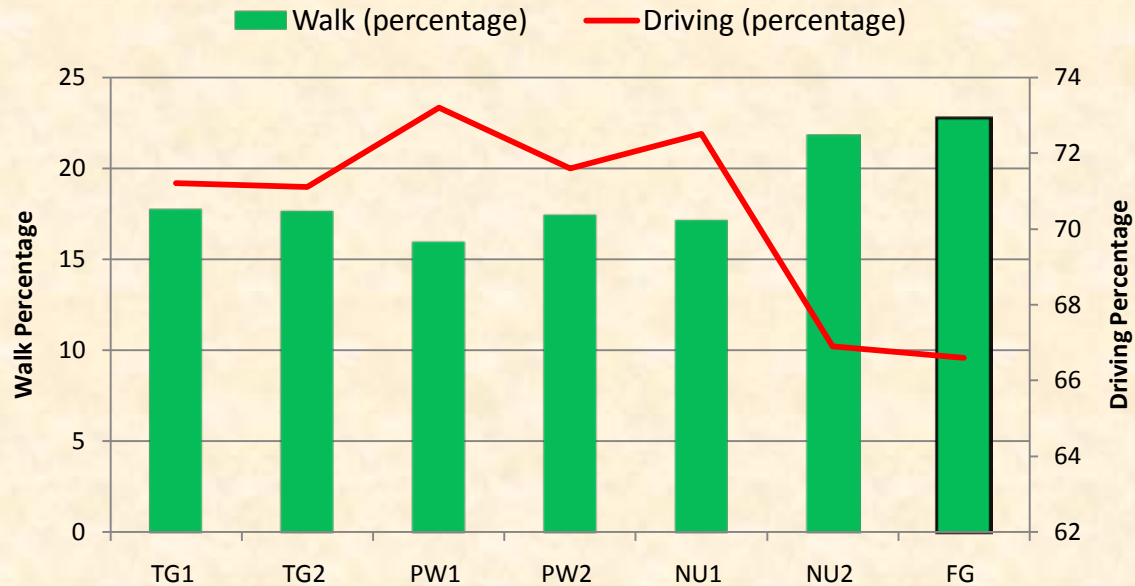


Modelling the Influence of Neighbourhood Design on
Daily Trip Patterns in Urban Neighbourhoods
© Xiongbing Jin

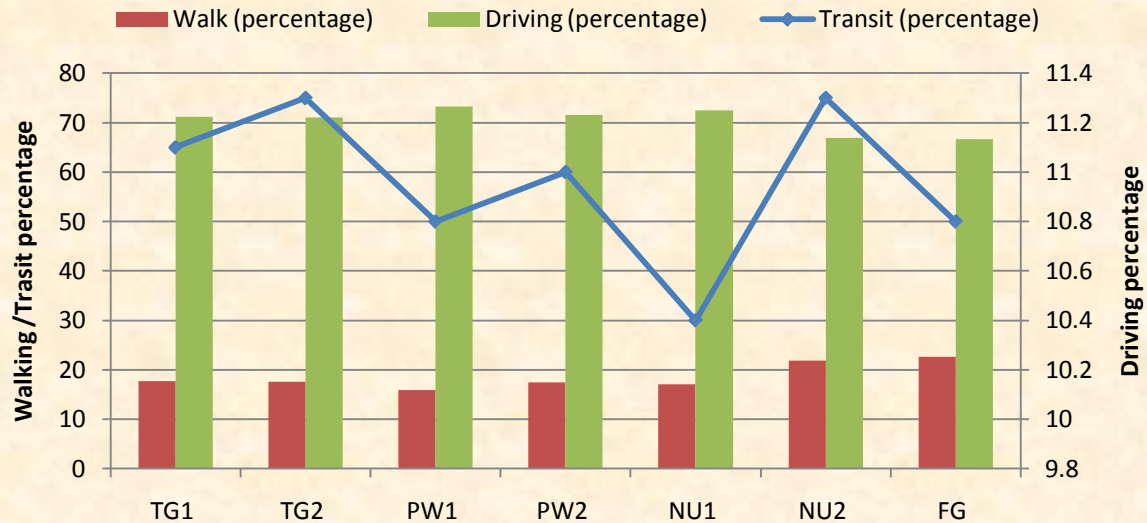
A PhD thesis submitted to the Department of Geography
Memorial University of Newfoundland
September 2010

