



TRANSPORTATION ADVISORY COMMISSION AGENDA

Tuesday, September 22, 2026

This meeting includes in-person and virtual participation.

Santiam Room, City Hall

333 Broadalbin Street SW

Or join the meeting here:

<https://council.albanyoregon.gov/groups/tac/zoom>

Please help us get Albany's work done.

Be respectful and refer to the rules of conduct posted by the main door to the Chambers and on the website.

1. Call to order
2. Roll call
3. Approval of July 28 and August 25, 2026, minutes
4. Public Comment

Persons wanting to provide testimony during public hearings at city council meetings may:

- 1- *Email written comments to the staff contact listed below, including your name and subject of the public hearing, before noon on the day of the meeting.*
- 2- *To testify virtually during the public hearing, register by emailing the staff contact listed below, before noon on the day of the meeting, with your name; phone number; and whether you are speaking for, against, or neutral on the subject. The chair will call upon those who have registered to speak.*
- 3- *Appear in person at the meeting and register to speak using the sign-up sheet on the table.*

The staff contact for written comments for this meeting is:

Andrew.Monaco@albanyoregon.gov

The staff contact to register to speak at this meeting is: Andrew.Monaco@albanyoregon.gov

5. Scheduled business
 - a. Knox Butte Speed Zone Recommendation Review
 - b. Signal System Overview – Paul Trombino III, Public Works Director

albanyoregon.gov



6. Business from the Commission
7. Business From Staff
 - a. Update on Gibson Hill Road protected shoulder.
 - b. Further requests for intersection control at Windy & Breezy, Breezy & Alameda Ave
 - c. Follow up on intersection of Main & Sherman
8. Next meeting date: Tuesday, October 27, 2026
9. Adjournment

This meeting is accessible to the public via video connection. The location for in-person attendance is accessible to people with disabilities. If you have a disability that requires accommodation, please notify city staff at least 48 hours in advance of the meeting at: Andrew.Monaco@albanyoregon.gov or 541-917-7656.

Testimony provided at the meeting is part of the public record. Meetings are recorded, capturing both in-person and virtual participation, and are posted on the City website.



TRANSPORTATION ADVISORY COMMISSION

MINUTES

July 28, 2026

5:30 p.m.

Santiam Room, City Hall/VIRTUAL

Approved: DRAFT

Call to Order

Chair Frankie McCullough called the meeting to order at 5:30 p.m.

Roll Call

Members present: Chair Frankie McCullough, Vice-Chair Nolan Streitberger, Alex Rice, Daniel Koenig, Chuck Kratch, and Will de la Rocha

Members absent: Nichole Case (excused)

Staff present: Civil Engineer I Andrew Monaco, Public Works Director Paul Trombino III, Civil Engineer I Saqib Muhammad, and Administrative Assistant Anita Dodd

Others present: Billy McGregor

Approval of June 23, 2026, Minutes

5:30 p.m.

Chuck Kratch moved to approve the June 23, 2026, minutes as presented, Alex Rice seconded the motion, and the motion passed 6-0.

Public Comment

5:31 p.m.

The chair of the North Albany Neighborhood Association requested safety improvements on Gibson Hill Road near Laura Vista, where new townhomes are being built. He noted the sidewalk on the north side ends, forcing pedestrians and cyclists to cross the road, and suggested adding a marked crosswalk and possibly a flashing beacon. He emphasized increasing pedestrian activity in the area, limited existing crosswalks, and growing development that will further increase foot traffic. He asked the commission to consider these improvements or explore options for future development to address pedestrian safety.

Scheduled Business

5:55 p.m.

The commission appointed Commissioner Rice as its representative to the Transportation System Plan (TSP) Project Advisory Committee, which will meet about eight times over the next year and a half. Members discussed the committee's role in reviewing project deliverables and providing guidance throughout the TSP process.

The commission then reviewed the Ferry Street speed zone recommendation from Oregon Department of Transportation (ODOT). ODOT proposed retaining the 35-mph limit on the southern section and lowering the northern, more residential section to 25 mph. After discussion, the commission voted to support ODOT's recommendation.

Finally, the commission discussed planning a future tour, considering whether it should occur during a meeting or at another time. Members showed interest in a walking tour of the Spring Hill/bridge area and tentatively planned to begin next month's meeting early to accommodate the tour before returning for a brief meeting.

Business from the Commission

6:11 p.m.

A commissioner raised concerns from residents in a senior community regarding newly installed stop signs near the hospital. Long-time neighbors questioned the need for the changes, but staff explained the signs were added to address safety issues, reduce confusion at the intersection, and prevent unsafe turning movements.

Commission members also discussed ongoing and upcoming safety improvements, including interest in bollards to improve lane separation and reduce conflicts, updates on ODOT signage work, and observations of temporary speed monitoring equipment on Hickory. Additional conversation addressed potential future traffic-calming options on Gibson Hill due to persistent speeding concerns.

Business from the Staff

6:18 p.m.

