



**TRAFFIC AND PARKING COMMITTEE  
MEETING AGENDA**

**TUESDAY, JUNE 4, 2019, 7:30 A.M.  
TOWN HALL, COUNCIL CHAMBERS**

1. Welcome New Committee Member, Greg Michaud (5 minutes).
2. Accept minutes of the April 2, 2019 meeting (5 minutes).
3. Accept minutes of the May 7, 2019 meeting (5 minutes).
4. Chapter 2, Administrative Code: Section 614, Traffic and Parking Committee Charge (30 minutes).
5. Train Station Overnight Parking (20 minutes).
6. Follow-up to Mallet Drive / North Main Street Speeding Concern (10 minutes)
7. Project Updates (5 minutes).
  - Cousin's River Bridge
  - Mallett Drive / Exit 22 Overpass
  - Desert Road Bridge / Exit 20 Overpass
8. Adjournment. Next scheduled meeting: Tuesday, July 2, 2019.





**TRAFFIC AND PARKING COMMITTEE  
MEETING MINUTES  
April 2, 2019**

**ATTENDANCE:**

Doug Leland, Chair	Rodney Regier
Police Chief Susan Nourse, Vice Chair	Geralyn Campanelli
Doug Reighley, Town Councilor (absent)	Catrina Milliman
Chester Goggin	David Lockman
Adam Bliss, Town Engineer	District 4 (Vacant)

**I. Accept minutes of the March 5, 2019 meeting.**

Ms. Campanelli motioned to accept the March 5, 2019 meeting minutes as written; Chief Nourse seconded the motion; motion passed unanimously.

**II. Provide input on the Comprehensive Plan Vision Statement.**

The Planning Board requested feedback on the Comprehensive Plan Vision Statement as this document will expire in 2021 and revisions are expected to begin in the next few months. Two additions relative to Traffic and Parking Committee concerns had been added to the copy provided to Mr. Bliss. The additions, shown in blue, bold text of the document were: (1) encouraging a wide variety of indoor and outdoor recreational opportunities for residents and visitors and (2) providing parking for all types of transportation such as motorcycles and mopeds, bicycles as well as cars and trucks. The comments were passed on to the Planning Board and a request was made for review of the next draft.

The following comments were made during the discussion.

- A. Encourage the use of parking for all users through design, improvements, and maintenance.
- B. Provide community connectivity of streets, pathways, trails, and infrastructure.
- C. Rewrite the Vision Statement so it reads as a simpler, concise, and condensed document.

**III. Update: Traffic and Parking Committee / Active Living Committee Workgroup.**

No real update was available other than that provided in the meeting materials. The next meeting is scheduled for April 11, 2019 at 8:40 a.m. in the Council Chambers. Mr. Regier provided comment on the Committee structure, specifically the formation of a subcommittee and the public meeting requirements. Further comment was made concerning the role of a subcommittee that has a planning role compared to the entire committee that has more of a reactive role. It was stated the subcommittee structure has the potential to be cumbersome with inherent difficulties. The discussion of structure will continue at the next meeting.

**IV. Upper Main Street / Mallet Drive Intersection Traffic Light.**

A resident of Kendall Avenue submitted a concern via email to Chief Nourse who forwarded the email to Mr. Bliss. The concern was expressed as a speeding complaint and as two requests which were for a school speed zone reduction near Library Drive and a 'No Right Turn on Red' sign/ signal at the

Mallet Drive intersection. An evaluation form was provided to the Committee members that identified the school zone request as primarily serving a private preschool associated with the First Baptist Church of Freeport. The preschool has a dedicated entrance drive off Library Drive. There is also a shared driveway off U.S Route One/ Main Street. A sidewalk and esplanade exist as a buffer from the travel lane and shoulder on Main Street. It is believed the school speed zone reduction would serve a private organization serving a low volume of users. The concern appears to be best addressed as a combination of enforcement and driver notification. The TPC motioned to table the school zone reduction request and requested Mr. Bliss provide the Committee with types of driver feedback signs such as Speed Notification and flashing speed limit sign. Police Chief Nourse expressed concern about reacting to anecdotal evidence rather than evaluating concerns based on collected speed data. Nevertheless, drivers do speed and may not be aware of their actual speed which is a supporting reason for driver feedback signs such as those systems in place on South Freeport Road and around Town.

