

DRAFT
Transportation System Alternatives
Assumptions and Projects

This section provides a description of transportation improvement projects assumed under each Transportation System Alternative for the purpose of evaluation. These projects and assumptions are only to form a hypothetical transportation system scenario and are not recommendations of the Plan. Each Transportation System Alternative includes improvement projects for short term (2010 Network), intermediate term (2020 Network) and long term (2030 Network).

Not all roadway projects in the existing TSPs were “modelable”, as the existing transportation modeling software are not sensitive to the nature of certain types of improvements. Only roadway projects that are highlighted are the ones that were entered into the 2030 Networks for the purpose of a comparative analysis.

Status Quo

Although the Status Quo does not include any new improvement project, there are a few projects in the FY2006-2009 Metropolitan and Statewide Transportation Improvement Programs for which funding has been secured. These projects will be implemented over the next 3-4 years. As such, the Status Quo network includes the following projects through FY2008:

Roadway Component

- A. **US 20: Philomath Couplet** – Convert Applegate and Main Streets to one way east bound and west bound, respectively, with a westbound connection between the existing highway and College Street, expand Main Street to five lanes from Newton Creek to 15th Street.
- B. **Reservoir Road**, 53rd Street to one third of a mile west – Improve with sidewalk and bikeway.
- C. **19th Street**, Highway 34 to Chapel Street – Adding bike lanes and turn lanes.
- D. **53rd Street**, Railroad Overpass – Eliminate the railroad overpass, realign intercepting roadways.
- E. **53rd Street**, Highway 20/34 to Country Club Road – Adding bike lanes and turn lanes at intersections.

Transit Component

- A. Purchase/replace 2 buses
- B. Annual transit operation

The Status Quo Alternative also assumes that Kings Blvd. will be extended north of Walnut Blvd. with private funds, as residential developments occur. The existing conditions, the population increase and the above projects have been modeled for years 2010 through 2030, under the Status Quo Scenario.

Transportation Demand Management (TDM)

Projects under this Alternative are mainly transit improvements and park and ride lots.

2010 Network

Transit Component

- **Buses** - Increase number of buses:
 - The number of buses will increase from 8 to 12.

- **New Route** – Increase transit routes:
 - A new route, called The Philomath Circulator, will be added to serve Philomath Blvd and Applegate Street between 19th Street and 26th Street.

- **Transit Route Expansion** – Expand Existing transit routes:
 - Route #3 will be modified to serve Technology Loop and Research Way.
 - Route #7 will be expanded to serve the Hewlett-Packard campus.
 - Route #4 will be modified to serve the hospitals and northeast Corvallis.
 - Route #2 will be modified to serve 9th Street and the hospital.
 - Route #8 will be modified to serve south Corvallis and OSU.
 - Routes #1, #5, and #6 that CTS current operate will not be modified

- **Park and Ride Lot** – Establish park and ride lots:
 - Park and Ride lot at S. 15th Street at Applegate Street

2020 Network

Roadway Component

It was assumed that the population increase will open up the land for new residential developments along the following roadways. These roadway extensions will occur at the pace of new developments and will be financed by the development:

- Circle Boulevard – Extend Circle Boulevard to Harrison Boulevard
 - Kings Boulevard – Extend to NW James Avenue
 - NW James Avenue – Extend from new Kings Boulevard extension to Highway 99W
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- **Buses** – Increase number of buses:
 - The number of buses will increase from 12 to 20.