Staff reported on ongoing evaluation of bollard placement and intersection geometry near the Expo Center, noting tight turning movements and outdated design elements that complicate potential improvements. They explained that installing a safe pedestrian crossing in the area would require a full overhead flashing beacon system with ADA upgrades, involving significant cost and multi-year timelines. Staff also announced that the street maintenance fee proposal will be presented to City Council on August 12, 2026. Additionally, they shared that slurry seal street maintenance work is scheduled to begin August 10, 2026, and will continue for about a week, with maps available for review.

Next Meeting Date

The next regularly scheduled meeting is on Tuesday, August 25, 2026.

Adjournment

Hearing no further business, Chair McCullough adjourned the meeting at 6:27 p.m.

Respectfully submitted,

Reviewed by,

Anita Dodd
Clerk III

Andrew Monaco
Engineering Associate I

**Documents discussed at the meeting that are not in the agenda packet are archived in the record. The documents are available by emailing cityrecorder@albanyoregon.gov.*



TRANSPORTATION ADVISORY COMMISSION

MINUTES

August 25, 2026

5:30 p.m.

Santiam Room, City Hall/VIRTUAL

Approved: DRAFT

Call to Order

Chair Frankie McCullough called the meeting to order at 5:30 p.m.

Roll Call

Members present: Chair Frankie McCullough, Vice-Chair Nolan Streitberger, Nichole Case (Online), Alex Rice, Daniel Koenig, Chuck Kratch, and Will de la Rocha

Members absent: None

Staff present: Civil Engineer I Andrew Monaco, Public Works Director Paul Trombino III, Civil Engineer I Saqib Muhammad, and Administrative Assistant Anita Dodd

Others present: Floyd Collins, Billy McGregor, Erin Thomson, and Michael Thomson

Public Comment

None

5:31 p.m.

Scheduled Business

5:31 p.m.

The commission discussed observations from the walking tour held just before the meeting, noting several pedestrian safety concerns in the Spring Hill/Highway 20 corridor. Members highlighted difficult and unsafe crossings at Lyon Street, Springhill Drive, and the bridge approach, including long wait times, limited sight distance, lack of pedestrian signals, poor illumination, and vehicle speeds that make crossings feel hazardous. Near-miss incidents witnessed during the tour reinforced the need for improvements. The commission agreed these issues should be brought to Oregon Department of Transportation (ODOT) and Benton County for consideration. Additional ideas included adjusting stop lines for better visibility, exploring long-term options such as separated facilities, and adding shade to improve walkability. Members concluded that a formal communication outlining the observed safety issues should be drafted and sent to ODOT, potentially followed by inviting them to a future meeting for further discussion.

Public Works Director Paul Trombino III reported that Council responded positively to the proposed street maintenance fee and requested a refined plan. He emphasized that Albany's streets are in poor condition, with 42% rated poor, and that a stable funding source is essential. The recommended approach is a phased fee increase that funds a

“worst-first” repair strategy, allowing the city to address about 200 of the poorest street segments by resurfacing driving lanes rather than fully reconstructing streets. He noted that the fee is legally restricted for street maintenance, transparency will be provided through a (Geographic Information System) GIS tracking dashboard, and staff has already expanded maintenance work and begun using new pavement-preservation methods. Council will make final decisions on fee levels when the refined proposal returns.

Business from the Commission

6:36 p.m.

None

Business from the Staff

6:37 p.m.

Civil Engineer I Andrew Monaco provided an update on follow-up work at Gibson Hill near Laura Vista, including field visits to review lane widths and feasibility of installing tubular markers to better protect the shoulder and calm traffic. They noted potential narrowing effects, spacing considerations, and challenges such as garbage day obstructions. Staff will continue refining spacing and placement options and bring back an update next month.

Monaco also briefed the commission on a safety concern at the Main Street roundabout on the Santiam side, where multiple vehicles have crashed into a nearby business while negotiating the curve in intersection of Main and Santiam. Short-term treatments such as candlestick markers and improved visual cues are being explored, along with potential longer-term improvements that could be added to a future overlay project. Commissioners were asked to review the location and consider possible treatments for discussion at the next meeting.

Next Meeting Date

The next regularly scheduled meeting is on Tuesday, September 22, 2026.

Adjournment

Hearing no further business, Chair McCullough adjourned the meeting at 6:52 p.m.

Respectfully submitted,

Reviewed by,

Anita Dodd
Clerk III

Andrew Monaco
Engineering Associate I

**Documents discussed at the meeting that are not in the agenda packet are archived in the record. The documents are available by emailing cityrecorder@albanyoregon.gov.*



INTEROFFICE MEMO

TO: Angela Kargel, P.E.
State Traffic Engineer

FROM: Jamie Schmidt, P.E.
Region 2 Traffic Operations Engineer
(971) 208-4095

Region 2 Traffic Operations Engineer

**SUBJECT: Speed Zone Investigation #14347
KNOX BUTTE ROAD NE
Northbound I-5 off ramp (001 MW 1) to Scravel Hill Road NE
City of Albany / Linn County**

