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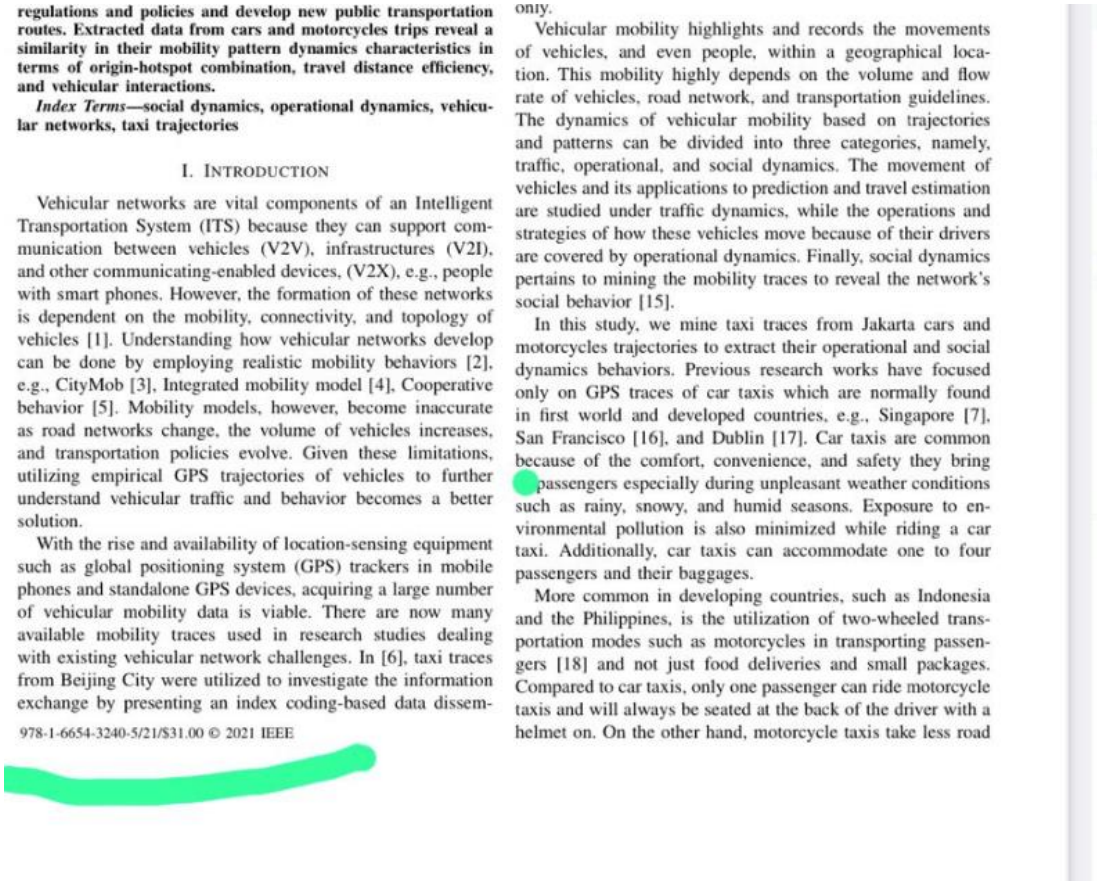

regulations and policies and develop new public transportation routes. Extracted data from cars and motorcycles trips reveal a similarity in their mobility pattern dynamics characteristics in terms of origin-hotspot combination, travel distance efficiency, and vehicular interactions.

***Index Terms*—social dynamics, operational dynamics, vehicular networks, taxi trajectories**

I. Introduction

Vehicular networks are vital components of an Intelligent Transportation System (ITS) because they can support communication between vehicles (V2V), infrastructures (V2I), and other communicating-enabled devices, (V2X), e.g., people with smart phones. However, the formation of these networks is dependent on the mobility, connectivity, and topology of vehicles [1]. Understanding how vehicular networks develop can be done by employing realistic mobility behaviors [2], e.g., CityMob [3], Integrated mobility model [4], Cooperative behavior [5]. Mobility models, however, become inaccurate as road networks change, the volume of vehicles increases, and transportation policies evolve. Given these limitations, utilizing empirical GPS trajectories of vehicles to further understand vehicular traffic and behavior becomes a better solution.