Driving, Walking



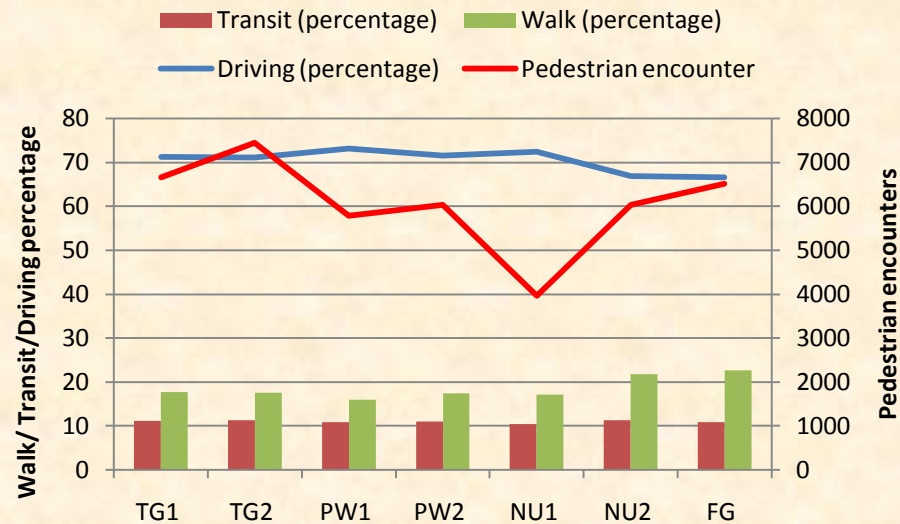
TG1, TG2 = Traditional Grid 1, 2
PW1, PW2 = Conventional Suburban 1, 2
NU1, NU2 = New Urbanism 1, 2
FG = Fused Grid

Driving, Walking and Transit



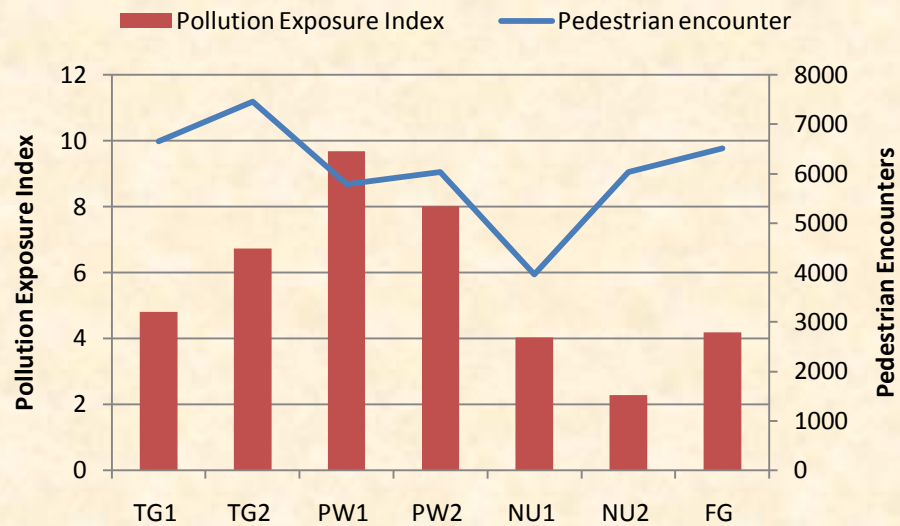
TG1, TG2 = Traditional Grid 1, 2
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NU1, NU2 = New Urbanism 1, 2
FG = Fused Grid

