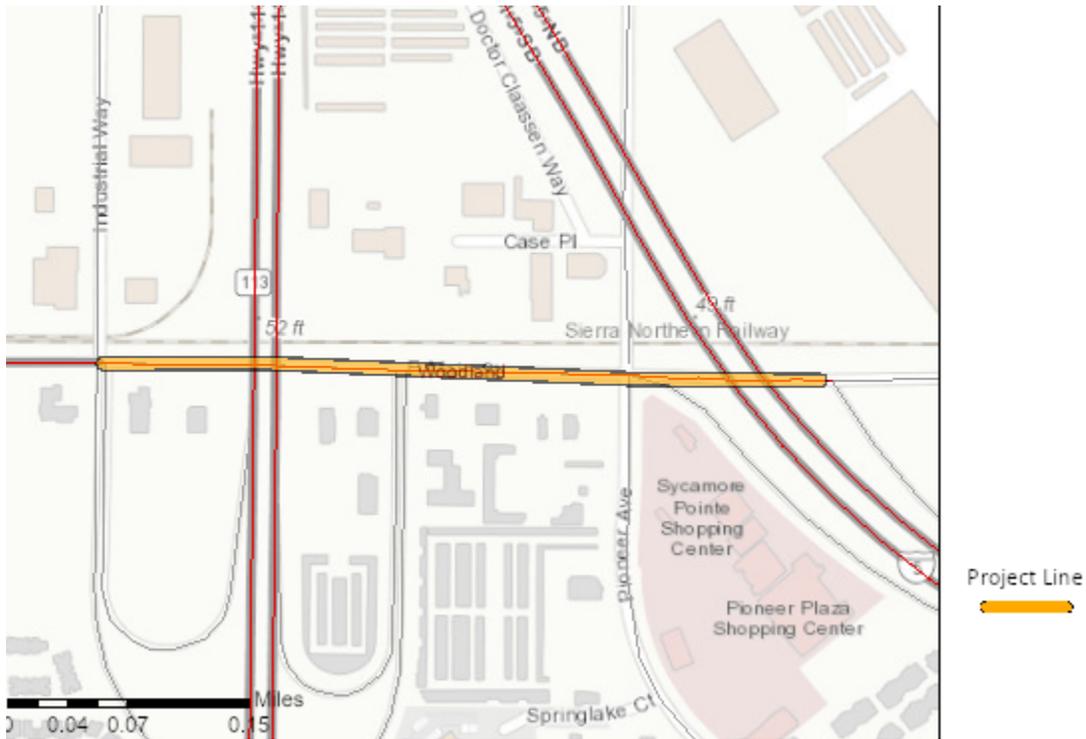


Project Performance Assessment Report: Woodland I5-113



Project Summary

Project name	Woodland I5-113
Jurisdiction	Woodland
Project type	Arterial or Transit Expansion
Project AADT	30000
Project Pavement Condition Index (PCI)	75
Posted Speed Limit	35
Project Length (Centerline Miles)	.45
Project Community Type	Established Communities
Project UID	26610b52-df0a-4f25-9583-04b12aadb70f

Report Generated:

Thursday, December 22, 2022 01:10 PM

Using This Report

What this report does

This report provides observed data from 2016-2018 and, where observed data are not available, uses base-year modeled data. It aims to provide rich, quantitative contextual information about each project to aid reviewers in deciding which projects most align with program goals.

For example, if a sponsor states that a project's goal is to reduce congestion, the report provides data on how congested the project corridor is under current conditions along with expected job and housing growth in the corridor. Such data, along with any supplemental application narrative provided by the sponsor, are provided to help reviewers decide if the project has potential to be an effective congestion reduction tool.

What this report does NOT do

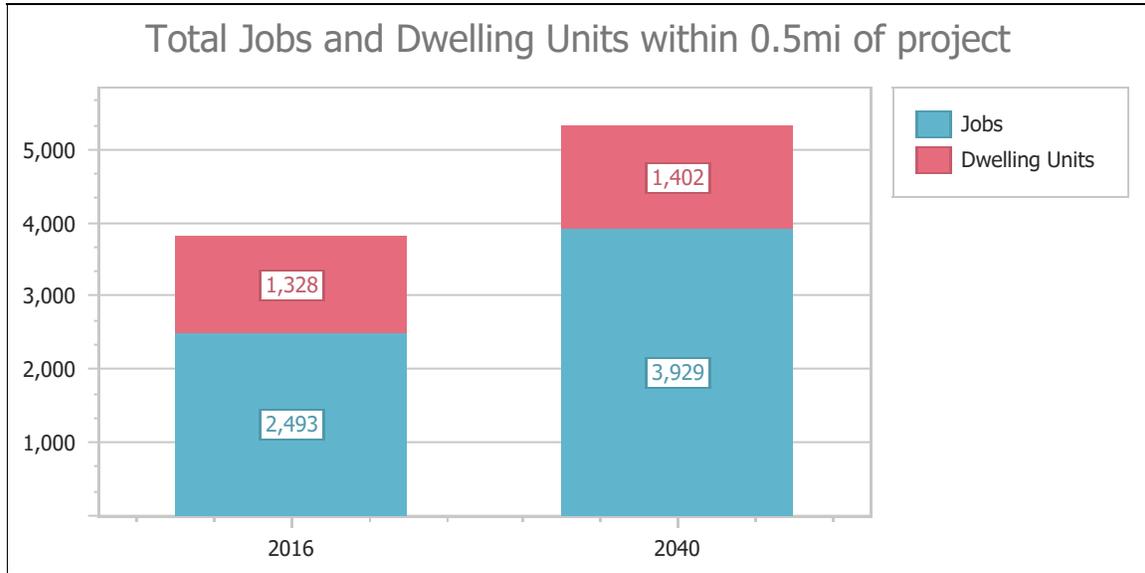
This report does not in any way model the effects that the proposed project would have if it were built. Any future-year data shown is based on SACOG's travel demand model and MTP-SCS land use forecast and does not necessarily factor in the effects of the proposed project.

Future-year data are included to show how well the project aligns with the MTP's vision of the project area, but not to show the effects that the project itself will have. For example, the future-year population and job growth around a road capacity project answers the question "how many people is this road expected to serve in the future?", not "how much growth will this road project cause?".

