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Nota di contenuto	Cover; Modeling Urban Dynamics; Title Page; Copyright Page; Table of Contents; Introduction; Chapter 1. The Role of Mobility in the Building of Metropolitan Polycentrism; 1.1. Introduction; 1.2. Identification of centers and sub-centers; 1.2.1. A most widespread morphological approach; 1.2.2. Identification of kernel units; 1.2.3. Building multi-commune clusters; 1.2.4. Aggregation criteria; 1.2.5. Aggregation of kernel units into clusters: a three-step approach; 1.3. Polycentric functioning in two metropolitan contexts; 1.3.1. Morphological evolutions 1.3.2. Evolving mobility: from local to metropolitan integration 1.3.3. Pace of metropolitan integration; 1.4. Conclusion; 1.5. Acknowledgements; 1.6. Bibliography; Chapter 2. Commuting and Gender: Two Cities, One Reality?; 2.1. Commuting, gender and urban

dynamics; 2.1.1. Commuting and gender: state of the art; 2.1.2. Some methodological issues; 2.2. Commuting and gender in Belgium; 2.2.1. Spatial data; 2.2.2. Assessing distance decay with survey data; 2.2.3. A model for Brussels based on the 1991 census; 2.2.4. Trips to Brussels according to the 2001 census

2.3. Commuting and gender in Quebec City 2.3.1. Evolution of transport modes, trip durations and distances; 2.3.2. Evolution of activity areas; 2.3.3. Evolution of mobility determinants; 2.4. Quebec City and Brussels: two cities, one reality?; 2.5. Acknowledgements; 2.6. Bibliography; Chapter 3. Spatiotemporal Modeling of Destination Choices for Consumption Purposes: Market Areas Delineation and Market Share Estimation; 3.1. Introduction; 3.2. Main approaches to the spatial analysis of retail activity; 3.2.1. Traditional approaches; 3.2.2. Modeling consumer behavior choices

3.2.3. Microsimulation of trip duration and distance within a GIS 3.2.4. GIS contribution to the spatial analysis of retail activity; 3.3. Modeling market areas and consumer destination choices; 3.3.1. Spatial distribution of retail supply and definition of retail structures; 3.3.2. Market area delineation: analytical approach; 3.3.3. Modeling consumer behavior; 3.4. Conclusion; 3.5. Acknowledgements; 3.6. Bibliography; Chapter 4. Generation of Potential Fields and Route Simulation Based on the Household Travel Survey; 4.1. Introduction; 4.2. Rebuilding the virtual city

4.2.1. A systematically disaggregated model 4.2.2. Structuring data through space and over time; 4.2.3. Generating a potential field for spatial assignment of a population; 4.3. From the city in motion to individual trajectories; 4.3.1. Revealing the city in motion; 4.3.2. Rebuilding individual trajectories; 4.4. Conclusion; 4.5. Bibliography; Chapter 5. Impacts of Road Networks on Urban Mobility; 5.1. Introduction; 5.2. The urban road network: a major determinant of pedestrian flow; 5.2.1. The effect of the road network on the space syntax

5.2.2. Applying space syntax to pedestrian flows as observed in Lille

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