Reference

1.Downs, A. (1992) Stuck in traffic: coping with peak-hour traffic congestion, Washington, D.C.: The Brookings Institution.

2.Downs, A. (2004) Still stuck in traffic: coping with peak-hour traffic congestion, Washington, D.C.: The Brookings Institution.

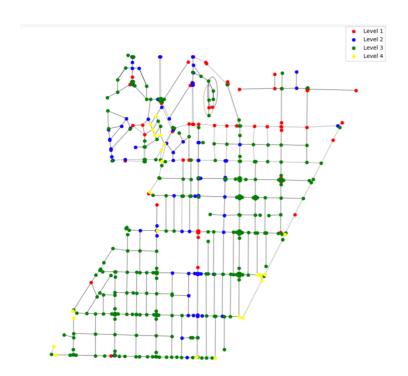
3.Litman, T. (2004) Congestion costs, Transportation cost and benefit Analysis; techniques, estimates and implications, Victoria, British Columbia: Victoria Transport Policy Institute.

4.Lomax, T., Turner, S., Shunk, G., Levinson, H.S., Pratt, R.H., Bay, P.N. and Douglas, G.B. (1997) Quantifying congestion, volume 1 & 2, NCHRP Report 398, Washington, DC: Transportation Research Board.

5.Rothenberg, M.J. (1985) Urban congestion in the United States-what does the future hold, ITE Journal, 55(7), 22-39.

6.M Aftabuzzaman. (2007) Measuring Traffic Congestion- a Critical Review, institute of Transport Studies, Monash University, Melbourne, Victoria, Australia

An abstract node graph of Subiaco in different levels



Vehicles density map changing in different time step

We can easily see that during the changing in different time step, there will be a couple of

grids in the completely same longitude (like a straight line) becoming darker. This straight line is Rokeby Road, and most of vehicles need to pass through the Rokeby Road in Subiaco, which force the grids to become darker.

