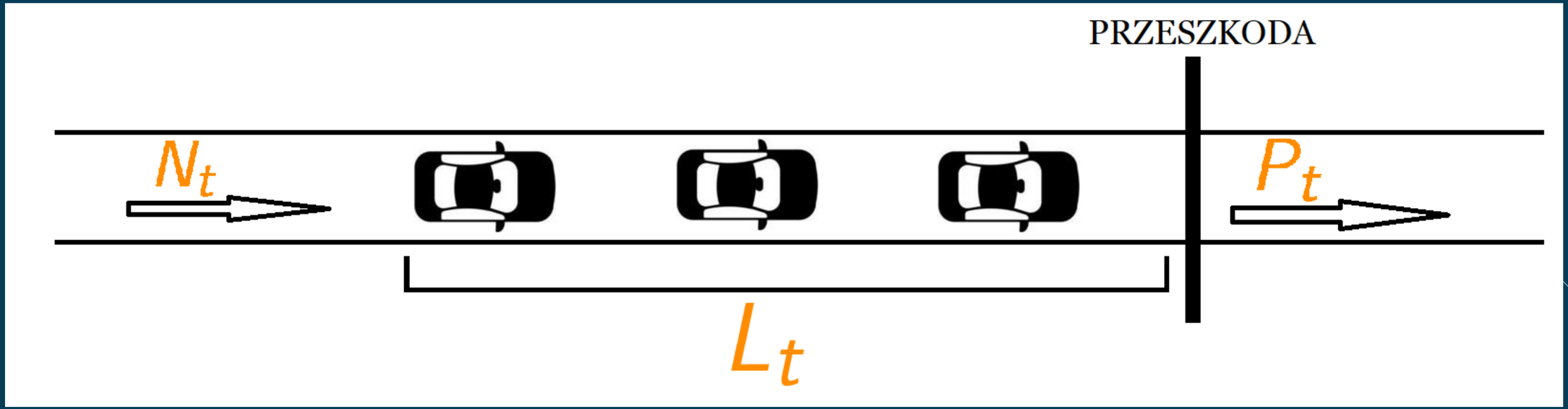
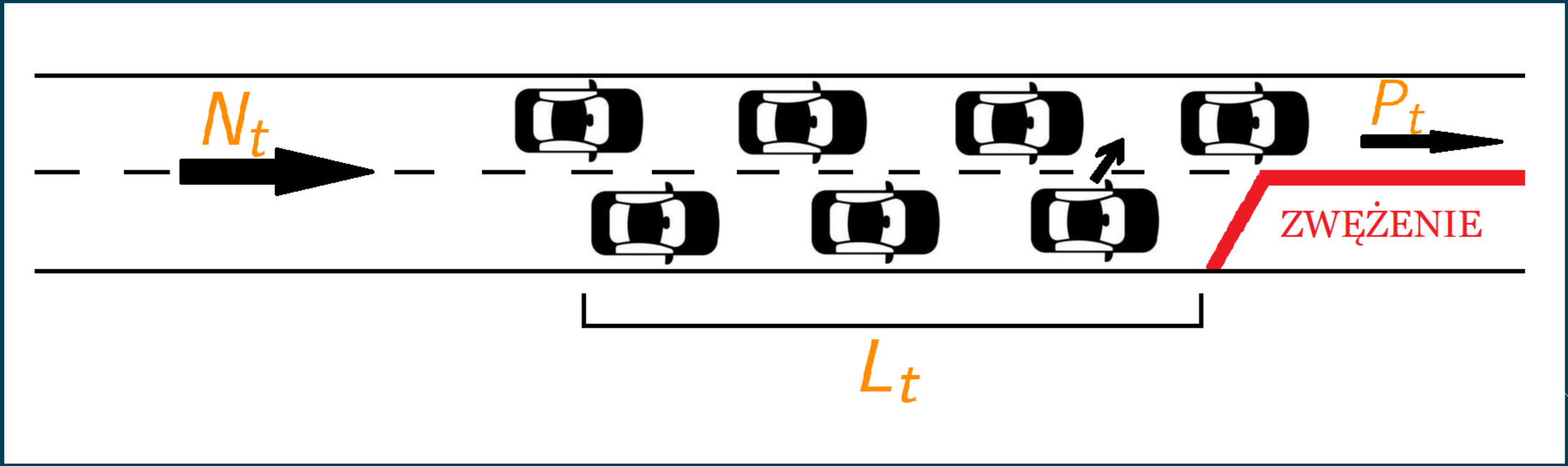
MODELOWANIE RUCHU ULICZNEGO

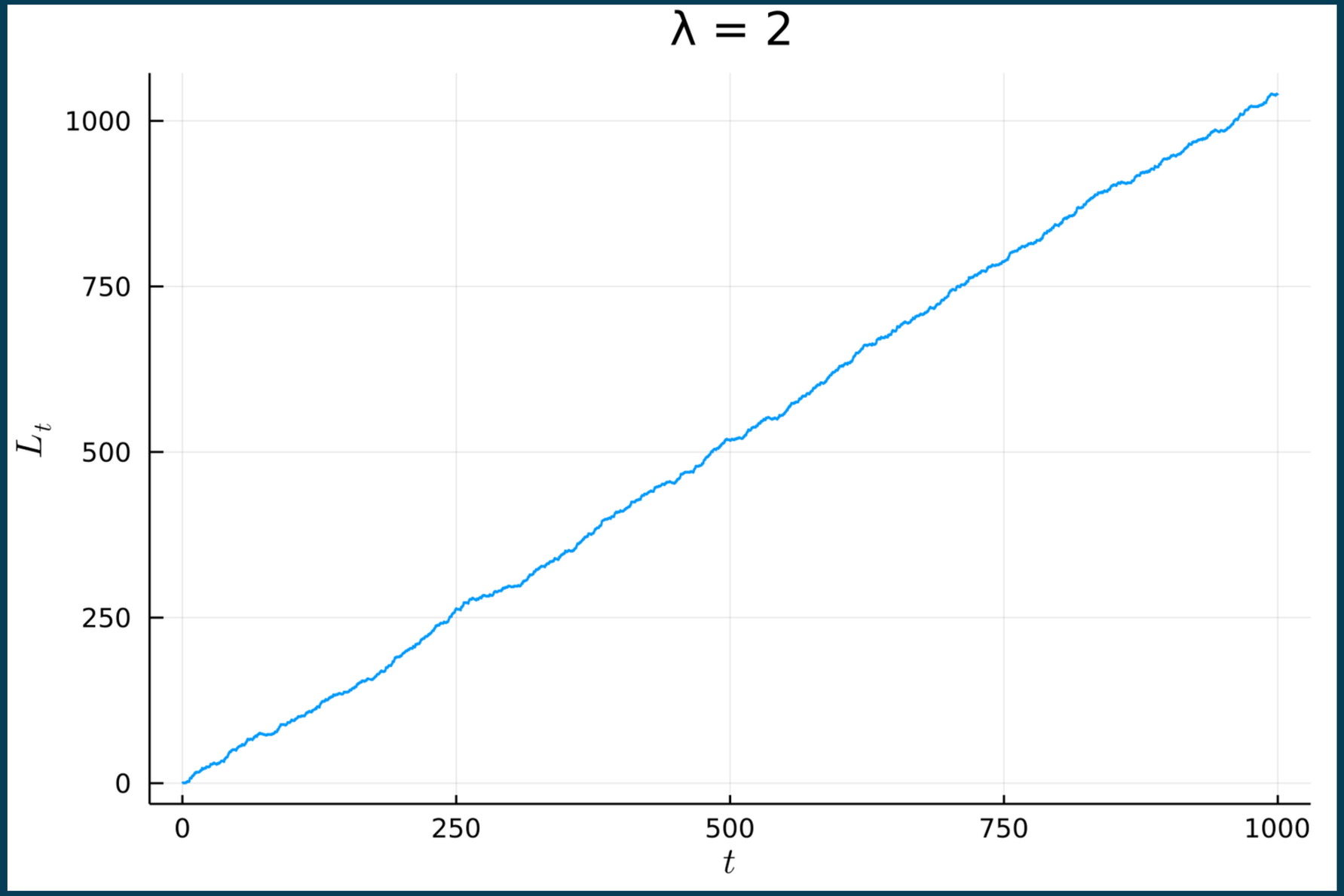
NATALIA KLEPACKA
SZYMON MALEC
FILIP OSZCZEPALIŃSKI
DAMIAN SZUSTER
MICHAŁ WIKTOROWSKI