 - **New Route** – Increase number of transit routes:
 - Adair Commuter Route, from transit Mall to Santiam Lane in Adair.
 - Philomath/Bellfountain/ Airport Road.
 - Downtown Corvallis Circulator

 - **Park and Ride Lot** – Establish park and ride lots:
 - Park and Ride lot at Highway 99W and Airport Road
 - Park and Ride lot at Highway 99W and NE Elliot Circle
 - Park and Ride lot at Harrison Blvd at Walnut/53rd Street
 - Park and Ride lot at US 20 and OR 34, west of Philomath

2030 Network

Transit Component

- **Buses** – Increase number of buses:
 - The number of buses will increase from 20 to 30 and all routes will have 15-minute headway.
- **New Route** – Increase number of transit routes:
 - Reservoir Road to Elliot Circle, West Hills, Reservoir, 53rd, Harrison, Circle, Kings, James and Eliot Circle.
 - Downtown Corvallis to Lewisburg
- **Park and Ride Lot** – Establish park and ride lots:
 - Park and Ride lot at Pettibone Dr. and Granger Road
 - Park and Ride lot at Highland Dr. and Lewisburg Ave.
 - Park and Ride lot at Santiam Lane and Arnold Avenue
 - Park and Ride lot at West Hills Road at 19th Street
 - Park and Ride lot at Airport road and Bellfountain Road
 - Park and Ride lot at Tyler Avenue at 1st Street
- **Parking Policy** – Adopt parking policies to provide disincentives to driving a single occupancy vehicle:
 - Encourage HP, the hospitals and OSU to charge the true cost of parking
 - Increase parking around these establishments to \$100 per month.
- **Other Improvements:**
 - Bikeway and pedestrian facilities will be vigorously enhanced.
 - Incentives will be provided for ridesharing by the use of transit, carpooling and vanpooling.
 - Disincentives will be provided for the use of single occupancy vehicle.
 - Roadway Maintenance and preservation will continue

Transportation Capacity Expansion Alternative

The Capacity Expansion Alternative network includes mainly roadway projects, although it includes some transit expansion projects as well. This Alternative includes all roadway projects recommended in local Transportation System Plans (TSPs).

2010 Network

Transit Component (all TDM improvements up to 2010)

- **New Transit Route:**
 - Philomath Circulator – Philomath Boulevard, West Hills Road, 9th Street, 19th Street, Applegate Street
- **Modified Route:**
 - Route #3 will be modified to serve Technology Loop and Research Way

- Route #7 will be modified to serve the Hewlett-Packard campus
 - Route #4 will be modified to serve the hospital and northeast Corvallis
 - Route #2 will be modified to serve 9th Street and the hospital
 - Route #8 will be modified to serve south Corvallis and OSU
- **New Park and Ride lots**
 - Park and Ride lot at West Hills Road at 19th Street
 - Park and Ride lot at Tyler Avenue at 1st Street
 - Park and Ride lot at Harrison Blvd at Walnut/53rd Street

Roadway Component

City of Corvallis

- Circle Blvd. at 9th Street – Add right-turn lane eastbound to 9th Street
- 3rd Street at Adams Avenue – Install traffic signal
- 35th Street, Highway 20/34 to Orchard – widening, alignment improvements, adding bike lanes

City of Philomath

- College Street, 20th Street to 11th Street - widen with intersection curb extensions, bike paths and sidewalks
- Applegate Street, 20th Street to 11th Street – widen with intersection curb extensions, bike paths and sidewalks
- Applegate Street , between 23rd Street and 24th Street – extend over Newton Creek
- South 19th Street, College Street to Chapel Drive – Add bike lanes ‘signed and striped’

2020 Network

Benton County

- Van Buren Street Bridge – Replace Van Buren Bridge
- Hwy 99W, Rivergreen Avenue to Airport – Widen Hwy 99 from 2 lanes to 4 with left turn lanes at major intersections to 500 ft. south of Airport
- Country Club Dr, Barkley Hill Dr. to Hwy 20/34 - Widen to provide 6-foot multi-use paths in each direction.
- Crystal Lake Dr. - Widen and reconstruct street to standard with bike lane
- Reservoir Road/ SW 53rd St. – Install traffic signal, construct at-grade rail crossing - same number of lanes; same as existing speed limits
- Airport Ave. Improvement – improvement to City arterial standard
- Independence Hwy/US 20 – Install traffic signal
- Junction US20 at Hwy 34 – Install traffic signal
- US 20/Hwy 34 at Hwy 99W – Reconstruct to increase turning radii, add sidewalk, etc.
- West Hills Rd. at 53rd St. – Install traffic signal

