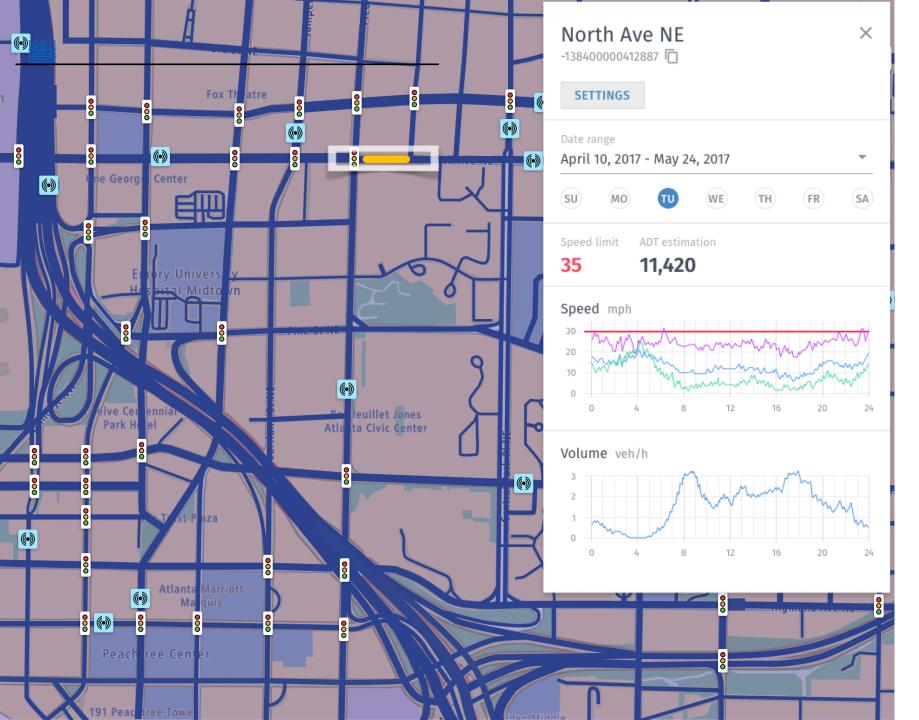
# tecon

Hi-res dataset for mobility improvement analysis



#### Methodology

Ticon methodology is based on a comprehensive study of urban traffic patterns through at least one year.

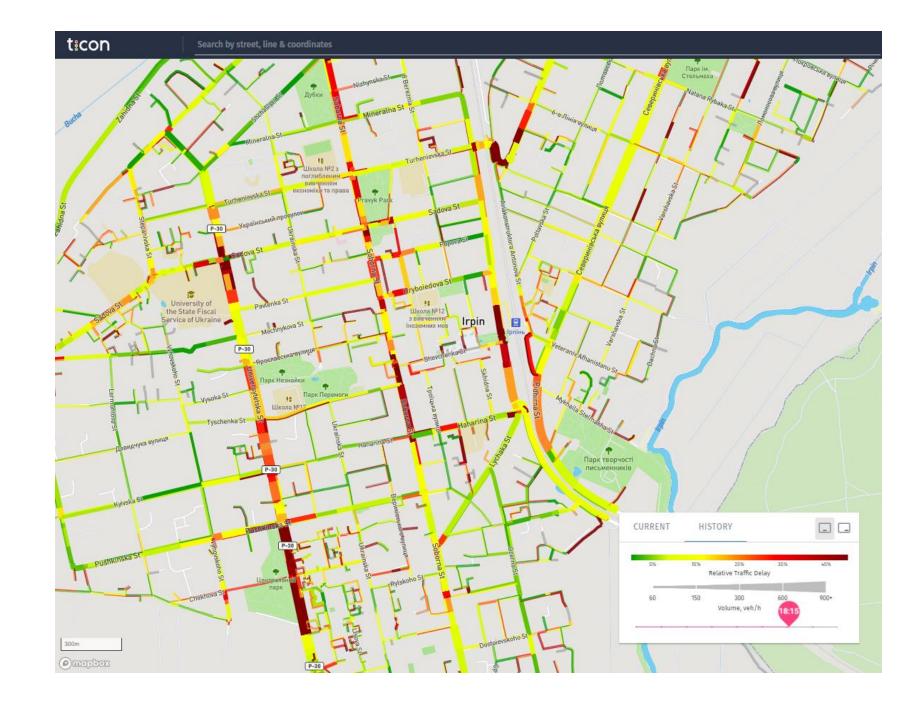
The key feature of Ticon is our High Resolution dataset with 100% spatial and temporal coverage that demonstrates speeds, volumes and their derivatives for very small road segments (as short as 10 m and on average about 40 m).

It is this feature, pioneered and unique to Ticon, that provides magic superpower to all Ticon applications.