A speed zone investigation has been conducted on Knox Butte Road NE from the Northbound I-5 off ramp (001 MW 1) to 385 feet east of Marilyn Street NE. The investigation was requested by Andrew Monaco, Civil Engineer I, City of Albany. This roadway is currently established at 40 mph. The city is requesting 35 mph, and stated the reason of "Neighborhood concern with speed on the roadway and a spot speed check indicated a 50% speed of 37-38 MPH. NACTO's Urban Street Design Guide and City Limits recommend a maximum target speed of 35 mph on urban arterials. Sight distance for cross traffic and residential driveways on Knox Butte create safety issues. There are also pedestrian issues and lack of designated crosswalk from I-5 to Marilyn St. High crash volume with injury at Century and Knox Butte"

There are two investigated sections on this roadbed. The first investigated section (Section A) is 0.95 miles in length and moderate residential in density and culture, with a suburban commercial / residential context and has an ADT of 9331. This road is classified as a Urban Minor Arterial (City – Albany, County – Linn). Two spot speed checks showed the cumulative 85% speed to be 45 mph and the cumulative 50% speed to be 40 mph. Eighty-four percent of the cars are traveling within the pace limits of 37 - 46 mph. Fifty-three percent of the cars are exceeding the 40 mph established speed. There were 21 reported crashes between 01/01/21 and 12/31/23 with a section crash rate of 2.16 and a comparable rate of 2.96. There were 0 injury A and 0 fatal crashes.

The second investigated section (Section B) is 0.43 miles in length and moderate residential in density and culture, with a suburban fringe context and has an ADT of 3578. This road is classified as a Urban Minor Arterial (City – Albany, County – Linn). Two spot speed checks showed the cumulative 85% speed to be 50 mph and the cumulative 50% speed to be 45 mph. Seventy-seven percent of the cars are traveling within the pace limits of 41 - 50 mph. Ninety percent of the cars are exceeding the 40 mph established speed. There was 1 reported crashes between 01/01/21 and 12/31/23 with a section crash rate of 0.59 and a comparable rate of 2.96. There were 0 injury A and 0 fatal crashes.

The previous investigation (#6728) conducted in July of 2011 recommended changing this section from 45 mph to 40 mph. This change was established under SZ Order J8479. At that time the cumulative 85% speed was 46 mph with a posted speed of 45 mph. The current spot speed checks were taken at roughly the same locations. The characteristics of the roadway have changed little since that time.

Our recommendation is based on 85% / 50% speed, pace limits, % exceeding posted speed, crash rate, culture, context and the city's request. We are recommending to rescind the existing 40 mph for Section A to establish 35 mph. Our recommendation for Section A is to be established under OAR 734-020-0015 (2)(d) The 50th percentile speed is 35 or greater. We are recommending to retain the existing 40 mph for Section B under OAR 734-020-0015 (2)(d) The 50th percentile speed is 35 or greater, it would be outside our authority to lower the speeds in Section B.

If you concur with this recommendation, please note your concurrence on the attached report.

JS/WR

OREGON DEPARTMENT OF TRANSPORTATION
Report of Speed Zone Investigation
KNOX BUTTE ROAD NE
Northbound I-5 off ramp (001 MW 1) to Scravel Hill Road NE
City of Albany / Linn County
July 21, 2026

Approved by
State Traffic Engineer

Recommendation: Rescind existing Joint Jurisdiction Order J8479 dated September 15, 2011 to create the following speed zoning.

<u>Section</u>		<u>Existing</u>	<u>Recommended</u>
<u>Investigated</u>			
A	From: Northbound I-5 off ramp (001 MW 1) To: 350 feet east of Timber Ridge Street NE	40 mph	35 mph <u>1/</u>
B	From: 350 feet east of Timber Ridge Street NE To: 385 feet east of Marilyn Street NE	40 mph	40 mph <u>1/</u>
<u>Not Investigated</u>			
C	From: 385 feet east of Marilyn Street NE To: Scravel Hill Road NE (70 feet east of Scravel Hill)	45 mph	45 mph <u>2/</u>

1/ City of Albany – Road Authority, Linn County – Interested Jurisdiction

2/ Linn County – Road Authority, City of Albany – Interested Jurisdiction

Historical Background:

Investigation Requested by: Andrew Monaco, Civil Engineer I, City of Albany

Requested Speed: 35 mph - Neighborhood concern with speed on the roadway and a spot speed check indicated a 50% speed of 37-38 MPH. NACTO's Urban Street Design Guide and City Limits recommend a maximum target speed of 35 mph on urban arterials. Sight distance for cross traffic and residential driveways on Knox Butte create safety issues. There are also pedestrian issues and lack of designated crosswalk from I-5 to Marilyn St. High crash volume with injury at Century and Knox Butte.

Previous Action: Existing Joint Jurisdiction Order J8479 dated September 15, 2011.