Mr. Lockman motioned to further investigate driver feedback options at the north and south entrances to the Village District located where the posted speed limits change zones. Mr. Regier seconded the motion, the vote was unanimous.

The second request was for a 'No Right Turn on Red' light at the Mallett Drive intersection turning onto Main Street. Pedestrians are challenged when crossing Mallett Drive at the Main Street intersection challenge. The pedestrian light should be adjusted by a few seconds to add clearance time; however, vehicles do not necessarily stop at the red light or yield to pedestrians. The adjustment is a simple programming fix within the PLC controller cabinet.

The question was asked if the PLC controller could be changed to prioritize the sequence from mostly traffic alternations to allow more opportunity for pedestrian crossings, i.e. less wait time between cycles. Mr. Bliss stated he would evaluate this potential. Mr. Bliss also stated the Town will be adding crosswalk signage to bring the Town into compliance with the MUTCD signage manual. An in-street Pedestrian Crosswalk Signage located on Main Street within the Library Drive crosswalk was another committee recommendation.

## **V. General Discussion Items.**

A Maine DOT Public Meeting for the Exit 22 (Mallett Drive) Bridge Rehabilitation project is going to be scheduled for mid to late May. The construction schedule and funding mechanisms aren't established yet, but preliminary plans are targeting a construction start of 2021. A Public Meeting Notice will be provided to the TPC and Active Living Committee once the date is established.

## **VI. Adjournment: Next scheduled meeting: May 7, 2019.**

Ms. Campanelli motioned to adjourn, Mr. Goggin seconded, motion passed unanimously.



**TRAFFIC AND PARKING COMMITTEE  
MEETING MINUTES  
May 7, 2019**

**ATTENDANCE:**

Doug Leland, Chair	Rodney Regier
Police Chief Susan Nourse, Vice Chair	Geralyn Campanelli
Doug Reighley, Town Councilor	Catrina Milliman
Chester Goggin (absent)	David Lockman
Adam Bliss, Town Engineer	District 4 (Vacant)

Meeting started at 7:36 am and adjourned at 9:14 am.

**I. Meeting Introduction.**

There was a brief revisit of the Comprehensive Plan Vision Statement. Traffic and Parking Committee members requested that their consolidated comments be circulated back to their Committee prior to sending them to the Planning Board. The deadline for providing comments to the Planning Board was in April but since the Town does not have a new planner in place there does not appear to be any present movement on the Comprehensive Plan. Mr. Bliss requested that the Committee forward their comments to him via email for discussion at the June meeting. One major theme during the discussion was the need to consolidate the statement from two pages into less than one page. It was mentioned that by law the Comprehensive Plan needs to be updated every ten years and the current plan expires in 2021.

**II. Chapter 2, Administrative Code: Section 614, Traffic and Parking Committee Discussion.**

A draft proposal for revisions to Chapter 2, Administrative Code, Section 614 was presented to the TPC by Mr. Leland. Proposed revisions were provided to the Committee ahead of the meeting. The revisions were proposed as follows.

**614.1 Establishment**

- A. Added 'TPC Establishment (Statement of Purpose) and charge'.
- B. Moved 'The 'Streets' Committee, shall develop, propose, update, and be guided by a Town of Freeport Complete Streets Policy' to Section 614.2, Duties and Responsibilities.
- A. Added 'Committee shall develop, propose, update and be guided by Complete Streets Policy'.
- B. Added 'Committee shall be further guided by a Complete Streets Strategic Plan'.
- C. Removed 'representation from the four Districts'.
- D. Added 'representation to include two Bicycle/ Pedestrian advocates and four At-Large seats'.

**614.2 Duties and Responsibilities**

- E. Added 'the Committee shall monitor and maintain the Complete Streets Strategic Plan'.
- F. Added 'members are expected to participate in workgroups and on special projects related to the Committee Duties and Responsibilities'.

The State of Purpose was added to provide guidance to future Committee members. The intent of adding economic development to the Statement of Purpose was to accommodate multimodal transportation which can improve the environment of community and improve the environment of

economic development. The subject of Committee name was a focus of discussion. A list of potential names would be developed and generated to the Committee for consideration.