City of Corvallis

- Hwy 20/34, Newton Creek to 53rd Street - reconstruction to four lanes with left-turn refuges and bike lanes

- Hwy 20, 53rd Street to Western Boulevard - Widen
- Replace Van Buren Street Bridge
- Highway 99, railroad overcrossing to north of Lewisburg Rd. - widen to four lanes with left turn refuges
- Hwy 20/34, Western Blvd. to Hwy 99 - widen to four lanes with left turn refuges
- Hwy 20/34 and Hwy 99 interchange - provide ramps for south to west and west to south movements. – two lanes each
- Kings Boulevard- extend to James Avenue
- James Avenue - extend to Highway 99W
- Circle Boulevard - Extend to Harrison Boulevard
- Highway 20 at Western Boulevard – Install traffic signal
- Highway 99W at either Goodnight or Rivergreen Avenue – Install traffic signal
- West Hills Road, 35th Street /Western Boulevard to 53rd Street – widen to add bike lanes
- Country Club Dr from 35th to 53rd– widen to add bike lanes sidewalks, improve alignment
- Grant from Highland to 9th – widen to add bike lanes sidewalks, improve alignment
- Crystal Lake from Alexander to Park – widen to add bike lanes sidewalks, improve alignment
- Buchanan at 9th Street– Construct left turn lanes on Buchanan
- Witham Hill Dr., Grant to Walnut – widen/improve bike lanes
- Airport Ave to Rivergreen – new collector (extension of Plumley from Airport Ave. to the extension of Rivergreen)

City of Philomath

- Newton Street, between dead end and 26th Street – extend to 26th Street
- College/Main/Applegate Streets – construct one-way couplet along Highway 20/34 with additional capacity, include bike lanes
- Main Street at 9th Street – Install traffic signal
- 13th Street, Chapel Drive to Main Street – Truck Route/Street Improvements with bike lane
- Chapel Drive, Bellfountain Road to 13th Street - add 6 foot multi-use paths
- South 13th Street, Main Street to Chapel Drive – Add bike lanes ‘signed and striped’

2030 Network (Long Range)

Benton County

- US 20, Conifer Avenue to N. Albany Road – Widen US 20 from 2 lanes to 4 lanes
- US 20/Hwy 34, between Hwy 99W and US20/Hwy 34 junction – Add two more lanes
- US 20, US 20/Hwy 34 junction to Woods Creek Road – Widen to provide continuous left turn lane on US 20

- Hwy 99W between railroad overcrossing and Walnut Blvd. – Widen Highway 99W to 4 lanes with left turn lanes at Circle Blvd. and Walnut Blvd.
- Arnold Avenue and Hwy 99W – Install traffic signal
- Chapel Dr. between 19th St. and Bellfountain Rd. – Widen this rural section to provide 6-foot multi-use paths in each direction.
- Hwy 20, Circle Blvd. to Albany - widen to four lanes with left turn refuges
- 19th St. between US 20/34 and Chapel Dr. – Pave this urban section to provide 6-foot bike lanes in each direction
- Bellfountain Rd. between Airport Rd. and Greenberry Rd. - Widen this rural section to provide 6-foot multi-use paths in each direction and extend the existing county bikeway system to Invale Elementary School
- Granger Ave.: Pettibone to US 20 - Widen this rural section to provide 6-foot multi-use paths in each direction and extend the existing county bikeway system to US 20.
- West Hills Road at Reservoir Rd. – Install traffic signal