<u>Investigation:</u>	<u>Section A</u>	<u>Section B</u>
Section Length	0.95 mile	0.43 mile
85% Speed	45 mph	50 mph
50% Speed	40 mph	45 mph
2021-2023 Section Crash Rate	2.16	0.59
Average Daily Traffic	9331	3578
Context	Suburban Comm. / Res.	Suburban Fringe
Culture Type & Density	Moderate Residential	Moderate Residential
Horizontal Alignment	0 curves	2 curves
Vertical Alignment	Level	Level
Curve Signs & Speed Riders	None	In Place
Existing Posted Speed	40 mph	40 mph
Recommended Speed	35 mph	40 mph

<u>Roadway Data:</u>	<u>Section A</u>	<u>Section B</u>
Surface	AC	AC
Lanes	2 – 3	2
Width	25' – 50' BL to BL	25' – 26' BL to BL
Parking	Partially Prohibited	Partially Prohibited
Shoulders	6' – 11' paved BL	6' paved BL
Intersecting Streets	9	3
Paved	9	3
Stopped	7	3
Signalized and Other	1 signalized, 1 roundabout	0
Pedestrian Activity	High	Med
Bicycle Activity	High	Med
Bicycle Lanes	100%	100%
Sidewalks	51%	0%
Marked Crosswalks	5	0
Enhanced Crosswalks	1 (RRFB)	0/
Transit	Yes	No

<u>Crash Data:</u>		
Study Period	1/1/2021 – 12/31/2023	1/1/2021 – 12/31/2023
2021-2023 Total Crashes	21	1
2021-2023 Fatal K Crashes	0	0
2021-2023 Serious Injury A Crashes	0	0
2021-2023 Injury B and C Crashes	10	0
2021-2023 No Injury O Crashes	11	1
2021-2023 Section Crash Rate (R)	2.16	0.59
2022 Comparable Crash Rate (r) <u>1/</u>	2.96	2.96
Deviation (R-r)	-	-

<u>Spot Speed Data:</u>		
85% Speed	45 mph	50 mph
50% Speed	40 mph	45 mph
Pace Limits <u>2/</u>	37 – 46 mph	41 – 50 mph
% in Pace	84%	77%
Maximum Speed	57 mph	70 mph
Posted Speed	40 mph	40 mph
% Exceeding Posted Speed	53%	90%
Computed 85% Speed <u>3/</u>	45 mph	50 mph
Recommended Speed	35 mph	40 mph

- 1/ Urban Minor Arterial (City – Albany, County – Linn)
2/ Ten mile-per-hour range containing the largest number of sample vehicles
3/ 85% speed minus deviation (if deviation is zero or negative, list 85% speed)

Factors Influencing Recommendation: Our recommendation is based on 85% / 50% speed, pace limits, % exceeding posted speed, crash rate, culture, context and city's request.

Section A - OAR 734-020-0015 (2)(d) The 50th percentile speed is 35 or greater.
Section B - OAR 734-020-0015 (2)(d) The 50th percentile speed is 35 or greater.

SPEED ZONE INVESTIGATION
KNOX BUTTE ROAD
CITY OF ALBANY / LINN COUNTY

RECOMMENDED



**TYPICAL VIEWS
KNOX BUTTE ROAD NE
CITY OF ALBANY
JULY 16, 2026**



1. Looking westbound from 100 feet east of Aviation Way.



2. Looking eastbound from 100 feet east of Aviation Way.

**TYPICAL VIEWS
KNOX BUTTE ROAD NE
CITY OF ALBANY
JULY 16, 2026**



3. Looking westbound from 200 feet east of Timber Street.



4. Looking eastbound from 200 feet east of Timber Street.

**TYPICAL VIEWS
KNOX BUTTE ROAD NE
CITY OF ALBANY
JULY 16, 2026**



5. Looking westbound from 50 feet west of Onyx Street.



6. Looking eastbound from 50 feet west of Onyx Street.

**TYPICAL VIEWS
KNOX BUTTE ROAD NE
CITY OF ALBANY
JULY 16, 2026**



7. Looking westbound from 450 feet east of Timber Ridge Street.



8. Looking eastbound from 450 feet east of Timber Ridge Street.

**TYPICAL VIEWS
KNOX BUTTE ROAD NE
CITY OF ALBANY
JULY 16, 2026**



9. Looking westbound from 300 feet east of San Felicia Avenue.



10. Looking eastbound from 300 feet east of San Felicia Avenue.

**TYPICAL VIEWS
KNOX BUTTE ROAD NE
CITY OF ALBANY
JULY 16, 2026**



11. Looking westbound from 100 feet west of Marilyn Street.



12. Looking eastbound from 100 feet west of Marilyn Street.

**TYPICAL VIEWS
KNOX BUTTE ROAD NE
CITY OF ALBANY
JULY 16, 2026**



13. Looking westbound from 450 feet east of Marilyn Street.



14. Looking eastbound from 450 feet east of Marilyn Street.

Crash Listing

Roadway Knox Butte Rd NE
Route Number
City Albany
County Linn From
Northbound I-5 off ramp (001 MW 1)
To 385 feet east of Marilyn Street NE
Years 2021 To 2023

[illegible]