The terms 'enhancing safety, community connectivity, system sustainability, and economic development' were agreed upon for inclusion in the Establishment list.

Mr. Regier recommended referencing 'Active Living Plan' in the revised code. The document provides historical context for development of the Complete Streets Implementation Plan.

Committee membership was discussed at length. Concern was brought up that District 4 is currently vacant, and that district has proven to be a challenge to fill. Changing the positions to At-Large would resolve this challenge and it is expected that the Appointments Committee would provide guidance on filling the seats. It was stated that two Bicycle/ Pedestrian advocates would be desirable for the committee, but the positions aren't well defined or understood. One idea for the change is to ensure someone with energy and specific interest would participate in a workgroup on special projects. The subject of Project Review Board or Planning Board representation was stated as desirable and important as was a voice from Visit Freeport. Concern was raised about applying too heavy of a load to a Planning Board or Project Review Board representative. Chief Nourse suggested providing a list of preferred interests to the Appointments Committee for service on the Committee.

### **III. Updates: General Discussion Items.**

There is a project meeting with Maine DOT on May 23<sup>rd</sup> in Yarmouth concerning the Cousin's River Bridge. Design options and associated cost estimates are expected to be shared with stakeholders at this meeting.

There is an East Coast Greenway meeting and discussion on possible rerouting the route by bringing it into the Village. That meeting is scheduled for Tuesday, May 28<sup>th</sup> from 2:00 to 4:00 PM followed by a social hour at Maine Beer and a Venture Cycling presentation.

There is a Public Meeting on Wednesday May 29<sup>th</sup> at 6:00 PM in the Council Chambers with Maine DOT, their bridge engineer, the Maine DOT project manager, and stakeholders concerning the Exit 22 Bridge Rehabilitation Project. Maine DOT will share the scope of the project and the available options.

### **IV. Adjournment: Next scheduled meeting: June 4, 2019.**

Mr. Lockman motioned to adjourn, Mr. Leland seconded, motion passed unanimously.

DATE: 5/30/19

TO: Traffic & Parking Committee

FM: Doug Leland

SUBJ: Chapter 2, Section 614 of Administrative Code — Traffic & Parking Committee - DRAFT changes

Committee Members:

Enclosed is an updated draft of proposed changes to Section 614, as best captured by Adam and me with our notes and recollections. But for two topics, I believe there was general agreement on all changes discussed and reflected in this draft. The two remaining topics for discussion are membership (within the Establishment paragraph) and recommended name for the committee.

We discussed membership at our last meeting, but I don't believe we reached closure. For those not present, the two views represented (and I simplify) were whether there should be additional permanently assigned seats (such as a member of Project Review and/or Planning Board) to enhance inter-committee communication or more at-large and bike/pedestrian seats (as currently depicted in the draft) to increase flexibility and bandwidth for actively participating in Complete Street Project Plan initiatives.

We have yet to discuss potential name change. Adam will provide a survey that may help us whittle choices. Give it some thought beforehand ... whatever we recommend to Town Council could be with us for a few decades. As much as possible, it should be a name that captures mission and scope, and maintains relevance for an extended period.

Let us know if you'll be unable to make our meeting on 6/4. Otherwise, see you next week.

*Doug*





DRAFT

5/10/19

**SECTION 614 - 'STREETS' COMMITTEE**

614.1 Establishment

The 'Streets' Committee shall promote, advise, and recommend policies related to Freeport's public multi-modal transportation system, with emphasis on best practices for enhancing safety, community connectivity, system sustainability, and economic development.

The 'Streets' Committee shall consist of nine members. The membership shall include:

- Police Chief, Town of Freeport
- L.L. Bean representative
- Town Councilor
- Two (2) Bicycle/Pedestrian representatives
- Four (4) At-Large representatives

All 'Streets' Committee members shall be appointed by Town Council. Appointments will be for staggered three-year terms. The 'Streets' Committee shall elect a Chair and Vice-Chair consistent with Section 601.1 of the Freeport Administrative Code. All municipally imposed term limits for Board or Committee members (including those in Section 601.1 of this code) shall not apply to the Police Chief or L.L. Bean representative regarding their membership on the 'Streets' Committee.