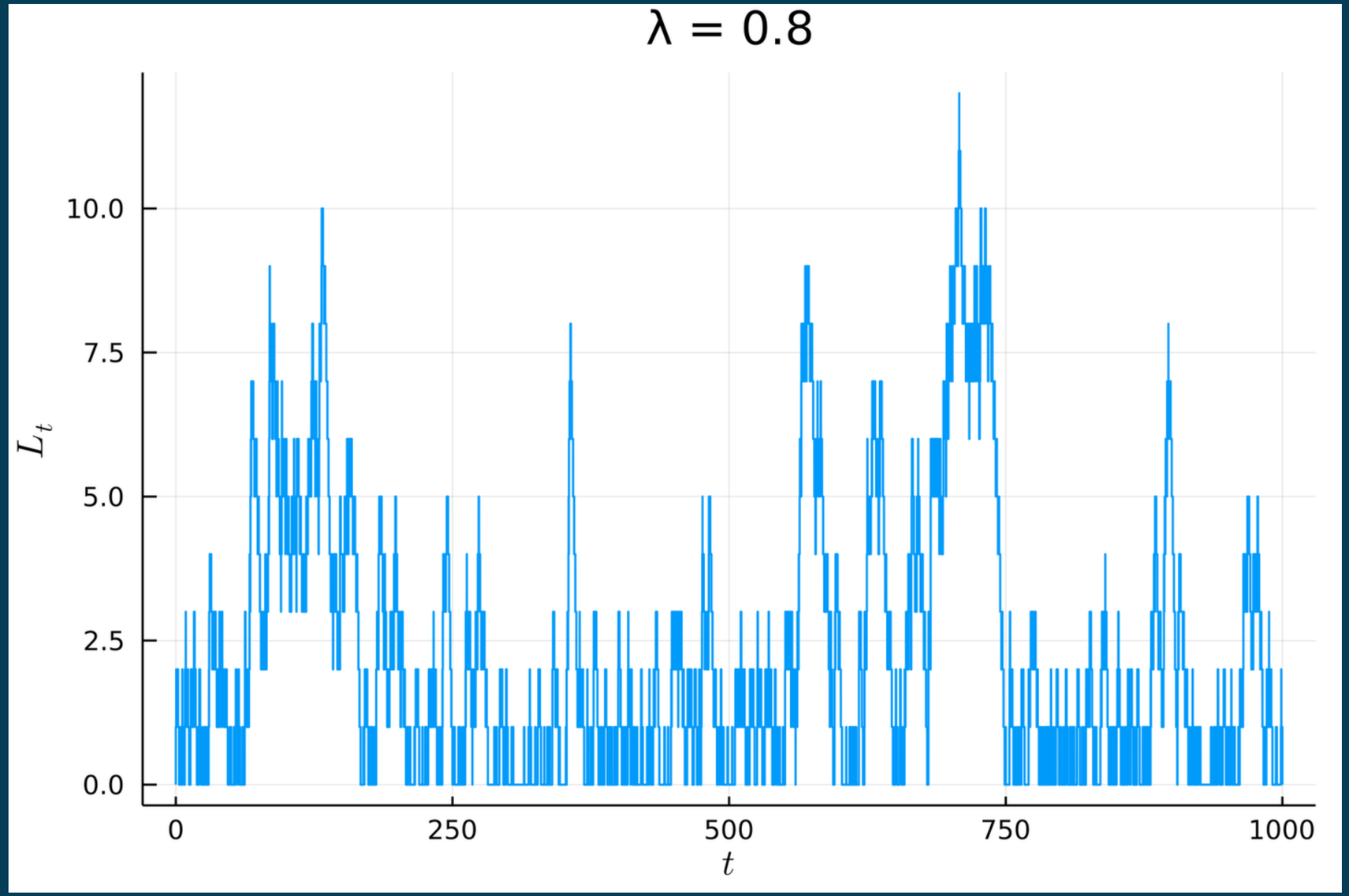
$$L_t = N_t - P_t$$

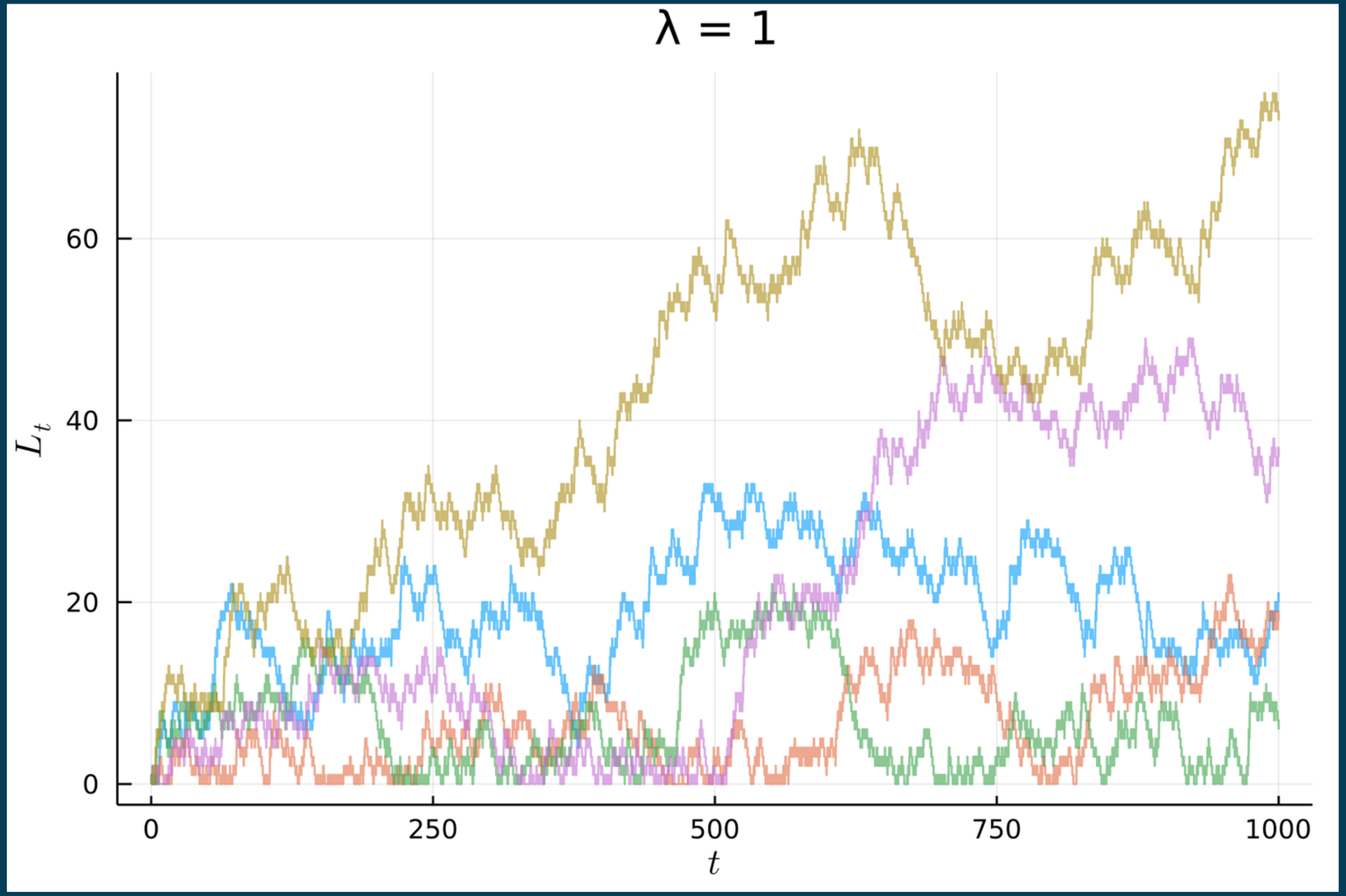


ZWĘŻENIE

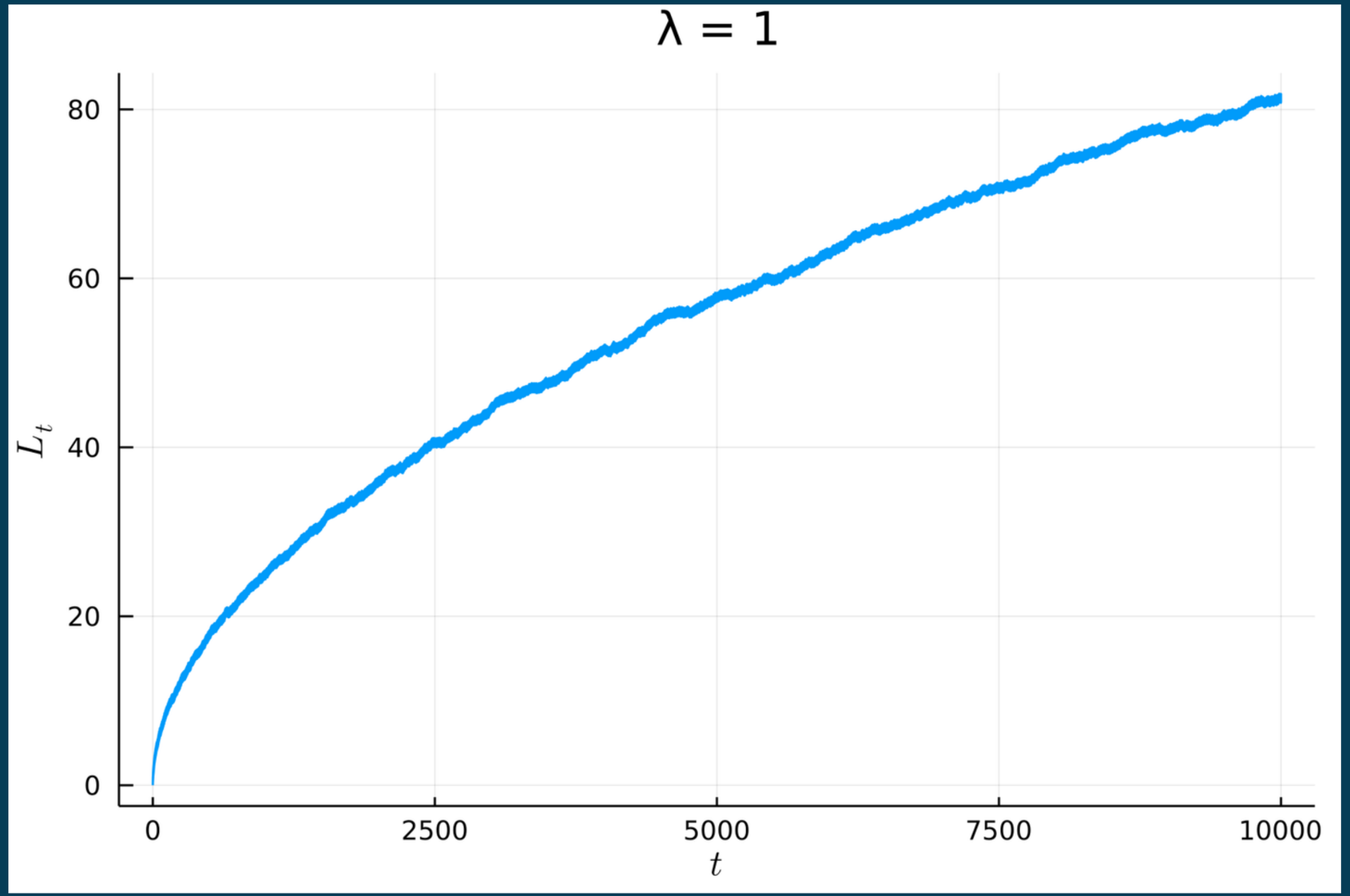



λ = 2
1000
750
500
250
0
L_t
0
250
500
750