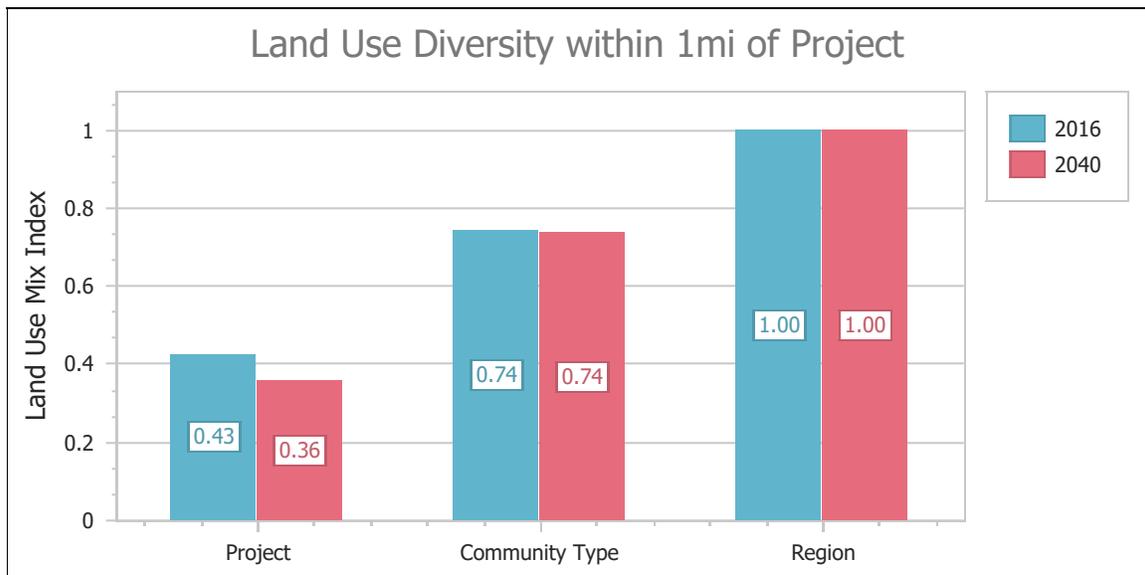
Similarly, for performance outcomes like safety or congestion reduction, the report tells the reviewer if there currently is a problem with congestion or safety (e.g., high collision rate), but it does not say whether the proposed project will improve the issue, e.g., it won't say whether widening a congested segment will reduce its congestion, nor will it say whether a proposed safety project will address the root cause of the safety issue.

Reduce Vehicle Miles Traveled (VMT) per Capita

VMT Indicator 1: Total change in jobs and dwelling units within 0.5mi of project:

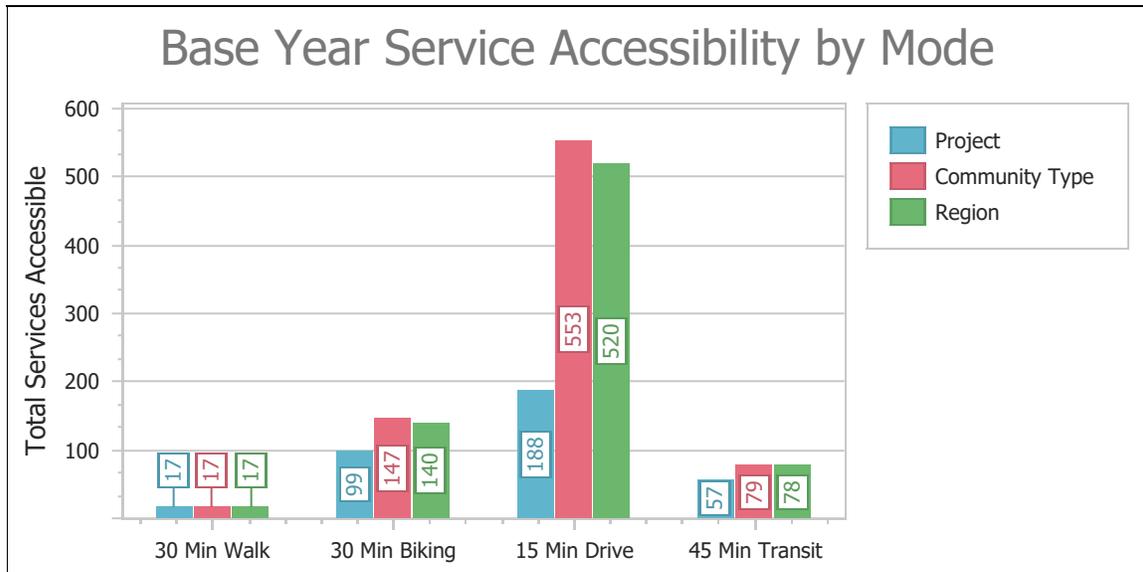


VMT Indicator 2: Land use diversity index*



*The land use diversity index ranges from 0 to 1 and measures an area's ratio of households to K-12 student enrollment, park acreage, and employment in the retail, service, and food sectors. A score of 1 indicates an "ideal" ratio of households to amenities that people use on a daily basis like shopping, restaurants, schools, etc. that in turn increases the likelihood that people living in those households will either walk or bike to these destinations, or drive a shorter distance.

VMT Indicator 3: Access to services*:



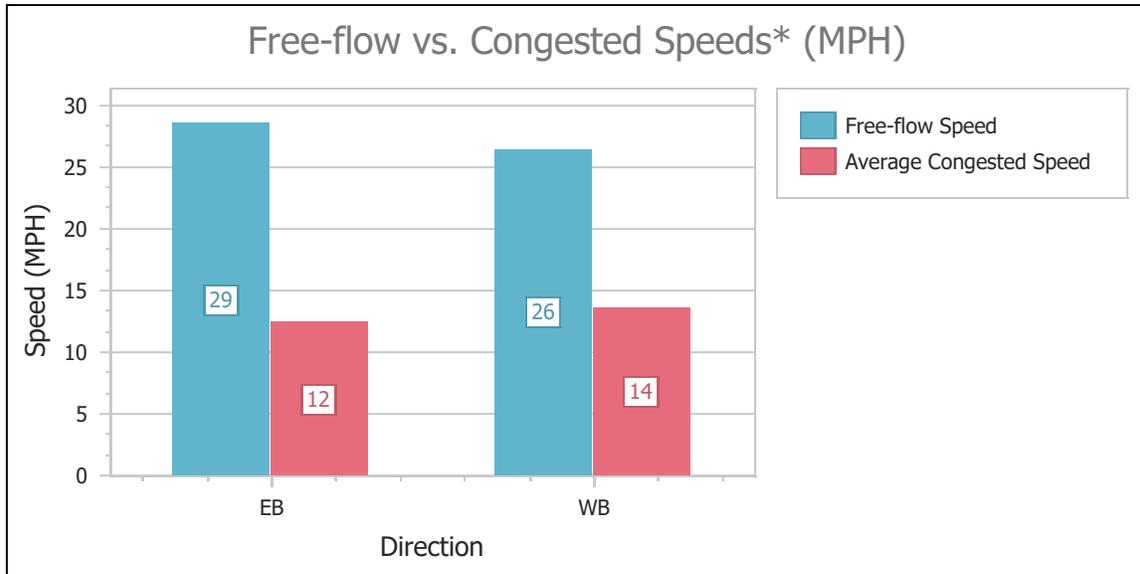
*"Services" include parks, K-12 schools, higher education facilities, libraries, hospitals, other medical service facilities, grocery stores, pharmacies, clothing stores, and banks.