All 'Streets' Committee members must be Freeport residents, with the exceptions of the Police Chief and L.L. Bean representative. The 'Streets' Committee Chair shall be a Freeport resident.

The 'Streets' Committee shall be staffed by the Town Engineer.

614.2 Duties and Responsibilities

The 'Streets' Committee shall advise Town Council on public multi-modal transportation system projects and related issues to include, but not limited to:

- Town of Freeport Complete Streets Policy — develop, propose, implement, and update

- short- and long-term improvements that implement the goals of the Complete Streets Project Plan and Active Living Plan dated 7/9/14.
- traffic flow and circulation
- pedestrian flow and circulation, to include crosswalks
- shared use pathways, particularly those that address community connectivity
- on- and off-street parking
- signage
- general safety issues
- funding sources for multi-modal transportation maintenance and improvements
- alternative transportation accommodation and ADA compliance
- integration of sustainability practices

The 'Streets' Committee shall monitor and maintain the Freeport Complete Streets Project Plan. This plan will include project priorities, current status, estimated costs, project scope and timing, funding sources, and anticipated community benefit. The Complete Streets Project Plan shall be updated each year, no later than December 31, and submitted to Town Council for consideration during budget development.

The 'Streets' Committee shall provide advice, when requested, for other Boards and Commissions such as the Planning Board, Project Review Board, Coastal Waters Commission, and others.

The 'Streets' Committee shall develop and gather technical information through consultants and advocacy groups, as needed, and from committee staff.

The 'Streets' Committee shall conduct special projects related to 'Streets' Committee Duties and Responsibilities.

'Streets' Committee members are expected to participate in workgroups and on special projects related to 'Streets' Committee Duties and Responsibilities.

The 'Streets' Committee shall recommend ordinance revisions, as necessary, and advise on proposed ordinance revisions.

The 'Streets' Committee shall provide for public comment from residents with questions and concerns about multi-modal transportation system elements, to include safety, community connectivity, economic impact, and other related issues.

The 'Streets' Committee shall decide on public peddler locations.

The 'Streets' Committee shall act in any capacity required by specific Town ordinances.

The 'Streets' Committee shall periodically review the efficacy of its structure and governing ordinance.

The major focus of 'Streets' Committee efforts shall be on the Village, Route 1 corridor, high density areas, and opportunities for connectivity, though it will provide advice and recommendations, as needed, about issues within its purview in other sections of Freeport.

## Committee Name Suggestions

	Thumbs Up	Thumbs Sideways	Thumbs Down
<b>Committee Name</b>			
Streets Committee			
Smart Growth Committee			
Complete Streets Committee			
Streets and Pathways Accessibility Committee			
Livable Streets Committee			
Ride-Walk-Bike Committee			
Traffic, Safety, Bicycle, Pedestrian, and Transit Committee			
Streets Accessibility Committee			



**TRAFFIC AND PARKING COMMITTEE  
MEETING MINUTES  
December 4, 2018**

<b>ATTENDANCE:</b>	Doug Leland, Chair	Susan Nourse, Police Chief
	Rodney Regier	Chester Goggin
	Geralyn Campanelli	David Lockman
	Catrina Milliman	Doug Reighley, Town Councilor (absent)
	Adam Bliss, Town Engineer	District 4 (Vacant)

Meeting started at 7:36 pm

Meeting adjourned at 8:52 am

**I. Accept minutes of the November 6, 2018 meeting.**

One minor correction was requested to change the meeting time from p.m. to a.m. Mr. Regier motioned to accept the revised minutes, Mr. Goggin seconded, motion passed unanimously.

**II. Train Station Overnight Parking.**

This agenda item was brought to the Town Engineer from the Train Station Manager, Ed Bonney. Mr. Bliss introduced the item by explaining allowable parking areas identified on a site plan and in the Traffic and Parking Ordinance. The request brought forward was to remove the overnight parking restriction on the east side of the parking lot and to remove one of the two standing taxi cab parking spots. Any parking revisions would require an ordinance revision and approval by the Town Council. Several questions and comments were discussed by the TPC as outlined below.