Driving, Walking , Transit and Pedestrian Encounter



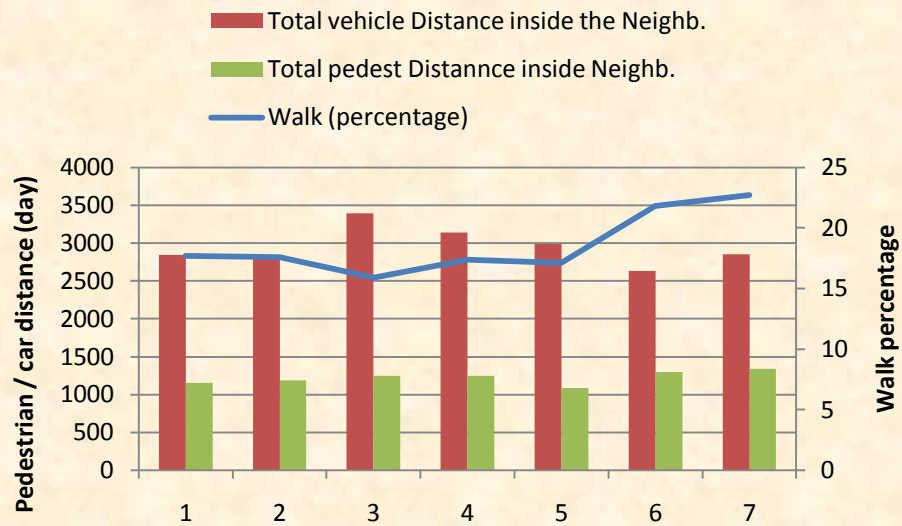
TG1, TG2 = Traditional Grid 1, 2
 PW1, PW2 = Conventional Suburban 1, 2
 NU1, NU2 = New Urbanism 1, 2
 FG = Fused Grid

Pollution and Pedestrian Encounter



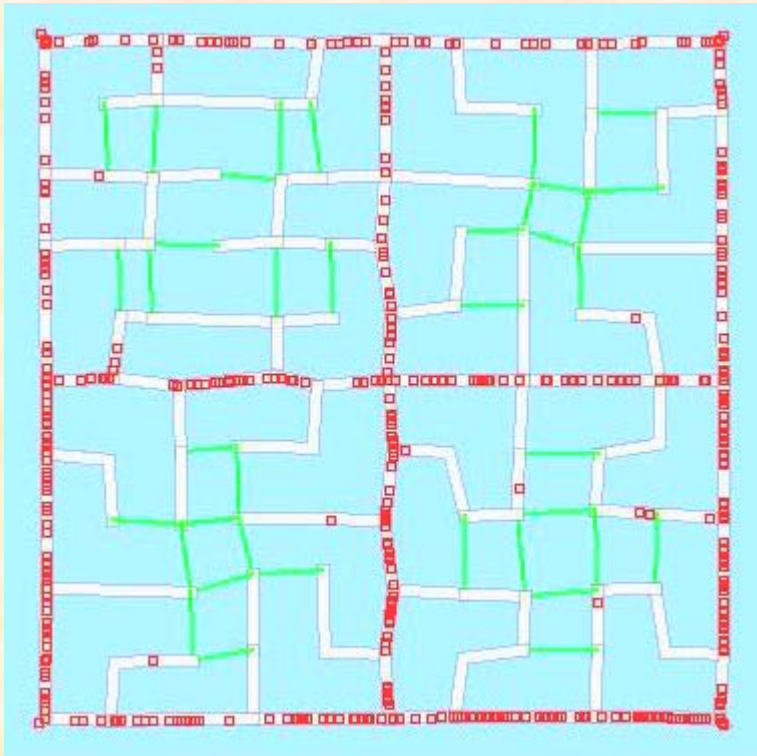
TG1, TG2 = Traditional Grid 1, 2
PW1, PW2 = Conventional Suburban 1, 2
NU1, NU2 = New Urbanism 1, 2
FG = Fused Grid