Similar to the land use diversity index, if a project has more of these types of services within a feasible biking distance or shorter (15min) driving distance, then people who live or work near the project segment will on average generate less VMT in order to access these services.

And in contrast to the diversity index, which shows services as a ratio of households to services, this indicator gives a better sense of the total amount of services available.

Reduce congestion

Congestion indicator 1: Traffic congestion severity on project segment



If your project is a one-way street but you see two directions of speed data, please refer to Appendix 1 (FAQs) in the PPA tool documentation.

Congestion Ratio	EB	WB
Congested Speed / Freeflow Speed	0.44	0.51

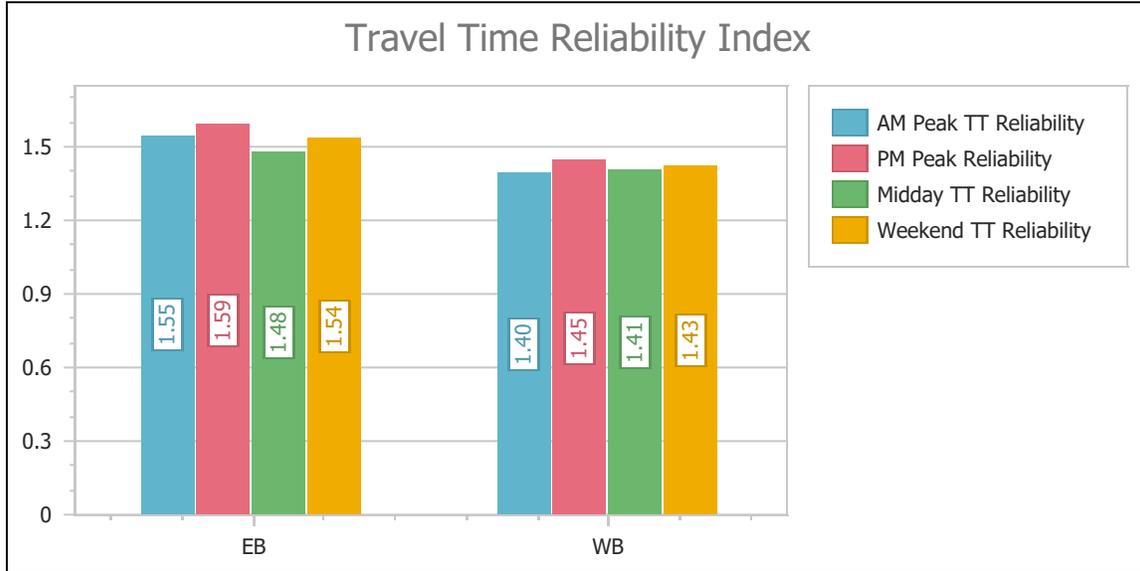
Project ADT: 30,000

For arterials, the free-flow speed is the 60th percentile speed from 8pm-6am. It is supposed to approximate uncongested travel speed while excluding signal delay (i.e., delay not caused by demand exceeding supply).

Congested speed is the average speed during the slowest four hours of a typical weekday and for most project segments is during the AM and PM peak periods.

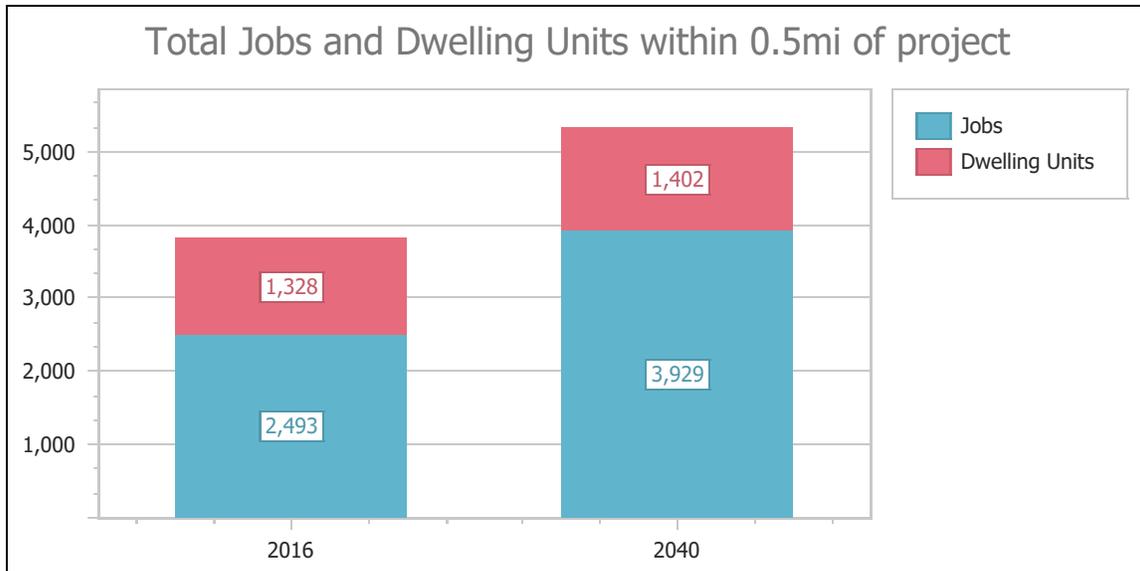
NOTE: If only zeroes appear for congestion and reliability charts, it means no data were available for the project segment.

Congestion indicator 2: Travel time reliability* on project segment



*Travel time reliability (TTR) = 80th percentile travel time / 50th percentile travel time. Per 2017 MAP-21 performance criteria, a TTR score greater than 1.5 is considered "unreliable" for the indicated time period. A TTR of 1.00 corresponds to perfect reliability (i.e., it always takes the same amount of time to travel the project segment).

Congestion indicator 3: Total change in jobs plus dwelling units within 0.5mi of project :



NOTE: If only zeroes appear for congestion and reliability charts, it means no data were available for the project segment.