- Can signage be placed on the eastern side that limits parking to 24 hours?
- How does sporting events in Boston affect overnight parking restrictions?
- Parking is not and cannot practicably be enforced.
- Did the 2016 parking study reveal parking demand?
- The Town should encourage use of the Downeaster and train station parking.
- It's important for the public to feel encouraged to use the lot for parking to take the Downeaster.
- Another option for visitors is to encourage parking in the garage.
- Where is the closest legal overnight parking lot?
- Private parking lots are not controlled by the Town unless there is a safety issue.
- A potential future issue could result if Downeaster demand picked up. Available parking spaces for train patrons could be in short supply if overnight-parked vehicles were to take up spaces.
- What is the demand for overnight parking?
- There appears to be a need based on anecdotal evidence but it is not urgent.
- Lot is not currently signed to restrict parking to the train station.

Chief Nourse motioned to table the agenda item for 6 months time to allow for additional data collection and demonstration of inadequacy of overnight parking. Mr. Goggin seconded, motion unanimously passed.

1. On the easterly side of Main Street in front of Derosier's Market (Tax Map 11, Lot 93 on the Freeport Property Maps) from the existing driveway entrance and continuing in a southerly direction for a distance of 30 feet south to a designated parking space.
2. On the easterly side of Main Street from the north side of the crosswalk that is about 70 feet north of Mill Street for a distance of 80 feet to a location that is about 20 feet south of CMP pole #13.
3. On the easterly side of Main Street beginning 56 feet north of the southerly property line of the lot at Tax Map 11, Lot 121 and continuing in a northerly direction for a distance of about 80 feet to the marked crosswalk.
4. On the easterly side of Main Street beginning 10 feet north of the southern driveway at the property referenced to Freeport Property Tax Map 13, Lot 19 and continuing in a northerly direction for a distance of 70 feet.

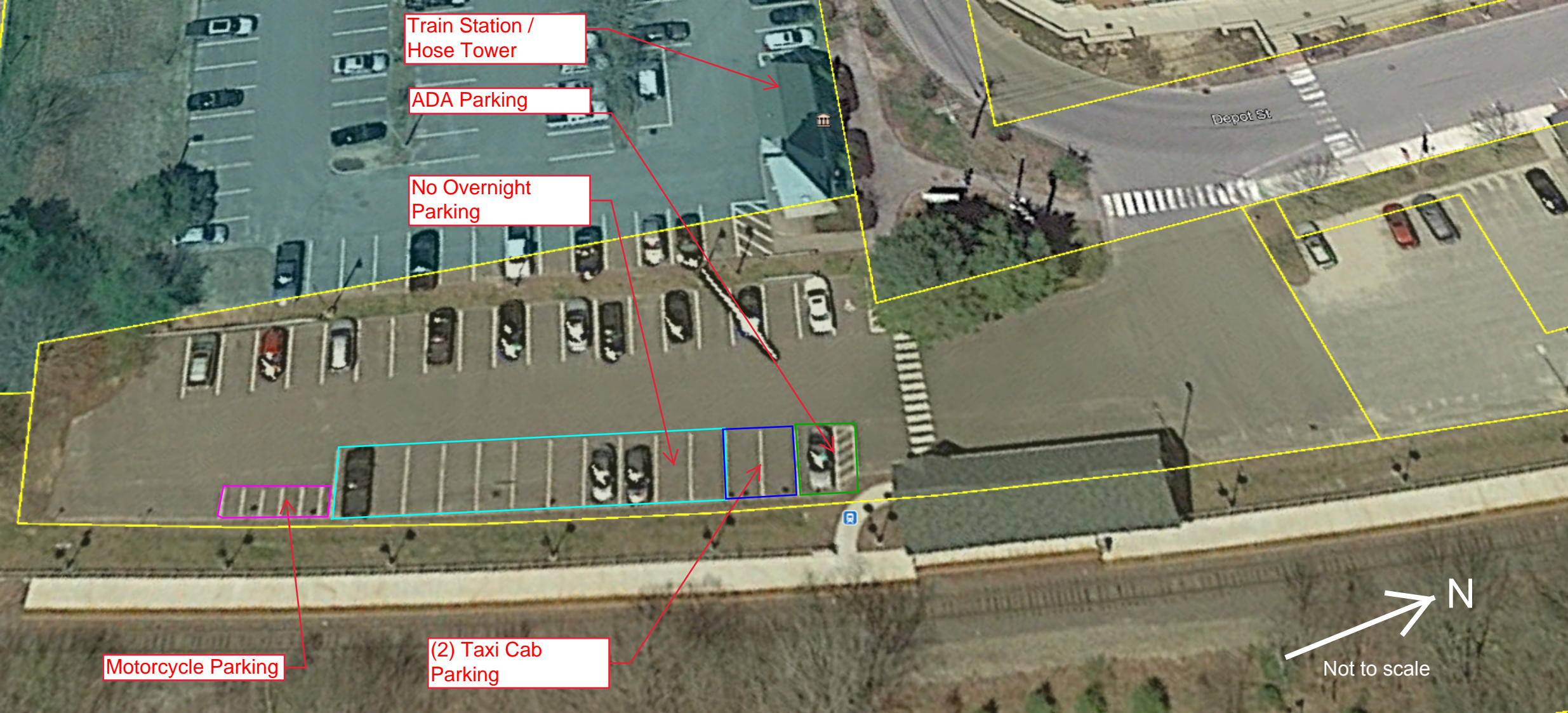
#### **Section 48-319 - Parking at Train Platform Parking Lot**

