

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY CONCEPT PAPER
Concept Paper Summary

Applicant Information

Applicant Agency:	City of North Port
Implementing Agency:	North Port Police Department
Concept Paper Title:	NPPD Interstate Speeding Enforcement
Priority Area for Concept Paper:	
Amount Requested:	\$100,000.00
Type of Project:	Local
Type of Request:	Initial
Previous Year's Project Number (if Continuation):	

Head of Agency

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Statement of the Problem:

The Florida Department of Transportation (FDOT) Highway Safety Office identifies speeding as a primary contributing factor in crashes resulting in serious bodily injury and fatalities statewide. Within the City of North Port, segments of Interstate 75 fall under municipal jurisdiction and represent a high-risk corridor due to high traffic volumes and elevated operating speeds.

Speeding significantly increases both crash likelihood and crash severity. Consistent with research from the National Highway Traffic Safety Administration (NHTSA), higher speeds reduce driver reaction time and increase crash force, contributing disproportionately to fatal and serious injury outcomes on limited-access highways.

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The North Port Police Department (NPPD) has identified the need to conduct high-visibility enforcement (HVE) along its jurisdictional segments of I-75 to address non-compliance with posted speed limits. High-visibility enforcement is an evidence-based countermeasure that combines proactive enforcement with visible patrol presence to deter unsafe driving behaviors and promote voluntary compliance.

Without targeted enforcement aligned with FDOT's Strategic Highway Safety Plan emphasis areas, speed-related crashes resulting in serious injuries and fatalities are likely to persist. Implementation of HVE operations will support state and national performance goals to reduce traffic fatalities and serious injuries and improve roadway safety within the City of North Port.

Supporting Data:

According to local traffic data, NPPD reports a total of 44,254 warnings and citations issued between January 1, 2023 and February 23, 2026 that occurred within the City's jurisdictional boundaries. Of the 44,254 warnings and citations issued, 3,408 warnings and citations, approximately 7.7%, were associated with incidents occurring on Interstate 75, including its interchange ramps and merge areas.

Warnings and citations: Full Jurisdiction

2023 – 9,428
 2024 – 11,938
 2025 – 19,653
 2026 – 3,235
 Total: 44,254

Warnings and Citations: Jurisdictional Boundaries on Interstate 75 Interchanges

2023 – 387
 2024 – 438
 2025 – 2,209
 2026 – 374
 Total: 3,480

In addition to warnings and citations, NPPD reports a total of 5,232 crashes that took place within its jurisdictional boundaries between January 1, 2023 and February 23, 2026. Of the 5,232 reported crashes, 412 crashes, approximately 7.87%, occurred on Interstate 75, including its interchange ramps and merge areas.

Crash Totals: Full Jurisdiction

2023 -1,586
 2024 – 1,708
 2025 – 1,681
 2026 – 257
 Total: 5,232

Crash Totals: Jurisdictional Boundaries on Interstate 75 Interchanges

2023 – 112
 2024 – 123
 2025 – 158

2026 – 19

Total: 412

Of the total 412 crashes that occurred within jurisdictional boundaries on Interstate 75, including its interchange ramps and merge areas, 136 injuries were reported. These numbers indicate that 33% of crashes reported resulted in various types of injuries; 32.3% of injuries reported were non-incapacitating and 4.4% of injuries reported were incapacitating.

Injuries associated to Interstate 75 Interchanges between January 1, 2023 – February 23, 2026:

Possible: 66

Non-Incapacitating: 44

Incapacitating: 6

Other: 20

None: 364

Total: 136

Proposed Solution:

NPPD proposes implementing sustained High-Visibility Enforcement (HVE) operations targeting speed violations along its jurisdictional segments of Interstate 75. This strategy aligns with priorities established by the FDOT Highway Safety Office and evidence-based countermeasure guidance provided by the National Highway Traffic Safety Administration in Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (11th Edition, 2023). In the Speeding and Speed Management chapter (Chapter 4), “High-Visibility Enforcement” is specifically listed as an effective enforcement countermeasure for speeding with documented use and implementation considerations.