City of Corvallis

- Harrison Blvd., Kings to 36th, widen (has been partially completed)
- Brooklane Dr., Chintimini to Hwy 20/34 – widen to add bike lanes sidewalks, improve alignment
- Ponderosa Ave from Glenridge to Skyline – widen to add bike lanes sidewalks, improve alignment
- Alexander from 3rd to Crystal Lake – widen to add bike lanes sidewalks, improve alignment
- Highway 99W at Kiger Island Drive – Install traffic signal
- 53rd Street, Philomath Blvd to Nash – Widen
- Highway 20, Downtown Corvallis to Circle Boulevard – widen to 4 lanes
- Circle Boulevard, Hewlett-Packard campus to Highway 20 – widen to 4 lanes

City of Philomath

- Clemens Mill Road - relocate road across from 26th Street (Clemens Mill Rd. and 26th Street and Hwy 20/34 to improve access
- US 20 at Highway 34 – Install traffic signal
- Main Street at 26th Street – Install traffic signal
- West Hills Road, Wyatt Lane to N. 19th Street – Add bike lanes ‘signed and striped’

Land Use Management Alternative

As land use management is a policy and not a constructed project or structured TDM program, transportation models cannot reliably model the effects of these policies. Off model calculations were performed to demonstrate the potential reduction in regional vehicle trips due to mixed use and high density developments in the Planning Area.

Based on the population, household, and employment forecasts, the total household growth by 2030 for the locations with planned mixed-use development is 869 households.

If we assume that 50 percent of new households will be mixed use housing by 2030 in these specific locations, the number of mixed use households by 2030 would be 435. 435 households is 1.4% of the 31,250 total regional households projected for 2030.

If we assume that each household makes ten trips per day then daily trip generation for 435 households would be 4,350 trips.

If we assume a 25% reduction in interzonal trips for these mixed-use households, those that travel far from where they live, the total daily interzonal trip reduction for mixed-use households would be 1,090 trips.

The total daily regional vehicle trips for 2030 is 330,000, so while 1,090 may not be a large number of trips, when multiplied by the average trip length of trips from the model (4.73 miles), mixed use developments in a smattering of locations can reduce daily vehicle miles traveled by 5,156 miles. As a stand alone measure this may not have a significant overall effect on congestion, but in concert with other TDM measures it can be a useful tool in managing transportation demand.

Multi-prong Approach Alternative

The Multi-prong approach includes some or all of the projects from each of the other Alternatives. **Note: This Alternative has not been modeled yet as the combination of projects for it has not yet been determined.**

2010 Network

These assumptions are the same as the ones for the 2010 Network under the Capacity Expansion Alternative.

Transit Component

- **New Transit Route:**
 - Philomath Circulator – Philomath Boulevard, West Hills Road, 9th Street, 19th Street, Applegate Street

- **Modified Route:**
 - Route #3 will be modified to serve Technology Loop and Research Way
 - Route #7 will be modified to serve the Hewlett-Packard campus
 - Route #4 will be modified to serve the hospital and northeast Corvallis
 - Route #2 will be modified to serve 9th Street and the hospital
 - Route #8 will be modified to serve south Corvallis and OSU

- **New Park and Ride lots**
 - Park and Ride lot at West Hills Road at 19th Street
 - Park and Ride lot at Tyler Avenue at 1st Street
 - Park and Ride lot at Harrison Blvd at Walnut/53rd Street

Roadway Component

City of Corvallis

- Hwy 20/34, Newton Creek to 53rd Street - reconstruction to four lanes with left-turn refuges and bike lanes (modeled 2020)
- Hwy 20, 53rd Street to Western Boulevard - Widen (modeled 2020)
- Replace Van Buren Street Bridge (modeled 2020)
- Circle Boulevard at 9th Street – Add right-turn lane on eastbound
- Circle Boulevard - Extend to Harrison Boulevard (modeled 2020)
- 3rd Street at Adams Avenue – Install traffic signal
- 35th Street, Highway 20/34 to Orchard – widening, alignment improvements, adding bike lanes

City of Philomath

- College Street, 20th Street to 11th Street - widen with intersection curb extensions, bike paths and sidewalks
- Applegate Street, 20th Street to 11th Street – widen with intersection curb extensions, bike paths and sidewalks
- Applegate Street, between 23rd Street and 24th Street – extend over Newton Creek
- South 19th Street, College Street to Chapel Drive – Add bike lanes ‘signed and striped’

Land Use Management Component

Jurisdictions within the Planning Area have emphasized the following land use management practices in reviewing development proposals:

- Higher density residential development
- Mixed land use developments
- In-fill developments
- Access to transit network for new residential developments.