## Data for the area

100% temporal and spatial coverage

#### Dynamic areal map



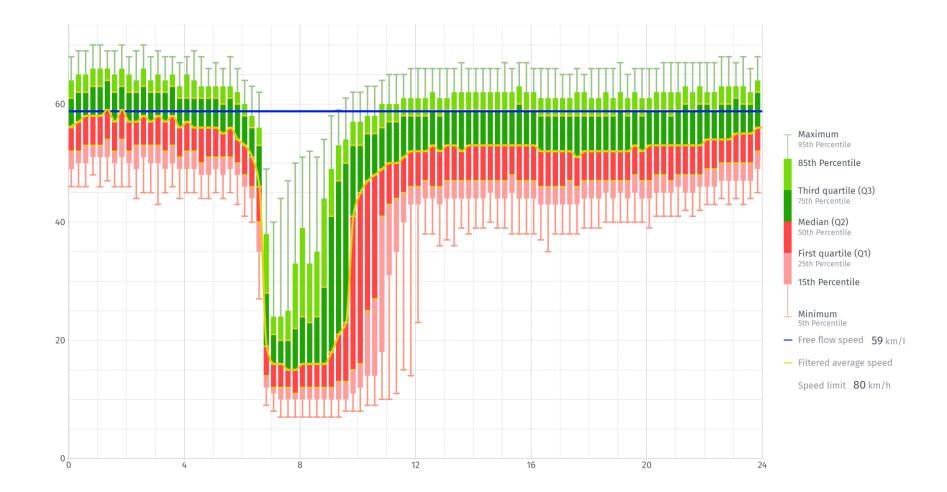
### Network bandwidth utilization & Level Of Service for each street

	Irpin UA All City × Network Bandwidth Utilization, % (1950 of 27046)							0 <sup>9</sup>
	65							-
	60							<u>5</u> 12
	55							11
	50 /						$\overline{}$	
		11:00	13:00	14:00	16:00	18:00	19:00	in the second se
	Average Delay		21.80 %	Average Spee	ed Capacity		42.74 %	$\triangleleft$
	Average Cumulative Delay 15.83 % Average Speed Performance 38.0						38.05 %	
	Федора Максименка в	40 of 74 🕻	17.8 %	Фора		40 of 78	<b>C</b> 17.8 %	
	Холмська площа	9 of 18 🚺	6.0 %	ЦЕНТРАЛЬНА	А ВУЛИЦЯ	7 of 16	<b>C</b> 10.7 %	
	Цегляний завод	6 of 14 🕻	4.6 %	Центральна	вулиця	56 of 103	<b>C</b> 29.2 %	
	Чкалова вулиця	31 of 38 🕚	12.1 %	Чорнобильс	ька вул Си	mulative [	Delay 15.83 %	6
	Чорнобильський прову	6 of 26 🧧	12.2 %	Чумацький ц				
	Шевченка вулиця	4 of 10 🧧	54.2 %	Шкільна вул	ИЦЯ	vei of Serv 3997	vice distributi	on:
	ЩАСЛИВА ВУЛИЦЯ	17 of 50 🤇	12.9 %	ЮΡΙЯ ΓΑΓΑΡΙΗ		3416		
	Юнацька вулиця	4 of 10 🚺	14.0 %	Юрія Збанац	цького вули	2071 2728		
Пар ім. Зарі	ЯБЛОНСКАЯ УЛИЦА	10 of 13 🕒	16.4 %	яблунський	L.	1851		
	ЯРОСЛАВА МУДРОГО ВУ	9 of 14 (	17.4 %	ЯРОСЛАВСЬК	А Булици	415 nSampleS	ize: 3.473	
	ЯСНОПОЛЯНСЬКА ВУЛИ	8 of 18 🕚	8.4 %	Яблунська в	улиця Av	erageAdt:	0 <sup>B</sup> 11.5 %	
1	Ярославська вулиця	12 of 32 🔳	11.7 %	Яснополянс	ька вул We	eightedAve	erageAdt: 0	
	з.п. Новобіличі	4 of 10 🕒	19.2 %	All Streets	1447	78 of 37238	<b>C</b> 21.8 %	6

