considered statistically significant. Overall, usage across Florida has improved over 30 percentage points since the first survey certified under Federal Register Guidelines was completed in 1999.

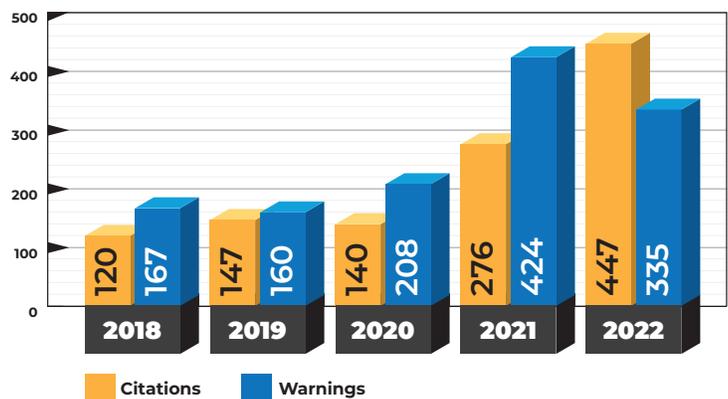
The 2021 survey results indicated that female passengers are more likely to wear a safety belt than male passengers (92.9% versus 87.6%). This has been the case every time the survey has been conducted. The 2021 survey indicated the usage gap was 5.3 percentage points greater than the 2019 gap, but fairly consistent with prior years. Both male and female usage improved over 2016 to 2018. Since then, male usage has dropped back to 2016 levels, while usage among females has wavered somewhat since the 2018 peak.

## With respect to child restraint laws, the law states the following:

- Every operator of a motor vehicle, while transporting a child in a motor vehicle operated on the roadways, streets, or highways of this state, shall, if the child is five years of age or younger, provide for protection of the child by properly using a crash-tested, federally-approved child restraint device.
- For children aged through three years, such restraint device must be a separate carrier or a vehicle manufacturer's integrated child seat.
- For children aged four through five years, a separate carrier, an integrated child seat, or booster seat.

The National Highway Safety and Traffic Administration website has a car seats and booster seats resource section. Information contained here includes helpful tips on choosing the right car seat for your child and can be accessed at: [nhtsa.gov/equipment/car-seats-and-booster-seats](https://nhtsa.gov/equipment/car-seats-and-booster-seats)

## Seatbelt and Child Restraint Enforcement



# Pedestrian Safety

Ensuring pedestrian safety is an important role that the police department takes seriously to maintain a high quality of life for residents and our business community. Florida's pedestrian laws and regulations can be located in [FSS 316.130](#).



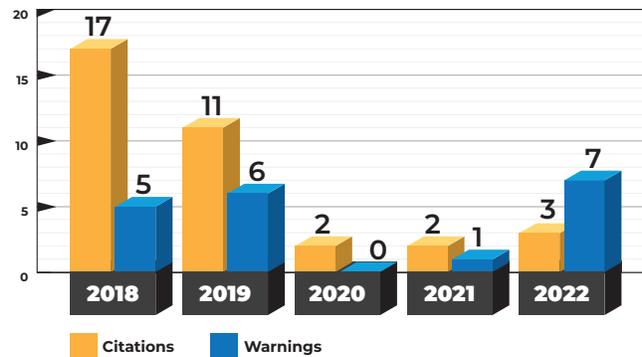
Per the [United States Department of Transportation](#) and the [Federal Highway Administration](#), pedestrians should keep these tips in mind:

- Cross the street at a designated crosswalk. Attempt to make eye contact with the driver before crossing in front of them. Never assume any of the driver's actions.
- Walk on sidewalks or paths. If there are no sidewalks, walk facing traffic as far to the left as possible.
- Be a safe pedestrian around cars. Watch for cars that are turning or backing up.
- Use caution at intersections where drivers may fail to yield the right-of-way to pedestrians while turning onto another street.
- Increase visibility at night by carrying a light and wearing reflective clothing.
- It's safest to walk on a sidewalk, but if it's unavoidable to walk on the side of the street, walk facing traffic.

Uniformed patrol officers are committed to reducing pedestrian fatalities with education and blended enforcement of pedestrian laws, along with a strong commitment to improve traffic engineering and design.