Increase multi-modal travel

Multi-modal indicator 1: Street connectivity (total 3- and 4-way intersections per acre):

Intersections per acre

Within 0.25mi of project	Within community type	Within region
0.06	0.13	0.02

Multi-modal indicator 2: Percent of total network centerline miles that are either off-street bike paths or streets with bike lanes:

Bike lanes and paths as share of total road miles

Within 0.25mi of project	Within community type	Within region
8%	7%	4%

Project Area Bikeway Map

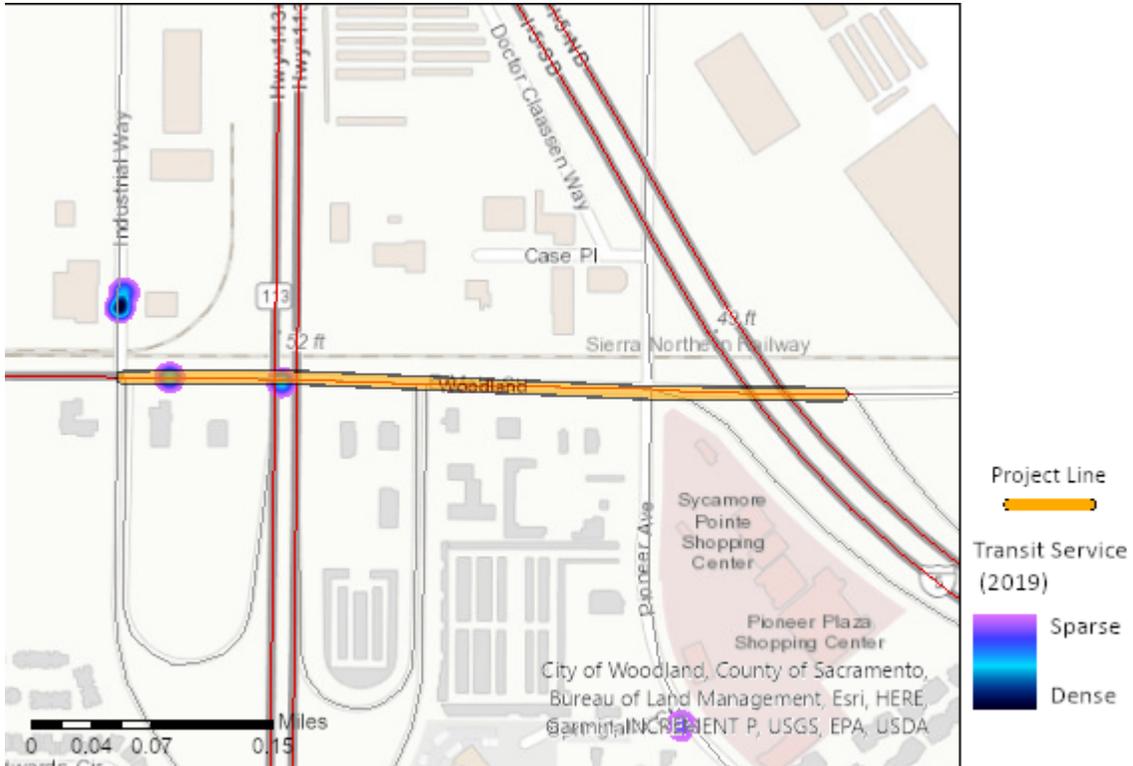


Multi-modal indicator 3: Transit activity:

Transit vehicle stops per acre

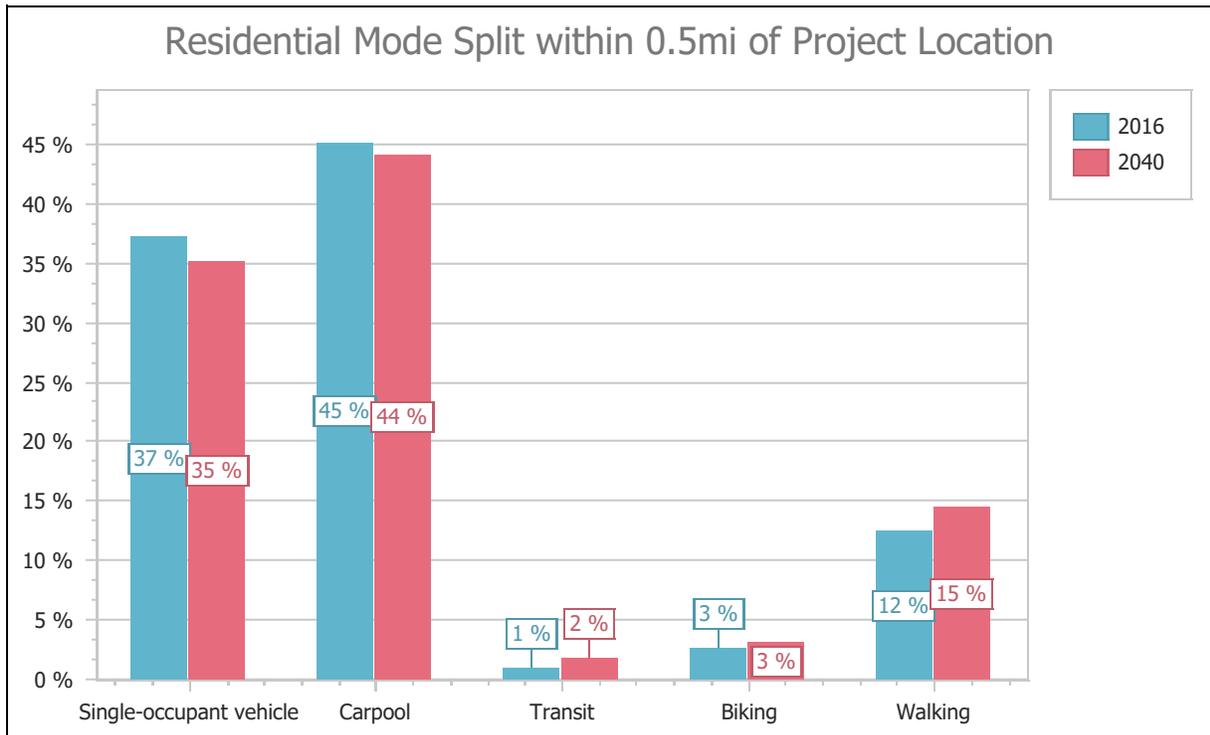
Within 0.25mi of project	Within community type	Within region
1.16	0.31	0.04

Project Area Transit Service Map



Multi-modal indicator 4: Residential Mode Split:

NOTE - The 2040 mode split shown below is based on modeled values estimated for SACOG's 2020 MTP-SCS. As with all other 2040 values in this report, they do NOT factor in the potential effects of the project for which this report was generated.