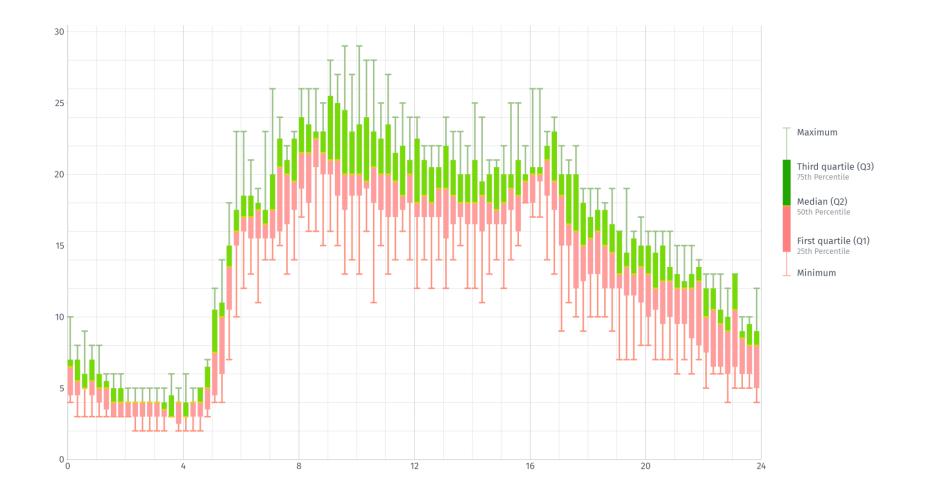
## Data for each segment

Short segments, not polygons or TMC

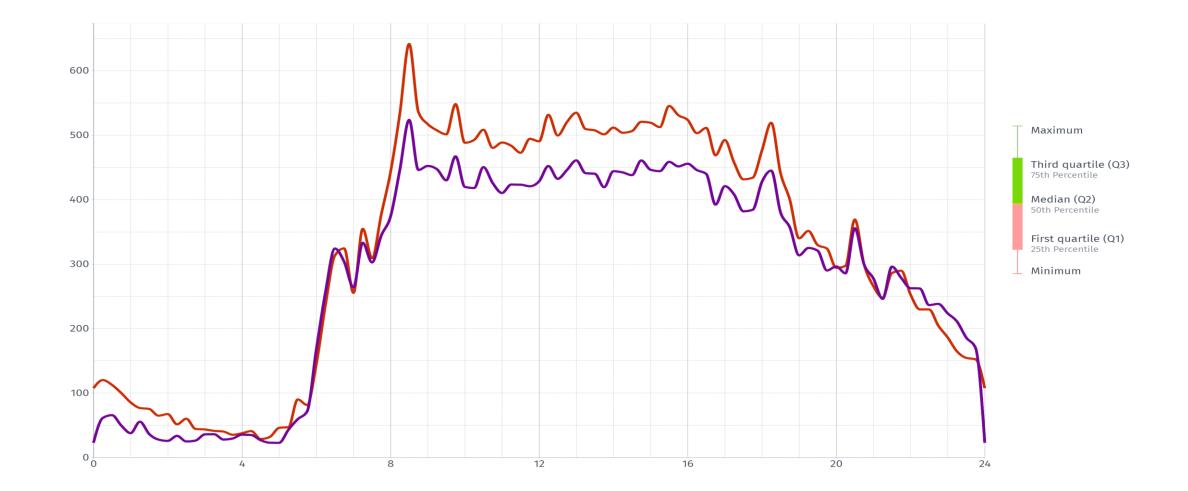
#### Traffic flow speed distribution



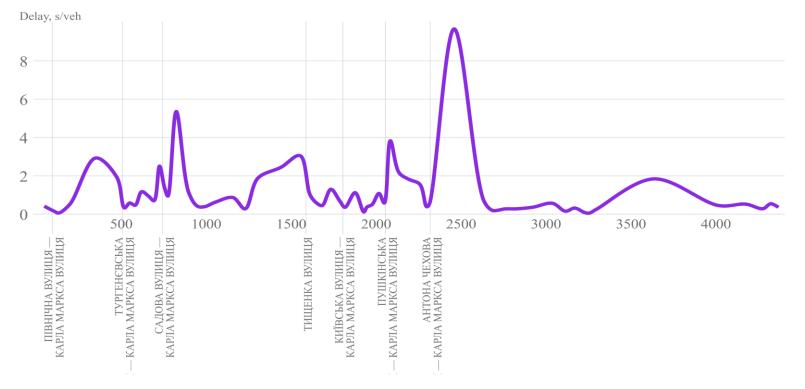
#### Probe size distribution



#### True traffic flow volume estimation

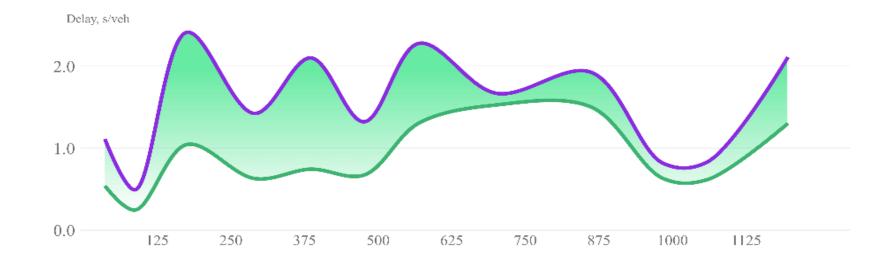


#### Street cardiogram



Distance, m (0...4387 m from ПІВНІЧНА ВУЛИЦЯ — КАРЛА МАРКСА ВУЛИЦЯ to АНТОНА ЧЕХОВА ВУЛИЦЯ — КАРЛА МАРКСА ВУ.