1000
t

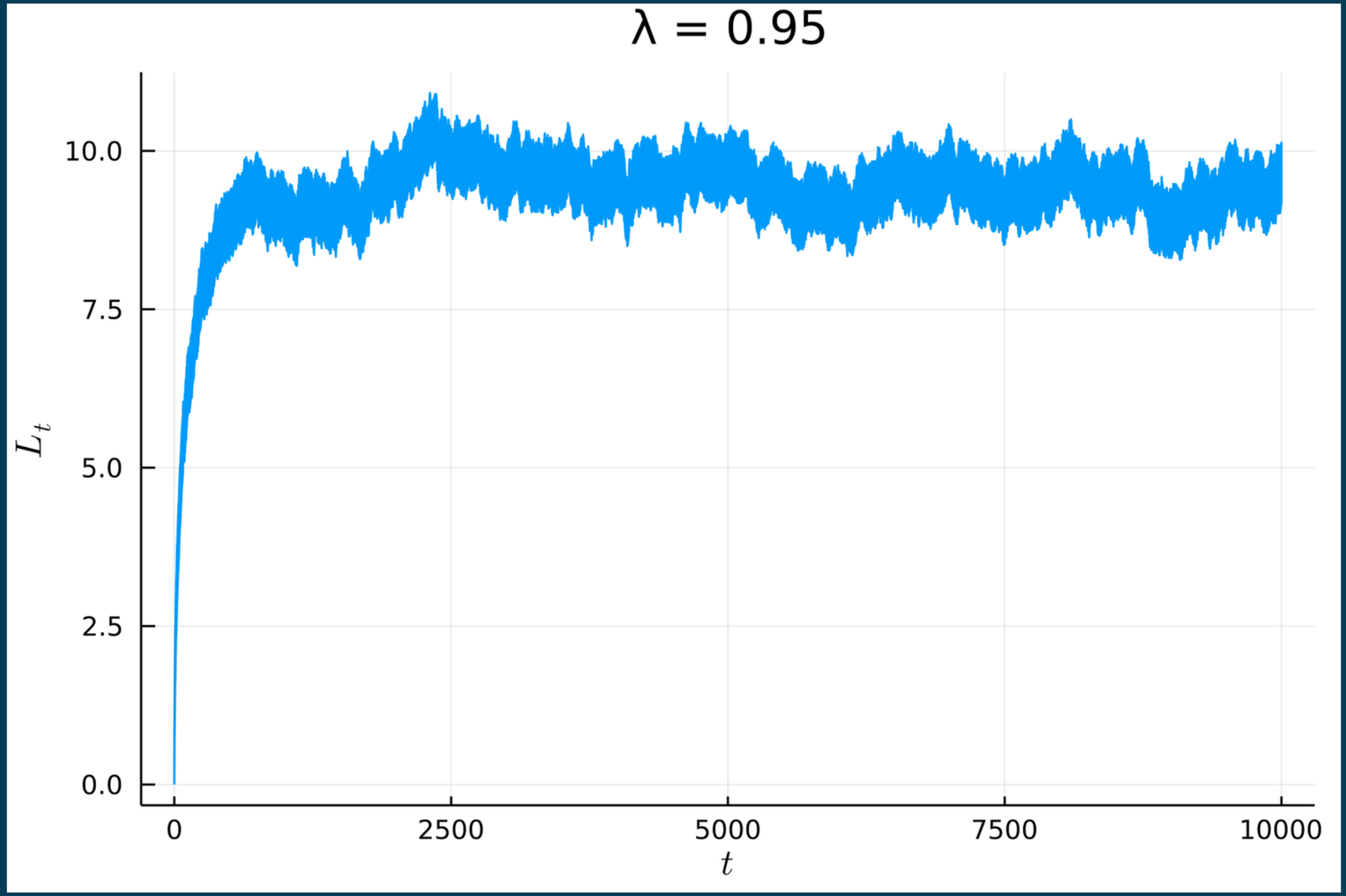

λ = 0.8
10.0
7.5
5.0
2.5
0.0
L_t
0
250
500
750
1000
t


λ = 1
60
40
20
0
L_t
0
250
500
750
1000
t

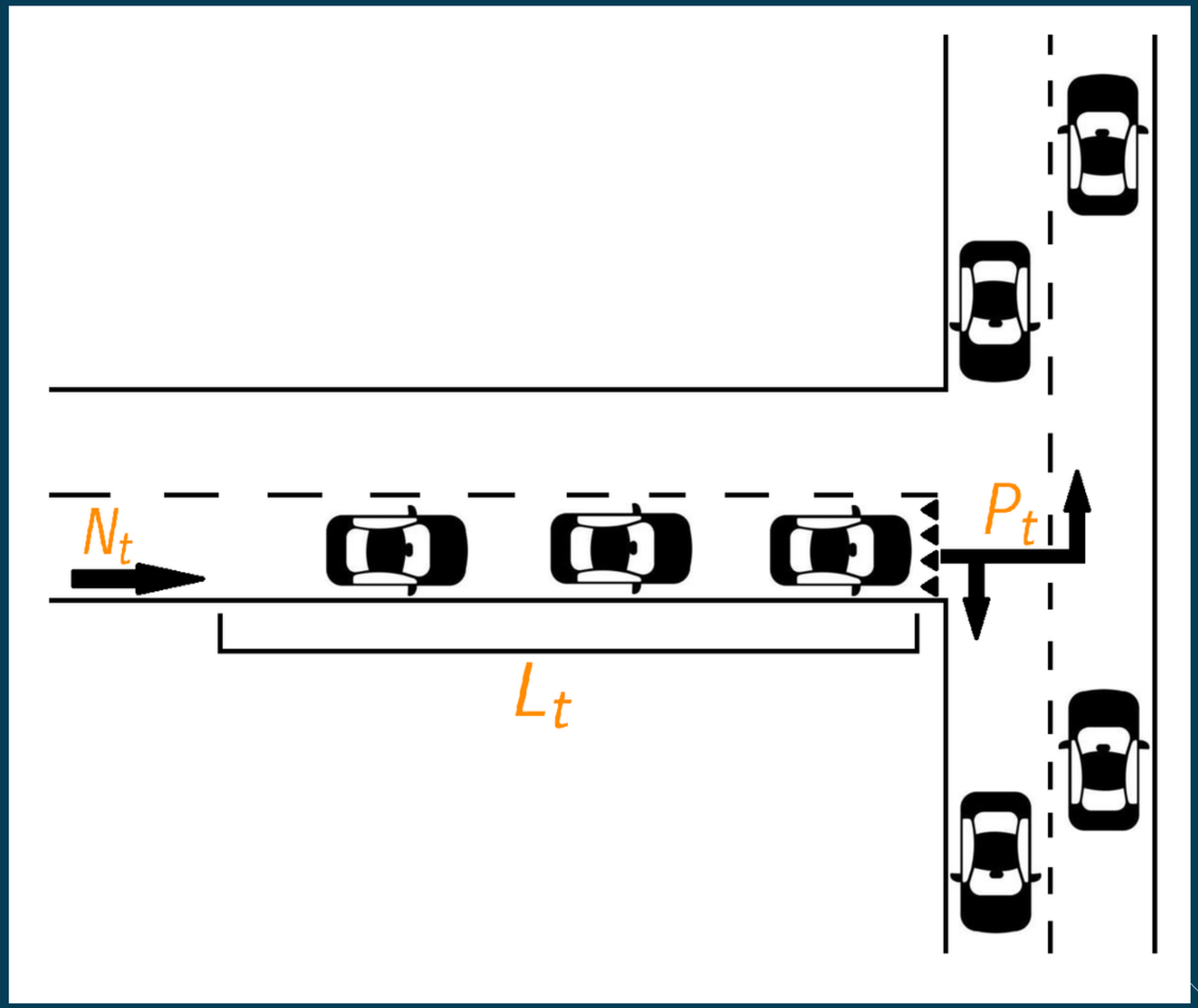
ŚREDNIA PROCESU