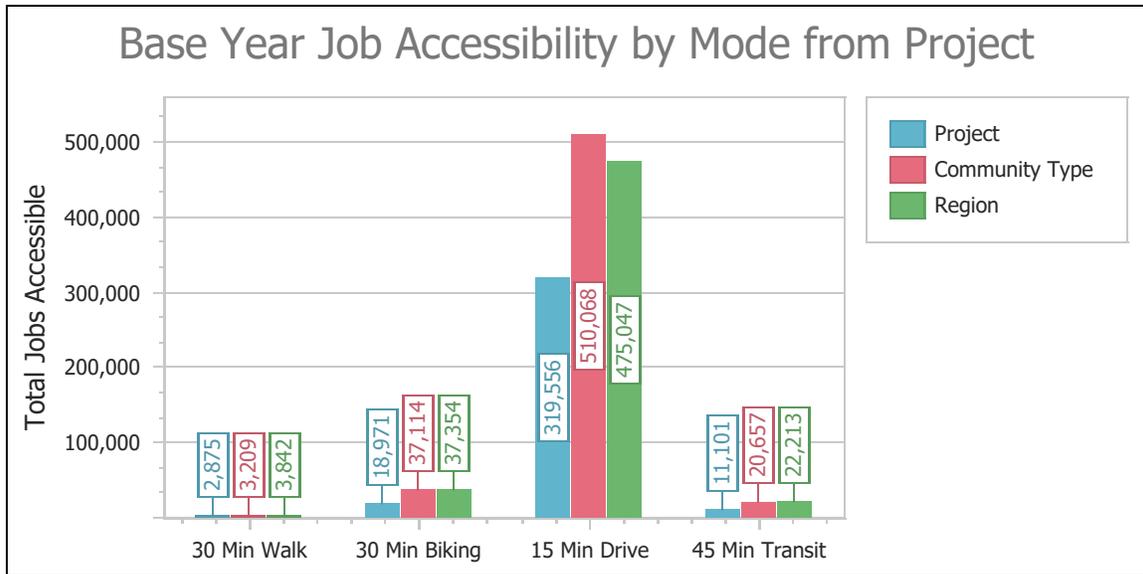


Promote Economic Prosperity

The Promote Economic Prosperity performance outcome includes three suboutcomes: job access, school access, and supporting the agricultural economy. Each of these suboutcomes has its own set of performance indicators. In your application you can choose which of these suboutcomes you want to be evaluated on. You can choose to be evaluated on one, two, or all three .

Sub outcome: Increase Job Access

Economic Prosperity Indicator 1: Access to jobs in all sectors by mode



Economic Prosperity Indicator 2: Total new jobs added within 0.5mi of project area by 2040

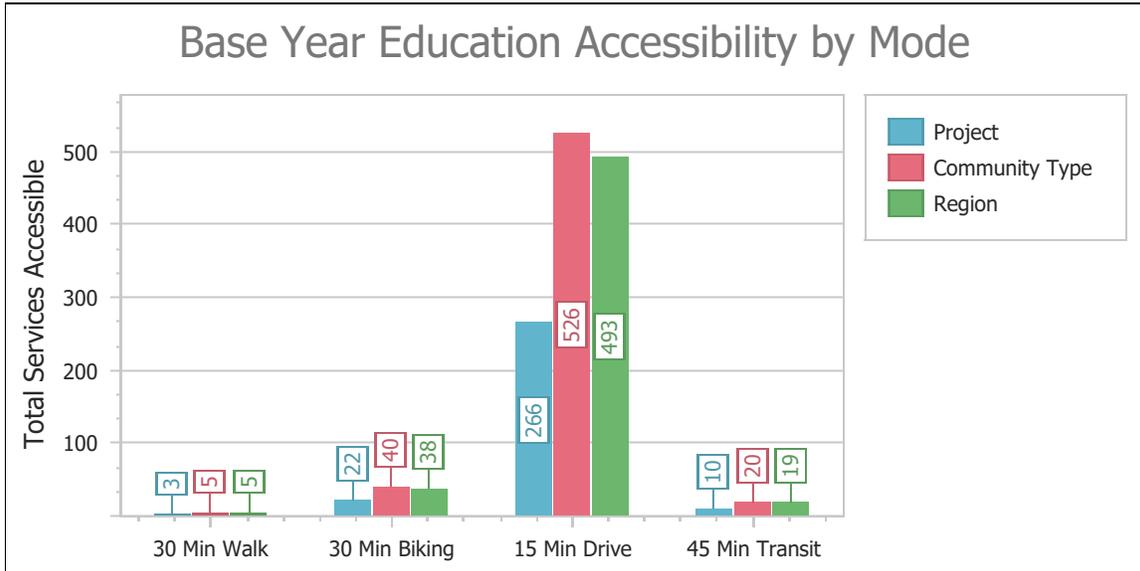
1,436

Sub outcome: Increase School Access

Economic Prosperity Indicator 3: K-12 Enrollment within 0.5mi of project location:

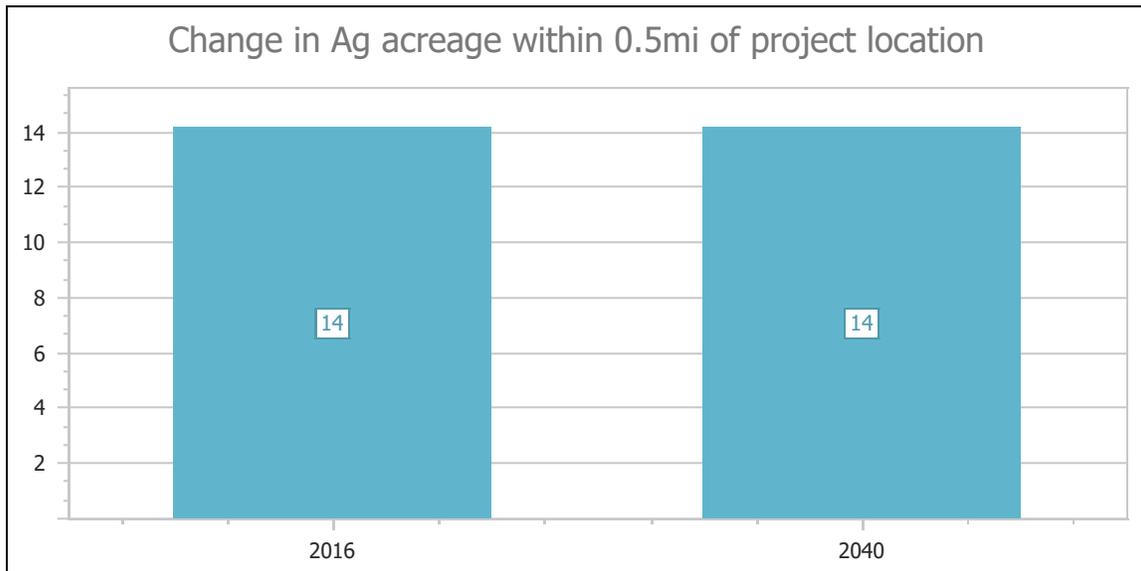
818

Economic Prosperity Indicator 4: Education Facility (K12 schools and higher education) Access