At the Town-owned lot referenced as Tax Map 10, Lot 24-1, the following parking restrictions shall be in effect:

1. The northernmost spaces on both the east and west side of the lot will be restricted to accessible parking (2 spaces total).
2. The two (2) spaces south of the accessible parking space on the east side of the lot will be restricted to parking for taxi vehicles.
3. **No overnight parking (10 p.m. to 6 a.m.) is allowed on the east side of the lot.**
4. Parking by RVs or trailers is prohibited.
5. The area west of the platform and north of the designated perpendicular parking area for a distance of 120 feet shall be restricted to loading and unloading only, with a 5 minute limit.
6. At the southerly end of the vehicle parking spaces on the east side of the lot, parking will be restricted to motorcycles only for up to 8 motorcycle spaces.
7. No parking is allowed at other locations in the lot.

#### **ARTICLE IV TRAFFIC FEES AND FINES**





Train Station /  
Hose Tower

ADA Parking

No Overnight  
Parking

Motorcycle Parking

(2) Taxi Cab  
Parking

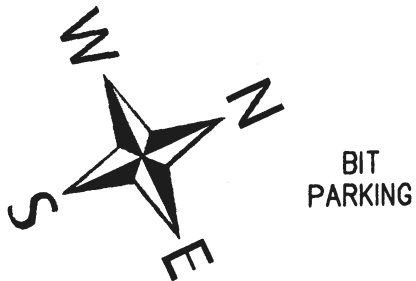
Depot St

N  
Not to scale



This plan was prepared from the Site Plan for the Train Platform project  
by Albert Presgraves, Freeport Town Engineer

MAP 11, LOT 134  
N/F  
L.L. BEAN INC.  
BOOK 8621, PAGE 1



BIT  
PARKING

Existing conditions:  
22 perpendicular spaces, standard size: 9' x 18.5'  
9.8 parallel spaces, 9' x 20'; or could be 9 spaces, 9' x 21.9'  
Total: 31 full spaces

Proposed layout:  
West: 20 perpendicular spaces, standard size, plus 1 handicapped space and aisle  
East: 14 perpendicular spaces, standard size, including (2) taxis and (1) HC with aisle  
Total: 35 spaces

Potential future connecting drive (20')  
(Loses 3 spaces in Platform lot,  
and 2 spaces in LL Bean lot)

TBM SET  
CHISELED SQUARE ON  
2.5" CONC. LP BASE  
EL=129.35'

Existing perpendicular parking to be maintained

PROPOSED  
CROSSWALK

Proposed tip-down curb and sidewalk ramp  
with detectable warning panel

Existing (2) pine trees to be replaced with  
Two (2) Arbor Vitea, Woodwardi Globe  
(2' plant matures at 4')

Proposed Bicycle Rack  
Area - 6' x 6' paved

Proposed Handicapped space

Proposed Loading Only, 5 minute limit  
and No Unattended Vehicles

Existing tree to be removed

No Parking Allowed-  
Yellow line and signs

Proposed Taxi Parking Only, 2 spaces

Proposed perpendicular parking, 14 spaces this side,  
and no overnight parking (10 pm to 6 am)

