## Idaho Transportation Department

Monthly Speed Distribution for March 2023

Site names: County: Funct Class: Location:

00011
Bear Lake
R Principal Arterial - Other
US-89 25 Ft . S of 4th N St, Bloomington

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 2 | 1 | 1 | 1 | 1 |


| $0-20$ | 2 <br> .25 | 1 <br> $.15 \%$ | $.11 \%$ | $.18 \%$ | $.11 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 4 | 2 | 2 | 2 | 2 |
|  | $.32 \%$ | $.35 \%$ | $.29 \%$ | $.35 \%$ | $.29 \%$ |
| $25-30$ | 3 | 1 | 2 | 1 | 2 |
|  | $.31 \%$ | $.24 \%$ | $.38 \%$ | $.24 \%$ | $.38 \%$ |
| $30-35$ | 6 | 3 | 2 | 3 | 2 |
|  | $.49 \%$ | $.53 \%$ | $.45 \%$ | $.53 \%$ | $.45 \%$ |
| $35-40$ | 12 | 8 | 4 | 8 | 4 |
|  | $1.05 \%$ | $1.37 \%$ | $.69 \%$ | $1.37 \%$ | $69 \%$ |


| $40-45$ | 24 | 18 | 7 | 18 | 7 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $2.14 \%$ | $2.92 \%$ | $1.25 \%$ | $2.92 \%$ | $1.25 \%$ |
| $45-50$ | 66 | 44 | 22 | 44 | 22 |
|  | $5.8 \%$ | $7.31 \%$ | $4.09 \%$ | $7.31 \%$ | $4.09 \%$ |
| $50-55$ | 165 | 109 | 56 | 109 | 56 |
|  | $14.58 \%$ | $18.06 \%$ | $10.61 \%$ | $18.06 \%$ | $10.61 \%$ |


| $55-60$ | 272 | 169 | 103 | 169 | 1.3 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $23.96 \%$ | $28.02 \%$ | $19.34 \%$ | $28.02 \%$ | 19.3 |
| $60-65$ | 253 | 132 | 121 | 132 | 1 |
|  | $22.31 \%$ | $21.89 \%$ | $22.79 \%$ | $21.89 \%$ | 22.7 |


| $65-70$ | 181 <br> $15.99 \%$ | 76 <br> $12.54 \%$ | 106 <br> $19.92 \%$ | 76 <br> $12.54 \%$ |
| :---: | :---: | :---: | :---: | :---: |
|  | 86 | 28 | 58 | 28 |


| $75-80$ | 41 | 9 | 33 | $4.63 \%$ |
| :---: | :---: | :---: | :---: | :---: |
|  | $3.64 \%$ | $1.42 \%$ | $6.17 \%$ | $1.42 \%$ |
|  | 12 | 2 | 10 | 2 |


| 80-85 | $\begin{gathered} 12 \\ 1.07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .4 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.83 \% \end{gathered}$ | $\begin{gathered} 2 \\ .4 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.83 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 85-90 | $\begin{gathered} 5 \\ .41 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 4 \\ .76 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 4 \\ .76 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .22 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ |
| Average | 60 | 58 | 63 | 58 | 63 |
| Median | 60 | 58 | 63 | 58 | 63 |
| 85th \%tile | 69 | 67 | 72 | 67 | 72 |
| \% over 55 | 75 | 69 | 82 | 69 | 82 |
| \% over 60 | 51 | 41 | 63 | 41 | 63 |
| \% over 65 | 29 | 19 | 40 | 19 | 40 |
| \% over 70 | 13 | 7 | 20 | 7 | 20 |
| \% over 75 | 5 | 2 | 9 | 2 | 9 |

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

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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 2 | 1 | 3 | 1 | 3 |
| \% over 85 | 1 | 0 | 1 | 0 | 1 |
| Total | 1,134 | 604 | 530 | 604 | 530 |

Seasonal Factor Grp: 8 Daily Factor Grp: 4
Axle Factor Grp: 3
Growth Factor Grp: 6
6

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