## Appendix T: Travel Time Experience

To: $\quad$ San Diego Association of Governments and Caltrans District 11
From: North County Comprehensive Multimodal Corridor Plan Project Team
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Subject: North County Comprehensive Multimodal Corridor Plan - Travel Time Experience

## Project Information

The North County Comprehensive Multimodal Corridor Plan (CMCP) will identify integrated transportation solutions that enhance the way people travel throughout North County. To better understand the user impacts of congestion, the North County CMCP Project Team conducted a travel time experience analysis. Travel time experience is an important measure of congestion and can serve as a baseline for prioritizing improvements and highlighting areas within the North County subregion that experience significant delays due to congestion.

This memo documents the methodology developed to calculate travel time experience within the study area and includes a summary of the results.

## Data and Methodology

## ANALYSIS WITH TRACTION

The Traction platform, which aggregates relevant crowd-sourced traffic data from Waze, Google Maps, and TomTom/Azure, was utilized to generate travel times for several key arterials in the North County study area. Data was pulled from Traction daily at 20-minute intervals for morning (8:00am - 10:00am), and afternoon (2:00pm $-6: 00 \mathrm{pm}$ ) periods.

## FINDINGS

Table 1: Traction Travel Time Index

| Time Unit | $\begin{aligned} & 8: 00 \\ & \text { AM } \end{aligned}$ | $\begin{aligned} & 8: 20 \\ & \text { AM } \end{aligned}$ | $\begin{aligned} & 8: 40 \\ & \text { AM } \end{aligned}$ | $\begin{aligned} & 9: 00 \\ & \text { AM } \end{aligned}$ | $\begin{aligned} & 9: 20 \\ & \text { AM } \end{aligned}$ | $\begin{aligned} & 9: 40 \\ & \text { AM } \end{aligned}$ | $\begin{gathered} \text { 10:00 } \\ \text { AM } \end{gathered}$ | $\begin{gathered} \text { 2:00 } \\ \text { PM } \end{gathered}$ | $\begin{gathered} \text { 2:20 } \\ \text { PM } \end{gathered}$ | $\begin{gathered} \text { 2:40 } \\ \text { PM } \end{gathered}$ | $\begin{gathered} \text { 3:00 } \\ \text { PM } \end{gathered}$ | $\begin{gathered} 3: 20 \\ \text { PM } \end{gathered}$ | $\begin{gathered} 3: 40 \\ \text { PM } \end{gathered}$ | $\begin{gathered} \text { 4:00 } \\ \text { PM } \end{gathered}$ | $\begin{gathered} 4: 20 \\ \text { PM } \end{gathered}$ | $\begin{gathered} 4: 40 \\ \text { PM } \end{gathered}$ | $\begin{gathered} \text { 5:00 } \\ \text { PM } \end{gathered}$ | $\begin{aligned} & 5: 20 \\ & \text { PM } \end{aligned}$ | $\begin{aligned} & 5: 40 \\ & \text { PM } \end{aligned}$ | $\begin{gathered} \text { 6:00 } \\ \text { PM } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Free Flow <br> Travel <br> Time | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 | 11:50 |
| Average <br> Travel <br> Time | 13:34 | 13:26 | 13:09 | 13:04 | 13:04 | 13:10 | 13:28 | 14:54 | 15:12 | 15:48 | 16:29 | 16:07 | 16:26 | 17:50 | 17:54 | 17:41 | 18:53 | 18:58 | 17:09 | 15:03 |
| $50^{\text {th }}$ <br> Percentile | 13:23 | 13:20 | 13:07 | 13:04 | 13:03 | 13:10 | 13:29 | 14:52 | 15:04 | 15:34 | 15:56 | 15:47 | 15:57 | 17:01 | 17:22 | 17:05 | 18:34 | 18:58 | 16:54 | 14:27 |
| Planning <br> Travel <br> Time | 15:08 | 14:38 | 13:54 | 13:40 | 13:35 | 13:39 | 13:56 | 15:53 | 16:31 | 18:08 | 19:58 | 19:31 | 20:14 | 23:20 | 23:22 | 22:52 | 25:42 | 24:35 | 21:59 | 18:43 |
| Free Flow <br> Index (FFI) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Travel Time Index (TTI) | 1.15 | 1.13 | 1.11 | 1.10 | 1.10 | 1.11 | 1.14 | 1.26 | 1.28 | 1.33 | 1.39 | 1.36 | 1.39 | 1.51 | 1.51 | 1.49 | 1.60 | 1.60 | 1.45 | 1.27 |
| Planning <br> Time <br> Index | 1.28 | 1.24 | 1.17 | 1.15 | 1.15 | 1.15 | 1.18 | 1.34 | 1.40 | 1.53 | 1.69 | 1.65 | 1.71 | 1.97 | 1.97 | 1.93 | 2.17 | 2.08 | 1.86 | 1.58 |