BOR# HA-103

LOW PLATFORM

BOR# HA-102

HIGH PLATFORM

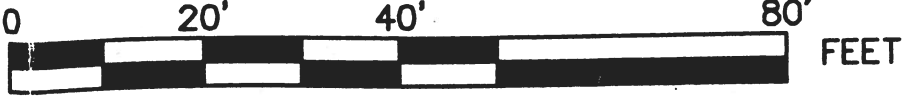
BOR# HA-104

INSTALL LIGHTING CONDUIT  
(TYP)

GRAVEL

PROPOSED  
FENCE (TYP)

INSTALL LIGHT POLE



Parking Space Layout Plan  
Railroad Platform Parking Lot  
February 21, 2013

L.L. BEAN  
OUTLET  
Approved  
3/13/13





# SafePace® Evolution 15FM

The Traffic Logix SafePace® Evolution 15FM variable message sign is a versatile display sign that allows you to customize messaging to each driver's behavior.

The versatile Evolution 15FM variable messaging sign offers the ability to display custom text, graphics, or speed display all on the compact, lightweight sign face. The flexible sign offers the ability to display either driver speed in full 15" digits with speed activated digit color changes or your choice of driver responsive text or graphics on the full matrix speed display sign.



## EV 15FM Specifications

Digit Size	15"
Height	42"
Weight	28 lbs
24/7, 365 Scheduling	✓
Data Collection	✓
Solar Compatibility	✓
Battery Operated	✓
Custom Messaging	✓
Cloud Compatibility	✓
Trailer Compatibility	✓
Dolly Compatibility	✓
Hitch Compatibility	✓
Warranty	2 Years

## Features

Compact design offers **all the features** and visibility you'd expect from a full size variable message sign.

Allows for **animated text or graphics** such as moving arrows or a scrolling message.

Unique light enhancing, anti glare lens system provides **brilliant visibility** even in poor lighting.

**Dual Color Display:** LED digit color can be programmed to change based on driver speed

**Ultra low power consumption** including the most power-efficient radar technology available and optional solar power.

High strength aluminum sign face and individual **optical lenses to protect against vandalism or theft.**

**Stealth Mode** allows the sign to collect baseline traffic data while speed display appears blank to motorists.

Includes **integrated flashing speed violator strobe** to alert speeding drivers.

**Universal Mounting:** Optional mounting brackets let you use one sign at multiple locations with the turn of a key.



Feature	Specifications
Dimensions	
Digits	First digit: 15"(h) x 1.5"(w) Other digits: 15"(h) x 8"(w)
Unit with "YOUR SPEED" sign mounted	Full size sign: 42"(h) x 30"(w) x 5.625"(d)
Sign Weight (includes "YOUR SPEED" sign (2 lbs) mounted)	
AC Powered	28 lbs
Battery Powered Model	28 lbs (not including batteries)
Solar powered model	28 lbs (does not include batteries, solar panel or bracket)
General Specifications	
Operating Temperatures F (C):	-40° (-40°) to 185° (85°)
Full Matrix Sign with 3-Digit Speed Display	Miles per hour (mph) 3-99. Kilometers per hour (km/h) 5-160.
Faceplate	High-Intensity prismatic reflective sheeting on "YOUR SPEED" signs with black colored text. MUTCD approved colors and format
Communications	Bluetooth (standard). GSM/GPRS (optional, for use with SafePace Cloud)
Programming	SafePace® Pro management software SafePace® Cloud remote management 24/7 365 day unlimited programming and scheduling