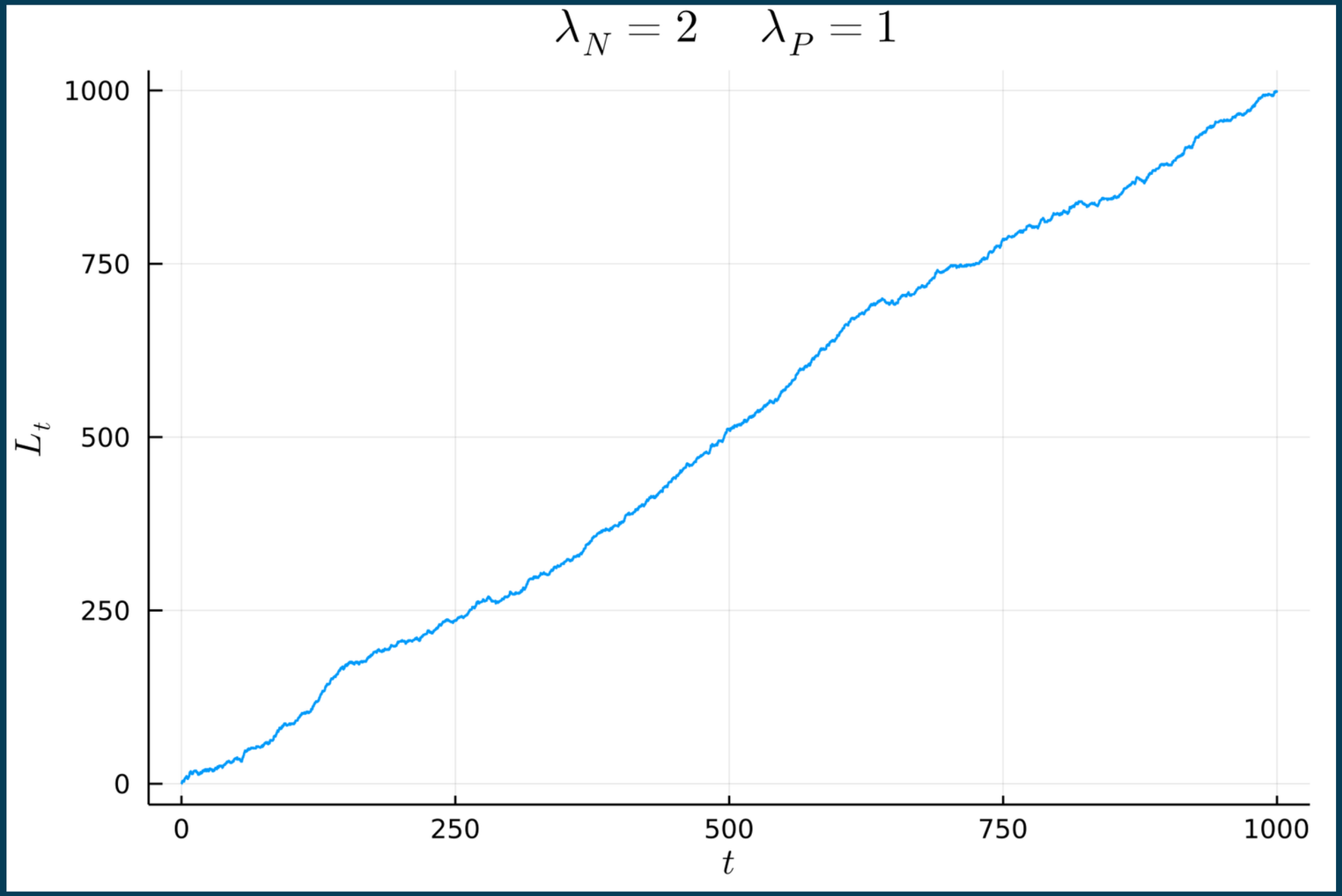


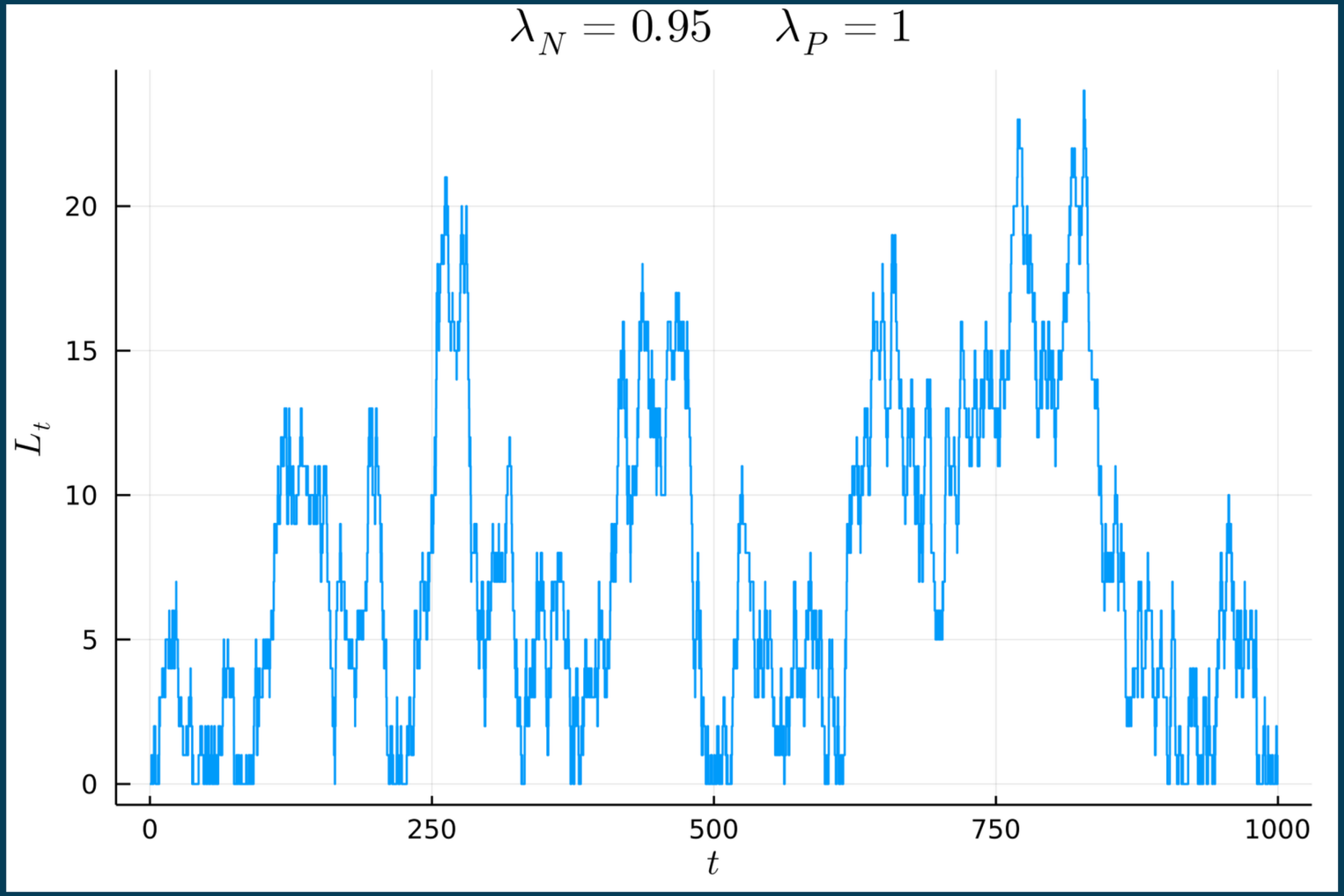
ŚREDNIA PROCESU

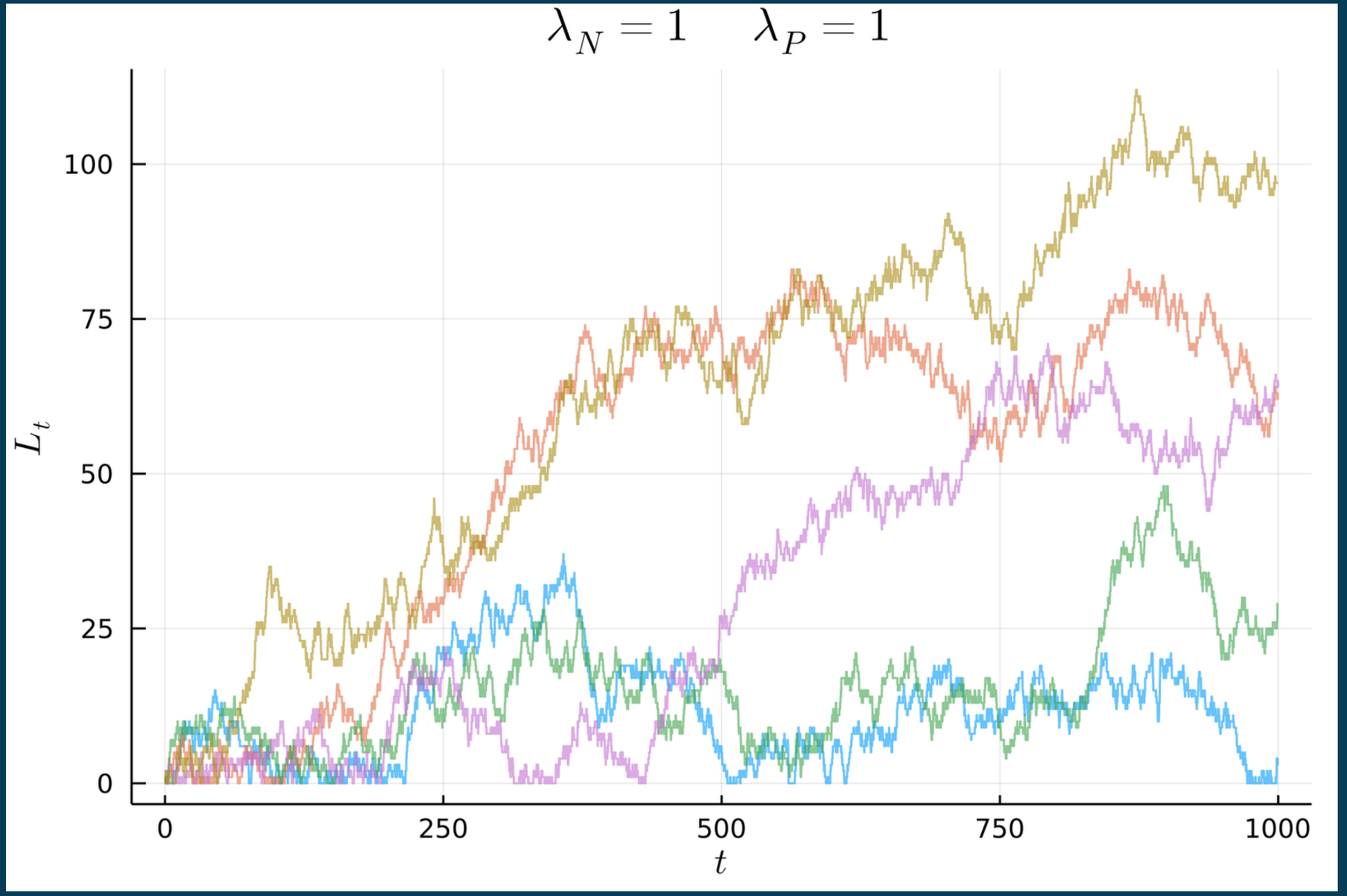


WJAZD NA RONDO LUB DROGĘ GŁÓWNĄ

