



TRAFFIC MONITORING REPORT · DEVICE 305290

Main Street, Clarkston.

March 31–April 24, 2026

One monitoring location · 30 mph posted limit

Monitoring window

25

calendar dates

First and last days are partial

NIGHT AVERAGES >30 MPH

51.9%

4,113 of 7,920 · 10 PM–6 AM

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Limit comparisons use each passage's recorded
average speed.

AVERAGE >30 MPH

11,111

15.0% of all recorded passages

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NIGHT / DAY ABOVE-30 RATE

4.9×

51.9% at night · 10.6% by day

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RECORDED PASSAGES

74,040

One location · repeat trips included

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average speed.

WHAT THE MONITOR RECORDED

More than half averaged above 30 mph at night.

4,113 above-limit passages at night.

From 10 PM to 6 AM, 51.9% of 7,920
passages averaged above 30 mph: about 4.9
times the daytime rate.

11,111 across the full period.

That is 15.0% of all recorded passages over
25 monitored dates. Counts include repeat
trips.

The nighttime mean was above 30 mph.

Nighttime passage averages had a mean of
30.7 mph, compared with 22.3 mph during the
day.

Across the full period, 85% averaged 30 mph or less and the mean was 23.2 mph. Those combined figures do not describe the much higher nighttime above-limit rate.

Corrected October 4: the posted limit is 30 mph. The export's violation counts exactly match its above-30-mph average-speed bins on all 25 dates. Earlier materials incorrectly used 35 mph. These comparisons describe each passage's recorded average speed; a passage's peak may be higher.

Nearly five times the daytime above-limit rate.

Nighttime: 51.9%. Daytime: 10.6%. Both bars use the same 0–100% scale. Daytime had more traffic and more above-limit passages in total: 6,998 versus 4,113.

Nighttime

10 PM–6 AM

51.9%

averaged above 30 mph

4,113 averaged above 30 mph / 7,920 recorded passages

Mean recorded speed: 30.7 mph

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Limit comparisons use each passage's recorded average speed.

Daytime

6 AM–10 PM

10.6%

averaged above 30 mph

6,998 averaged above 30 mph / 66,120 recorded passages

Mean recorded speed: 22.3 mph

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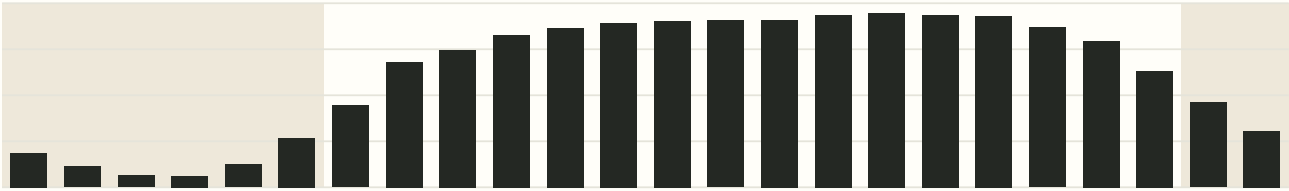
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Limit comparisons use each passage's recorded average speed.

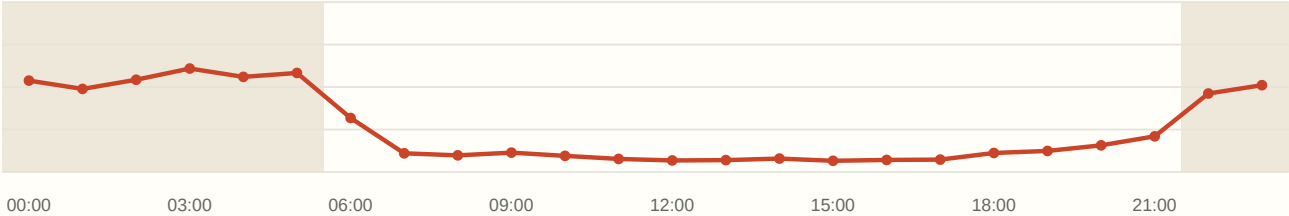
Every hour has a different pattern

Two aligned charts separate traffic volume from the share averaging above 30 mph.

Average recorded passages per hour



Recorded passages with average above 30 mph (%)



Shaded hours: 10 PM–6 AM. Hourly volume is the average across all 25 monitored dates, including the two partial days.

