## Idaho Transportation Department

 Monthly Speed Distribution for July 2023| Site names: | 00083 |
| :--- | :--- |
| County: | Boise |
| Funct Class: | R Minor Arterial - Other |
| Location: | Banks-Lowman Hwy 13.5 Mi. E of SH-55 |


|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .14 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 3 \\ .14 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 9 \\ .45 \% \end{gathered}$ | $\begin{gathered} 5 \\ .5 \% \end{gathered}$ | $\begin{gathered} 4 \\ .41 \% \end{gathered}$ | $\begin{gathered} 5 \\ .5 \% \end{gathered}$ | $\begin{gathered} 4 \\ .41 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 49 \\ 2.35 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.5 \% \end{gathered}$ | $\begin{gathered} 22 \\ 2.2 \% \end{gathered}$ | $\begin{gathered} 27 \\ 2.5 \% \end{gathered}$ | $\begin{gathered} 22 \\ 2.2 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 267 \\ 12.78 \% \end{gathered}$ | $\begin{gathered} 144 \\ 13.47 \% \end{gathered}$ | $\begin{gathered} 123 \\ 12.05 \% \end{gathered}$ | $\begin{gathered} 144 \\ 13.47 \% \end{gathered}$ | $\begin{gathered} 123 \\ 12.05 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 835 \\ 39.9 \% \end{gathered}$ | $\begin{gathered} 418 \\ 39.09 \% \end{gathered}$ | $\begin{gathered} 416 \\ 40.76 \% \end{gathered}$ | $\begin{gathered} 418 \\ 39.09 \% \end{gathered}$ | $\begin{gathered} 416 \\ 40.76 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 717 \\ 34.28 \% \end{gathered}$ | $\begin{gathered} 364 \\ 33.98 \% \end{gathered}$ | $\begin{gathered} 353 \\ 34.6 \% \end{gathered}$ | $\begin{gathered} 364 \\ 33.98 \% \end{gathered}$ | $\begin{gathered} 353 \\ 34.6 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 174 \\ 8.3 \% \end{gathered}$ | $\begin{gathered} 91 \\ 8.48 \% \end{gathered}$ | $\begin{gathered} 83 \\ 8.12 \% \end{gathered}$ | $\begin{gathered} 91 \\ 8.48 \% \end{gathered}$ | $\begin{gathered} 83 \\ 8.12 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 28 \\ 1.31 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.29 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.34 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.29 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.34 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 4 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ | $\begin{gathered} 2 \\ .19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .18 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 54 | 54 | 54 | 54 | 54 |
| Median | 54 | 54 | 54 | 54 | 54 |
| 85th \%tile | 59 | 59 | 59 | 59 | 59 |
| \% over 55 | 44 | 44 | 44 | 44 | 44 |
| \% over 60 | 10 | 10 | 10 | 10 | 10 |
| \% over 65 | 2 | 2 | 2 | 2 | 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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| Site names: County: Funct Class: 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 | 2,092 | 1,071 | 1,022 | 1,071 | 1,022 |

Seasonal Factor Grp: 11 Daily Factor Grp: Axle Factor Grp:
$\begin{array}{ll}\text { County: } & \text { Boise } \\ \text { Funct Class: } & \text { R Minor Arterial - Other } \\ \text { Location: } & \text { Banks-Lowman Hwy 13.5 Mi. E of SH-55 }\end{array}$
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