Vehicle, Pedestrian Distance and Walking

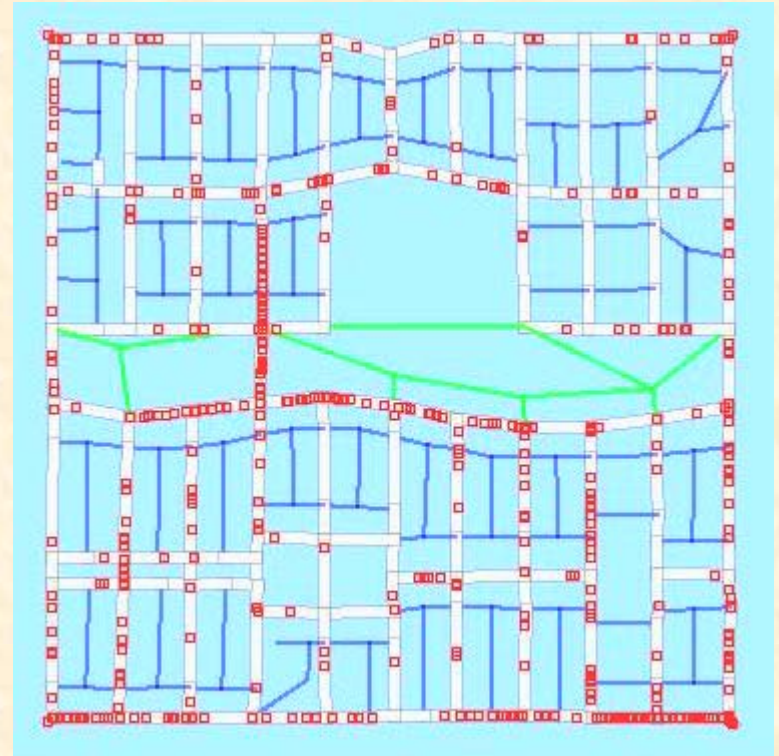


TG1, TG2 = Traditional Grid 1, 2
PW1, PW2 = Conventional Suburban 3, 4
NU1, NU2 = New Urbanism 5, 6
FG = Fused Grid 7