*Bicycle Crashes are included in other collision types, do not count twice

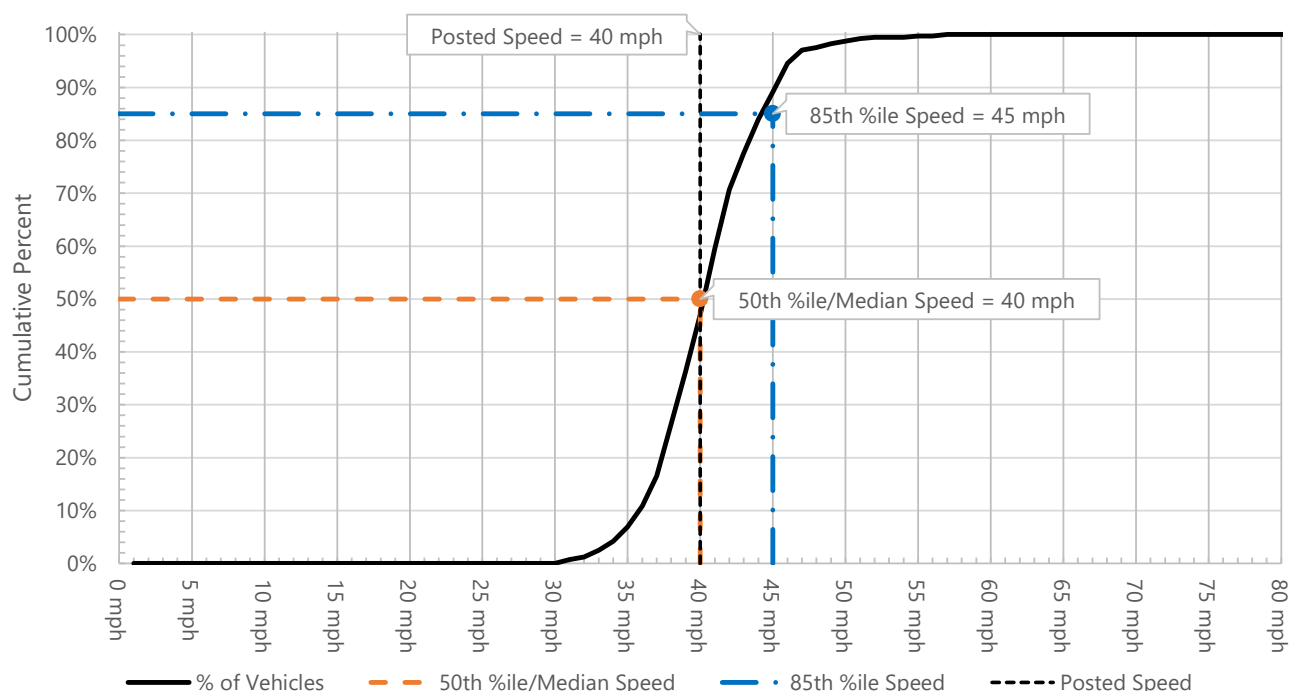
Compiled By: Weldon Ryan

Date: 08/24/2026

Spot Speed Measurement Report - Section Summary

Roadway	Knox Butte Rd NE	Investigation #	14347
City	Albany	Start of First Spot Speed Study	July 09, 2026 01:43 PM
County	Linn	End of Last Spot Speed Study	July 15, 2026 12:07 PM
Location	Combined Section A	Weather	SUNNY
Direction of Travel	Westbound & Eastbound	Investigator	WR (ODOT)

Combined Direction Speed Profile



Summary Statistics (2 Spot Speed Studies)

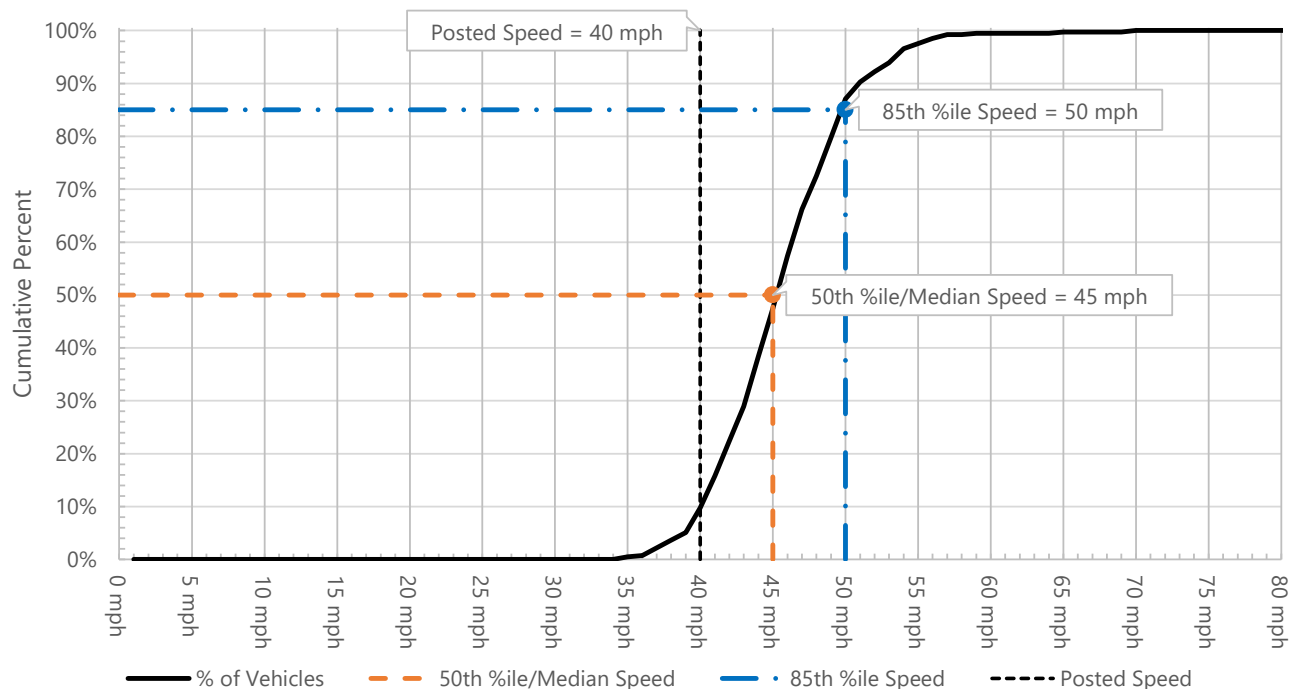
Direction	Westbound	Combined	Eastbound
Total # of Vehicles	213 vehicles	406 vehicles	193 vehicles
85th %ile Speed	44 mph	45 mph	46 mph
50th %ile/Median Speed	40 mph	40 mph	41 mph
Mean Speed	40 mph	41 mph	42 mph
Standard Deviation	3.5 mph	3.8 mph	3.9 mph
Pace Limits*	35 mph - 44 mph	37 mph - 46 mph	37 mph - 46 mph
% In Pace	84%	84%	84%
Max Speed	52 mph	57 mph	57 mph
Posted Speed	40 mph	40 mph	40 mph
% Exceeding Posted Speed	47%	53%	59%