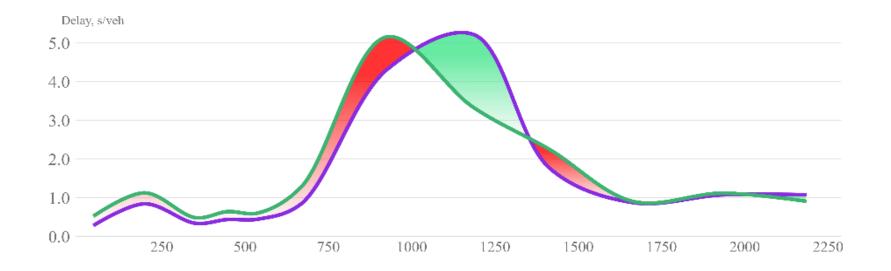
#### Before/After Street Cardiogram



Delay "BEFORE" is smaller then delay "AFTER" - Success!



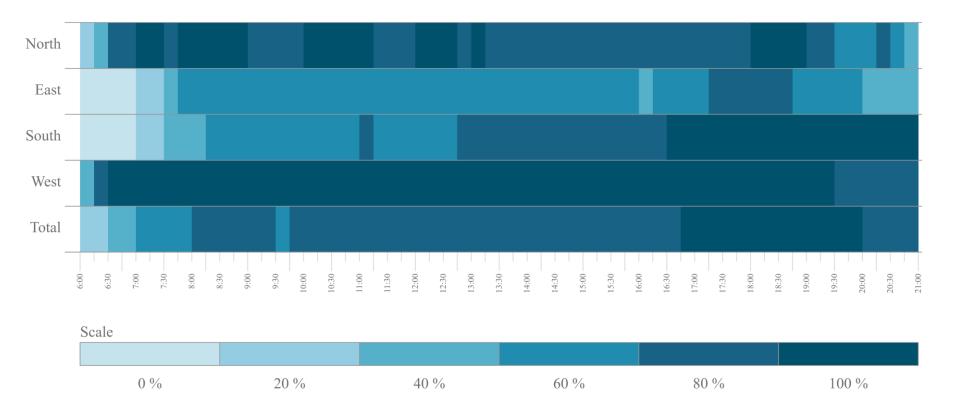
#### Before/After Street Cardiogram



Delay decrease is not consistent - Not so good...



#### Intersectional saturation heatmap



Reference period Weekdays from 6 AM to 9 PM

#### Travel time distribution

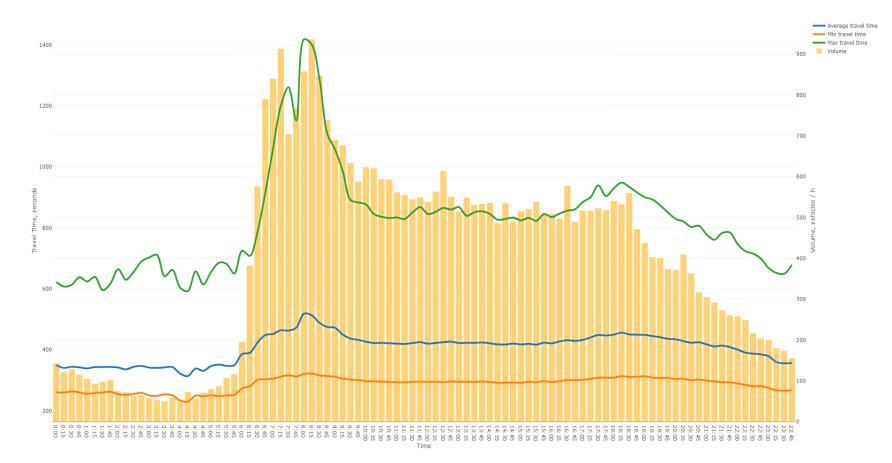
Volume, vehicles / h 55 - 60 -50 - 55 -45 - 50 -40 - 45 -35 - 40 -€ 30 - 35 -G 25 - 30 -20 - 25 -15 - 20 -10 - 15 -5 - 10 -0 - 5 -0000 

Time

Vehicles By Speeds on Weekdays, СОБОРНА ВУЛИЦЯ Southbound

#### Travel time and volume

Travel time on Weekdays, КАРЛА МАРКСА ВУЛИЦЯ Southbound (4401 m)



## tecon

Hi-res dataset for mobility improvement analysis - 2023