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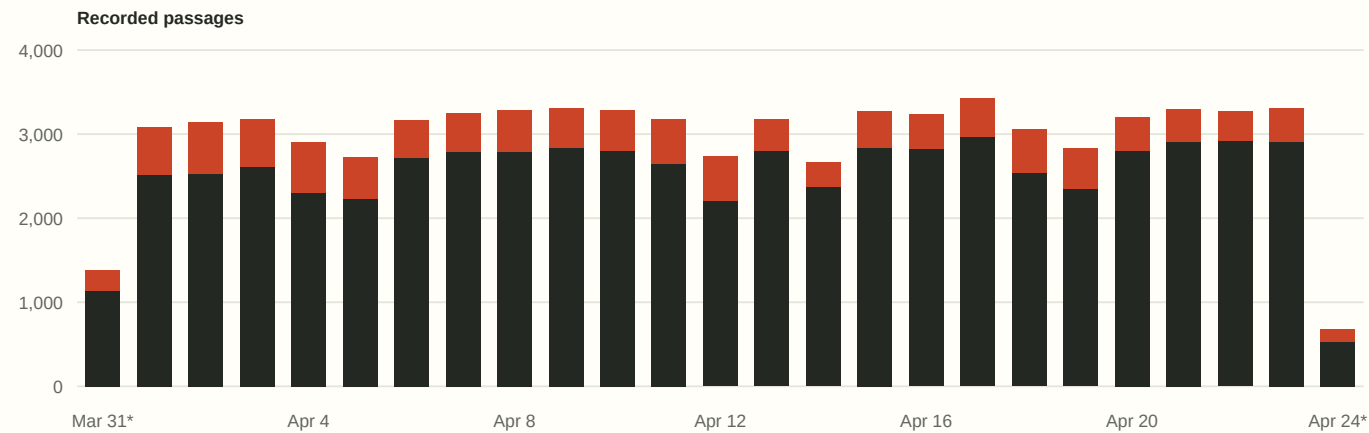
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Limit comparisons use each passage's recorded average speed.

See the variation across the period.

Compare complete days with care: March 31 and April 24 contain partial-day recordings.

Daily traffic



Dark bars: with average at or below 30 mph. Orange bars: with average above 30 mph. Asterisks mark partial days.

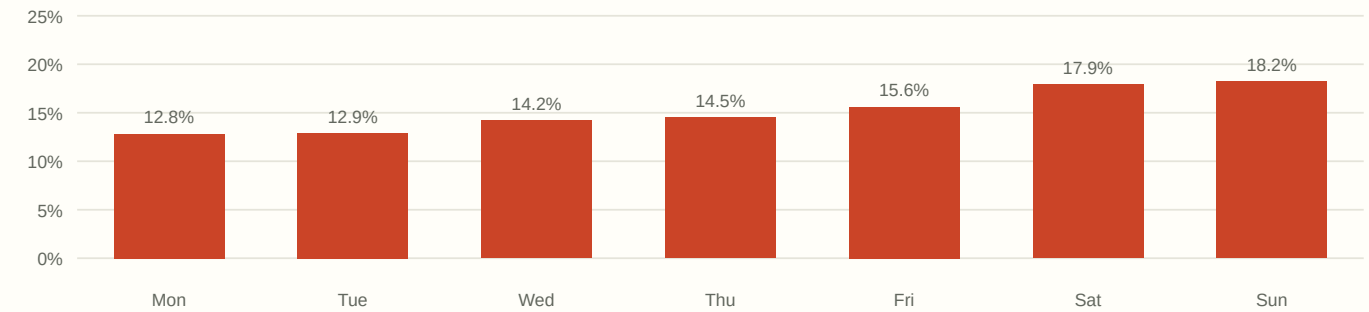
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Limit comparisons use each passage's recorded average speed.

Day of week

Weekday share averaging above 30 mph: **14.1%**. Weekend share: **18.1%**.



Each weekday appears three or four times. Tuesday and Friday include a partial day. This is a description of this reporting period.

