



*City of Rochester, New
Hampshire*

CITY COUNCIL

PUBLIC SAFETY COMMITTEE

31 Wakefield Street □ Rochester, NH 03867

(603) 332-1167

www.RochesterNH.net

June 8, 2022

TO: Public Safety Committee

REGARDING: Public Safety Committee Meeting

There will be a Public Safety Committee meeting on **June 15, 2022** at 6:00 p.m. in Council Chambers.

AGENDA

1. Approve Minutes from May 18, 2022 Public Safety Meeting pages 1-5
2. Public Input
3. Flat Rock Bridge Road/Salmon Falls Road Intersection Safety Concerns (kept in committee)
4. Salmon Falls Road Traffic Issues (kept in committee) Page 6-9
5. Safety Issue Crosswalk Columbus Avenue near KFC (Route 125) (request was sent by Councilor Berlin) (kept in committee)
6. Common Street Safety Concerns-Page 10
7. Other

cc.

Mayor and City Council
Chief Gary Boudreau
Deputy Chief Jason Thomas
Inter Fire Chief Perry Plumber
Assistant Chief Tim Wilder
Mr. Michael Bezanson
Mr. Timothy Goldthwaite
Ms. Lisa Clark

**Public Safety Committee
Draft Meeting Minutes
May 18, 2022
6:00 PM
Council Chambers**

Members Present

Councilor Peter Lachapelle, Chair
Councilor Dana Berlin
Councilor Skip Gilman
Councilor Amy Malone

Others Present

Councilor Steve Beaudoin
Michael Bezanson, PE, City Engineer
Deputy Chief Jason Thomas, PD
Assistant Chief Tim Wilder, FD
Dan Camara, GIS Asset Mgmt. Technician
Bob Mayrand, 514 Salmons Falls Road
Jeffrey Olson, 508 Salmon Falls Road
Florence Alley, 534 Salmon Falls Road
Bryan Cuddihee, 99 Estes Road
Kevin Ryan, State Farm, 197 Columbus Ave.

Minutes

Councilor Lachapelle brought the meeting to order at 6:00 PM.

1. Approve Minutes from April 20, 2022 Public Safety Meeting.

Councilor Berlin MOVED to approve the minutes from April 20, 2022. Councilor Malone seconded the motion. MOTION CARRIED by a unanimous voice vote.

2. Public Input

There were members of Salmon Falls Road present to discuss Item # 5, so it was moved up on the agenda. Bob Mayrand of 514 Salmon Falls Road discussed the ongoing issues with traffic and noise on the road. He said that he contacted Kennebunkport, Maine Police Department about their “please ride quietly” signs installed around the town. A twenty year veteran of the department gave Mr. Mayrand some history on the signs. In 2008, the signs were installed due to issues with loud motorcycles; and, for the first two years the signs were aggressively enforced. The signs are still in place and require much less enforcement now. Mr. Mayrand also addressed speed limits in the area; there are some City and highway roads around that have the speed limit reduced to 25 mph as you approach a “stop” sign. He stated as you go from Salmon Falls Road into Berwick Maine the speed limit is reduced to 25 mph as you approach a stop sign. He also said that jake brakes use by truck drivers is an issue. Although there are not a lot of signs addressing jake brake use as examples, Portsmouth is very proactive with noise restrictions and they have signs installed. He also discussed electronic radar speed limit signs and camera surveillance being used more these days. Councilor Gilman asked Deputy Chief Thomas the results of the speed trailer being

placed on Salmon Falls Road. Deputy Chief Thomas said the speed trailer was placed out on April 28 through May 5, 2022; there were 5,251 vehicles that passed through. Out of that total number of vehicles, 1,676 were compliant, 2,962 were low risk, 584 were medium risk, and 29 were high risk. Average speed was 34.5 mph. Councilor Berlin asked if anyone knew the cost of a speed limit sign with radar that shows motorists their speed. Deputy Chief Thomas mentioned that the Police Department had received 2 of the portable pole-mounted signs and are assembling them now; the total cost for the pair was between \$5,000 and \$6,000. He said they would be used as portable signs in various locations around the City; not for one fixed location. Councilor Berlin made a motion to purchase 2 of the speed limit signs with radar and place one on Salmon Falls Road. Councilor Gilman seconded the motion. Deputy Chief Thomas suspected that there are different models that do not collect data that may be less expensive, which may be desired for a permanent installation. Councilor Berlin withdrew his motion and Councilor Gilman withdrew his second to the motion. **Councilor Berlin MOVED to purchase 2 lesser expensive radar signs for fixed installation that do not collect data and to place one permanently on Salmon Falls Road. Councilor Gilman seconded the motion. MOTION CARRIED by a unanimous voice vote.** Florence Alley of Salmon Falls Road wanted to know where the City would install these signs; she lives 7 houses away from the “stop” sign at Portland Street. She said the speed trailer was located too close to the “stop” sign and that these proposed signs really need to be installed farther down. Councilor Lachapelle said that the signs would be placed at the discretion of DPW. **Councilor Gilman MOVED to reduce the speed limit to 25 mph 2,000 feet prior to the “stop” sign on Salmon Falls Road. Councilor Malone seconded the motion. MOTION CARRIED by a unanimous voice vote.** Jeffrey Olson of 508 Salmon Falls Road stated that the speed trailer did not capture the true picture of traffic speed in the corridor due to where it was placed. Councilor Lachapelle said that when the speed trailer was available again they could place it again in a different location on Salmon Falls Road. Councilor Gilman asked that the Committee look into motorcycle signs.

3. Estes Road Cost of Guardrail (kept in committee)

Councilor Lachapelle summarized the issue. Mr. Bezanson reported that the delineators had been installed on Estes Road (a photo was shown to the Committee), and that roadway paving will be scheduled in the coming months. He also reported that the average cost of a guardrail is between \$45 and \$70 per linear foot for installation. The cost range varies depending on the length of guardrail needed; usually the shorter the length, the more it will cost per foot. Councilor Berlin said that if guardrail were installed each time a car went off the roadway, a lot of guardrail would be put up. Brian Cuddihee of 99 Estes Road was present to discuss his guardrail request. He stated that the request was not as a result of one accident, but numerous accidents; he tried to get the crash reports, but due to privacy reasons they could not be released to him. Deputy Chief Thomas said he looked up the accidents for the last 3 years on Estes Road between Washington Street and Howard Brook Drive. There were 5 accidents including the one in March

of this year, which involved a DWI; November 2019 at 98 Estes Road, a vehicle versus a deer; 2020 at 85 Estes Road, a single car into a snow bank; 2020 a single car off the road into a rock; 2021 at 95 Estes Road, a two vehicle crash of which one was summonsed for going over the yellow line. Councilor Berlin said that the City should give the delineators some time to evaluate and this issue can be revisited after it is repaved. Councilor Lachapelle stated that the City Council also lowered the posted speed limit along that portion of Estes Road; Mr. Bezanson confirmed that the new 30 mph speed limit signs had been installed. Mr. Cuddihee did say that addressing the crown in the road during paving may provide a benefit as motorists negotiate the curve.

