## Idaho Transportation Department

Monthly Speed Distribution for March 2024


00083
Boise
R Minor Arterial - Other
Banks-Lowman Hwy 13.5 Mi. E of SH-55

Seasonal Factor Grp: Daily Factor Grp:
Axle Factor Grp:
Growth Factor Grp:

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .27 \% \end{gathered}$ | $\begin{gathered} 0 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .37 \% \end{gathered}$ | $\begin{gathered} 0 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .37 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ | $\begin{gathered} 1 \\ .3 \% \end{gathered}$ | $\begin{gathered} 1 \\ .26 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 4 \\ .8 \% \end{gathered}$ | $\begin{gathered} 2 \\ .79 \% \end{gathered}$ | $\begin{gathered} 2 \\ .81 \% \end{gathered}$ | $\begin{gathered} 2 \\ .79 \% \end{gathered}$ | $\begin{gathered} 2 \\ .81 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 11 \\ 2.31 \% \end{gathered}$ | $\begin{gathered} 6 \\ 2.25 \% \end{gathered}$ | $\begin{gathered} 6 \\ 2.37 \% \end{gathered}$ | $\begin{gathered} 6 \\ 2.25 \% \end{gathered}$ | $\begin{gathered} 6 \\ 2.37 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 30 \\ 6.21 \% \end{gathered}$ | $\begin{gathered} 16 \\ 6.38 \% \end{gathered}$ | $\begin{gathered} 14 \\ 6.03 \% \end{gathered}$ | $\begin{gathered} 16 \\ 6.38 \% \end{gathered}$ | $\begin{gathered} 14 \\ 6.03 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 89 \\ 18.37 \% \end{gathered}$ | $\begin{gathered} 48 \\ 19.48 \% \end{gathered}$ | $\begin{gathered} 41 \\ 17.23 \% \end{gathered}$ | $\begin{gathered} 48 \\ 19.48 \% \end{gathered}$ | $\begin{gathered} 41 \\ 17.23 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 167 \\ 34.42 \% \end{gathered}$ | $\begin{gathered} 88 \\ 35.56 \% \end{gathered}$ | $\begin{gathered} 80 \\ 33.25 \% \end{gathered}$ | $\begin{gathered} 88 \\ 35.56 \% \end{gathered}$ | $\begin{gathered} 80 \\ 33.25 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 129 \\ 26.6 \% \end{gathered}$ | $\begin{gathered} 64 \\ 25.84 \% \end{gathered}$ | $\begin{gathered} 66 \\ 27.38 \% \end{gathered}$ | $\begin{gathered} 64 \\ 25.84 \% \end{gathered}$ | $\begin{gathered} 66 \\ 27.38 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 43 \\ 8.86 \% \end{gathered}$ | $\begin{gathered} 19 \\ 7.57 \% \end{gathered}$ | $\begin{gathered} 24 \\ 10.19 \% \end{gathered}$ | $\begin{gathered} 19 \\ 7.57 \% \end{gathered}$ | $\begin{gathered} 24 \\ 10.19 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 7 \\ 1.4 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.15 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 3 \\ 1.15 \% \end{gathered}$ | $\begin{gathered} 4 \\ 1.66 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .25 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .25 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .08 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| Average | 53 | 52 | 53 | 52 | 53 |
| Median | 53 | 53 | 53 | 53 | 53 |
| 85th \%tile | 59 | 59 | 59 | 59 | 59 |
| \% over 55 | 37 | 35 | 40 | 35 | 40 |
| \% over 60 | 11 | 9 | 12 | 9 | 12 |
| \% over 65 | 2 | 1 | 2 | 1 | 2 |
| \% over 70 | 0 | 0 | 0 | 0 | 0 |
| \% over 75 | 0 | 0 | 0 | 0 | 0 |

***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

## Idaho Transportation Department

## Monthly Speed Distribution for March 2024

| Site names: <br> County: <br> Funct Class: <br> Location: | 00083 <br> Boise <br> R Minor Arterial - Other <br> Banks-Lowman Hwy 13.5 Mi. E of SH-55 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 486 | 247 | 239 | 247 | 239 |

Seasonal Factor Grp: 11 Daily Factor Grp: Axle Factor Grp:

County:
Funct Class
Banks-Lowman Hwy 13.5 Mi. E of SH-55

Growth Factor Grp:

6 50 2
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

