## Idaho Transportation Department

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

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

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

11 6 50 2

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 2 \\ .17 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 1 \\ .21 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ | $\begin{gathered} 1 \\ .09 \% \end{gathered}$ | $\begin{gathered} 0 \\ .06 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 2 \\ .22 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .2 \% \end{gathered}$ | $\begin{gathered} 1 \\ .23 \% \end{gathered}$ | $\begin{gathered} 1 \\ .2 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 8 \\ .72 \% \end{gathered}$ | $\begin{gathered} 4 \\ .79 \% \end{gathered}$ | $\begin{gathered} 3 \\ .64 \% \end{gathered}$ | $\begin{gathered} 4 \\ .79 \% \end{gathered}$ | $\begin{gathered} 3 \\ .64 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 32 \\ 2.96 \% \end{gathered}$ | $\begin{gathered} 18 \\ 3.31 \% \end{gathered}$ | $\begin{gathered} 14 \\ 2.6 \% \end{gathered}$ | $\begin{gathered} 18 \\ 3.31 \% \end{gathered}$ | $\begin{gathered} 14 \\ 2.6 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 160 \\ 14.86 \% \end{gathered}$ | $\begin{gathered} 90 \\ 16.33 \% \end{gathered}$ | $\begin{gathered} 71 \\ 13.34 \% \end{gathered}$ | $\begin{gathered} 90 \\ 16.33 \% \end{gathered}$ | $\begin{gathered} 71 \\ 13.34 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 407 \\ 37.81 \% \end{gathered}$ | $\begin{gathered} 210 \\ 38.31 \% \end{gathered}$ | $\begin{gathered} 197 \\ 37.28 \% \end{gathered}$ | $\begin{gathered} 210 \\ 38.31 \% \end{gathered}$ | $\begin{gathered} 197 \\ 37.28 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 343 \\ 31.86 \% \end{gathered}$ | $\begin{gathered} 167 \\ 30.45 \% \end{gathered}$ | $\begin{gathered} 176 \\ 33.33 \% \end{gathered}$ | $\begin{gathered} 167 \\ 30.45 \% \end{gathered}$ | $\begin{gathered} 176 \\ 33.33 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 99 \\ 9.22 \% \end{gathered}$ | $\begin{gathered} 47 \\ 8.52 \% \end{gathered}$ | $\begin{gathered} 53 \\ 9.94 \% \end{gathered}$ | $\begin{gathered} 47 \\ 8.52 \% \end{gathered}$ | $\begin{gathered} 53 \\ 9.94 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 18 \\ 1.64 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.37 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.92 \% \end{gathered}$ | $\begin{gathered} 7 \\ 1.37 \% \end{gathered}$ | $\begin{gathered} 10 \\ 1.92 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 4 \\ .33 \% \end{gathered}$ | $\begin{gathered} 2 \\ .31 \% \end{gathered}$ | $\begin{gathered} 2 \\ .35 \% \end{gathered}$ | $\begin{gathered} 2 \\ .31 \% \end{gathered}$ | $\begin{gathered} 2 \\ .35 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .05 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 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 | 54 | 54 | 54 |
| Median | 54 | 54 | 54 | 54 | 54 |
| 85th \%tile | 59 | 59 | 60 | 59 | 60 |
| \% over 55 | 43 | 41 | 46 | 41 | 46 |
| \% over 60 | 11 | 10 | 12 | 10 | 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.

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| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Road | E | W | E Lane1 | W Lane1 |
| \% over 80 | 0 | 0 | 0 | 0 | 0 |
| \% over 85 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,077 | 548 | 529 | 548 | 529 |

Seasonal Factor Grp: 11 Daily Factor Grp: 6 Axle Factor Grp: 50
Growth Factor Grp: 2