4. Flat Bridge Road/Salmon Falls Road Intersection Safety Concerns

Councilor Lachapelle summarized the issue. Mr. Bezanson discussed the 2011 Salmon Falls Road Improvement Study; he shared a figure from that Study which shows a conceptual intersection layout that DPW is considering. DPW still plans to engage a surveyor in the new fiscal year and would incorporate any changes into future repaving efforts on Flat Rock Bridge Road. **(kept in committee)**

5. Safety Issue Crosswalk Columbus Avenue near KFC (Route 125) (kept in committee)

Councilor Lachapelle summarized the issue. Mr. Bezanson said DPW has contacted a vendor regarding solar-powered street lights; prices vary by location because each location has different solar panel and battery needs depending hours of sunlight anticipated. Along with a cost for solar-powered street lights, a price will be sought for wired street lights. Councilor Berlin discussed how close power lines were to the crosswalk area. Councilor Berlin said now that the pedestrian warning sign is installed closer to the crosswalk, we may only need to have the area lit up rather than install RRFB's. Kept in committee to wait for the price of the solar-powered street lights.

6. Magic Street Crosswalk Request

Councilor Lachapelle summarized the issue. Nina Doyle of 12 Hickey Street has requested a crosswalk across Portland Street at the end of Magic Avenue. Mr. Bezanson said this request seems to be about school age children and reminded the Committee about previous discussions regarding school routes. When the Committee discussed the East Rochester School, it was mentioned that a crosswalk would be installed in the future coinciding with the development of Carole Court. Since that discussion, in recent months, the City Council approved painting a crosswalk across Portland Street at Carole Court that would serve school children and other pedestrian walking to/from the school from the northeast direction. The crosswalk has been painted (a photo was shown to the Committee); and, school crossing signs are on order. Mr. Bezanson said that he would not recommend another mid-block crosswalk across Portland Street at Magic Avenue. Councilor Beaudoin said there really isn't a proper location for a curb ramp for a midblock crosswalk, as it would be in someone's driveway. No action was taken.

7. 197 Columbus Avenue Request to Remove “2 Hour Parking Limit” Sign

Councilor Lachapelle summarized the issue. Kevin Ryan of State Farm Insurance who has a place of business at 197 Columbus Avenue is requesting the removal of the “2 hour parking” sign restricting on-street parking in front of the building. Mr. Bezanson said that the sale of the municipal parking lot on Columbus Avenue will result in the loss of 20 parking spaces, including 1 handicap space. In response to that sale, the City Council has removed the restrictions on half of the Hanson Street on-street parking, which results in unrestricted parking for 19 spaces, including 3 handicap spaces. Mr. Bezanson also pointed out the unrestricted parking at the municipal parking lot on the corner of Portland and Columbus. Mr. Ryan was present to discuss his request for removal of the posted “2 hour parking” restriction for the people that work in the building at 197 Columbus Avenue. Councilor Lachapelle asked about the parking lot close to the building; Mr. Ryan said they leave that for the customers of the building and it is extremely limited. Councilor Beaudoin said he attended a recent Parking Review Group meeting last month. One of the recommendations that came out of the recent Parking Study was to restrict parking closer downtown and remove restrictions on parking further away from downtown. He believes that seemed to be the direction that the Parking Review Group may go in, which would result in removal of restrictions in this area. ***Councilor Berlin MOVED to remove the “2 Hour Parking” sign at 197 Columbus Avenue. Councilor Malone seconded the motion. MOTION CARRIED by a unanimous voice vote.***

8. E911 Update

No update

9. Emergency Management Update

No update

10. Other

Columbus Avenue Pedestrian Sign

Councilor Berlin wanted to say thank you to staff for moving the pedestrian warning sign out of the trees, so people can know to stop for people in the crosswalk on Columbus Avenue.

3 Tuttle Court Requesting a “Dead End” Sign

Donna Watson of 3 Tuttle Court has requested a “dead end” sign or something similar to be put up at the beginning of the road. She said that there are many vehicles going by at night and believes they do not realize it is a dead end. ***Councilor Berlin MOVED to place a “dead end” sign on Tuttle Court. Councilor Malone seconded the motion. MOTION CARRIED by a unanimous voice vote.***

85 Stillwater Circle Removal of Handicap Sign

Mr. Pinierio of 85 Stillwater Circle called DPW regarding removal of the handicap

sign located on Stillwater Circle. He said the handicap person moved out of the neighborhood a few years ago. Mr. Bezanson said that the person that requested the sign back in 2015 lived at 1 Stillwater Circle, and the property has changed owners at least once and is on the market now for sale. **Councilor Berlin MOVED to remove the handicap sign on Stillwater Circle. Councilor Malone seconded the motion. MOTION CARRIED by a unanimous voice vote.**

Common Street

An email came in with concerns at 24-26 Common Street. There is traffic noise pollution that is becoming intolerable, traffic speed is dangerous. They have suggested an additional crosswalk, speed monitoring, active signage (lights etc.), speed tables (at both ends of the Common Street parking area) and a reduced speed limit. Councilor Lachapelle said he wanted to bring this up and talk about it at next month's meeting. **(kept in committee)**

Strafford Square Roundabout

Mr. Bezanson wanted to share a couple of project updates with the Committee; the first was regarding Strafford Square Roundabout. He said the project has been advertised for bids; this is the second phase of the project, which is the actual construction of the roundabout. The first phase is scheduled to be completed by the end of June; that phase includes construction of the infrastructure for relocating aerial utilities underground.