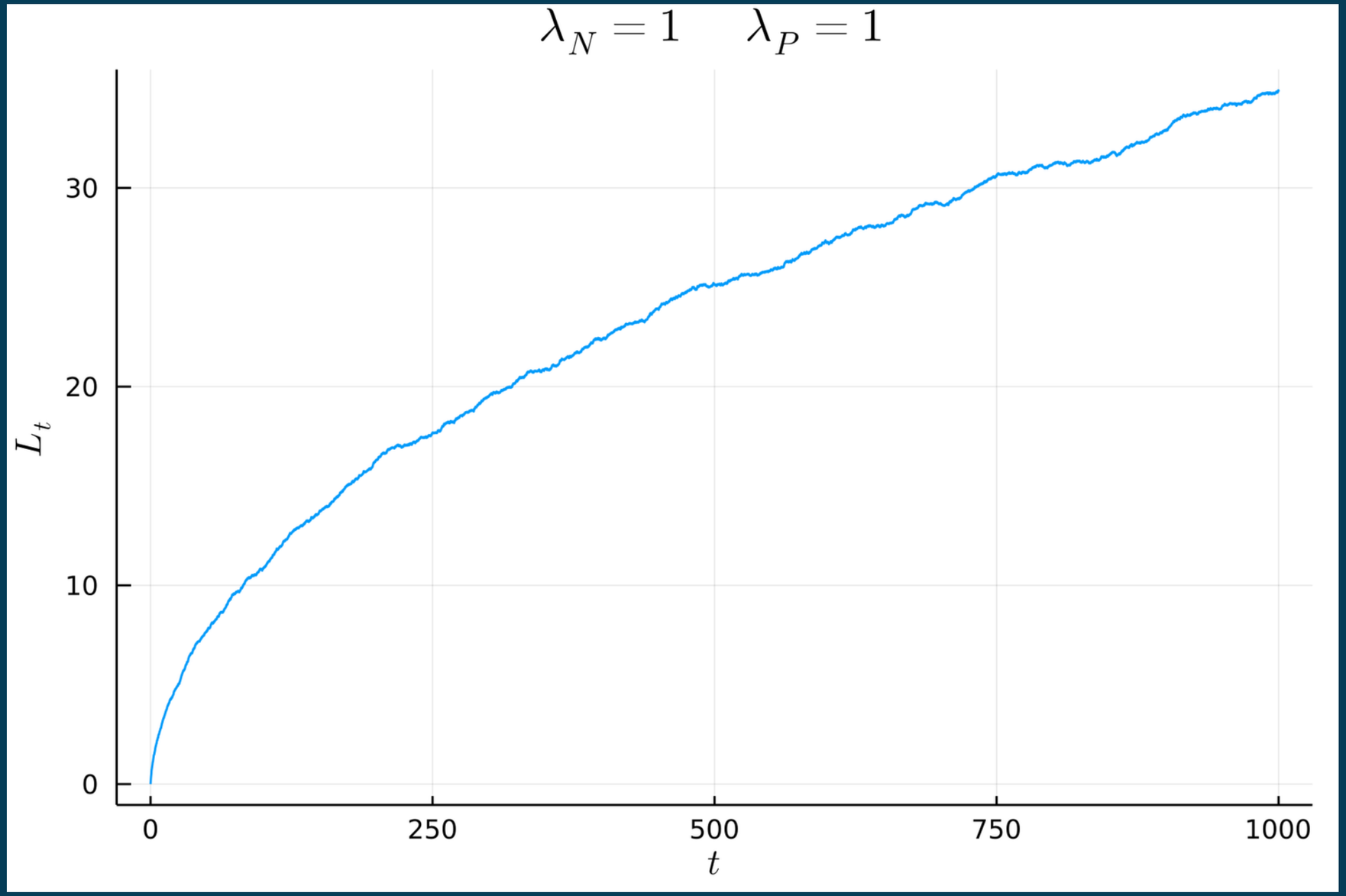



$\lambda_N = 2 \quad \lambda_P = 1$
1000
750
500
250
0
L_t
0
250
500
750
1000
t

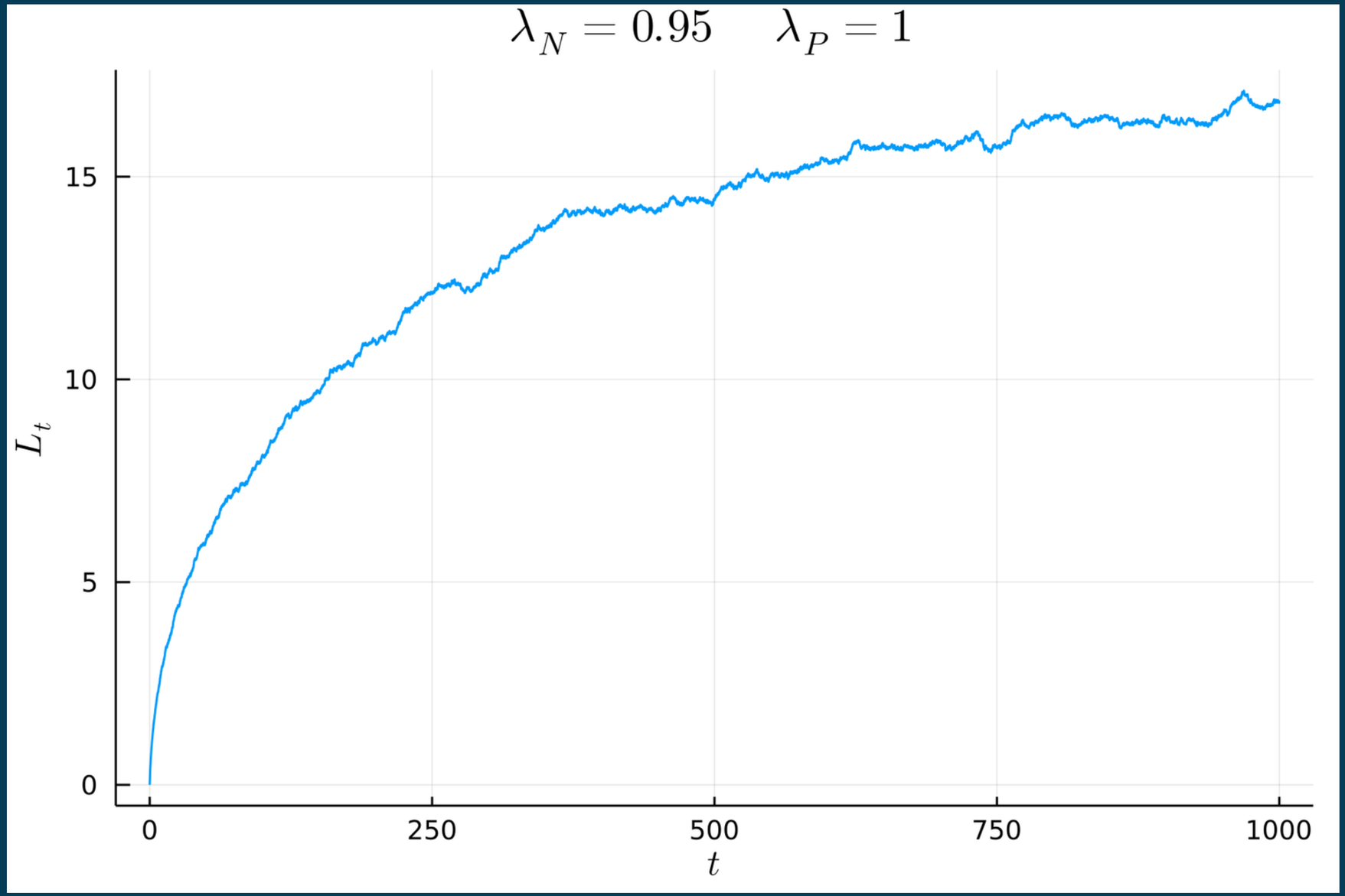

$\lambda_N = 0.95 \quad \lambda_P = 1$
L_t
0
5
10
15
20