2020 Network

Transit Component

- **Buses** – Increase number of buses:
 - The number of buses will increase from 12 to 15.
- **New Route** – Increase number of transit routes:
 - Adair Commuter Route, from transit Mall to Santiam Lane in Adair.
 - Philomath/Bellfountain/ Airport Road.
 - Downtown Corvallis Circulator
- **Park and Ride Lot** – Establish park and ride lots:
 - Park and Ride lot at Highway 99W and Airport Road
 - Park and Ride lot at US 20 and OR 34, west of Philomath

Roadway Component

Benton County

- Van Buren Street Bridge – Replace Van Buren Bridge
- Hwy 99W, Rivergreen Avenue to Airport – Widen Hwy 99 from 2 lanes to 4 with left turn lanes at major intersections to 500 ft. south of Airport
- Country Club Dr, Barkley Hill Dr. to Hwy 20/34 - Widen to provide 6-foot multi-use paths in each direction.
- Crystal Lake Dr. - Widen and reconstruct street to standard with bike lane

City of Corvallis

- Highway 99, railroad overcrossing to north of Lewisburg Rd. - widen to four lanes with left turn refuges
- Hwy 20, Circle Blvd. to Albany - widen to four lanes with left turn refuges
- Hwy 20/34, Western Blvd. to Hwy 99 - widen to four lanes with left turn refuges.
- Hwy 20/34 and Hwy 99 interchange - provide ramps for south to west and west to south movements. – two lanes each
- Highway 20 at Western Boulevard – Install traffic signal
- Highway 99W at either Goodnight or Rivergreen Avenue – Install traffic signal
- West Hills Road, 35th Street /Western Boulevard to 53rd Street – widen to add bike lanes
- Country Club Dr from 35th to 53rd– widen to add bike lanes sidewalks, improve alignment

- Grant from Highland to 9th – widen to add bike lanes sidewalks, improve alignment
- Crystal Lake from Alexander to Park – widen to add bike lanes sidewalks, improve alignment
- Buchanan at 9th Street– Construct left turn lanes on Buchanan
- Witham Hill Dr., Grant to Walnut – widen/improve bike lanes
- Airport Ave to Rivergreen – new collector (extension of Plumley from Airport Ave. to the extension of Rivergreen)

City of Philomath

- Newton Street, between dead end and 26th Street – extend to 26th Street
- College/Main/Applegate Streets – construct one-way couplet along Highway 20/34 with additional capacity, include bike lanes
- Main Street at 9th Street – Install traffic signal
- 13th Street, Chapel Drive to Main Street – Truck Route/Street Improvements with bike lane
- Chapel Drive, Bellfountain Road to 13th Street - add 6 foot multi-use paths
- South 13th Street, Main Street to Chapel Drive – Add bike lanes ‘signed and striped’

Land Use Management Component

Jurisdictions within the Planning Area have adopted land use policies to:

- Require minimum density in new residential developments
- Require new residential developments to capture at least 10% of trips they generate
- Require transit service to the development

2030 Network

Transit Component

- **Buses** – Increase number of buses:
 - The number of buses will increase from 12 to 20.