Betts Road/Cross Road Intersection

Mr. Bezanson stated that the second project update was regarding the Betts Road/Cross Road Intersection. This project will make safety improvements to the intersection, including realignment of Betts Road. At some point during the construction it is likely that traffic will need to be detoured from Betts Road to Route 125 and Cross Road. This project is scheduled to be advertised for bids within the next week.

Pickering Road

Councilor Lachapelle asked Deputy Chief Thomas about the speed trailer on Pickering Road and asked if he could bring the data with him next month.

Councilor Lachapelle ADJOURNED the meeting at 7:10 PM.

The minutes were respectfully submitted by Laura J. McDormand, Admin. Assistant II.



Start: 2022-04-28
End: 2022-05-05
Times: 0:00-23:59

Compliance & Risk Report

Salmon Falls Road (Near Katie Lane), SB

Medium Risk Threshold: Speed Limit + 10

High Risk Threshold: Speed Limit + 20

Speed Range: 1 to 150

Time View: By Hour (Total Volumes)

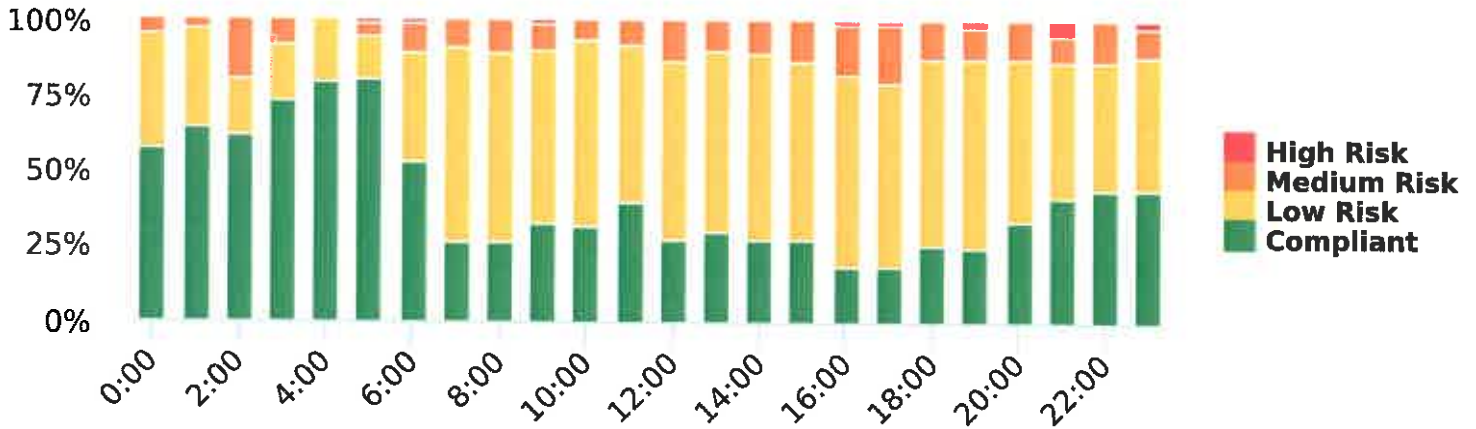
Time	Speed Limit	Mode	Compliant	Low Risk	Medium Risk	High Risk	Total Num Vehicles
0:00	35	Display Off	28	19	2	0	49
1:00	35	Display Off	27	14	1	0	42
2:00	35	Display Off	16	5	5	0	26
3:00	35	Display Off	19	5	2	0	26
4:00	35	Display Off	32	8	0	0	40
5:00	35	Display Off	123	22	7	1	153
6:00	35	Display Off	87	59	15	2	163
7:00	35	Display Off	57	138	18	0	213
8:00	35	Display Off	68	158	26	1	253
9:00	35	Display Off	82	144	21	3	250
10:00	35	Display Off	95	186	18	1	300
11:00	35	Display Off	149	196	30	0	375
12:00	35	Display Off	104	226	48	1	379
13:00	35	Display Off	102	205	32	1	340
14:00	35	Display Off	104	236	38	1	379
15:00	35	Display Off	134	291	64	1	490
16:00	35	Display Off	77	270	73	3	423
17:00	35	Display Off	70	236	74	3	383
18:00	35	Display Off	78	193	37	1	309
19:00	35	Display Off	55	142	24	4	225
20:00	35	Display Off	62	100	23	0	185
21:00	35	Display Off	46	49	10	5	110
22:00	35	Display Off	34	33	10	0	77
23:00	35	Display Off	27	27	6	1	61
Total			1678	2962	584	29	5251



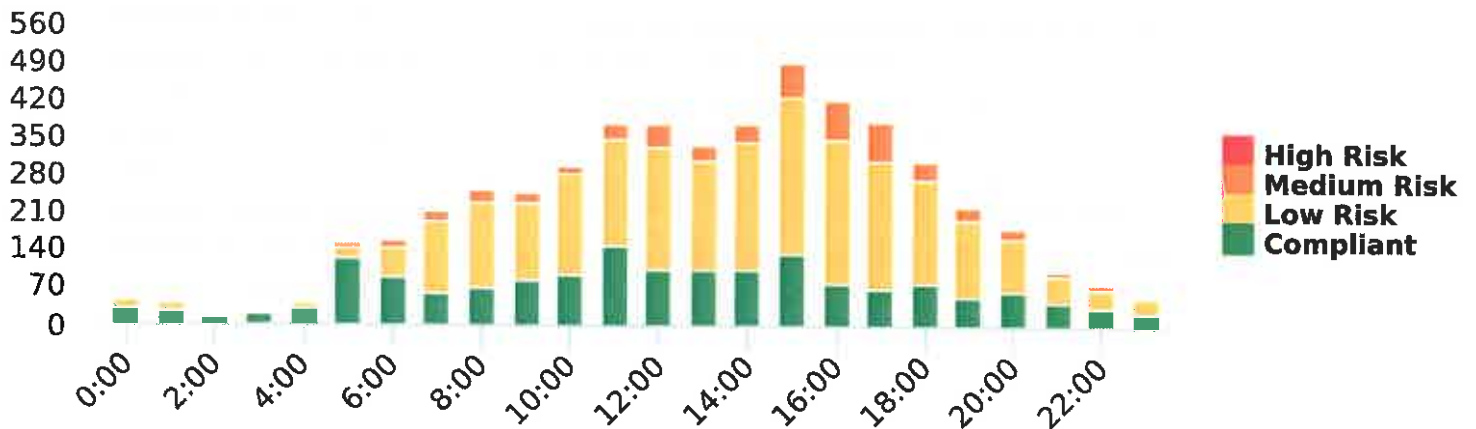
Start: 2022-04-28
 End: 2022-05-05
 Times: 0:00-23:59