The Department of Transportation has installed pedestrian signals at select intersections throughout the city. These computer-controlled signals allow a safe way for pedestrians to cross the street. The pedestrian signal, when activated, provides time for the pedestrian to enter the street on the steady **“WALK”** signal and finish crossing the street on the flashing **“DON'T WALK”** signal. The pedestrian signal is activated by a pedestrian detector push-button, which causes the controller to operate a pre-programmed timed sequence of steady **“WALK”** and flashing **“DON'T WALK”** indications.

## Pedestrian Violations





## Bicycle Laws

The Coconut Creek Police Department's officers keep a strong focus on making sure that bicyclists in the community are safe by ensuring they are cycling with the flow of traffic on the roadway, obeying traffic signs and other rules of the road, and that night riders maintain proper lighting. Likewise, the agency is committed to enforcing motorist violations with respect to bicycle riders.

In the State of Florida, a bicycle is defined as a vehicle and, as such, bicyclists have the same rights to the roadway and must obey the same traffic laws as the drivers of other vehicles. **FSS 316.083** requires the driver of a vehicle overtaking a bicycle, **to pass the bicycle at a safe distance of not less than three feet between the vehicle and the bicycle.** This is commonly referred to as the **“three-foot rule.”**

State law says bicyclists must ride as far to the right as practicable. It does NOT say as far to the right as possible. Practicable means capable of being done within the means and circumstances present. A cyclist should maintain no less than two feet of clearance from the edge of usable pavement to have room to maneuver around obstructions and to be more visible to crossing traffic. (If there is a bicycle lane provided, or multi-use recreational lane, the cyclist is required to travel in those lanes, not on the roadway.)

When riding on sidewalks or in crosswalks, a bicyclist has the same rights and duties as a pedestrian. A bicyclist riding on sidewalks or in crosswalks must yield the right-of-way to pedestrians and must give an audible signal before passing.

### Other helpful bicycle safety tips:

<b>On-street Parking</b>	<b>Intersection Positioning</b>	<b>One-way Streets</b>
A cyclist riding past parked cars should maintain a clearance of four feet to avoid risk of collision with an opening car door.	A cyclist going straight through an intersection in a lane that serves thru traffic and right turns should ride in the center or left half of the lane to avoid common collisions. Cyclists should never ride straight in a lane marked exclusively for right turns, i.e., one marked or signed with the word “ONLY”.	A bicyclist operating on a one-way street with two or more traffic lanes may operate in the left lane.

A bicycle being operated between sunset and sunrise must be equipped with a lamp on the front exhibiting a white light visible from 500 feet to the front and both a red reflector and a lamp on the rear exhibiting a red light visible from 600 feet to the rear. Although not required, additional lighting is permitted and recommended. The risk of injury increases dramatically at night.

If you would like more information or to read the complete set of Florida bicycle laws, they are available online at [floridabicycle.org](http://floridabicycle.org) Specific questions can be addressed by contacting the Coconut Creek Police Department at **(954) 973-6700** and requesting to speak to an officer.

With the proper education and safety, any bicyclist can experience an enjoyable ride throughout our beautiful City and experience the views that can only be seen on the bike routes that Coconut Creek has to offer.

## OTHER HIGH VISIBLE AND SUSTAINED ENFORCEMENT EFFORTS

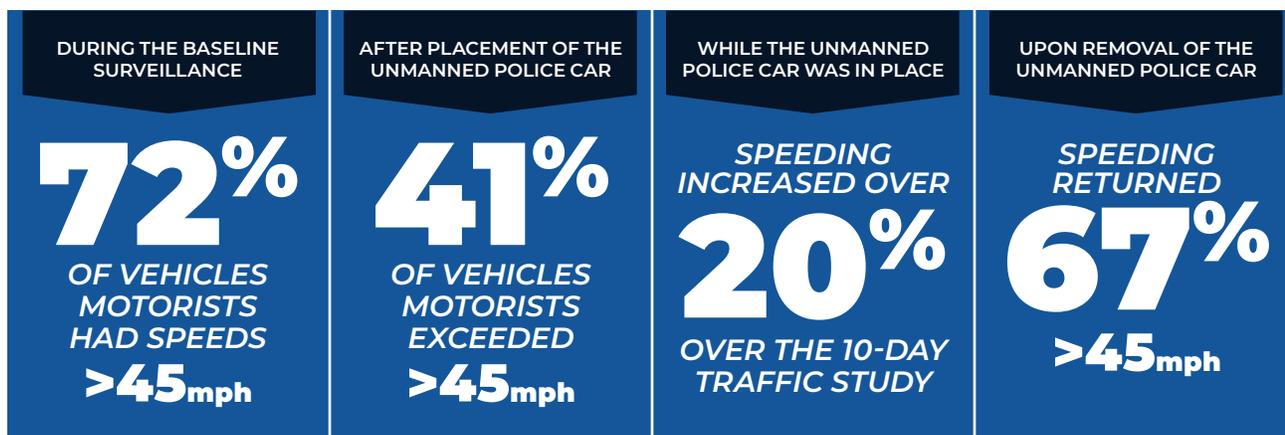
# Speed Enforcement – Traditional and Innovative Initiatives