Sub outcome: Support Ag Economy

Economic Prosperity Indicator 5: Change in Ag acreage share within 0.5mi of project location



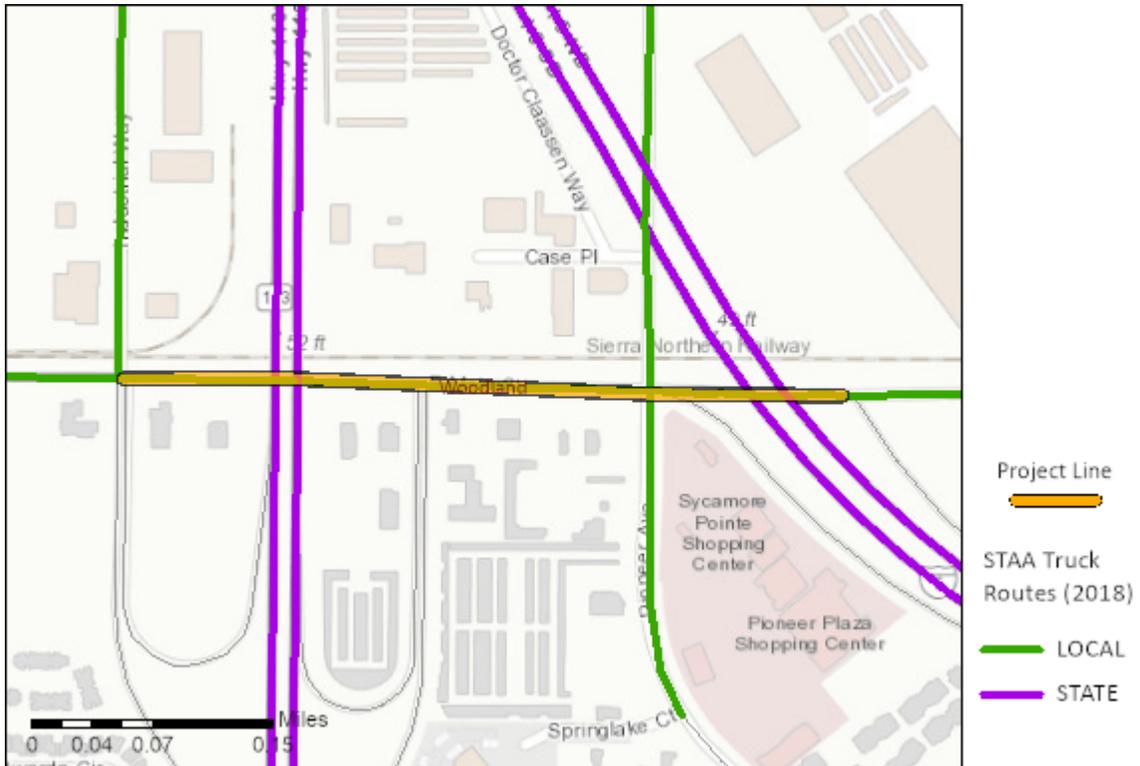
Improve Freight Movement

Freight Performance Indicator 1: Percent of project that is on federally-recognized STAA truck route*:

100%

*STAA = Surface Transportation Assistance Act. Under this act, designated STAA truck routes must meet federal design guidelines to safely accommodate large trucks.

Map of project against STAA network

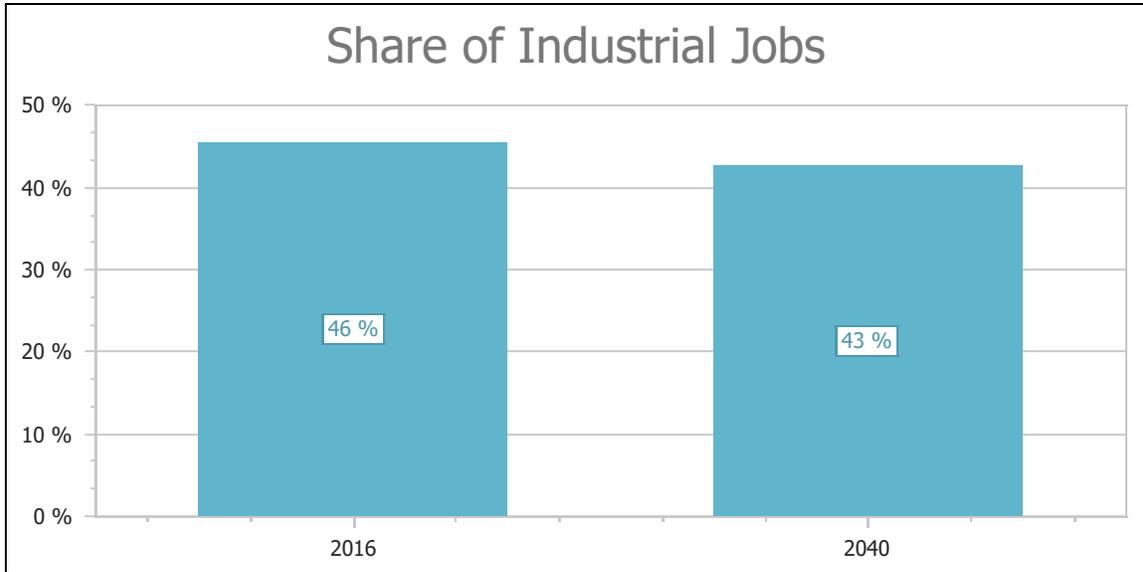


Freight Performance Indicator 2: Share of jobs within industrial sectors

Share of jobs in industrial sectors

Within 0.25mi of project	Within community type	Within region
45.6%	16.4%	13.0%

Freight Performance Indicator 2: Share of jobs within industrial sectors



[Make a safer transportation system](#)