*10 mph range containing the largest number of sampled vehicles.

Spot Speed Measurement Report - Section Summary

Roadway	Knox Butte Rd NE	Investigation #	14347
City	Albany	Start of First Spot Speed Study	July 15, 2026 12:21 PM
County	Linn	End of Last Spot Speed Study	July 16, 2026 12:10 PM
Location	Combined Section B	Weather	See individual reports for specific locations.
Direction of Travel	Eastbound & Westbound	Investigator	WR (ODOT)

Combined Direction Speed Profile



Summary Statistics (2 Spot Speed Studies)

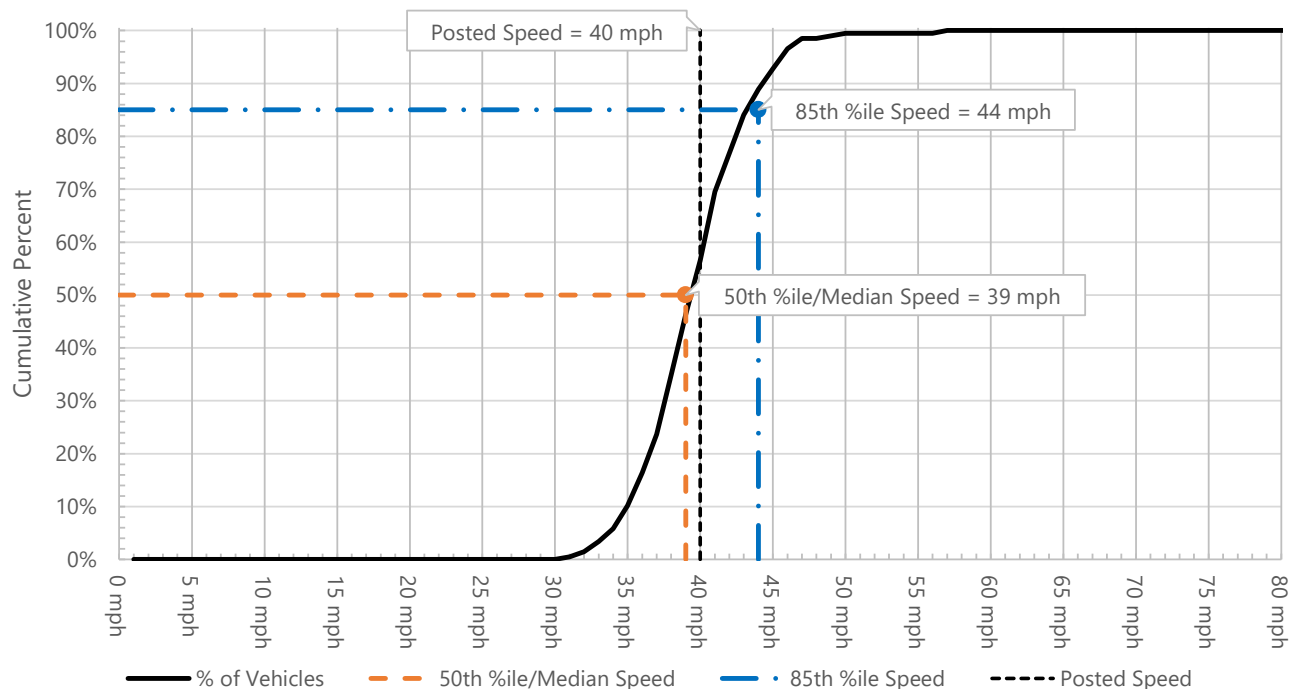
Direction	Eastbound	Combined	Westbound
Total # of Vehicles	215 vehicles	411 vehicles	196 vehicles
85th %ile Speed	50 mph	50 mph	50 mph
50th %ile/Median Speed	46 mph	45 mph	45 mph
Mean Speed	46 mph	46 mph	46 mph
Standard Deviation	4.8 mph	4.5 mph	4.2 mph
Pace Limits*	41 mph - 50 mph	41 mph - 50 mph	41 mph - 50 mph
% In Pace	73%	77%	82%
Max Speed	70 mph	70 mph	59 mph
Posted Speed	40 mph	40 mph	40 mph
% Exceeding Posted Speed	88%	90%	92%