Medium Risk Threshold: Speed Limit + 10
 High Risk Threshold: Speed Limit + 20
 Speed Range: 1 to 150
 Time View: By Hour (Total Volumes)

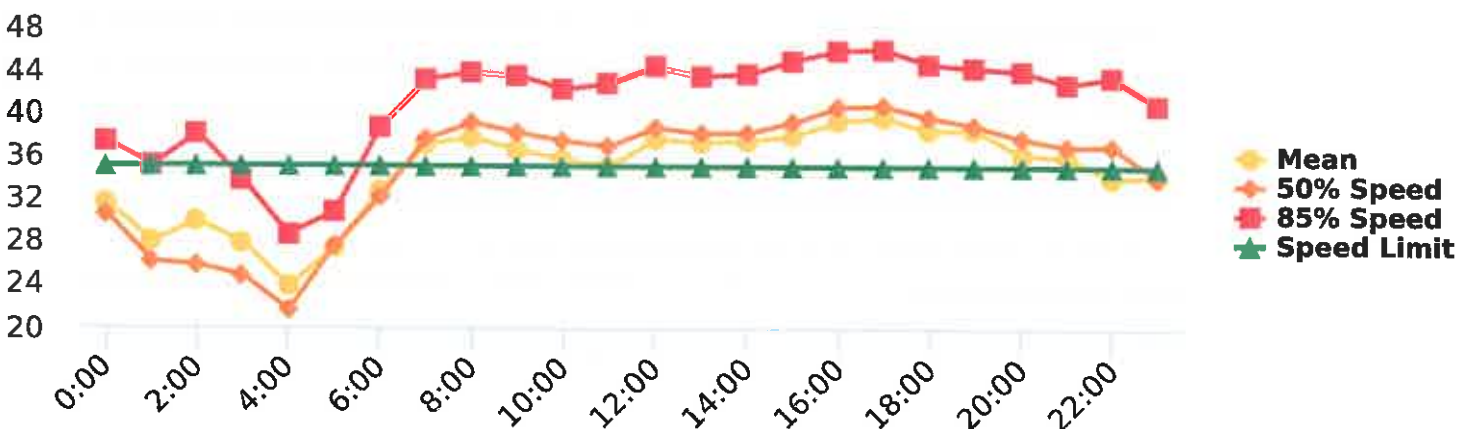
Compliance % by Hour (Totals)



Compliance by Hour (Totals)



Speeds





Extended Speed Summary

Salmon Falls Road (Near Katie Lane), SB

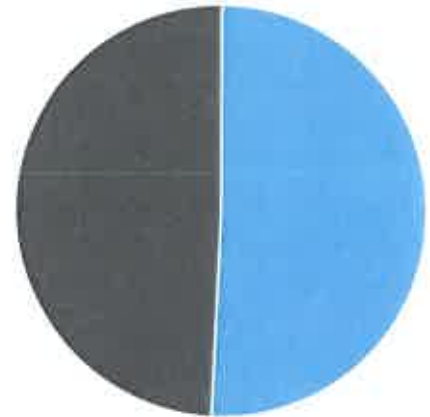
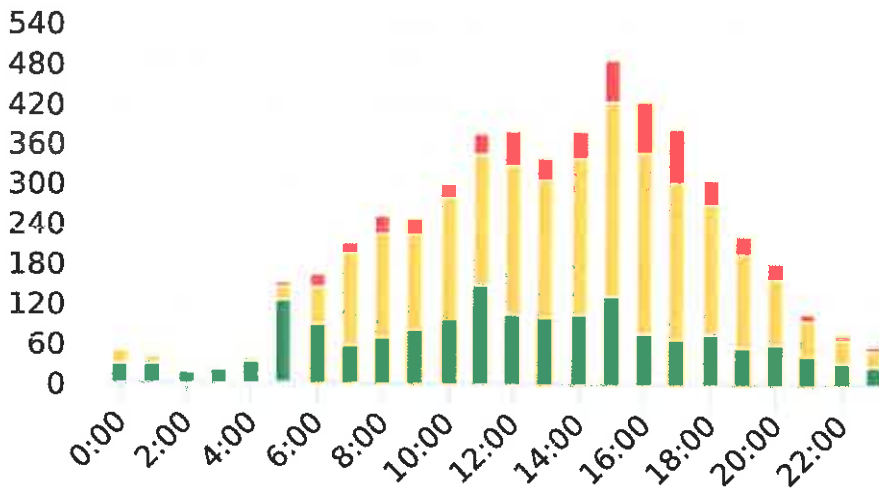
Start: 2022-04-28
 End: 2022-05-05
 Times: 0:00-23:59