Consistent with this guidance, the proposed project will fund dedicated overtime enforcement details focused on speed enforcement in identified high-risk locations. HVE operations will deploy marked patrol vehicles and highly visible officer presence to deter speeding and reinforce compliance with posted speed limits. Enforcement efforts will be supported by coordinated public awareness when feasible, including integration with statewide and national safety mobilizations.

To increase enforcement effectiveness and officer safety, NPPD will use funds to purchase and deploy modern speed measurement devices for use during HVE operations. These devices will improve the accuracy, efficiency, and consistency of speed detection in high-speed, high-volume interstate environments and ensure that officers can reliably identify and stop speed violators.

By combining data-driven enforcement with upgraded speed measurement technology, this project will increase enforcement visibility, enhance general deterrence, and directly address speeding as a critical crash risk factor. The anticipated outcomes include measurable reductions in speed-related crashes, serious injuries, and fatalities within the City of North Port’s I-75 jurisdiction, advancing FDOT’s Strategic Highway Safety Plan and statewide performance goals.

Sustainability:

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Continued FDOT subgrant funding is critical to sustain dedicated high-visibility speed enforcement operations. Without this support, NPPD would be unable to maintain the overtime staffing necessary to effectively address speeding as a primary contributing factor in serious injury and fatal crashes within its Interstate 75 jurisdiction.

Project Objectives:

- a. Start enforcement activities within 60 days of subgrant award, unless otherwise approved by the FDOT State Safety Office.
- b. Strive to decrease speed and/or aggressive driving crashes and fatalities on Interstate 75, including its interchange ramps and merge areas, by 3% when compared to the 10/01 to 06/30 time period from the previous year.
- c. Conduct at least 2 speed and/or aggressive driving high visibility overtime enforcement operations per month on Interstate 75, including its interchange ramps and merge areas.
- d. Participate in the Southern Slow Down campaign through speed and/or aggressive driving overtime enforcement operations on Interstate 75, including its interchange ramps and merge areas.

Evaluation:

- a. Enforcement start date.
- b. Speed and/or aggressive driving crashes and fatalities on Interstate 75, including its interchange ramps and merge areas, are reduced by 3% when compared to the 10/01 to 06/30 time period from the previous year.
- c. The number of speed and/or aggressive driving high visibility overtime enforcement operations per month on Interstate 75, including its interchange ramps and merge areas.
- d. Participation in the Southern Slow Down campaign through speed and/or aggressive driving overtime enforcement operations on Interstate 75, including its interchange ramps and merge areas.

**STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
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BUDGET CATEGORY	NARRATIVE:	FEDERAL FUNDS	MATCH	TOTAL	INDIRECT ELIGIBILITY
A. Personnel Services					
Overtime Salary and Benefits	Overtime and salary benefits for law enforcement officers and dedicated dispatcher for enforcement activities; benefits to include FICA (Social Security and Medicare)	\$60,000	\$0	\$60,000	
Subtotal		\$60,000	\$0	\$60,000	
B. Contractual Services					
Subtotal		\$0	\$0	\$0	
C. Expenses - Any purchase with a per item unit cost of \$200 or more from any line item within this Category, excluding software, must have FDOT State Safety Office written approval, prior to purchase.					
Speed Measurement Devices	Purchase of speed measurement devices necessary for enforcement activities. Individual devices cannot exceed \$5,000 cost per device.	\$40,000	\$0	\$40,000	
Subtotal		\$40,000	\$0	\$40,000	
D. Equipment Costing \$10,000 or More					
Subtotal		\$0	\$0	\$0	
E. Indirect Cost					
%		\$0		\$0	
Subtotal		\$0		\$0	
Total Cost of Project		\$100,000	\$0	\$100,000	