Feature	Specifications
Power Options (Electrical Specifications)	
AC power input	100~240 V AC
DC power input	12 V DC
DC power options	- 12V, 18Ah Lead acid batteries. - 4 Cell, 12.8V, 15Ah Lithium-Ion Phosphate batteries
Solar panel option	50W solar panel
Radar	
Internal Radar:	Doppler (FCC approved)
Model	DF 300
Radar RF out	5 mW maximum
Radar f-center	24.125 GHz +/- 25 MHz
Pickup distance	Up to 1,200 feet
Beam angle	24° (vertical) x 12° (horizontal)
Beam polarization	Linear
Display	
LEDs	2069
Digits (Amber)	1024 LEDs: Color: Yellow (590 nm) Viewing angle at 50% IV: 30° Partial Flux (Brightness): 9000– 24000 Ev,[lux]/LED
Digits (Red)	1024 LEDs: Color: Red (633 nm) Viewing angle at 50% IV: 30° Partial Flux (Brightness): 7100– 18000 Ev,[lux]/LED
Speed Violator Strobe	21 LEDs: Color: WHite (2700 k - 6500 k) Viewing angle at 50% IV: 150° Luminous Flux: typically 33lm @ 4000 K Luminous Efficacy: typically 176 lm/W @4000 K
Ambient light sensor	1 sensor and automatic brightness adjustment
Enclosure	
Construction	Vandal resistant, lightweight polymer. Matte black front for reduced glare and maximum contrast. Light gray body to minimize heat absorption
Weatherproof Rating	Weatherproof, NEMA 4X-12, IP65 level compliant. Non-sealed and ventilated
Warranty	
Sign	2 years
Batteries	1 year



## 15MPH FLASHING SPEED LIMIT SIGN

- Our bright LED flashing Speed Limit Sign is part of a solar traffic safety series
- This sign's bright flashing LED lights and reflective 3M material can be seen from over 2500ft and makes for a great addition for safety pertaining to reducing speed ahead
- Made with an aluminum alloy board and solar board to MUTCD (R2-1) specifications
- Sign has a rechargeable battery and mountable solar panel that makes this product energy efficient and easy to use in locations where there is sunlight

## PRODUCT APPLICATIONS

Our Solar LED Flashing Speed Limit Sign (MPH) is a bright and energy efficient traffic sign that is built for durability and will increase driver awareness wherever it is placed!

### INCLUDES:

- SIGN
- SOLAR PANEL
- MOUNTING HARDWARE
- INTERNAL BATTERY BACKUP

DOES NOT INCLUDE POLE

## PRODUCT SPECIFICATIONS

**TYPE:** 15mph Solar Traffic Safety Sign

**CODE:** CSPD001-015

**MUTCD CODE:** R2-1

**SOLAR PANEL:** 12V, 5W monocrystalline silicone

**BATTERY:** 7.4V Lithium battery 4400 AH

**BATTERY SPAN:** 3-5 years

**WORKING TIME:** After one full charge, 5-7 consecutive days

**WORKING MODE:** 24/7 or Dusk to Dawn

- **OPTIONAL:** Timer activation (+\$100)

**VISIBLE DISTANCE:** >2500 feet

**DIMENSIONS:**

- **PRODUCT:** 18" (W) x 24" (H) inches (rectangle)
- **SHIPPING:** 26" (W) x 26" (H) x 6" (D) inches

**WEIGHT:** 10lbs (without junction box)

**SIGN COLOR:** White

**LED LIGHT COLOR:** White

**REFLECTIVE SHEETING:**

- **STANDARD:** Engineer grade reflective sheeting
- **OPTION:** Diamond grade

**MUTCD COMPLIANT**

**OTHER SPEEDS AVAILABLE**

*Option: Fluorescent Yellow/ Green (only in Diamond Grade)*



\*Optically space numerals about centerline

A	B	C	D	E	F	G	H	J	K	L
18	24	.375	.625	3	3 E	2	8 E	7.188	5.5	1.5
24	30	.375	.625	4	4 E	2	10 E	9.563	7.313	1.5
36	48	.625	.875	6	6 E	5	14 E	14.375	11	2.25
48	60	.75	1.25	8	8 E	6	16 E	19.125	14.625	3

## MUTCD GUIDELINES

The CSPD001-015 adheres to the MUTCD Standards found within MUTCD Guidelines Section 2A.07 for Retroreflective and Illumination

- Illumination of a sign by Light emitting diodes (LEDs)
- Sign Element to be Illuminated: (1) Symbol or word message (2) Portions of the Sign border
- LED's are placed within 1 border unit of border and within words
- LED's are red in color
- LED's are within 1/4" in width
- LED's flashing at a rate of 50 times per minute