

Idaho Transportation Department

Monthly Speed Distribution for April 2025

Site names:	00200	Seasonal Factor Grp:	
County:	Ada	Daily Factor Grp:	99
Funct Class:	U Principal Arterial - Other	Axle Factor Grp:	99
Location:	State St 580 Ft. NW of 23rd St, Boise (access from Ellis St.)	Growth Factor Grp:	13

	Road	SE	NW	SE Lane1	SE lane2	SE lane3	NW Lane3	NW Lane2	NW Lane1
0-30	3,679 14.51%	2,364 18.24%	1,315 10.61%	425 19.71%	603 14.76%	1,336 19.89%	523 9.69%	526 10.78%	266 12.54%
30-35	6,813 26.87%	3,630 28.01%	3,182 25.68%	686 31.81%	1,131 27.69%	1,813 26.98%	1,123 20.82%	1,306 26.79%	753 35.48%
35-40	9,851 38.85%	4,587 35.39%	5,264 42.47%	695 32.25%	1,491 36.5%	2,401 35.72%	2,311 42.84%	2,124 43.56%	828 39.03%
40-45	4,142 16.34%	1,910 14.73%	2,233 18.01%	231 10.73%	686 16.78%	993 14.78%	1,215 22.52%	793 16.26%	224 10.58%
45-50	665 2.62%	328 2.53%	337 2.72%	39 1.81%	139 3.4%	150 2.23%	189 3.5%	109 2.23%	40 1.87%
50-55	97 .38%	58 .44%	39 .31%	17 .8%	22 .54%	18 .27%	21 .39%	12 .25%	6 .26%
55-60	29 .12%	18 .14%	11 .09%	10 .45%	5 .13%	3 .05%	5 .09%	3 .06%	3 .15%
60-65	17 .07%	12 .1%	5 .04%	8 .36%	3 .07%	2 .03%	3 .05%	1 .03%	1 .03%
65-70	9 .04%	6 .05%	3 .02%	4 .2%	1 .03%	1 .01%	2 .03%	1 .01%	1 .03%
70-75	8 .03%	6 .05%	2 .01%	5 .23%	0 .01%	1 .01%	1 .02%	0 .01%	0 0%
75-80	6 .02%	5 .04%	2 .01%	4 .16%	1 .01%	1 .01%	1 .02%	0 .01%	0 0%
80-85	5 .02%	5 .04%	0 0%	4 .19%	0 .01%	0 .01%	0 .01%	0 0%	0 0%
85-90	4 .02%	4 .03%	1 0%	3 .16%	1 .01%	0 0%	0 0%	0 0%	0 .01%
90-95	2 .01%	2 .02%	0 0%	2 .09%	0 .01%	0 0%	0 0%	0 0%	0 0%
95-120	26 .1%	25 .19%	1 0%	23 1.05%	2 .05%	0 .01%	0 .01%	0 0%	0 .01%
Average	34	33	35	34	34	33	36	35	34
Median	36	36	37	35	36	35	37	36	35
85th %tile	41	41	42	41	42	41	43	41	40
% over 55	0	1	0	3	0	0	0	0	0
% over 60	0	1	0	2	0	0	0	0	0
% over 65	0	0	0	2	0	0	0	0	0
% over 70	0	0	0	2	0	0	0	0	0
% over 75	0	0	0	2	0	0	0	0	0
% over 80	0	0	0	1	0	0	0	0	0
% over 85	0	0	0	1	0	0	0	0	0
Total	25,355	12,962	12,393	2,156	4,086	6,720	5,395	4,877	2,122

***Statistics shown are an average for the month rounded to an integer-Due to rounding, lanes or directions may not always add up.