*10 mph range containing the largest number of sampled vehicles.

Spot Speed Measurement Report

Roadway	Knox Butte Rd NE	Investigation #	14347
City	Albany	Date	July 09, 2026
County	Linn	Time	01:43 PM - 02:32 PM
Location	100 E AVATION WAY	Weather	SUNNY
Direction of Travel	Westbound & Eastbound	Investigator	WR (ODOT)

Combined Direction Speed Profile



Summary Statistics

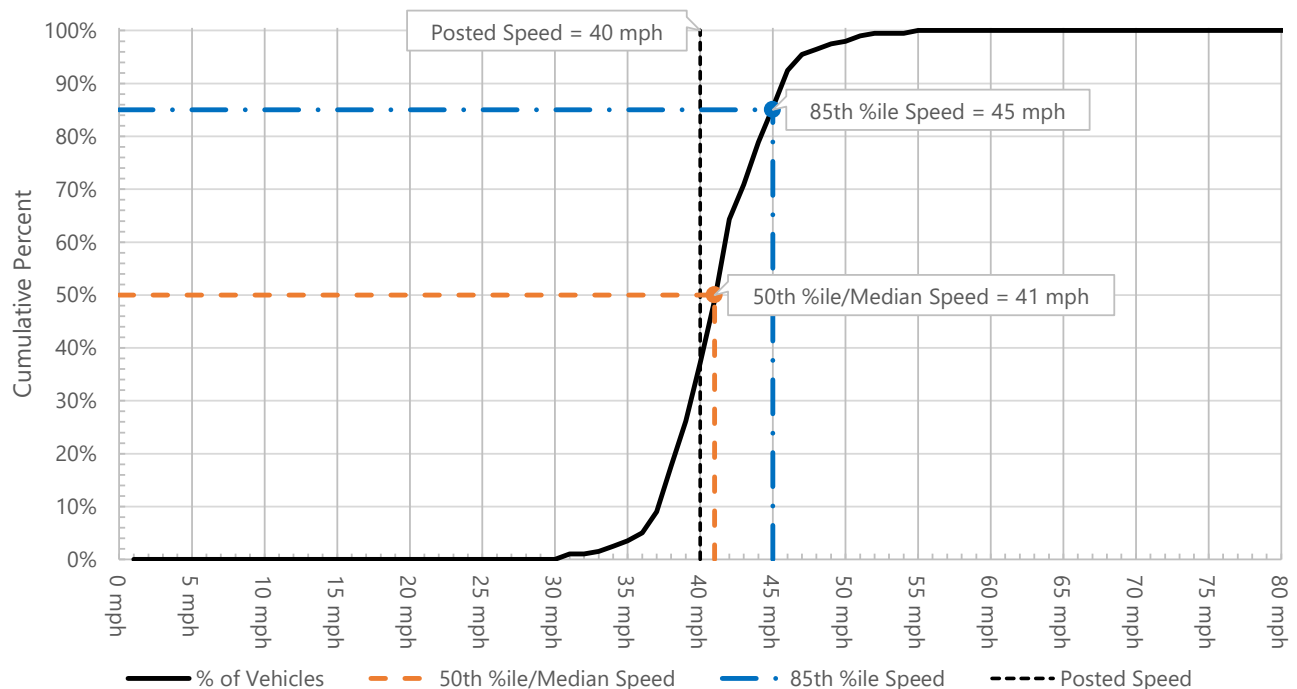
Direction	Westbound	Combined	Eastbound
Total # of Vehicles	107 vehicles	207 vehicles	100 vehicles
85th %ile Speed	44 mph	44 mph	43 mph
50th %ile/Median Speed	40 mph	39 mph	39 mph
Mean Speed	40 mph	40 mph	40 mph
Standard Deviation	3.8 mph	3.7 mph	3.6 mph
Pace Limits*	35 mph - 44 mph	35 mph - 44 mph	36 mph - 45 mph
% In Pace	81%	83%	86%
Max Speed	50 mph	57 mph	57 mph
Posted Speed	40 mph	40 mph	40 mph
% Exceeding Posted Speed	47%	43%	40%

*10 mph range containing the largest number of sampled vehicles.