The police department uses traditional techniques to address excessive speed infractions, such as deploying our radar speed display trailer, moving and stationary radar and laser enforcement, vehicle pacing techniques, education efforts, ghost marked vehicles, etc. An innovative technique used is the Unmanned Decoy Car. These marked patrol cars are strategically placed at intersections or in areas with the focus of reducing traffic speeds and making our roads safer for motorists, bicyclists, and pedestrians. This vehicle would, otherwise, be stationed at the Police Department as an alternate patrol car in case a primary patrol vehicle is taken out of service.

According to a study performed in July 2000 by the **United States National Library of Medicine National Institutes of Health**, speeding is often implicated as a causal factor in motor vehicle crashes. One potential intervention to prevent speeding is the placement of a roadside unmanned police car. The following is an excerpt from their study abstract:

### RESULTS:

*During the baseline surveillance, 72.0% of vehicles (186,578 of 259,074 motorists) had speeds greater than 45 mph. After placement of the unmanned police car, 41.0% of motorists (92,272 of 225,026 motorists) exceeded 45 mph ( $p < .0001$ ). Over the 10-day study period, when the decoy police car was in place, the percentage of motorists exceeding 45 mph gradually increased from 27.2% to 47.4%. Upon removal of the police car, speeding returned approximately to baseline, with 67.5% of motorists (120,640 of 178,752 motorists) exceeding 45-mph.*



### CONCLUSION:

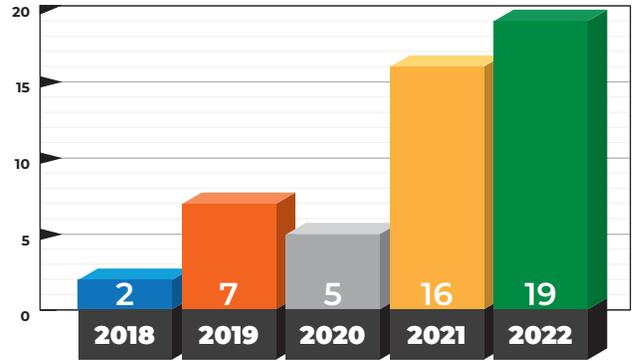
*Parking an unmanned police car beside a road was associated with a large reduction in speeding over a 10-day period. Removal of the unmanned police car resulted in a return to pre-intervention speeding.*

The Coconut Creek Police Department has been employing this crash-reduction technique for the past several years and has experienced positive resident feedback. On occasion, the unmanned car is replaced with a manned patrol car to conduct actual enforcement campaigns.

# Reckless Driving

According to FSS 316.192, reckless driving is defined as any person who drives any vehicle in willful or wanton disregard for the safety of persons or property. This is a criminal offense; a second-degree misdemeanor that may result in incarceration up to 90 days, loss of driving privileges, as well as other monetary and administrative penalties.

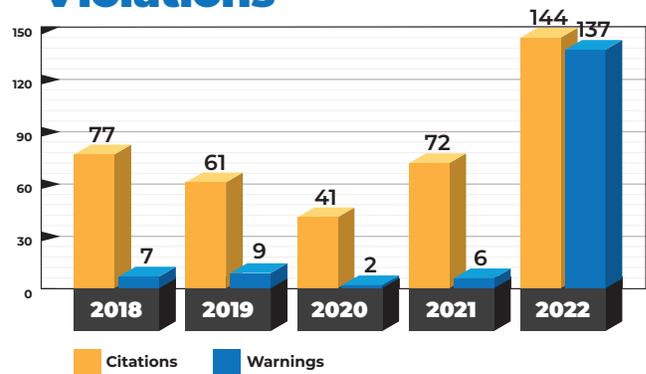
# Reckless Driving Violations



# Parking Violations

The City of Coconut Creek has several parking ordinances in effect which help make the City a safer place for both drivers and pedestrians. These ordinances are enforced by police officers as well as police service aides who are specially trained in parking enforcement and traffic control. Residents should be aware of and understand these parking laws.