Violation Threshold: Speed Limit + 10
 Speed Range: 1 to 150

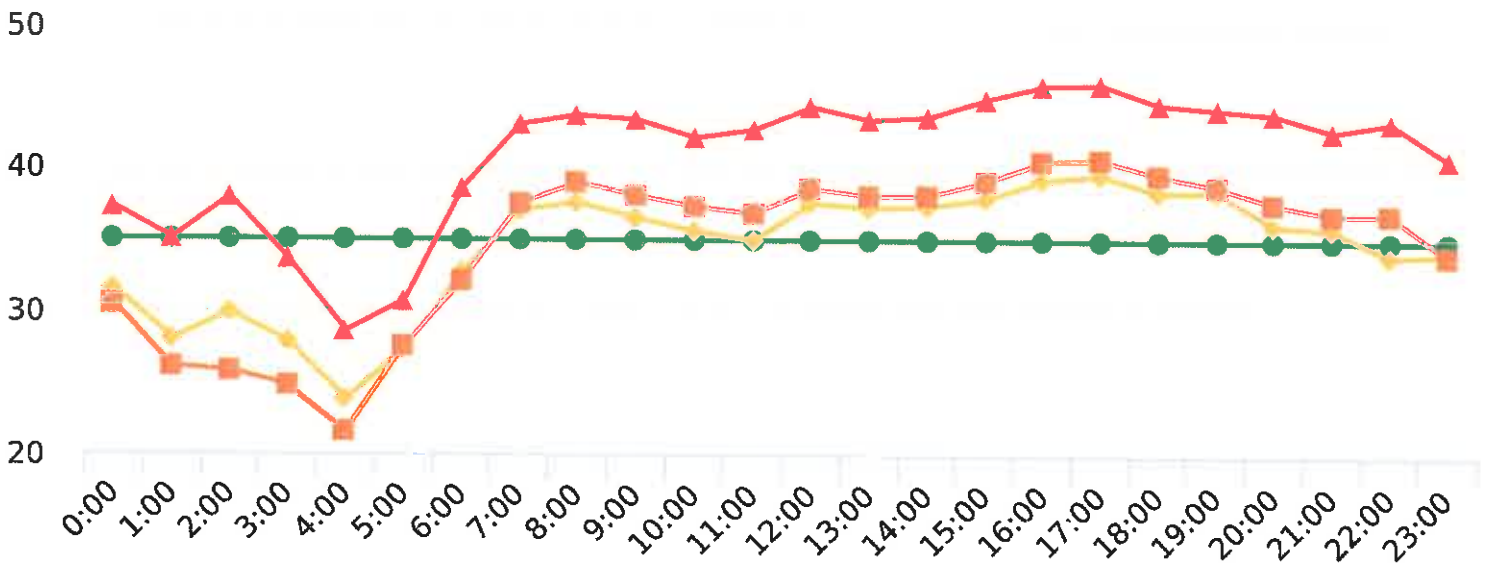
Overall Summary

Total Days of Data: 8
 Speed Limit: 35
 Average Speed: 36.62
 50th Percentile Speed: 37.63
 85th Percentile Speed: 43.15
 Pace Speed Range: 33-43

Minimum Speed: 5
 Maximum Speed: 85
 Display Mode: Display Off
 Average Volume per Day: 656.4
 Total Volume: 5251



■ Violators
 ■ Inside Threshold
 ■ Compliant
 ■ Vehicles Slowed
 ■ Other



● Speed Limit
 ● Average Speed
 ● 50% Speed
 ● 85% Speed



Extended Speed Summary

Salmon Falls Road (Near Katie Lane), SB

Start: 2022-04-28
 End: 2022-05-05
 Times: 0:00-23:59

Violation Threshold: Speed Limit + 10
 Speed Range: 1 to 150

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Display Off	35	49	2	4.1%	6.1	0.3	7	51	31.5	30.4	37.3	67.5%
1:00	Display Off	35	42	1	2.4%	5.3	0.1	5	48	28.0	26.1	35.1	78.5%
2:00	Display Off	35	26	5	19.2%	3.3	0.6	5	53	29.8	25.7	38.0	27.0%
3:00	Display Off	35	26	2	7.7%	3.3	0.3	16	50	27.8	24.8	33.7	42.3%
4:00	Display Off	35	40	0	0.0%	5.0	0.0	6	44	23.8	21.6	28.6	60.1%
5:00	Display Off	35	153	8	5.2%	19.1	1.0	15	60	27.3	27.5	30.7	70.6%
6:00	Display Off	35	163	17	10.4%	20.4	2.1	15	57	32.7	32.1	38.6	55.7%
7:00	Display Off	35	213	18	8.5%	30.4	2.6	10	51	37.1	37.5	43.1	45.1%
8:00	Display Off	35	253	27	10.7%	36.1	3.9	6	70	37.6	39.1	43.8	53.1%
9:00	Display Off	35	250	24	9.6%	35.7	3.4	5	59	36.6	38.1	43.5	44.5%
10:00	Display Off	35	300	19	6.3%	42.9	2.7	5	65	35.6	37.4	42.2	53.2%
11:00	Display Off	35	375	30	8.0%	53.6	4.3	5	53	35.0	36.9	42.8	54.2%
12:00	Display Off	35	379	49	12.9%	54.1	7.0	5	56	37.6	38.6	44.4	45.4%
13:00	Display Off	35	340	33	9.7%	48.6	4.7	5	56	37.3	38.1	43.4	52.3%
14:00	Display Off	35	379	39	10.3%	54.1	5.6	5	57	37.4	38.2	43.6	51.7%
15:00	Display Off	35	490	65	13.3%	70.0	9.3	5	57	37.9	39.2	44.9	49.8%
16:00	Display Off	35	423	76	18.0%	60.4	10.9	5	70	39.2	40.6	45.9	47.8%
17:00	Display Off	35	383	77	20.1%	54.7	11.0	6	57	39.6	40.7	46.0	45.9%
18:00	Display Off	35	309	38	12.3%	44.1	5.4	6	62	38.4	39.6	44.6	53.3%
19:00	Display Off	35	225	28	12.4%	32.1	4.0	5	70	38.4	38.8	44.2	48.5%
20:00	Display Off	35	185	23	12.4%	26.4	3.3	5	55	36.1	37.6	43.9	44.7%
21:00	Display Off	35	110	15	13.6%	15.7	2.1	6	71	35.9	36.9	42.7	54.4%
22:00	Display Off	35	77	10	13.0%	11.0	1.4	7	51	34.0	36.9	43.4	44.1%
23:00	Display Off	35	61	7	11.5%	8.7	1.0	5	85	34.1	34.0	40.8	52.7%
Total Volumes/ Avg			5251	613	11.7%	741.2	87.0	5	85	34.5	34.9	41.0	51.8%
Total/Avg w/o Feedback			5251	613	11.7%	741.2	87.0	5	85	34.5	34.9	41.0	51.8%
Total/Avg w/ Feedback			0	0	0	0.0	0.0	n/a	n/a	n/a	n/a	n/a	n/a

FW: Form submission from: Online Public Input

Address: 24-26 Common Street

Subject: FY23-PLN-2 & FY23-PWD-90

Phone: [REDACTED]

Email: [REDACTED]

Comments:

Good day, I appreciate the opportunity to share feedback applicable to the subject projects.

