

MAVE[®] -urb urban transport management

Systems



travel time measurement

trave time information

level of service LOS

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urban transport management

The “classical approach”

Error prone modeling of real time traffic state, relying simply on local available data like local speed or vehicle per minute values, seems still to be state of the art.

For disturbed traffic, particularly in the case of the highly determinant phase transitions to nonlinear traffic states, this method is unable to produce reliable descriptions of real traffic processes. Therefore all forecasts based on these data will consequently be inappropriate, the measures taken by road operators will be far from optimal.

Reliable descriptions of traffic states in real time may only be gained by considering at least the current travel times and traffic densities for the relevant sections. Opposed to modeling, direct measurement of these data will also enable dependable prognosis of traffic behavior even in phase transition states.

Online-measurement

MAVE[®] correlation-method, for years tried and trusted on highways, continuously and reliably measures travel times and traffic densities, as well as numbers and types of vehicles. This method is now available optimized for urban roads:

- Direct measurement continuously delivers dependable values of travel times and traffic densities / vehicles per section for all traffic states, additional to all standard local data.
- Incidents in traffic flow get obviously distinct, the level of service becomes a simple measurement result.
- The measurement neither requires special equipment nor identifying information regarding the vehicles: MAVE[®]-tun will work with every car and never raises privacy problems.

Citywide travel time register

Direct and continuous measurement of travel times is possible for single sections, whole street segments, and whole strategical relevant street networks

The resulting values are – as they deliver travel times as direct results – highly compatible with results of e.g. FCD or modeling approaches.

Thus an optimized travel time register is obtainable for complete urban street networks, not only enabling an optimal registration and visualisation of traffic state, but also dependable forecasts and control measures.

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