With the rise and availability of location-sensing equipment such as global positioning system (GPS) trackers in mobile phones and standalone GPS devices, acquiring a large number of vehicular mobility data is viable. There are now many available mobility traces used in research studies dealing with existing vehicular network challenges. In [6], taxi traces from Beijing City were utilized to investigate the information exchange by presenting an index coding-based data dissem-

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Vehicular mobility highlights and records the movements of vehicles, and even people, within a geographical location. This mobility highly depends on the volume and flow rate of vehicles, road network, and transportation guidelines. The dynamics of vehicular mobility based on trajectories and patterns can be divided into three categories, namely, traffic, operational, and social dynamics. The movement of vehicles and its applications to prediction and travel estimation are studied under traffic dynamics, while the operations and strategies of how these vehicles move because of their drivers are covered by operational dynamics. Finally, social dynamics pertains to mining the mobility traces to reveal the network's social behavior [15].

In this study, we mine taxi traces from Jakarta cars and motorcycles trajectories to extract their operational and social dynamics behaviors. Previous research works have focused only on GPS traces of car taxis which are normally found in first world and developed countries, e.g., Singapore [7], San Francisco [16], and Dublin [17]. Car taxis are common because of the comfort, convenience, and safety they bring passengers especially during unpleasant weather conditions such as rainy, snowy, and humid seasons. Exposure to environmental pollution is also minimized while riding a car taxi. Additionally, car taxis can accommodate one to four passengers and their baggages.

More common in developing countries, such as Indonesia and the Philippines, is the utilization of two-wheeled transportation modes such as motorcycles in transporting passengers [18] and not just food deliveries and small packages. Compared to car taxis, only one passenger can ride motorcycle taxis and will always be seated at the back of the driver with a helmet on. On the other hand, motorcycle taxis take less road

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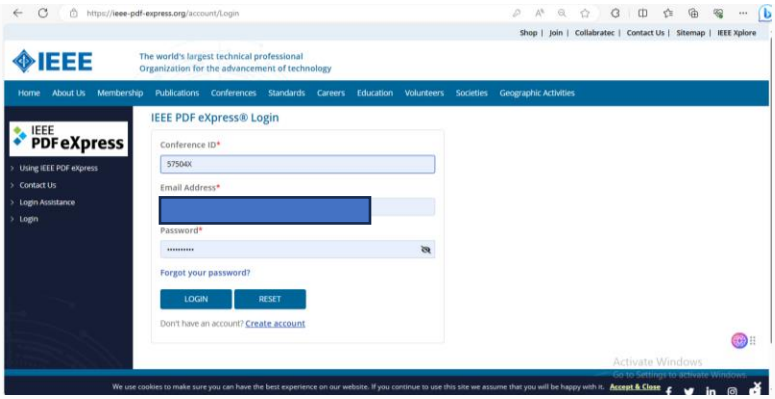

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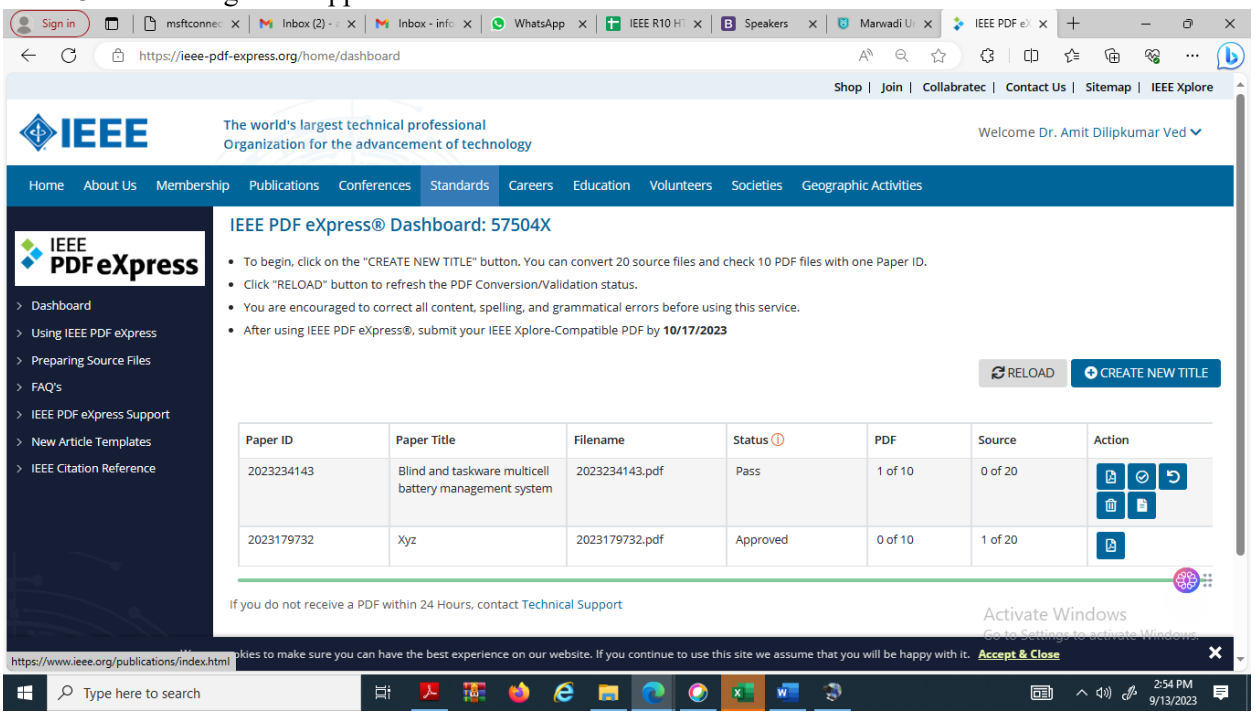