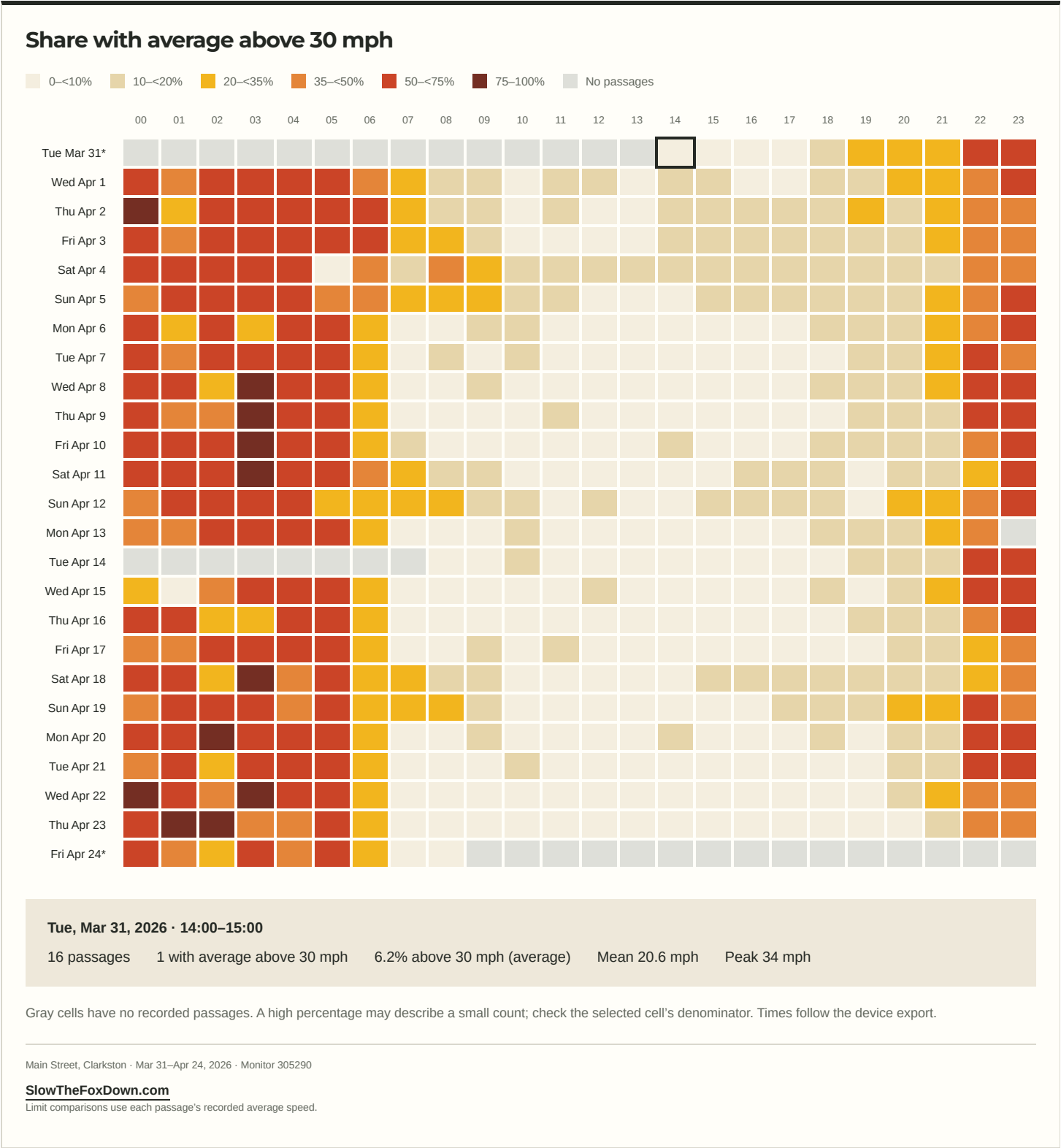
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Limit comparisons use each passage's recorded average speed.

Look closer at the pattern.

Each cell represents one hour. Select a cell for its passage count, above-30 count, mean and peak.



An average and a maximum answer different questions.

MEAN RECORDED SPEED

23.2

mph

A passage-weighted average

Sum of the export's per-passage average speeds divided by recorded passages. It does not show the full spread of speeds or establish speed-limit compliance.

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Limit comparisons use each passage's recorded average speed.

HIGHEST RECORDED PEAK

77

mph

One interval's maximum

April 24, 06:00–06:30. The interval contained 75 passages, including 25 passages averaging above 30 mph. A recorded maximum is not a typical-speed estimate.

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Limit comparisons use each passage's recorded average speed.

Intervals with a high recorded peak

Among 1,122 thirty-minute intervals containing recorded passages.

45+ mph

159 intervals

14.2% of nonempty intervals

50+ mph

44 intervals

3.9% of nonempty intervals

55+ mph

15 intervals

1.3% of nonempty intervals

60+ mph

6 intervals

0.5% of nonempty intervals

These are interval counts, not counts of vehicles at each speed. Thresholds overlap: an interval with a 60+ mph peak also appears in the 45+, 50+ and 55+ groups. Bars use a common 0–100% scale.

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Limit comparisons use each passage's recorded average speed.

Keep exceptional readings in context.

Times are interval starts. "Above 30" counts passages whose recorded average exceeded 30 mph. Rate rankings include only intervals with at least 30 recorded passages.

Ten highest recorded peaks

All dates are in 2026. Peak is the interval maximum.

DATE	START	PEAK (MPH)	PASSAGES	ABOVE 30
04-24	06:00	77	75	25
04-13	21:00	69	62	15
04-01	12:00	69	99	12
04-05	23:00	69	22	12
04-22	21:30	62	72	18
04-23	00:00	60	17	10
04-14	23:00	58	36	21
04-12	01:00	58	20	12
04-15	17:30	57	100	8
04-17	12:00	57	107	6

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Limit comparisons use each passage's recorded average speed.