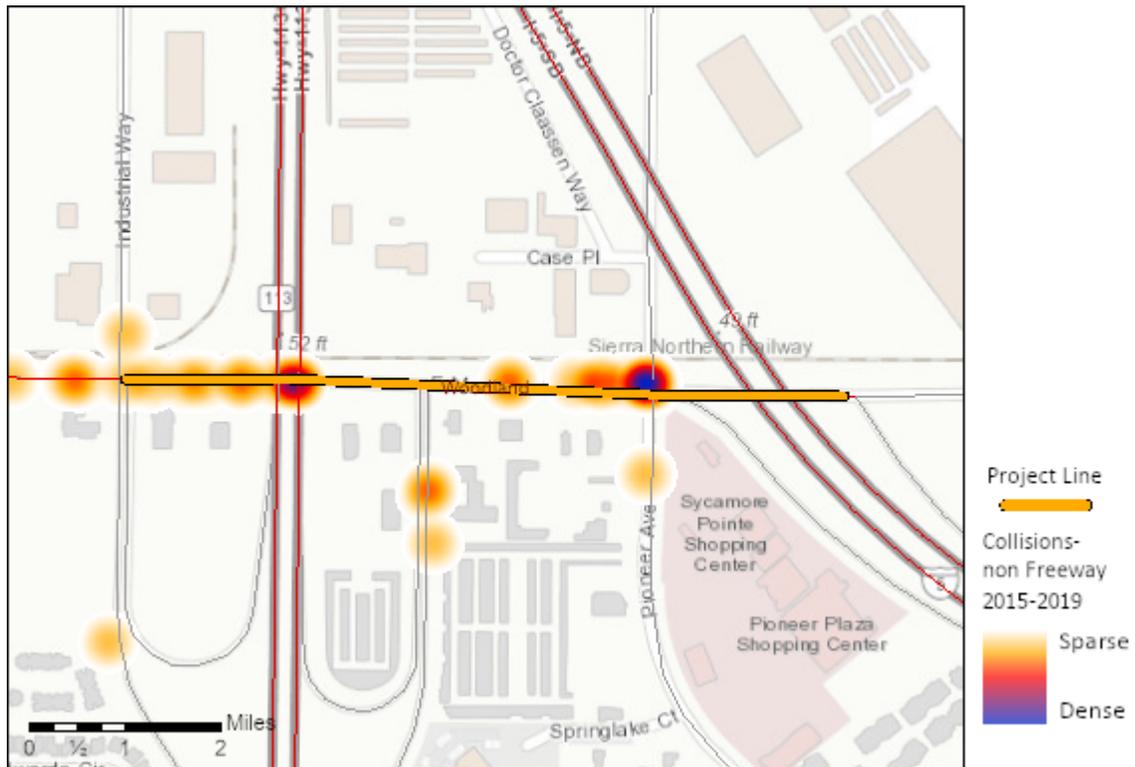
Note: Collision data only include collisions involving an injury or fatality and are from UC Berkeley's Transportation Injury Mapping System (TIMS)

All grade-separated freeways within the SACOG region are designated STAA truck routes

Safety Indicator 1: Total collisions (2014-2018)

22

Collision heat map of corridor



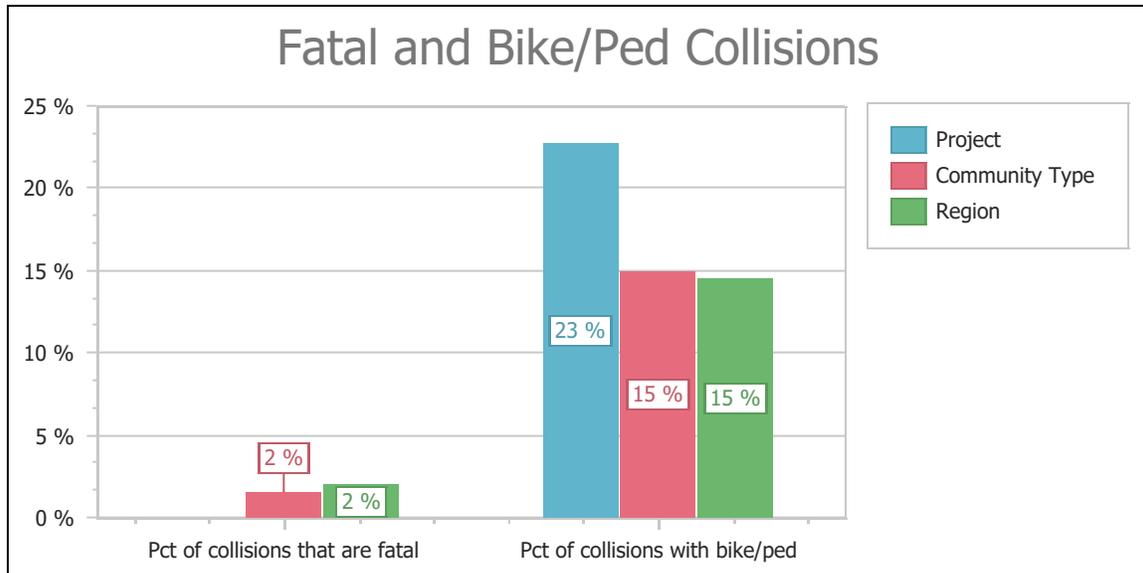
Safety Indicator 2: Fatal and Bike/Ped Collisions

Collisions per 100M VMT

On project segment*	Within community type	Within region
103.0	107.2	104.6

*The on-project collision rate will be -1.0 if the user did not provide an average daily traffic value.