# Handicap Parking Violations



A few examples of the ordinances are:



## Handicapped Parking

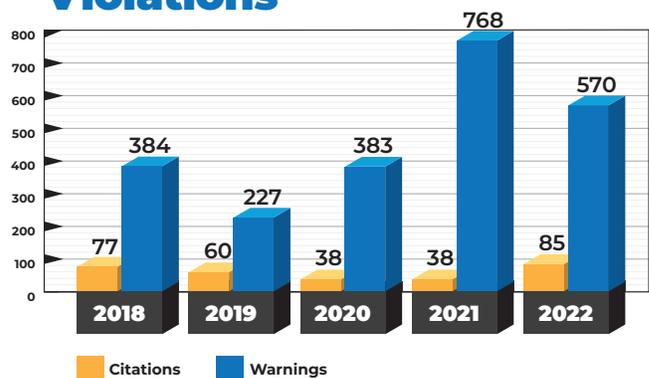
Any person who stops, stands, or parks a vehicle in, or obstructs any parking space designated as provided in Section 19, Subsection 36, or otherwise, clearly labelled "Parking by Disabled Permit Only," is guilty of a civil traffic infraction or parking ticket, punishable by a fine of two hundred and fifty-seven dollars (\$257.00).

## Other Parking

Stand or park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in receiving or discharging passengers:

- In a fire lane
- Within 15 feet of a fire hydrant
- At any place where an official traffic control sign or signal prohibits parking
- On any vacant land or public right-of-way located in the special zoning districts

# Other Parking Violations



ALL PARKING ORDINANCES CAN BE FOUND ON THE [CITY OF COCONUT CREEK MUNICIPAL CODE](#).

## Traffic Education and Enforcement Initiatives

The Coconut Creek Police Department placed 1st in the 2021 Florida Law Enforcement Liaison (LEL) Traffic Safety Challenge. Our efforts in developing and implementing a comprehensive traffic safety program have made a significant and positive impact in the community by reducing traffic crashes, injuries and fatalities.



The challenges in Florida related to traffic enforcement are not unique. Focus areas for law enforcement span communication, training, coordination, and participation. The Florida Law Enforcement Liaison Program is a grant-funded program sponsored by the Florida Department of Transportation (FDOT) and NHTSA. The goals and objectives of the LEL Program are to partner with law enforcement agencies to promote and increase participation in the NHTSA national enforcement waves and the annual Florida Law Enforcement Liaison Traffic Safety Challenge to increase awareness and participation in traffic safety-related efforts.

Florida designs and builds some of the best roads and bridges in the country, but in order to have the greatest traffic safety impact, great roads are not enough. The Coconut Creek Police Department conducts focused and high visibility operations, creating the voluntary compliance that is necessary for safer roadways.



**Coconut Creek Police Department**

Government Center  
4800 West Copans Road  
Coconut Creek, Florida 33063



**Coconut Creek Police Department Website**

[coconutcreek.net/pd](http://coconutcreek.net/pd)



**To Report a Concern**

[coconutcreek.net/contact](http://coconutcreek.net/contact)



**Email**

[police@coconutcreek.net](mailto:police@coconutcreek.net)



**Main Number**

954-973-6700



**Non-emergency Number**

954-346-4400



**Public Safety Information Officer**

Scott Leamon 954-973-6740



**Police Reports**

4900 West Copans Road  
Monday - Thursday | 7:30 AM - 5:30 PM



**Police Records Custodian**

Linda Tropepe 954-973-6708



THE COCONUT CREEK POLICE DEPARTMENT  
IS A FLORIDA LAW ENFORCEMENT  
ACCREDITED AGENCY

CONNECT WITH US ON



THE COCONUT CREEK POLICE DEPARTMENT IS AN EQUAL OPPORTUNITY EMPLOYER.