## Idaho Transportation Department

Monthly Speed Distribution for January 2022
$\begin{array}{ll}\text { Site names: } & 00083 \\ \text { County: } & \text { Boise } \\ \text { Funct Class: } & \text { R Minor Arterial - Other } \\ \text { Location: } & \text { Garden Valley Rd } 11.5 \text { Mi. W of SH-21 }\end{array}$

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .17 \% \end{gathered}$ | $\begin{gathered} 0 \\ .16 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ | $\begin{gathered} 0 \\ .16 \% \end{gathered}$ | $\begin{gathered} 0 \\ .18 \% \end{gathered}$ |
| 20-25 | $2$ | $\begin{gathered} 1 \\ 530 \end{gathered}$ | $\begin{gathered} 1 \\ 67 \% \end{gathered}$ | $\begin{gathered} 1 \\ 53 \% \end{gathered}$ | $\begin{aligned} & 1 \\ & 67 \% \end{aligned}$ |


| $20-25$ | $.6 \%$ | $.53 \%$ | $.67 \%$ | $.53 \%$ | $.67 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $25-30$ | 7 | 4 | 3 | 4 | 3 |
|  | $1.84 \%$ | $1.98 \%$ | $1.7 \%$ | $1.98 \%$ | $1.7 \%$ |
| $30-35$ | 19 | 10 | 9 | 10 | 9 |
|  | $4.6 \%$ | $4.87 \%$ | $4.32 \%$ | $4.87 \%$ | $4.32 \%$ |
| $35-40$ | 39 | 19 | 20 | 19 | 20 |
|  | $9.56 \%$ | $9.2 \%$ | $9.93 \%$ | $9.2 \%$ | $9.93 \%$ |
| $40-45$ | 62 | 30 | 32 | 30 | 32 |


| $40-45$ | $15.34 \%$ | $14.62 \%$ | $16.07 \%$ | $14.62 \%$ | $16.07 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $45-50$ | 89 | 44 | 46 | 44 | 46 |
|  | $22.13 \%$ | $21.68 \%$ | $22.57 \%$ | $21.68 \%$ | $22.57 \%$ |
| $50-55$ | 103 | 53 | 50 | 53 | 50 |
|  | $25.48 \%$ | 26.0 | 24. |  |  |


| 55-60 | $\begin{gathered} 62 \\ 15.35 \% \end{gathered}$ | $\begin{gathered} 32 \\ 15.9 \% \end{gathered}$ | $\begin{gathered} 30 \\ 14.81 \% \end{gathered}$ | $\begin{gathered} 32 \\ 15.9 \% \end{gathered}$ | $\begin{gathered} 30 \\ 14.81 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 60-65 | $\begin{gathered} 17 \\ 4.32 \% \end{gathered}$ | $\begin{gathered} 9 \\ 4.43 \% \end{gathered}$ | $\begin{gathered} 8 \\ 4.2 \% \end{gathered}$ | $\begin{gathered} 9 \\ 4.43 \% \end{gathered}$ | $\begin{gathered} 8 \\ 4.2 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 2 \\ .52 \% \end{gathered}$ | $\begin{gathered} 1 \\ .5 \% \end{gathered}$ | $\begin{gathered} 1 \\ .54 \% \end{gathered}$ | $\begin{gathered} 1 \\ .5 \% \end{gathered}$ | $\begin{gathered} 1 \\ .54 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| Average | 48 | 48 | 48 | 48 | 48 |
| Median | 49 | 49 | 49 | 49 | 49 |
| 85th \%tile | 57 | 57 | 57 | 57 | 57 |
| \% over 55 | 20 | 21 | 20 | 21 | 20 |
| \% over 60 | 5 | 5 | 5 | 5 | 5 |
| \% over 65 | 1 | 1 | 1 | 1 | 1 |
| \% 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 January 2022Site names:
County:
Funct Class:

Location: $\quad$| 00083 |
| :--- |
| Boise |
| R Minor Arterial - Other |
| Garden Valley Rd 11.5 Mi. W of SH-21 |
|  |
|  |
| \% over 80 |

Seasonal Factor Grp: 11 Daily Factor Grp: 6
Axle Factor Grp: 50
Growth Factor Grp: 2
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

