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${subtitle2}

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01 概览

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02 干线运行状态对比

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${runningState\_content\_1}

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${C\_BLOCK}

03 干线运行状态

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04 干线协调效果

4.1 早高峰干线协调

${coordinate\_content\_1}

${coordinate\_chart\_1} ${coordinate\_chart\_2}

4.2 晚高峰干线协调

${coordinate\_content\_2}

${coordinate\_chart\_3} ${coordinate\_chart\_4}

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${E\_BLOCK}

05 干线拥堵情况分析

5.1 早高峰情况分析

${trafficAnalysis\_img\_1}

${trafficAnalysis\_content\_1}

5.2 晚高峰情况分析

${trafficAnalysis\_img\_2}

${trafficAnalysis\_content\_2}

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06 干线路口报警总结

对溢流、过饱和、失衡三类问题提供报警

6.1 早高峰路口报警

干线早高峰失衡报警持续5分钟以上的路口排名如下图所示。

${heatMap\_chart\_1}

干线早高峰过饱和报警持续5分钟以上的路口排名如下图所示。

${heatMap\_chart\_2}

干线早高峰溢流报警持续5分钟以上的路口排名如下图所示。

${heatMap\_chart\_3}

6.4 晚高峰路口报警

干线晚高峰失衡报警持续5分钟以上的路口排名如下图所示。

${heatMap\_chart\_4}

干线晚高峰过饱和报警持续5分钟以上的路口排名如下图所示。

${heatMap\_chart\_5}

干线晚高峰溢流报警持续5分钟以上的路口排名如下图所示。

${heatMap\_chart\_6}

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07 干线路口运行指数排名

报告采用综合评估指数（PI）来分析区域整体及各维度交通运行情况，PI指数越高，道路拥堵情况越严重。PI是根据三种不同的车辆轨迹（非溢流仅1次停车、非溢流2次及2次以上停车以及溢流）乘以不同的权重计算得到，其中每类轨迹PI等于各类轨迹总延误+10\*总停车次数。在进行PI计算的时候，针对过饱和状态和溢流状态给予更高的权重，即在同样的平均停车和延误时间的情况下，如果路口该方向出现了过饱和或者溢流，PI值会更高。

/Users/didi/Desktop/pi.179a6a4e.png

7.1早高峰路口运行指数排名

${indicatorsRank\_img\_1}

需要注意的是PI指数的计算中考虑了对过饱和、失衡以及溢流状态的惩罚。例如，两个路口在同样的平均停车或延误时间的情况下，如果某个路口出现了过饱和、失衡或者溢流现象，则该路口的PI值会更高。

7.2晚高峰路口运行指数排名

${indicatorsRank\_img\_2}

需要注意的是PI指数的计算中考虑了对过饱和、失衡以及溢流状态的惩罚。例如，两个路口在同样的平均停车或延误时间的情况下，如果某个路口出现了过饱和、失衡或者溢流现象，则该路口的PI值会更高。

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08 干线重点路口运行指数分析

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* 车均停车延误

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* 车均行驶速度

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