Ten highest above-30 rates

Minimum denominator: 30 recorded passages.

DATE	START	ABOVE 30 (%)	PASSAGES	ABOVE 30
04-01	05:00	81.6	38	31
04-10	23:30	72.3	47	34
04-18	00:00	71.1	38	27
04-08	22:30	70.8	48	34
04-23	05:30	70.7	41	29
04-01	23:30	69.7	33	23
04-21	05:00	69.7	33	23
04-16	05:30	69.2	39	27
04-13	05:00	67.7	31	21
04-07	22:30	67.6	37	25

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These are selected extremes, not a representative sample. Above-30 counts use each passage's recorded average speed; peak is the interval maximum.

All 25 monitored dates.

The table keeps the count, rate, average and maximum together.

Daily observations

DATE (2026)	DAY	PASSAGES	ABOVE 30	ABOVE 30 (%)	MEAN (MPH)	PEAK (MPH)
Mar 31*	Tue	1,380	246	17.8	24.5	47
Apr 1	Wed	3,088	571	18.5	24.6	69
Apr 2	Thu	3,137	609	19.4	24.6	56
Apr 3	Fri	3,182	564	17.7	24.1	46
Apr 4	Sat	2,906	598	20.6	24.6	54
Apr 5	Sun	2,729	497	18.2	24.2	69
Apr 6	Mon	3,160	444	14.1	23.2	48
Apr 7	Tue	3,252	453	13.9	23.3	47
Apr 8	Wed	3,278	488	14.9	23.1	49
Apr 9	Thu	3,304	466	14.1	22.9	51
Apr 10	Fri	3,287	485	14.8	23.2	54
Apr 11	Sat	3,174	527	16.6	23.1	55
Apr 12	Sun	2,741	529	19.3	24.2	58
Apr 13	Mon	3,175	380	12.0	22.5	69
Apr 14	Tue	2,664	288	10.8	22.2	58
Apr 15	Wed	3,265	431	13.2	22.5	57
Apr 16	Thu	3,233	405	12.5	22.4	50
Apr 17	Fri	3,426	453	13.2	22.6	57
Apr 18	Sat	3,058	514	16.8	23.3	56
Apr 19	Sun	2,839	486	17.1	23.6	51
Apr 20	Mon	3,199	398	12.4	22.6	52
Apr 21	Tue	3,299	384	11.6	21.8	51
Apr 22	Wed	3,272	346	10.6	21.7	62
Apr 23	Thu	3,310	403	12.2	22.2	60
Apr 24*	Fri	682	146	21.4	23.4	77
FULL PERIOD		74,040	11,111	15.0	23.2	77

* Partial day. The period's mean and percentage are weighted by passages; they are not simple averages of daily values.

What is counted.

What can be concluded.

Source and coverage

Monitor

Radar monitor 305290, Main Street, Clarkston.

Reporting window

March 31–April 24, 2026: dates with recorded traffic in the export. First and last days are partial. These boundaries do not establish physical installation or removal dates.

Source resolution

30-minute intervals. Hourly and daily views aggregate those intervals. Times are shown as recorded; no timezone conversion is applied.

Counts

Recorded vehicle passages, including repeat trips. The export does not identify unique drivers.

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Calculation notes

Above the limit

The CSV's #violators field exactly matches its average-speed bins above 30 mph on all 25 dates. Rate = these passages ÷ all recorded passages. Robert confirmed the 30 mph posted limit.

Average versus peak

A passage's recorded average may be at or below 30 mph while its peak exceeds 30. The 85% figure refers to averages. It does not mean those passages never exceeded the limit.

Mean and peak

Mean = export's sum of average speeds ÷ passage count. Peak = the largest recorded interval maximum. Neither is a percentile speed.

Time groups

Daytime: 06:00–21:59. Nighttime: 22:00–05:59. Weekends: Saturday and Sunday.

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Data check and interpretation limits

All 25 daily violation totals reconcile exactly with the above-30-mph average-speed bins: 11,111 in total. This infers the reporting cutoff from the export; it does not recover the sign's flashing or display settings. [Download the daily reconciliation](#). Bin definitions: [Radarsign StreetSmart, page 2](#).

There is no before-and-after comparison or control location. This dataset cannot establish that the sign reduced speeding or explain why speeds differ. It does not measure crashes, near misses or congestion, and does not determine overall road safety. Speed readings are reported from radar monitor 305290's original 30-minute CSV export.

Source file: 305290_DS_20260301_20260429_30.csv

Interactive report and source files: <https://slow-the-fox-down-main-street.pages.dev/report>