Pollution exposure locations

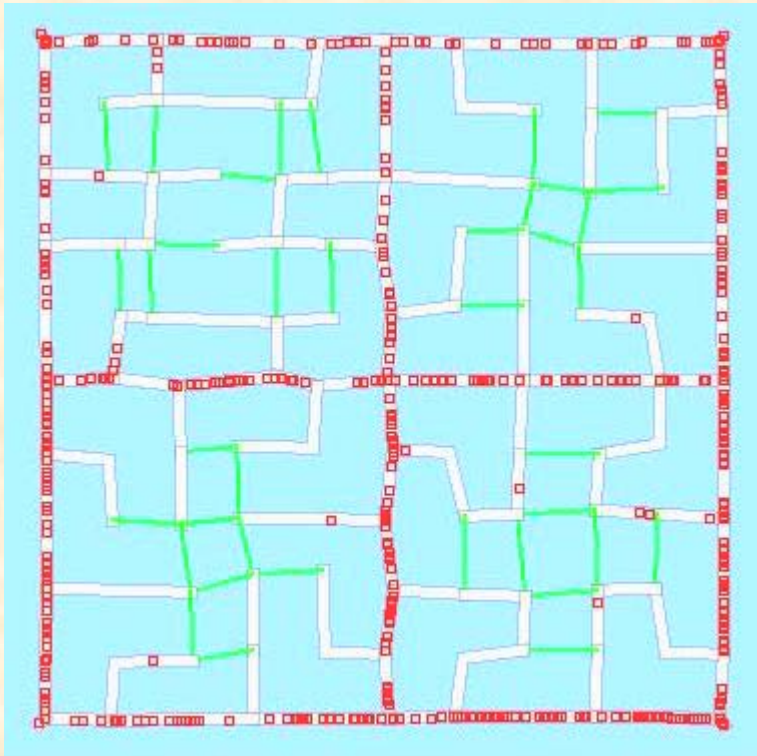


Fused Grid

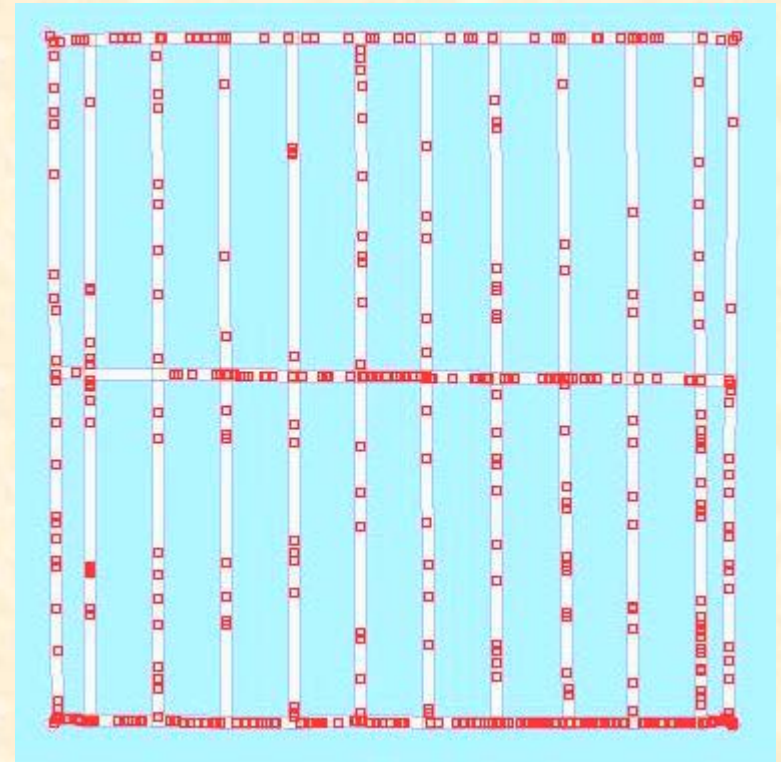


TND grid

Pollution exposure locations

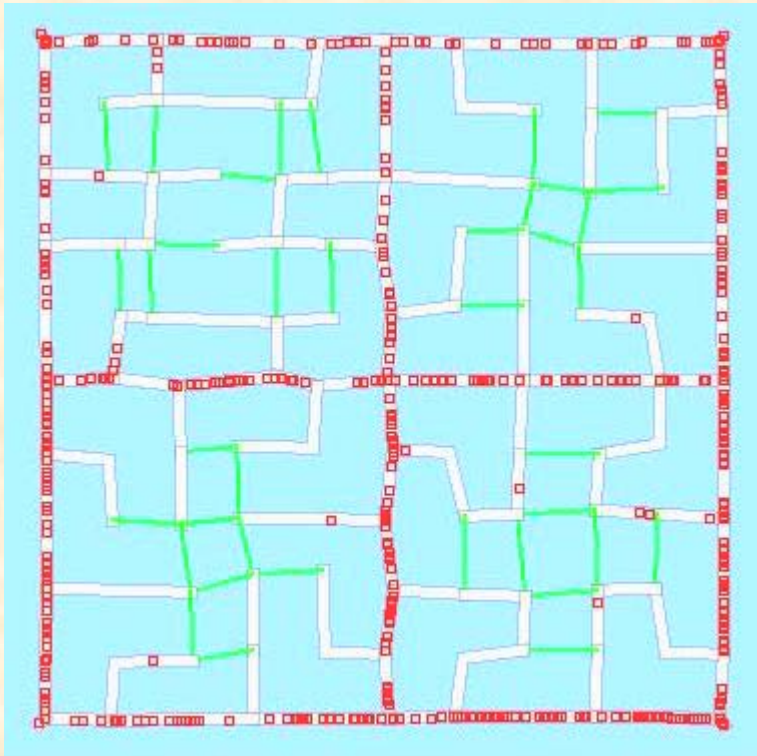


Fused Grid

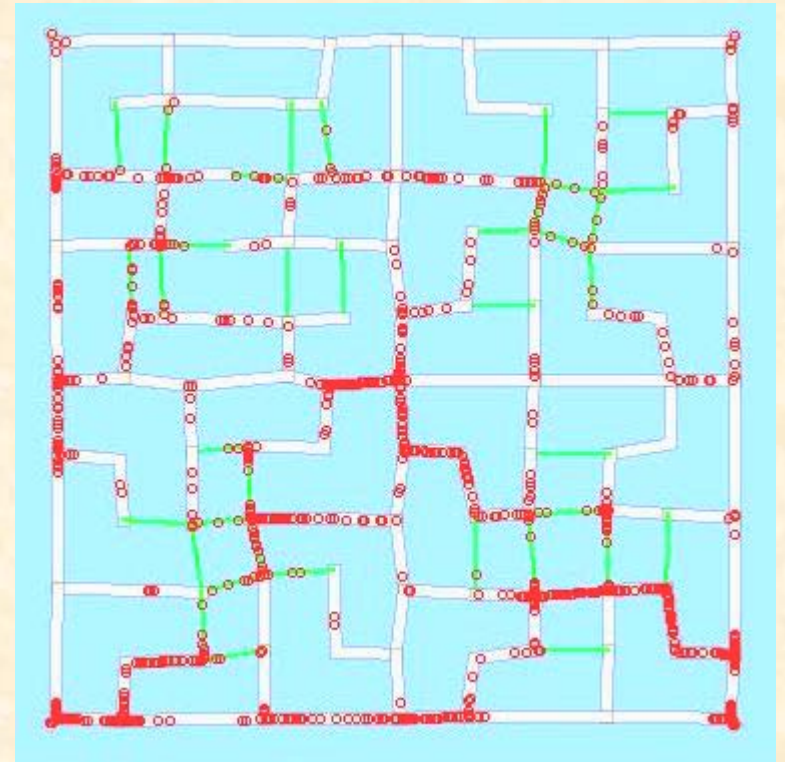


Conventional grid

Pollution Exposure and Pedestrian Encounter Locations Fused Grid



Exposure



Encounters

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