- **New Route** – Increase number of transit routes:
 - Adair Commuter Route, from transit Mall to Santiam Lane in Adair.
 - Philomath/Bellfountain/ Airport Road.
 - Downtown Corvallis Circulator

- **Park and Ride Lot** – Establish park and ride lots:
 - Park and Ride lot at Highway 99W and Airport Road
 - Park and Ride lot at Highway 99W and NE Elliot Circle
 - Park and Ride lot at Harrison Blvd at Walnut/53rd Street
 - Park and Ride lot at US 20 and OR 34, west of Philomath

Roadway Component

Benton County

- US 20, Conifer Avenue to N. Albany Road – Widen US 20 from 2 lanes to 4 lanes

- US 20/Hwy 34, between Hwy 99W and US20/Hwy 34 junction – Add two more lanes
- US 20, US 20/Hwy 34 junction to Woods Creek Road – Widen to provide continuous left turn lane on US 20
- Hwy 99W between railroad overcrossing and Walnut Blvd. – Widen Highway 99W to 4 lanes with left turn lanes at Circle Blvd. and Walnut Blvd.

City of Corvallis

- Widen south and north bypass to four lanes and complete the bypass
- Harrison Blvd., Kings to 36th, widen (has been partially completed)
- Brooklane Dr., Chintimini to Hwy 20/34 – widen to add bike lanes sidewalks, improve alignment
- Kings Boulevard- extend to James Avenue
- James Avenue - extend to Highway 99W
- Ponderosa Ave from Glenridge to Skyline – widen to add bike lanes sidewalks, improve alignment
- Alexander from 3rd to Crystal Lake – widen to add bike lanes sidewalks, improve alignment
- Highway 99W at Kiger Island Drive – Install traffic signal
- 53rd Street, Philomath Blvd to Nash – Widen
- Highway 20, Downtown Corvallis to Circle Boulevard – widen to 4 lanes
- Circle Boulevard, Hewlett-Packard campus to Highway 20 – widen to 4 lanes

City of Philomath

- Newton Street, between dead end and 26th Street – extend to 26th Street
- College/Main/Applegate Streets – construct one-way couplet along Highway 20/34 with additional capacity, include bike lanes
- Main Street at 9th Street – Install traffic signal
- 13th Street, Chapel Drive to Main Street – Truck Route/Street Improvements with bike lane
- Chapel Drive, Bellfountain Road to 13th Street - add 6 foot multi-use paths
- South 13th Street, Main Street to Chapel Drive – Add bike lanes ‘signed and striped’

City of Philomath

- Clemens Mill Road - relocate road across from 26th Street (Clemens Mill Rd. and 26th Street and Hwy 20/34 to improve access
- US 20 at Highway 34 – Install traffic signal
- Main Street at 26th Street – Install traffic signal
- West Hills Road, Wyatt Lane to N. 19th Street – Add bike lanes ‘signed and striped’

Land Use Management Component

Jurisdictions within the Planning Area have adopted land use policies to:

- Require new residential developments of adequate size to be Transit Oriented Development (TOD)

- Require new residential development of adequate size to arrange for reducing at least 15% of trips they generate. This could be accomplished by a combination of including stores, formation of Transportation Management Association (TMA), development of carpool/vanpool station within the development and communal bike and vehicle
- Require financial contribution to defray the cost of transit service to the development

Note: the city of Corvallis TSP includes the following projects outside of the MPO Planning Area for years beyond 2030. These projects were not modeled for evaluation.

- Hwy 34 at South bypass – Construct an interchange in place of current at grade crossing
- Widen south and north bypass to four lanes and complete the bypass

Modeling Results of Transportation System Alternatives

Modeling analysis of the assumed improvements was performed for the 2030 Network. This network included all modelable roadway projects and all TDM projects from now until 2030. The limitations of the Travel Demand Model did not allow modeling of the land use management policies and the few TDM policies.

Definitions:

Link = a segment of roadway with similar characteristics in the model

Demand/Capacity ratio = the model link volume divided by link capacity.

Congestion = the model links with Demand/Capacity ratio of ≥ 0.90 .

