## Idaho Transportation Department

Monthly Speed Distribution for March 2023
Site names:
County:
Funct Class:
Location:

00081
Boise
R Minor Arterial - Other
SH-21 0.2 Mi. NE of Grandjean Jct

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

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .49 \% \end{gathered}$ | $\begin{gathered} 0 \\ .81 \% \end{gathered}$ | $\begin{gathered} 0 \\ .2 \% \end{gathered}$ | $\begin{gathered} 0 \\ .81 \% \end{gathered}$ | $\begin{gathered} 0 \\ .2 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .89 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .74 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .74 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 2 \\ 2.18 \% \end{gathered}$ | $\begin{gathered} 1 \\ 2.74 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.65 \% \end{gathered}$ | $\begin{gathered} 1 \\ 2.74 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.65 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 6 \\ 5.69 \% \end{gathered}$ | $\begin{gathered} 3 \\ 5.54 \% \end{gathered}$ | $\begin{gathered} 3 \\ 5.84 \% \end{gathered}$ | $\begin{gathered} 3 \\ 5.54 \% \end{gathered}$ | $\begin{gathered} 3 \\ 5.84 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 10 \\ 9.98 \% \end{gathered}$ | $\begin{gathered} 6 \\ 11.05 \% \end{gathered}$ | $\begin{gathered} 5 \\ 8.96 \% \end{gathered}$ | $\begin{gathered} 6 \\ 11.05 \% \end{gathered}$ | $\begin{gathered} 5 \\ 8.96 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 16 \\ 15.3 \% \end{gathered}$ | $\begin{gathered} 8 \\ 16.63 \% \end{gathered}$ | $\begin{gathered} 7 \\ 14.05 \% \end{gathered}$ | $\begin{gathered} 8 \\ 16.63 \% \end{gathered}$ | $\begin{gathered} 7 \\ 14.05 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 23 \\ 22.46 \% \end{gathered}$ | $\begin{gathered} 12 \\ 24.55 \% \end{gathered}$ | $\begin{gathered} 11 \\ 20.49 \% \end{gathered}$ | $\begin{gathered} 12 \\ 24.55 \% \end{gathered}$ | $\begin{gathered} 11 \\ 20.49 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 26 \\ 24.78 \% \end{gathered}$ | $\begin{gathered} 12 \\ 24.92 \% \end{gathered}$ | $\begin{gathered} 13 \\ 24.64 \% \end{gathered}$ | $\begin{gathered} 12 \\ 24.92 \% \end{gathered}$ | $\begin{gathered} 13 \\ 24.64 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 13 \\ 12.71 \% \end{gathered}$ | $\begin{gathered} 5 \\ 9.8 \% \end{gathered}$ | $\begin{gathered} 8 \\ 15.43 \% \end{gathered}$ | $\begin{gathered} 5 \\ 9.8 \% \end{gathered}$ | $\begin{gathered} 8 \\ 15.43 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 5 \\ 4.52 \% \end{gathered}$ | $\begin{gathered} 1 \\ 2.6 \% \end{gathered}$ | $\begin{gathered} 3 \\ 6.33 \% \end{gathered}$ | $\begin{gathered} 1 \\ 2.6 \% \end{gathered}$ | $\begin{gathered} 3 \\ 6.33 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1 \\ .86 \% \end{gathered}$ | $\begin{gathered} 0 \\ .31 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.38 \% \end{gathered}$ | $\begin{gathered} 0 \\ .31 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1.38 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 0 \\ .1 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .19 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .19 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .09 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 47 | 46 | 49 | 46 | 49 |
| Median | 48 | 47 | 50 | 47 | 50 |
| 85th \%tile | 56 | 55 | 58 | 55 | 58 |
| \% over 55 | 18 | 13 | 23 | 13 | 23 |
| \% over 60 | 6 | 3 | 8 | 3 | 8 |
| \% over 65 | 1 | 0 | 2 | 0 | 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.

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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | N | S | N Lane1 | S Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 103 | 50 | 53 | 50 | 53 |

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

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

