## Idaho Transportation Department

Monthly Speed Distribution for November 2023

| Site names: | 00134 |
| :--- | :--- |
| County: | Bear Lake |
| Funct Class: | R Principal Arterial - Other |
| Location: | US-30 200 Ft. S of Smith Ln |


|  | Road | SE | NW | SE Lane1 | NW Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .06 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .05 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 3 \\ .13 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 2 \\ .15 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 8 \\ .32 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 3 \\ .27 \% \end{gathered}$ | $\begin{gathered} 5 \\ .37 \% \end{gathered}$ | $\begin{gathered} 3 \\ .27 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 35 \\ 1.4 \% \end{gathered}$ | $\begin{gathered} 23 \\ 1.72 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.04 \% \end{gathered}$ | $\begin{gathered} 23 \\ 1.72 \% \end{gathered}$ | $\begin{gathered} 12 \\ 1.04 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 107 \\ 4.27 \% \end{gathered}$ | $\begin{gathered} 71 \\ 5.39 \% \end{gathered}$ | $\begin{gathered} 36 \\ 3.02 \% \end{gathered}$ | $\begin{gathered} 71 \\ 5.39 \% \end{gathered}$ | $\begin{gathered} 36 \\ 3.02 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 473 \\ 18.96 \% \end{gathered}$ | $\begin{gathered} 283 \\ 21.49 \% \end{gathered}$ | $\begin{gathered} 190 \\ 16.13 \% \end{gathered}$ | $\begin{gathered} 283 \\ 21.49 \% \end{gathered}$ | $\begin{gathered} 190 \\ 16.13 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,357 \\ 54.35 \% \end{gathered}$ | $\begin{gathered} 722 \\ 54.79 \% \end{gathered}$ | $\begin{gathered} 635 \\ 53.86 \% \end{gathered}$ | $\begin{gathered} 722 \\ 54.79 \% \end{gathered}$ | $\begin{gathered} 635 \\ 53.86 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 396 \\ 15.85 \% \end{gathered}$ | $\begin{gathered} 174 \\ 13.21 \% \end{gathered}$ | $\begin{gathered} 222 \\ 18.8 \% \end{gathered}$ | $\begin{gathered} 174 \\ 13.21 \% \end{gathered}$ | $\begin{gathered} 222 \\ 18.8 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 87 \\ 3.48 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.16 \% \end{gathered}$ | $\begin{gathered} 58 \\ 4.96 \% \end{gathered}$ | $\begin{gathered} 29 \\ 2.16 \% \end{gathered}$ | $\begin{gathered} 58 \\ 4.96 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 19 \\ .77 \% \end{gathered}$ | $\begin{gathered} 5 \\ .42 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.16 \% \end{gathered}$ | $\begin{gathered} 5 \\ .42 \% \end{gathered}$ | $\begin{gathered} 14 \\ 1.16 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 5 \\ .19 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .28 \% \end{gathered}$ | $\begin{gathered} 1 \\ .1 \% \end{gathered}$ | $\begin{gathered} 3 \\ .28 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ | $\begin{gathered} 0 \\ .02 \% \end{gathered}$ | $\begin{gathered} 1 \\ .12 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ | $\begin{gathered} 0 \\ .03 \% \end{gathered}$ | $\begin{gathered} 0 \\ .04 \% \end{gathered}$ |
| Average | 67 | 66 | 68 | 66 | 68 |
| Median | 67 | 67 | 68 | 67 | 68 |
| 85th \%tile | 72 | 70 | 73 | 70 | 73 |
| \% over 55 | 98 | 98 | 98 | 98 | 98 |
| \% over 60 | 94 | 92 | 95 | 92 | 95 |
| \% over 65 | 75 | 71 | 79 | 71 | 79 |
| \% over 70 | 20 | 16 | 25 | 16 | 25 |
| \% over 75 | 5 | 3 | 7 | 3 | 7 |

***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 | 1 |

Seasonal Factor Grp: 4
Daily Factor Grp: 3
Axle Factor Grp:
Growth Factor Grp: 6

All_Class_Sites

County:
Location:
R 000 Ft
US-30 200 Ft. S of Smith Ln
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