Specific to both projects:

-Traffic noise pollution is becoming intolerable

-Traffic speed is incredibly dangerous; this includes speed limits that should be reduced, as well as motorists who drive at speeds well beyond stated limits

-Speaking relative to 24-26 Common street, the noise level, speed, and volume of traffic is and has been of concern, Common st is used as a primary cut-through to avoid the 125/S Main intersection. Motorists speed through at VERY dangerous rates, often so fast they are on the wrong side of the road or dangerously close to losing it at the bend before it straightens out, which is exactly where my property sits (I have had my trash/recycle barrels knocked over while fully up on the sidewalk as a result of dangerous drivers, and of course the recent accident where a motorist drove right into the common). Tractor-trailers come through and should not, they are not able to make the corners and either end up on the sidewalks/curbs or gridlock traffic by have to be in the wrong lane. Trying to navigate in the area as a pedestrian is straight-up scary. At the Hancock end of Common, I would suggest an additional crosswalk, speed monitoring, active signage (lights, etc), speed tables (at both ends of the Common St parking area) and a reduced speed limit. I would also suggest no large trucks cutting through (125 to S Main/Rochester Hill via Hancock & Common) and consider one way to reduce the total volume of traffic coming through.

While traffic volumes have peaks, all of the other issues cited are all day, every day and seems to only get worse. Especially now with pedestrian foot traffic and activity on the common picking up, these sorts of problems could easily create a devastating event. As an avid runner and cyclist, I am on the roads year-round on foot or bike and it is often a dangerous endeavor but should not be. It is my hope that these concerns will be heard and that some solutions can be found that will fold into solutions you are already evaluating.

I appreciate the opportunity to share my concerns with you.

Amy *Allen*

The results of this submission may be viewed at:

<https://www.rochesternh.net/node/180526/submission/53606>



Start: 2022-05-05
End: 2022-05-12
Times: 0:00-23:59

Compliance & Risk Report

Pickering Road at Post Office, NB

Medium Risk Threshold: Speed Limit + 10

High Risk Threshold: Speed Limit + 20

Speed Range: 1 to 150

Time View: By Hour (Total Volumes)

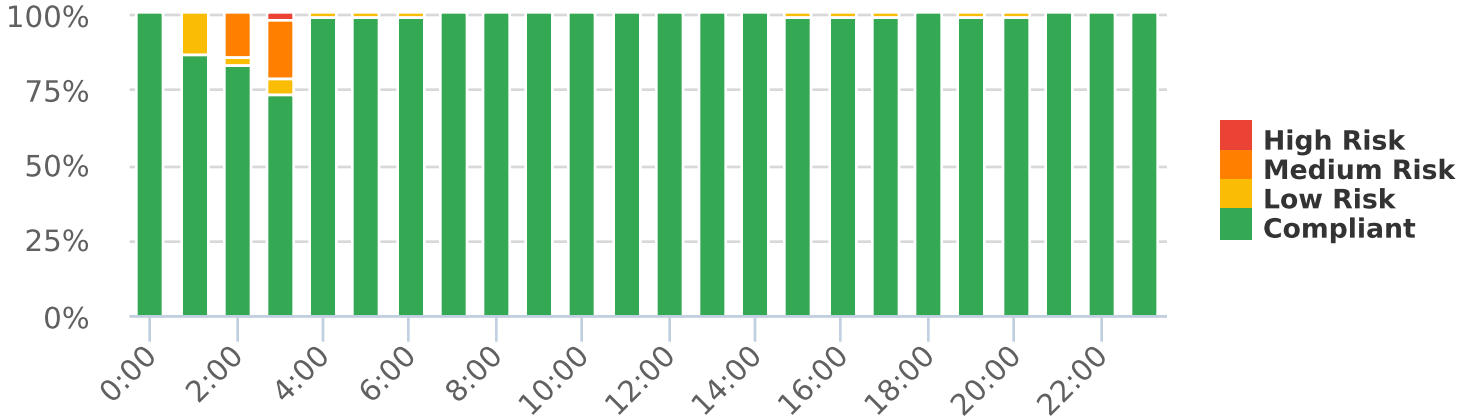
Time	Speed Limit	Mode	Compliant	Low Risk	Medium Risk	High Risk	Total Num Vehicles
0:00	30	Display Off	41	0	0	0	41
1:00	30	Display Off	32	5	0	0	37
2:00	30	Display Off	29	1	5	0	35
3:00	30	Display Off	44	3	12	1	60
4:00	30	Display Off	123	1	0	0	124
5:00	30	Display Off	435	2	0	0	437
6:00	30	Display Off	874	4	0	1	879
7:00	30	Display Off	1334	3	0	0	1337
8:00	30	Display Off	1130	5	0	0	1135
9:00	30	Display Off	801	3	0	0	804
10:00	30	Display Off	888	1	0	1	890
11:00	30	Display Off	919	3	0	0	922
12:00	30	Display Off	1050	3	0	0	1053
13:00	30	Display Off	1026	3	0	0	1029
14:00	30	Display Off	1134	2	1	0	1137
15:00	30	Display Off	1004	5	0	0	1009
16:00	30	Display Off	938	6	0	0	944
17:00	30	Display Off	840	7	0	0	847
18:00	30	Display Off	641	0	0	0	641
19:00	30	Display Off	503	5	0	0	508
20:00	30	Display Off	419	2	0	0	421
21:00	30	Display Off	252	1	0	0	253
22:00	30	Display Off	184	0	0	0	184
23:00	30	Display Off	77	0	0	0	77
Total			14718	65	18	3	14804



