## Idaho Transportation Department

 Monthly Speed Distribution for

00083
Boise
R Minor Arterial - Other
Banks-Lowman Hwy 13.5 Mi. E of SH-55

September 2023
Seasonal Factor Grp: 11
Daily Factor Grp: 6
Axle Factor Grp: $\quad 50$
Growth Factor Grp: 2

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .13 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ | $\begin{gathered} 1 \\ .11 \% \end{gathered}$ | $\begin{gathered} 1 \\ .16 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 1 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 8 \\ .54 \% \end{gathered}$ | $\begin{gathered} 5 \\ .64 \% \end{gathered}$ | $\begin{gathered} 3 \\ .44 \% \end{gathered}$ | $\begin{gathered} 5 \\ .64 \% \end{gathered}$ | $\begin{gathered} 3 \\ .44 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 36 \\ 2.51 \% \end{gathered}$ | $\begin{gathered} 19 \\ 2.64 \% \end{gathered}$ | $\begin{gathered} 17 \\ 2.39 \% \end{gathered}$ | $\begin{gathered} 19 \\ 2.64 \% \end{gathered}$ | $\begin{gathered} 17 \\ 2.39 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 189 \\ 13.27 \% \end{gathered}$ | $\begin{gathered} 103 \\ 14.4 \% \end{gathered}$ | $\begin{gathered} 86 \\ 12.14 \% \end{gathered}$ | $\begin{gathered} 103 \\ 14.4 \% \end{gathered}$ | $\begin{gathered} 86 \\ 12.14 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 544 \\ 38.24 \% \end{gathered}$ | $\begin{gathered} 273 \\ 38.37 \% \end{gathered}$ | $\begin{gathered} 271 \\ 38.11 \% \end{gathered}$ | $\begin{gathered} 273 \\ 38.37 \% \end{gathered}$ | $\begin{gathered} 271 \\ 38.11 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 474 \\ 33.29 \% \end{gathered}$ | $\begin{gathered} 229 \\ 32.18 \% \end{gathered}$ | $\begin{gathered} 245 \\ 34.4 \% \end{gathered}$ | $\begin{gathered} 229 \\ 32.18 \% \end{gathered}$ | $\begin{gathered} 245 \\ 34.4 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 139 \\ 9.74 \% \end{gathered}$ | $\begin{gathered} 68 \\ 9.58 \% \end{gathered}$ | $\begin{gathered} 70 \\ 9.9 \% \end{gathered}$ | $\begin{gathered} 68 \\ 9.58 \% \end{gathered}$ | $\begin{gathered} 70 \\ 9.9 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 23 \\ 1.61 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.45 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.77 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.45 \% \end{gathered}$ | $\begin{gathered} 13 \\ 1.77 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 4 \\ .31 \% \end{gathered}$ | $\begin{gathered} 2 \\ .23 \% \end{gathered}$ | $\begin{gathered} 3 \\ .39 \% \end{gathered}$ | $\begin{gathered} 2 \\ .23 \% \end{gathered}$ | $\begin{gathered} 3 \\ .39 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 1 \\ .08 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 55 | 54 | 55 |
| Median | 54 | 54 | 55 | 54 | 55 |
| 85th \%tile | 60 | 59 | 60 | 59 | 60 |
| \% over 55 | 45 | 44 | 47 | 44 | 47 |
| \% over 60 | 12 | 11 | 12 | 11 | 12 |
| \% 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.

## Idaho Transportation Department

 Monthly Speed Distribution for| Site names: <br> County: <br> 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 | 1,423 | 712 | 711 | 712 | 711 |

Seasonal Factor Grp: 1 Daily Factor Grp: 6
Axle Factor Grp: 50
Growth Factor Grp: 2