Spot Speed Measurement Report

Roadway	Knox Butte Rd NE	Investigation #	14347
City	Albany	Date	July 15, 2026
County	Linn	Time	10:54 AM - 12:07 PM
Location	@ BRIDLE SPRINGS	Weather	SUNNY
Direction of Travel	Westbound & Eastbound	Investigator	WR (ODOT)

Combined Direction Speed Profile



Summary Statistics

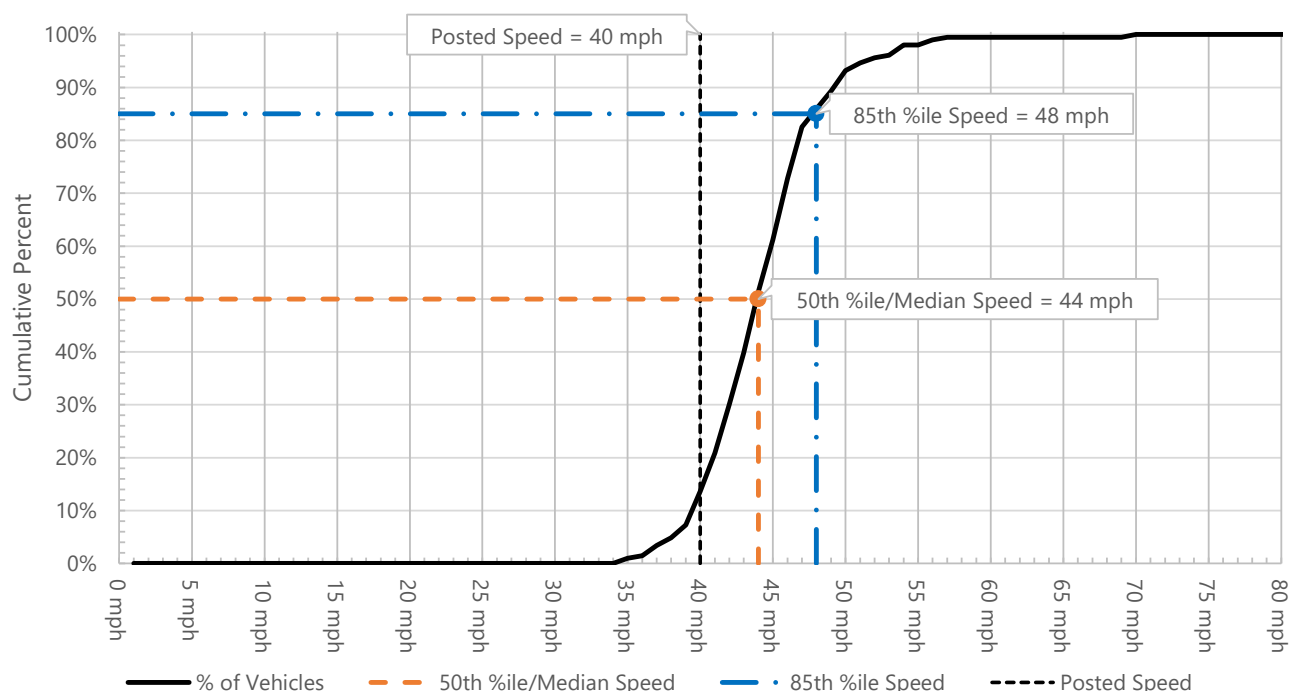
Direction	Westbound	Combined	Eastbound
Total # of Vehicles	106 vehicles	199 vehicles	93 vehicles
85th %ile Speed	43 mph	45 mph	46 mph
50th %ile/Median Speed	40 mph	41 mph	42 mph
Mean Speed	40 mph	42 mph	43 mph
Standard Deviation	3.3 mph	3.6 mph	3.3 mph
Pace Limits*	36 mph - 45 mph	37 mph - 46 mph	38 mph - 47 mph
% In Pace	89%	87%	90%
Max Speed	52 mph	55 mph	55 mph
Posted Speed	40 mph	40 mph	40 mph
% Exceeding Posted Speed	48%	63%	80%

*10 mph range containing the largest number of sampled vehicles.

Spot Speed Measurement Report

Roadway	Knox Butte Rd NE	Investigation #	14347
City	Albany	Date	July 15, 2026
County	Linn	Time	12:21 PM - 01:44 PM
Location	50 E SAN FELICIA	Weather	SUNNY
Direction of Travel	Eastbound & Westbound	Investigator	WR (ODOT)

Combined Direction Speed Profile



Summary Statistics

Direction	Eastbound	Combined	Westbound
Total # of Vehicles	106 vehicles	206 vehicles	100 vehicles
85th %ile Speed	48 mph	48 mph	48 mph
50th %ile/Median Speed	44 mph	44 mph	44 mph
Mean Speed	45 mph	45 mph	44 mph
Standard Deviation	4.6 mph	4.3 mph	3.9 mph
Pace Limits*	40 mph - 49 mph	40 mph - 49 mph	41 mph - 50 mph
% In Pace	82%	82%	84%
Max Speed	70 mph	70 mph	56 mph
Posted Speed	40 mph	40 mph	40 mph
% Exceeding Posted Speed	84%	86%	89%

*10 mph range containing the largest number of sampled vehicles.