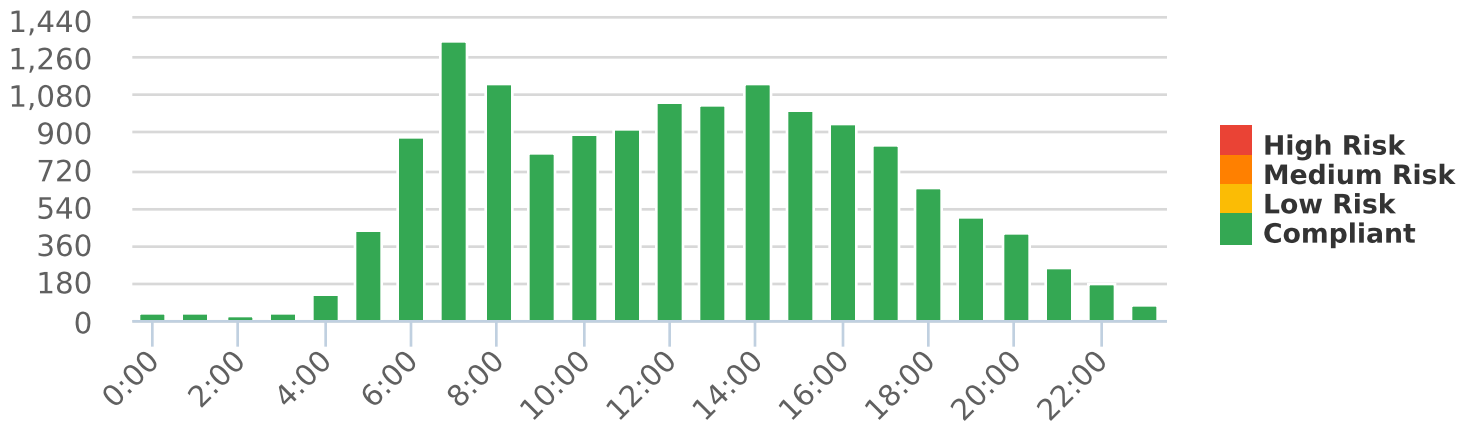
Start: 2022-05-05
 End: 2022-05-12
 Times: 0:00-23:59

Medium Risk Threshold: Speed Limit + 10
 High Risk Threshold: Speed Limit + 20
 Speed Range: 1 to 150
 Time View: By Hour (Total Volumes)

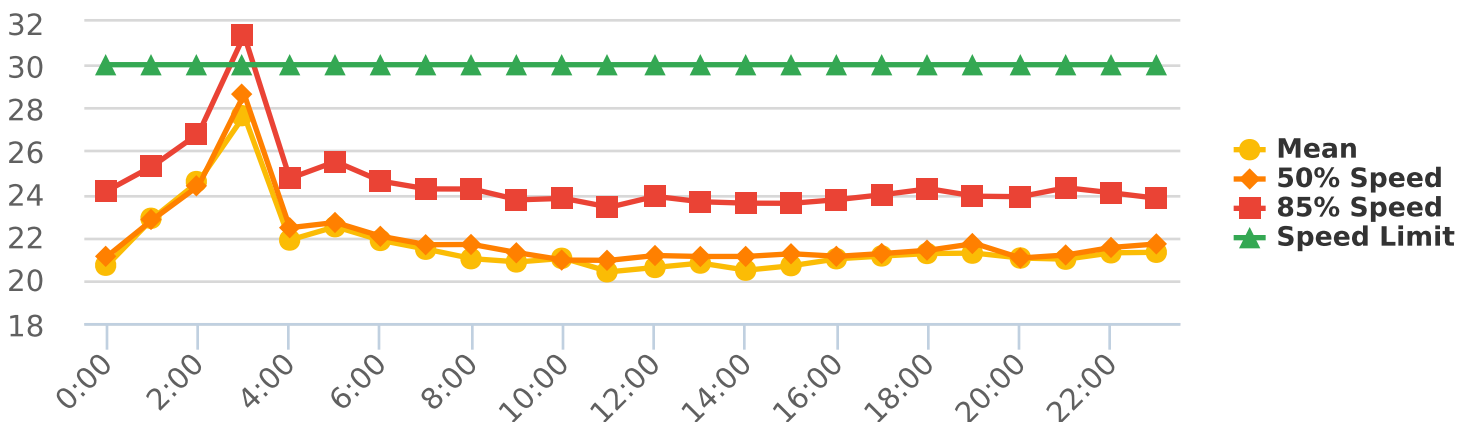
Compliance % by Hour (Totals)



Compliance by Hour (Totals)



Speeds





Extended Speed Summary

Pickering Road at Post Office, NB

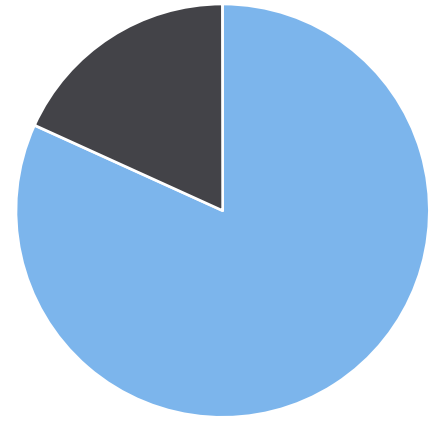
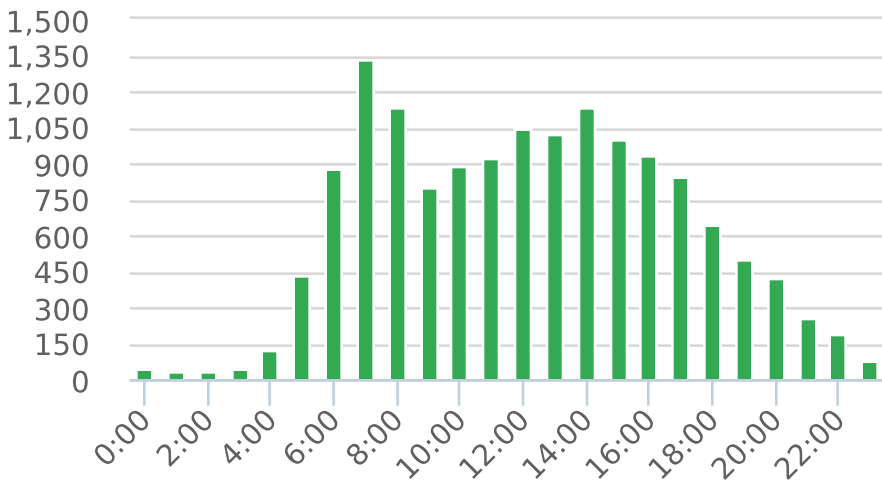
Start: 2022-05-05
 End: 2022-05-12
 Times: 0:00-23:59

