## Idaho Transportation Department

Monthly Speed Distribution for March 2023

Site 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:

Growth Factor Grp:

|  | Road | N | S | N Lane1 | S Lane1 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 0-20 | $\begin{gathered} 29 \\ .46 \% \end{gathered}$ | $\begin{gathered} 7 \\ .21 \% \end{gathered}$ | $\begin{gathered} 22 \\ .7 \% \end{gathered}$ | $\begin{gathered} 7 \\ .21 \% \end{gathered}$ | $\begin{gathered} 22 \\ .7 \% \end{gathered}$ |
| 20-25 | $\begin{gathered} 17 \\ .26 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 14 \\ .43 \% \end{gathered}$ | $\begin{gathered} 3 \\ .1 \% \end{gathered}$ | $\begin{gathered} 14 \\ .43 \% \end{gathered}$ |
| 25-30 | $\begin{gathered} 49 \\ .77 \% \end{gathered}$ | $\begin{gathered} 10 \\ .31 \% \end{gathered}$ | $\begin{gathered} 39 \\ 1.23 \% \end{gathered}$ | $\begin{gathered} 10 \\ .31 \% \end{gathered}$ | $\begin{gathered} 39 \\ 1.23 \% \end{gathered}$ |
| 30-35 | $\begin{gathered} 65 \\ 1.02 \% \end{gathered}$ | $\begin{gathered} 11 \\ .34 \% \end{gathered}$ | $\begin{gathered} 54 \\ 1.7 \% \end{gathered}$ | $\begin{gathered} 11 \\ .34 \% \end{gathered}$ | $\begin{gathered} 54 \\ 1.7 \% \end{gathered}$ |
| 35-40 | $\begin{gathered} 36 \\ .57 \% \end{gathered}$ | $\begin{aligned} & 16 \\ & .5 \% \end{aligned}$ | $\begin{gathered} 20 \\ .63 \% \end{gathered}$ | $\begin{gathered} 16 \\ .5 \% \end{gathered}$ | $\begin{gathered} 20 \\ .63 \% \end{gathered}$ |
| 40-45 | $\begin{gathered} 44 \\ .7 \% \end{gathered}$ | $\begin{gathered} 27 \\ .86 \% \end{gathered}$ | $\begin{gathered} 17 \\ .54 \% \end{gathered}$ | $\begin{gathered} 27 \\ .86 \% \end{gathered}$ | $\begin{gathered} 17 \\ .54 \% \end{gathered}$ |
| 45-50 | $\begin{gathered} 128 \\ 2.02 \% \end{gathered}$ | $\begin{gathered} 75 \\ 2.39 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.66 \% \end{gathered}$ | $\begin{gathered} 75 \\ 2.39 \% \end{gathered}$ | $\begin{gathered} 53 \\ 1.66 \% \end{gathered}$ |
| 50-55 | $\begin{gathered} 531 \\ 8.41 \% \end{gathered}$ | $\begin{gathered} 336 \\ 10.72 \% \end{gathered}$ | $\begin{gathered} 195 \\ 6.13 \% \end{gathered}$ | $\begin{gathered} 336 \\ 10.72 \% \end{gathered}$ | $\begin{gathered} 195 \\ 6.13 \% \end{gathered}$ |
| 55-60 | $\begin{gathered} 1,419 \\ 22.47 \% \end{gathered}$ | $\begin{gathered} 848 \\ 27.07 \% \end{gathered}$ | $\begin{gathered} 571 \\ 17.94 \% \end{gathered}$ | $\begin{gathered} 848 \\ 27.07 \% \end{gathered}$ | $\begin{gathered} 571 \\ 17.94 \% \end{gathered}$ |
| 60-65 | $\begin{gathered} 2,085 \\ 33 \% \end{gathered}$ | $\begin{gathered} 1,035 \\ 33.02 \% \end{gathered}$ | $\begin{gathered} 1,050 \\ 32.98 \% \end{gathered}$ | $\begin{gathered} 1,035 \\ 33.02 \% \end{gathered}$ | $\begin{gathered} 1,050 \\ 32.98 \% \end{gathered}$ |
| 65-70 | $\begin{gathered} 1,570 \\ 24.86 \% \end{gathered}$ | $\begin{gathered} 636 \\ 20.29 \% \end{gathered}$ | $\begin{gathered} 935 \\ 29.36 \% \end{gathered}$ | $\begin{gathered} 636 \\ 20.29 \% \end{gathered}$ | $\begin{gathered} 935 \\ 29.36 \% \end{gathered}$ |
| 70-75 | $\begin{gathered} 264 \\ 4.18 \% \end{gathered}$ | $\begin{gathered} 97 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 167 \\ 5.24 \% \end{gathered}$ | $\begin{gathered} 97 \\ 3.09 \% \end{gathered}$ | $\begin{gathered} 167 \\ 5.24 \% \end{gathered}$ |
| 75-80 | $\begin{gathered} 52 \\ .83 \% \end{gathered}$ | $\begin{gathered} 17 \\ .54 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.11 \% \end{gathered}$ | $\begin{gathered} 17 \\ .54 \% \end{gathered}$ | $\begin{gathered} 35 \\ 1.11 \% \end{gathered}$ |
| 80-85 | $\begin{gathered} 10 \\ .16 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ | $\begin{gathered} 4 \\ .13 \% \end{gathered}$ | $\begin{gathered} 6 \\ .2 \% \end{gathered}$ |
| 85-90 | $\begin{gathered} 3 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ | $\begin{gathered} 1 \\ .04 \% \end{gathered}$ |
| 90-95 | $\begin{gathered} 3 \\ .04 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ | $\begin{gathered} 2 \\ .05 \% \end{gathered}$ | $\begin{gathered} 1 \\ .03 \% \end{gathered}$ |
| 95-100 | $\begin{gathered} 3 \\ .05 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ | $\begin{gathered} 2 \\ .07 \% \end{gathered}$ | $\begin{gathered} 1 \\ .02 \% \end{gathered}$ |
| 100-120 | $\begin{gathered} 11 \\ .17 \% \end{gathered}$ | $\begin{gathered} 9 \\ .28 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ | $\begin{gathered} 9 \\ .28 \% \end{gathered}$ | $\begin{gathered} 2 \\ .06 \% \end{gathered}$ |
| Average | 61 | 61 | 61 | 61 | 61 |
| Median | 62 | 61 | 63 | 61 | 63 |
| 85th \%tile | 68 | 67 | 69 | 67 | 69 |
| \% over 55 | 86 | 85 | 87 | 85 | 87 |
| \% over 60 | 63 | 58 | 69 | 58 | 69 |
| \% over 65 | 30 | 24 | 36 | 24 | 36 |
| \% over 70 | 5 | 4 | 7 | 4 | 7 |
| \% over 75 | 1 | 1 | 1 | 1 | 1 |

***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 March 2023

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


| Seasonal Factor Grp: | 1 |
| :--- | :--- |
| Daily Factor Grp: | 2 |
| Axle Factor Grp: | All_Class_Sites |
| Growth Factor Grp: | 3 |

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.

