## Idaho Transportation Department

Monthly Speed Distribution for January 2022
Site names:
County:
Funct Class:
Location:

Location:

00127
Latah
R Minor Arterial - Other
SH-8 2.1 Mi. E of Mountain View Dr

|  | Road | E | W | E Lane1 | W Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $0-20$ | 2 | 1 | 1 | 1 | 1 |


| $0-20$ | 2 <br> $.04 \%$ | 1 <br> $.03 \%$ | 1 <br> $.05 \%$ | 1 <br> $.03 \%$ | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 3 | 1 | 2 | 1 | 2 |
|  | $.08 \%$ | $.07 \%$ | $.09 \%$ | $.07 \%$ | $.09 \%$ |


| $25-30$ | 10 | 3 | 6 | 3 | 6 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $.23 \%$ | $.15 \%$ | $.31 \%$ | $.15 \%$ | $.31 \%$ |
| $30-35$ | 29 | 12 | 17 | 12 | 17 |
|  | $.7 \%$ | $.59 \%$ | $.81 \%$ | $.59 \%$ | $.81 \%$ |
| $35-40$ | 83 | 42 | 41 | 42 | 41 |
|  | $2 \%$ | $2.02 \%$ | $1.97 \%$ | $2.02 \%$ | $1.97 \%$ |
| $40-45$ | 211 | 112 | 99 | 112 | 99 |
|  | $5.04 \%$ | $5.35 \%$ | $4.73 \%$ | $5.35 \%$ | $4.73 \%$ |
| $45-50$ | 525 | 260 | 264 | 260 | 264 |
|  | $12.55 \%$ | $12.47 \%$ | $12.64 \%$ | $12.47 \%$ | $12.64 \%$ |
| $50-55$ | 1,528 | 783 | 745 | 783 | 745 |
|  | $36.57 \%$ | $37.52 \%$ | $35.62 \%$ | $37.52 \%$ | $35.62 \%$ |
| $50-65$ | 1,492 | 743 | 750 | 743 | 750 |
|  | $35.71 \%$ | $35.57 \%$ | $35.86 \%$ | $35.57 \%$ | $35.86 \%$ |


|  |  | $75.57 \%$ | $35.86 \%$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $60-65$ | 267 | 117 | 150 | 117 | 150 |
|  | $6.4 \%$ | $5.62 \%$ | $7.17 \%$ | $5.62 \%$ | $7.17 \%$ |
| $65-70$ | 23 | 11 | 13 | 11 | 13 |
|  | $.56 \%$ | $.51 \%$ | $.6 \%$ | $.51 \%$ | $.6 \%$ |
| $70-75$ | 4 | 2 | 2 | 2 | 2 |
|  | $.09 \%$ | $.07 \%$ | $.1 \%$ |  | $.07 \%$ |


| 75-80 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 80-85 | $\begin{gathered} 1 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ 0 \% \end{gathered}$ |
| 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 | 53 | 53 | 53 | 53 | 53 |
| Median | 54 | 54 | 54 | 54 | 54 |
| 85th \%tile | 59 | 59 | 59 | 59 | 59 |
| \% over 55 | 43 | 42 | 44 | 42 | 44 |
| \% over 60 | 7 | 6 | 8 | 6 | 8 |
| \% 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.

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| :--- | :--- |
|  | Road |
| \% over 80 | 0 |
| \% over 85 | 0 |

Seasonal Factor Grp: 2
Daily Factor Grp: 2
Axle Factor Grp: 3
Growth Factor Grp: 8

