

I-5: SR 516 (Des Moines) to I-90 (Seattle) – Average Weekday



Northbound I-5 at Corson Avenue (MP 161.85)

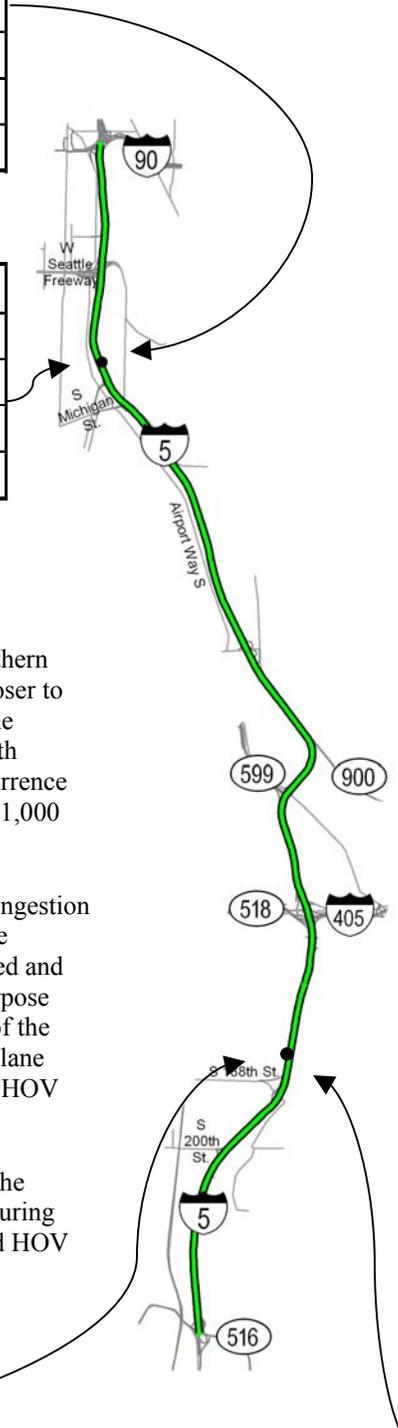
Time Period	Vehicles/Ln/Hr		Persons/Ln/Hr		Average Speed*		Transit Riders/hr
	GP	HOV	GP	HOV	GP	HOV	
AM Peak 6AM-9AM	1,663	1,230	1,829	4,675	29.0	43.9	2646
Midday 9AM-3PM	1,528	774	1,879	1,665	49.9	57.9	370
PM Peak 3PM-7PM	1,561	981	1,873	3,530	39.0	51.5	399
Night 7PM-10PM	990	427	1,218	918	59.6	59.9	145

*Average Speed is for the Peak 1-Hour in each time period

Southbound I-5 at Corson Avenue (MP 161.85)

Time Period	Vehicles/Ln/Hr		Persons/Ln/Hr		Average Speed*		Transit Riders/hr
	GP	HOV	GP	HOV	GP	HOV	
AM Peak 6AM-9AM	1,390	549	1,529	2,088	58.9	60+	320
Midday 9AM-3PM	1,378	879	1,585	1,889	59.1	60+	375
PM Peak 3PM-7PM	1,570	1,312	1,883	4,722	57.5	58.8	1937
Night 7PM-10PM	1,019	613	1,172	1,319	60+	60+	259

*Average Speed is for the Peak 1-Hour in each time period



Corridor Performance

- This is one of the most heavily traveled corridors in the region. Toward the southern end of the corridor traffic shows a stronger orientation to the peak direction. Closer to Seattle traffic volumes are high in both directions throughout daytime hours. The general purpose lanes experience significant slowing during the peak periods both northbound and southbound. PM peak period traffic congestion is a routine occurrence going up the Southcenter Hill. After 7:00 PM traffic volumes decrease to about 1,000 vehicles per lane per hour and speeds increase to near the posted speed limit
- In the morning peak period the northbound HOV lane experiences significant congestion approaching downtown Seattle and frequently fails to meet the state performance standard. Outside of peak hours the HOV lanes operate with a high level of speed and reliability. HOV lane person throughput is approximately double the general purpose lane throughput in the peak direction during peak periods. At the northern end of the corridor HOV lane person throughput is comparable to average general purpose lane throughput during the midday. Toward the southern end of the corridor midday HOV volumes are somewhat lower.
- King County Metro and Sound Transit provide a high level of transit service in the corridor. Service is strongly oriented to the peak direction and is more intense during peak commute hours. Transit passengers account for a large share of peak period HOV users.

Southbound I-5 at S 184th St (MP 152.82)

Time Period	Vehicles/Ln/Hr		Persons/Ln/Hr		Average Speed*		Transit Riders/hr [^]
	GP	HOV	GP	HOV	GP	HOV	
AM Peak 6AM-9AM	864	171	933	373	60+	60+	121
Midday 9AM-3PM	1,116	538	1,284	1,158	59.5	59.6	156
PM Peak 3PM-7PM	1,220	1,128	1,464	3,836	27.8	32.0	1251
Night 7PM-10PM	860	359	989	772	59.8	59.9	107

*Average Speed is for the Peak 1-Hour in each time period

[^]Transit Ridership has been measured at S. 200th St.

Northbound I-5 at S 184th St (MP 152.82)

Time Period	Vehicles/Ln/Hr		Persons/Ln/Hr		Average Speed*		Transit Riders/hr [^]
	GP	HOV	GP	HOV	GP	HOV	
AM Peak 6AM-9AM	1,969	1,108	2,166	3,987	39.9	54.7	1445
Midday 9AM-3PM	1,523	460	1,858	989	54.8	60+	174
PM Peak 3PM-7PM	1,403	500	1,613	1,099	58.4	59.8	146
Night 7PM-10PM	813	216	992	464	60+	60+	59

*Average Speed is for the Peak 1-Hour in each time period

[^]Transit Ridership has been measured at S. 200th St.