## Idaho Transportation Department

Monthly Speed Distribution for October 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 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 3 <br> $.15 \%$ | 2 <br> $.21 \%$ | $.08 \%$ | $.21 \%$ | $.08 \%$ |
|  | 5 | 3 | 2 | 3 | 2 |
|  | $.26 \%$ | $.28 \%$ | $.23 \%$ | $.28 \%$ | $.23 \%$ |
| $25-30$ | 4 | 3 | 2 | 3 | 2 |
|  | $.25 \%$ | $.29 \%$ | $.22 \%$ | $.29 \%$ | $.22 \%$ |
| $35-40$ | 6 | 3 | 3 | 3 | 3 |
|  | $.33 \%$ | $.34 \%$ | $.31 \%$ | $.34 \%$ | $.31 \%$ |


| 45-50 | $\begin{gathered} 73 \\ 4.1 \% \end{gathered}$ | $\begin{gathered} 46 \\ 5.06 \% \end{gathered}$ | $\begin{gathered} 26 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 46 \\ 5.06 \% \end{gathered}$ | $\begin{gathered} 26 \\ 3.09 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 50-55 | $\begin{gathered} 256 \\ 14.44 \% \end{gathered}$ | $\begin{gathered} 148 \\ 16.19 \% \end{gathered}$ | $\begin{gathered} 108 \\ 12.58 \% \end{gathered}$ | $\begin{gathered} 148 \\ 16.19 \% \end{gathered}$ | $\begin{gathered} 108 \\ 12.58 \% \end{gathered}$ |
| 55-60 | 452 | 256 | 195 | 256 | 195 |


| $55-60$ | $25.53 \%$ | $28.1 \%$ | $22.79 \%$ | $28.1 \%$ |
| :---: | :---: | :---: | :---: | :---: |
| $60-65$ | 434 | 227 | 208 | 227 |
|  | $24.55 \%$ | $24.86 \%$ | $24.22 \%$ | $24.86 \%$ |


| 仡 | 16.36\% | 14.76\% | 18.07\% | 14.76\% | 18.07\% |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 70-75 | $\begin{gathered} 138 \\ 7.81 \% \end{gathered}$ | $\begin{gathered} 51 \\ 5.58 \% \end{gathered}$ | $\begin{gathered} 87 \\ 10.19 \% \end{gathered}$ | $\begin{gathered} 51 \\ 5.58 \% \end{gathered}$ | $\begin{gathered} 87 \\ 10.19 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 54 \\ 3.04 \% \end{gathered}$ | $\begin{gathered} 15 \\ 1.65 \% \end{gathered}$ | $\begin{gathered} 39 \\ 4.51 \% \end{gathered}$ | $\begin{gathered} 15 \\ 1.65 \% \end{gathered}$ | $\begin{gathered} 39 \\ 4.51 \% \end{gathered}$ |
| 80-85 | $\begin{aligned} & 18 \\ & 1 \% \end{aligned}$ | $\begin{gathered} 4 \\ .45 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.58 \% \end{gathered}$ | $\begin{gathered} 4 \\ .45 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.58 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 6 \\ .33 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 5 \\ .55 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 5 \\ .55 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 1 \\ .13 \% \end{gathered}$ |
| Average | 61 | 60 | 62 | 60 | 62 |
| Median | 61 | 60 | 62 | 60 | 62 |
| 85th \%tile | 69 | 68 | 71 | 68 | 71 |
| \% over 55 | 79 | 76 | 82 | 76 | 82 |
| \% over 60 | 53 | 48 | 59 | 48 | 59 |
| \% over 65 | 29 | 23 | 35 | 23 | 35 |
| \% over 70 | 12 | 8 | 17 | 8 | 17 |
| \% over 75 | 5 | 2 | 7 | 2 | 7 |

${ }^{* * *}$ 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 October 2023| Site names: | 00011 <br> County: <br> Funct Class: <br> Location: |
| :--- | :--- |
|  Rear Lake <br> US-89 25 Ft. S of 4th N St, Bloomington    <br>  Road N S N Lane1 | S Lane1 |
| \% over 80 | 2 |

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

