## Idaho Transportation Department

 Monthly Speed Distribution for February 2023Site names:
County:
Funct Class:
Location:
00137
Canyon
R Principal Arterial - Other
US-95 1.4 Mi. S of Jct SH-19

Seasonal Factor Grp:
Daily Factor Grp:
All_Class_Sites
Growth Factor Grp: 3

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 16 \\ .26 \% \end{gathered}$ | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 11 \\ .36 \% \end{gathered}$ | $\begin{gathered} 5 \\ .16 \% \end{gathered}$ | $\begin{gathered} 11 \\ .36 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 13 \\ .21 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 11 \\ .38 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 11 \\ .38 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 38 \\ .64 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.19 \% \end{gathered}$ | $\begin{gathered} 2 \\ .08 \% \end{gathered}$ | $\begin{gathered} 36 \\ 1.19 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 50 \\ .83 \% \end{gathered}$ | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 45 \\ 1.5 \% \end{gathered}$ | $\begin{gathered} 4 \\ .15 \% \end{gathered}$ | $\begin{gathered} 45 \\ 1.5 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 20 \\ .33 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ | $\begin{gathered} 14 \\ .47 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ | $\begin{gathered} 14 \\ .47 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 23 \\ .38 \% \end{gathered}$ | $\begin{gathered} 11 \\ .38 \% \end{gathered}$ | $\begin{gathered} 11 \\ .37 \% \end{gathered}$ | $\begin{gathered} 11 \\ .38 \% \end{gathered}$ | $\begin{gathered} 11 \\ .37 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 93 \\ 1.54 \% \end{gathered}$ | $\begin{gathered} 51 \\ 1.69 \% \end{gathered}$ | $\begin{gathered} 42 \\ 1.4 \% \end{gathered}$ | $\begin{gathered} 51 \\ 1.69 \% \end{gathered}$ | $\begin{gathered} 42 \\ 1.4 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 444 \\ 7.37 \% \end{gathered}$ | $\begin{gathered} 259 \\ 8.63 \% \end{gathered}$ | $\begin{gathered} 185 \\ 6.1 \% \end{gathered}$ | $\begin{gathered} 259 \\ 8.63 \% \end{gathered}$ | $\begin{gathered} 185 \\ 6.1 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,256 \\ 20.84 \% \end{gathered}$ | $\begin{gathered} 727 \\ 24.23 \% \end{gathered}$ | $\begin{gathered} 529 \\ 17.49 \% \end{gathered}$ | $\begin{gathered} 727 \\ 24.23 \% \end{gathered}$ | $\begin{gathered} 529 \\ 17.49 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,048 \\ 33.99 \% \end{gathered}$ | $\begin{gathered} 1,032 \\ 34.37 \% \end{gathered}$ | $\begin{gathered} 1,016 \\ 33.61 \% \end{gathered}$ | $\begin{gathered} 1,032 \\ 34.37 \% \end{gathered}$ | $\begin{gathered} 1,016 \\ 33.61 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,665 \\ 27.62 \% \end{gathered}$ | $\begin{gathered} 754 \\ 25.11 \% \end{gathered}$ | $\begin{gathered} 911 \\ 30.12 \% \end{gathered}$ | $\begin{gathered} 754 \\ 25.11 \% \end{gathered}$ | $\begin{gathered} 911 \\ 30.12 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 282 \\ 4.67 \% \end{gathered}$ | $\begin{gathered} 115 \\ 3.83 \% \end{gathered}$ | $\begin{gathered} 167 \\ 5.51 \% \end{gathered}$ | $\begin{gathered} 115 \\ 3.83 \% \end{gathered}$ | $\begin{gathered} 167 \\ 5.51 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 55 \\ .91 \% \end{gathered}$ | $\begin{gathered} 22 \\ .73 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.09 \% \end{gathered}$ | $\begin{gathered} 22 \\ .73 \% \end{gathered}$ | $\begin{gathered} 33 \\ 1.09 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 11 \\ .18 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 7 \\ .23 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 7 \\ .23 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 4 \\ .07 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 3 \\ .08 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 2 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 0 \\ .01 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 7 \\ .11 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 5 \\ .18 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| Average | 62 | 62 | 62 | 62 | 62 |
| Median | 63 | 62 | 63 | 62 | 63 |
| 85th \%tile | 68 | 68 | 69 | 68 | 69 |
| \% over 55 | 88 | 89 | 88 | 89 | 88 |
| \% over 60 | 68 | 64 | 71 | 64 | 71 |
| \% over 65 | 34 | 30 | 37 | 30 | 37 |
| \% over 70 | 6 | 5 | 7 | 5 | 7 |
| \% over 75 | 1 | 1 | 2 | 1 | 2 |

***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 February 2023

| Site names: |  |
| :--- | :--- |
| County: <br> Funct Class: <br> Location: | Canyon <br> R Principal Arterial - Other <br>  <br>  <br>  <br>  <br> US-95 1.4 Mi. S of Jct SH-19 |
| Road | N |
| \% over 80 | 0 |

Seasonal Factor Grp: 1
Daily Factor Grp: 2
Axle Factor Grp: All_Class_Sites
Growth Factor Grp:
3
***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.