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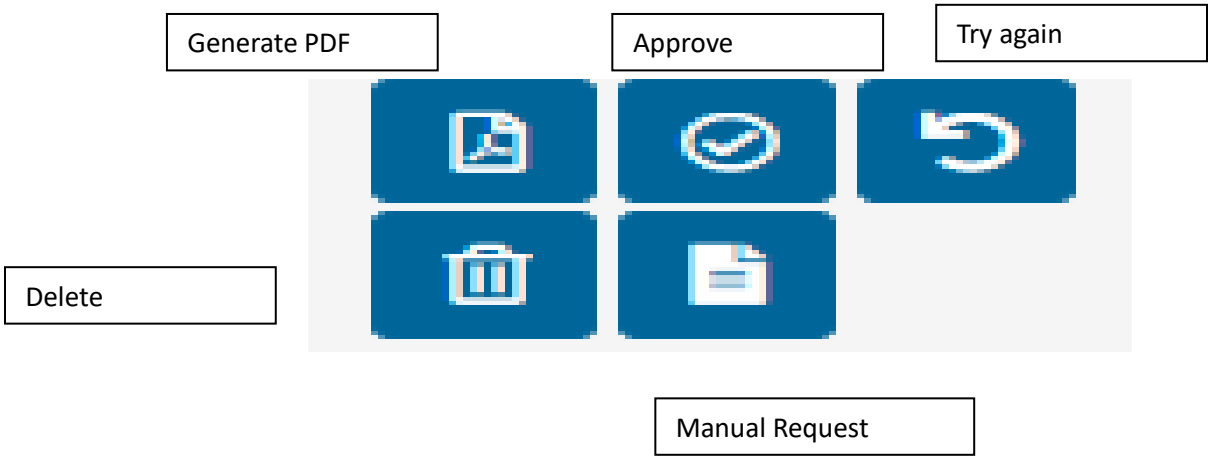

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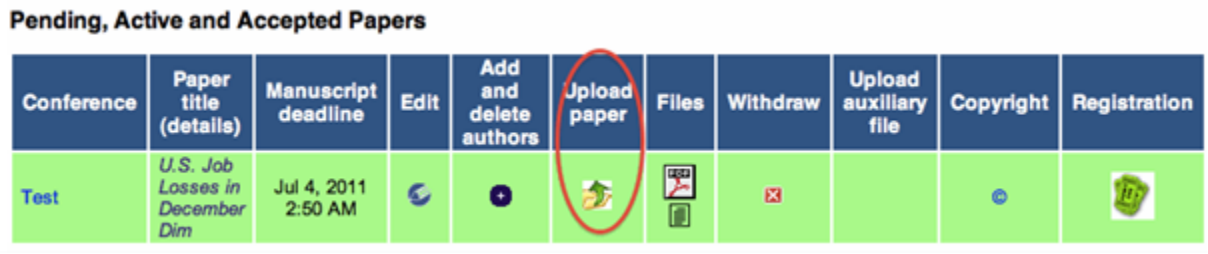

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