0
250
500
750
1000
t


$\lambda_N = 1 \quad \lambda_P = 1$
100
75
50
25
0
L_t
0
250
500
750
1000
t

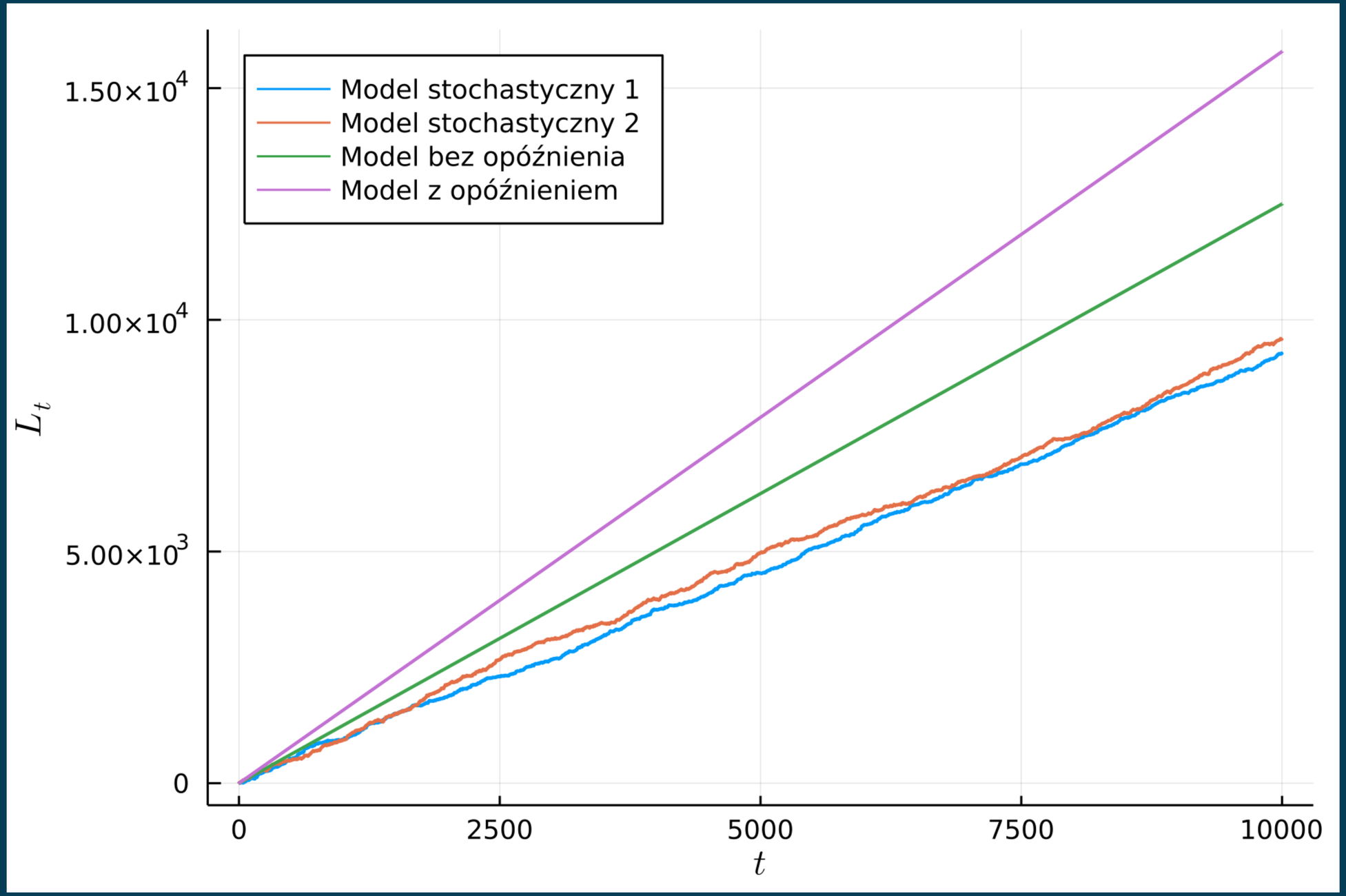
ŚREDNIA PROCESU

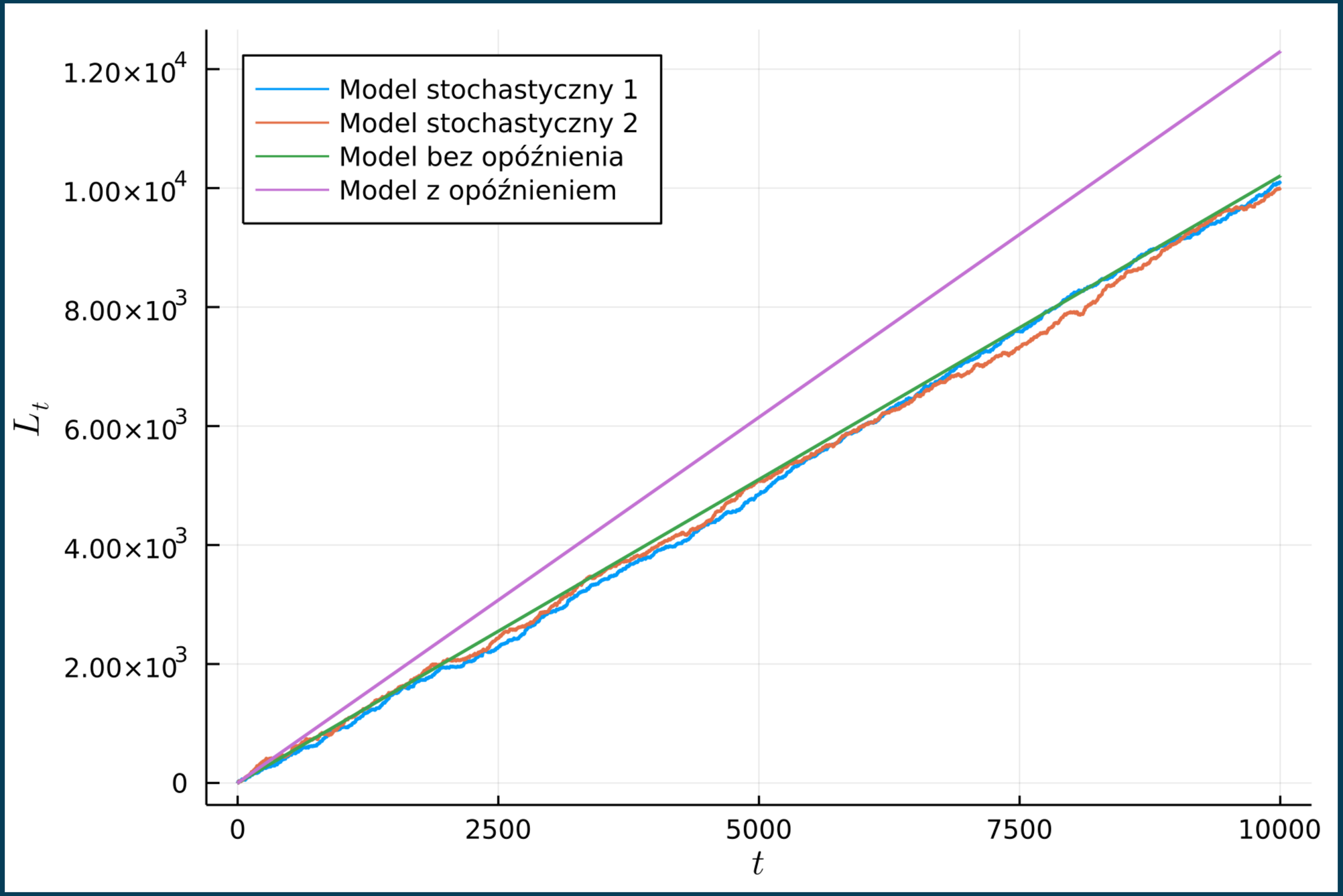


ŚREDNIA PROCESU



PORÓWNANIE Z MODELEM DETERMINISTYCZNYM


Model stochastyczny 1
Model stochastyczny 2
Model bez opóźnienia
Model z opóźnieniem
1.50×10^4
1.00×10^4
5.00×10^3
0
L_t
0
2500
5000
7500
10000
t


Model stochastyczny 1
Model stochastyczny 2
Model bez opóźnienia
Model z opóźnieniem
1.20×10^4
1.00×10^4
8.00×10^3
6.00×10^3
4.00×10^3
2.00×10^3
0
L_t
0
2500
5000
7500
10000
t

DZIĘKUJEMY ZA UWAGĘ