Violation Threshold: Speed Limit + 10
 Speed Range: 1 to 150

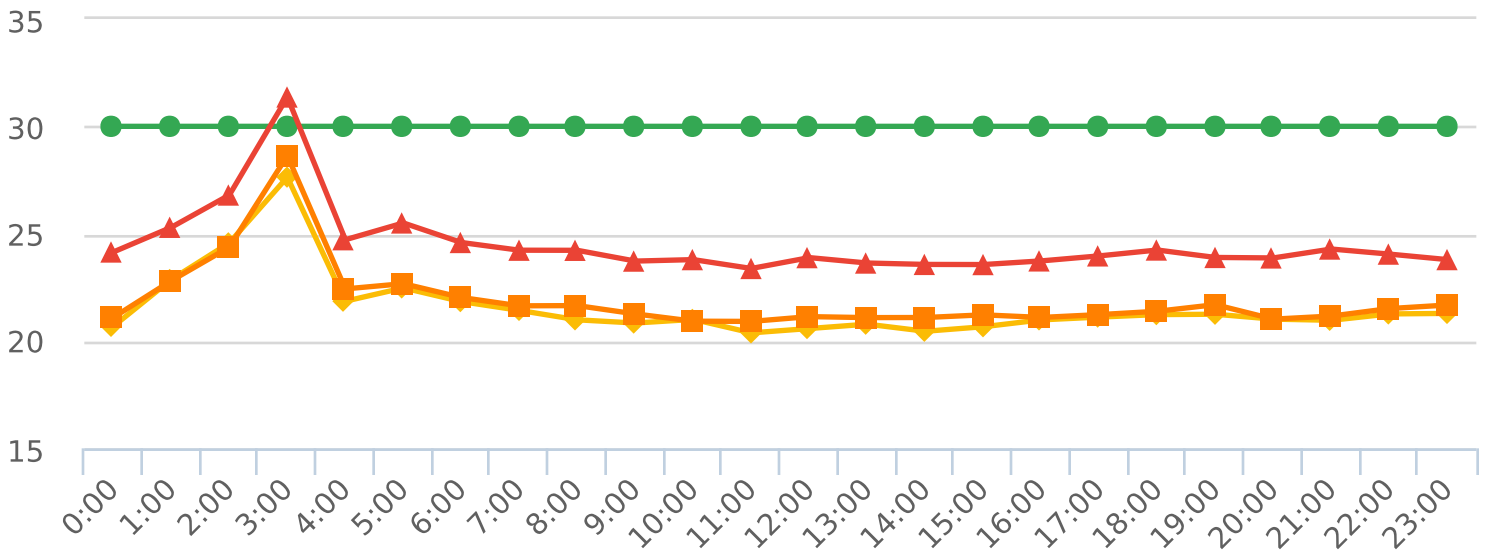
Overall Summary

Total Days of Data: 8
 Speed Limit: 30
 Average Speed: 21.05
 50th Percentile Speed: 21.39
 85th Percentile Speed: 23.99
 Pace Speed Range: 16-26

Minimum Speed: 5
 Maximum Speed: 65
 Display Mode: Display Off
 Average Volume per Day: 1850.5
 Total Volume: 14804



■ **Violators**
 ■ **Inside Threshold**
 ■ **Compliant**
 ■ **Vehicles Slowed**
 ■ **Other**



● **Speed Limit**
 ◆ **Average Speed**
 ■ **50% Speed**
 ▲ **85% Speed**



Extended Speed Summary

Pickering Road at Post Office, NB

Start: 2022-05-05
End: 2022-05-12
Times: 0:00-23:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 150

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Display Off	30	41	0	0.0%	5.9	0.0	7	26	20.7	21.1	24.1	78.2%
1:00	Display Off	30	37	0	0.0%	5.3	0.0	7	40	22.9	22.8	25.3	78.3%
2:00	Display Off	30	35	5	14.3%	5.0	0.7	13	44	24.6	24.4	26.8	80.0%
3:00	Display Off	30	60	13	21.7%	8.6	1.9	6	51	27.6	28.6	31.4	78.5%
4:00	Display Off	30	124	0	0.0%	20.7	0.0	5	32	21.9	22.4	24.7	80.7%
5:00	Display Off	30	437	0	0.0%	72.8	0.0	8	31	22.5	22.7	25.5	82.8%
6:00	Display Off	30	879	1	0.1%	125.6	0.1	5	56	21.8	22.0	24.6	80.8%
7:00	Display Off	30	1337	0	0.0%	191.0	0.0	5	38	21.4	21.6	24.2	78.1%
8:00	Display Off	30	1135	0	0.0%	162.1	0.0	6	35	21.0	21.6	24.2	84.2%
9:00	Display Off	30	804	0	0.0%	114.9	0.0	5	35	20.8	21.3	23.7	81.2%
10:00	Display Off	30	890	1	0.1%	127.1	0.1	6	65	21.0	20.9	23.8	82.8%
11:00	Display Off	30	922	0	0.0%	131.7	0.0	5	32	20.4	20.9	23.4	85.1%
12:00	Display Off	30	1053	0	0.0%	150.4	0.0	6	37	20.6	21.1	23.9	82.1%
13:00	Display Off	30	1029	0	0.0%	147.0	0.0	5	32	20.8	21.1	23.6	79.8%
14:00	Display Off	30	1137	1	0.1%	162.4	0.1	5	48	20.5	21.1	23.6	81.1%
15:00	Display Off	30	1009	0	0.0%	144.1	0.0	5	37	20.7	21.2	23.6	80.9%
16:00	Display Off	30	944	0	0.0%	134.9	0.0	5	35	21.0	21.1	23.7	80.4%
17:00	Display Off	30	847	0	0.0%	121.0	0.0	5	39	21.1	21.2	24.0	81.3%
18:00	Display Off	30	641	0	0.0%	91.6	0.0	5	30	21.2	21.4	24.2	82.9%
19:00	Display Off	30	508	0	0.0%	72.6	0.0	5	40	21.2	21.7	23.9	82.9%
20:00	Display Off	30	421	0	0.0%	60.1	0.0	6	32	21.0	21.0	23.9	85.3%
21:00	Display Off	30	253	0	0.0%	36.1	0.0	7	37	21.0	21.2	24.3	86.7%
22:00	Display Off	30	184	0	0.0%	26.3	0.0	5	29	21.3	21.5	24.0	86.6%
23:00	Display Off	30	77	0	0.0%	11.0	0.0	8	29	21.3	21.7	23.8	80.4%
Total Volumes/ Avg			14804	21	0.1%	2128.2	2.9	5	65	21.6	21.9	24.5	81.7%
Total/Avg w/o Feedback			14804	21	0.1%	2128.2	2.9	5	65	21.6	21.9	24.5	81.7%
Total/Avg w/ Feedback			0	0	0	0.0	0.0	n/a	n/a	n/a	n/a	n/a	n/a