Safety Indicator 2: Fatal and Bike/Ped Collisions



Safety Indicator 4: Bike + Ped Collisions per Project Centerline Mile

Project	Community Type	Region
11.2	2.2	1.4

Project name: Woodland I5-113

Project community type: Established Communities

Maintain a state of good repair

State of good repair indicator 1: PCI

75

State of good repair indicator 2: AADT

30,000

Promote Socioeconomic Equity

Equity Indicator 1: Population within 0.5mi of project living in designated Environmental Justice (EJ) community

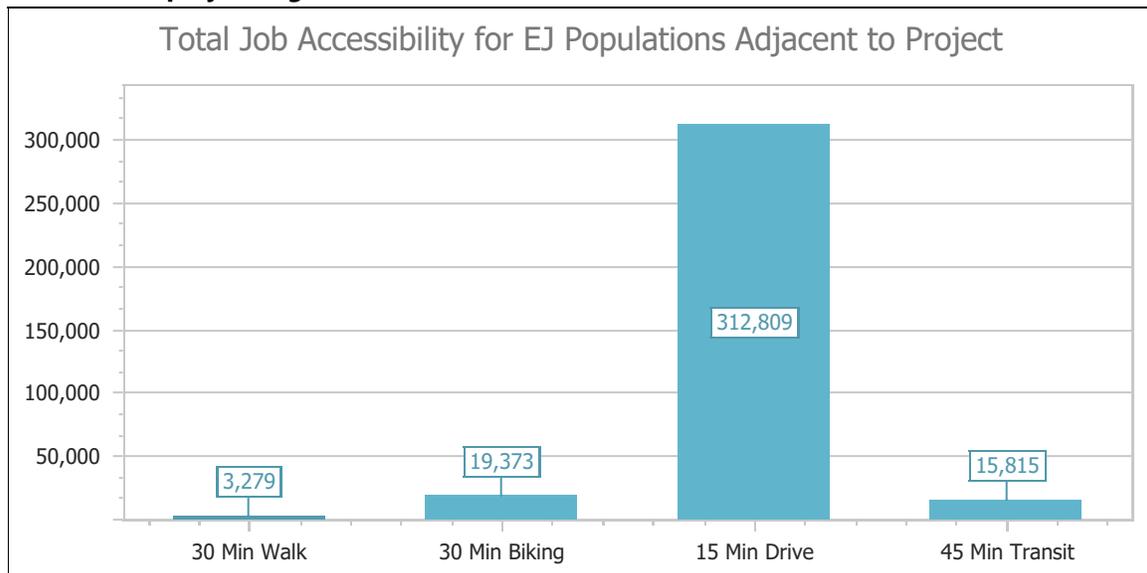
2,364

Equity Indicator 2: Share of population living in EJ community

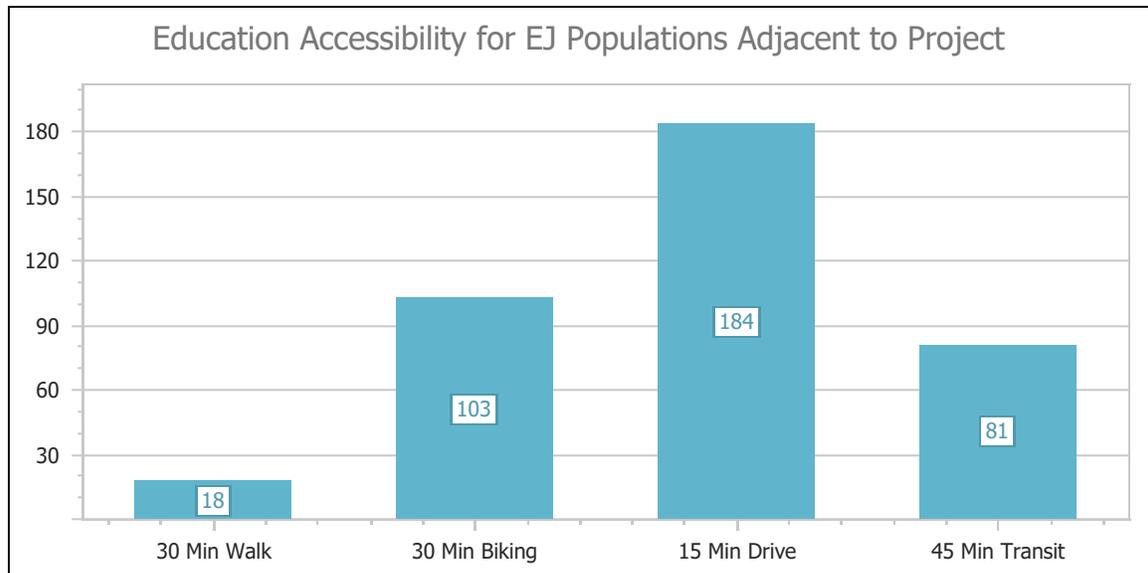
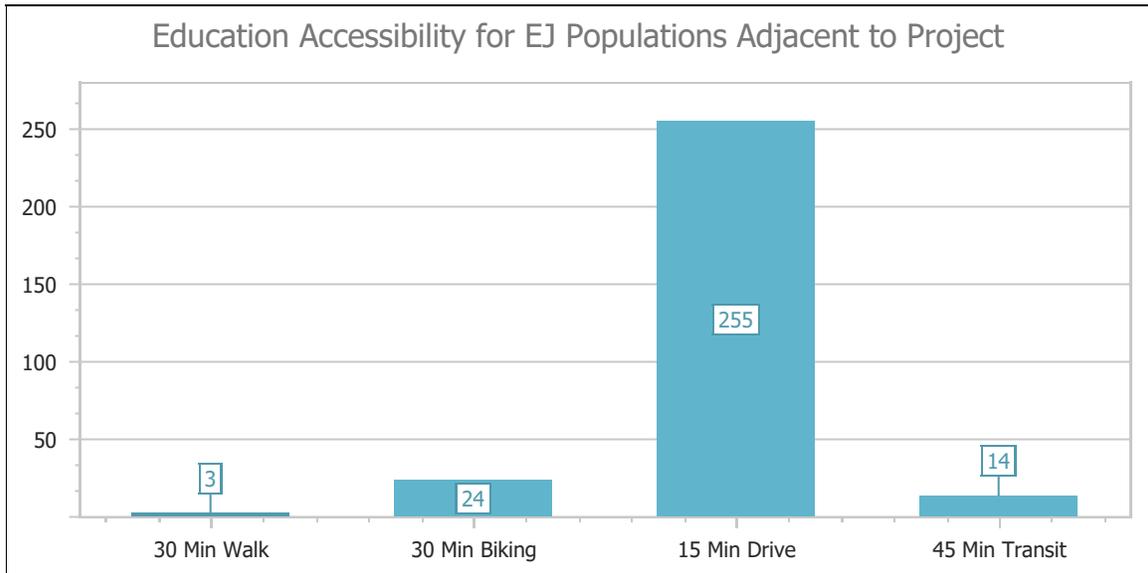
Within 0.5mi of project location	Within community type	Within region
58%	37%	37%

*EJ Categories include: <insert categories here>

Equity Indicator 3: Accessibility for people in EJ communities that are near project segment*



*Weighted based on population that lives both within 0.5mi of project segment and within an EJ area.



**“Services” include parks, K-12 schools, higher education facilities, libraries, hospitals, other medical service facilities, grocery stores, pharmacies, clothing stores, and banks.