Below is a summary of comparative modeling results for the 2030 Network:

Percentage of Total Lane Miles by Demand/Capacity Ratio Range During PM Peak Hour

Demand/Capacity Ratio Range	No Build		TDM		Capacity Enhancement	
	Lane Miles	% of Total Lane Miles	Lane Miles	% of Total Miles	Lane Miles	% of Total Miles
0.0 – 0.59	268.4	66.0	279.4	67.4	316.5	69.3
0.60 – 0.69	24.1	5.9	24.4	5.9	29.1	6.4
0.70 – 0.79	16.3	4.0	16.4	4.0	30.0	6.6
0.80 – 0.89	15.4	3.8	17.2	4.2	28.7	6.3
0.90 – 0.99	15.7	3.9	19.2	4.6	17.5	3.8
≥ 1.0	66.5	16.4	58.2	14.0	35.3	7.7
Total	406.4	100.0	414.8	100.0	457.0	100.0

Percent of Vehicle Miles of Travel (VMT) by Demand/Capacity Ratio Range During PM Peak Hours

Demand/Capacity Ratio Range	No Build		TDM		Capacity Enhancement	
	VMT	% VMT	VMT	% VMT	VMT	% VMT
0.0 – 0.59	34,466	25.2	36,723	27.2	41,187	30.8
0.60 – 0.69	10,099	7.4	10,399	7.7	13,635	10.2
0.70 – 0.79	8,203	6.0	8,154	6.0	17,646	13.2
0.80 – 0.89	9,209	6.7	10,097	7.5	18,736	14.0
0.90 – 0.99	10,665	7.8	13,230	9.8	12,400	9.3
≥ 1.0	64,142	46.9	56,578	41.9	30,090	22.5
Total	136,784	100.0	135,182	100.0	133,695	100.0

**Selected Corridors Demand/Capacity Ratio
During PM Peak Hours**

Selected Corridors	No Build	TDM	Capacity Expansion
Kings Blvd. Monroe Ave. to Walnut Blvd.	0.91	0.91	0.85
9th Street Harrison Blvd. To Walnut Blvd.	0.94	0.90	0.77
Walnut Blvd. Hwy 99 to 29th Street	0.61	0.50	0.48
Circle Blvd. Hwy 99 to 29th Street	0.46	0.47	0.47
Western Blvd. Hwy 20/34 to 2nd Street	1.02	0.99	0.80
Hwy 20/34 9th St. (Philomath) to Hwy 20/34 Int.	1.11	1.08	0.84
Hwy 99 S. MPO Boundary to Hwy 20/34 Int.	0.87	0.86	0.75
Hwy 99 Hwy 99 Int. to Buchanan Ave.	1.06	1.02	0.98
Hwy 99 Buchanan Ave. to Walnut Blvd.	1.12	1.09	0.81

Note: The table used weighted average ratio for overall corridor by using VMT as the weight of the link.

**Percentage of Congested Lane Miles
During PM Peak Hours**

	No Build	TDM	Capacity Expansion
Total Lane Miles	406.4	414.8	457.0
Congested Lane Miles	82.2	77.4	52.8
% of Congested Lane Miles	20.2	18.7	11.6

**Area to Area Travel Time
During PM Peak Hours**

	No Build	TDM	Capacity Expansion
Downtown Corvallis To HP Campus	5.5	5.4	5.0
OSU Campus to HP Campus	7.8	7.7	7.1
Downtown Corvallis to Downtown Philomath	12.1	12.0	10.5
Downtown Corvallis to Adair Village	16.5	15.4	12.6

Other Evaluation Measures

	No Build	TDM	Capacity Expansion
PM Peak Hour Mean Travel Time	10.2	10.0	8.5
PM Peak Hour Vehicle Miles of Travel	136,786	135,185	133,696
PM Peak Hour Vehicle Hours of Travel	4,739	4,577	3,907
Daily Transit Mode Share	0.8%	2.2%	1.7%

To be continued