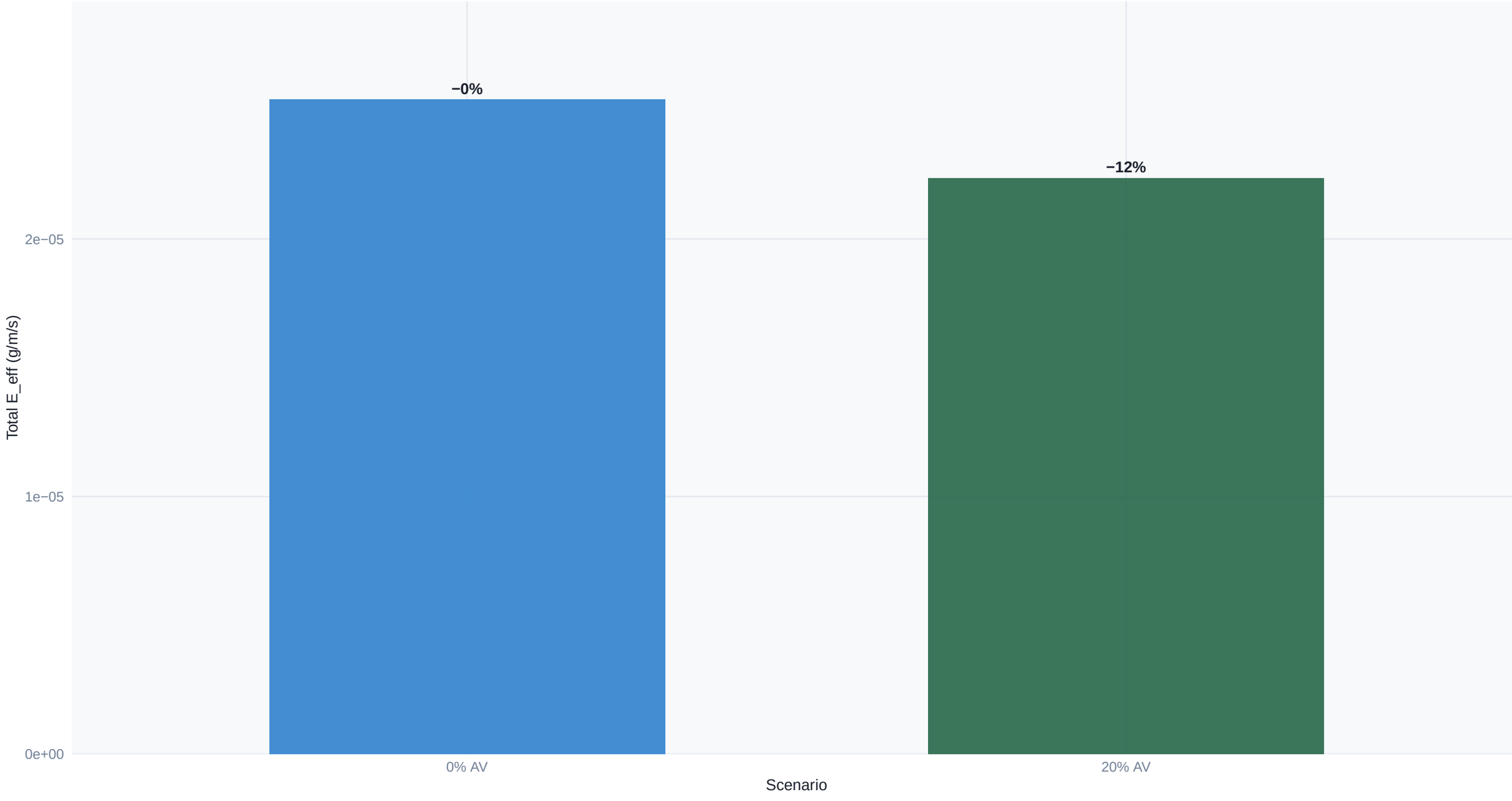
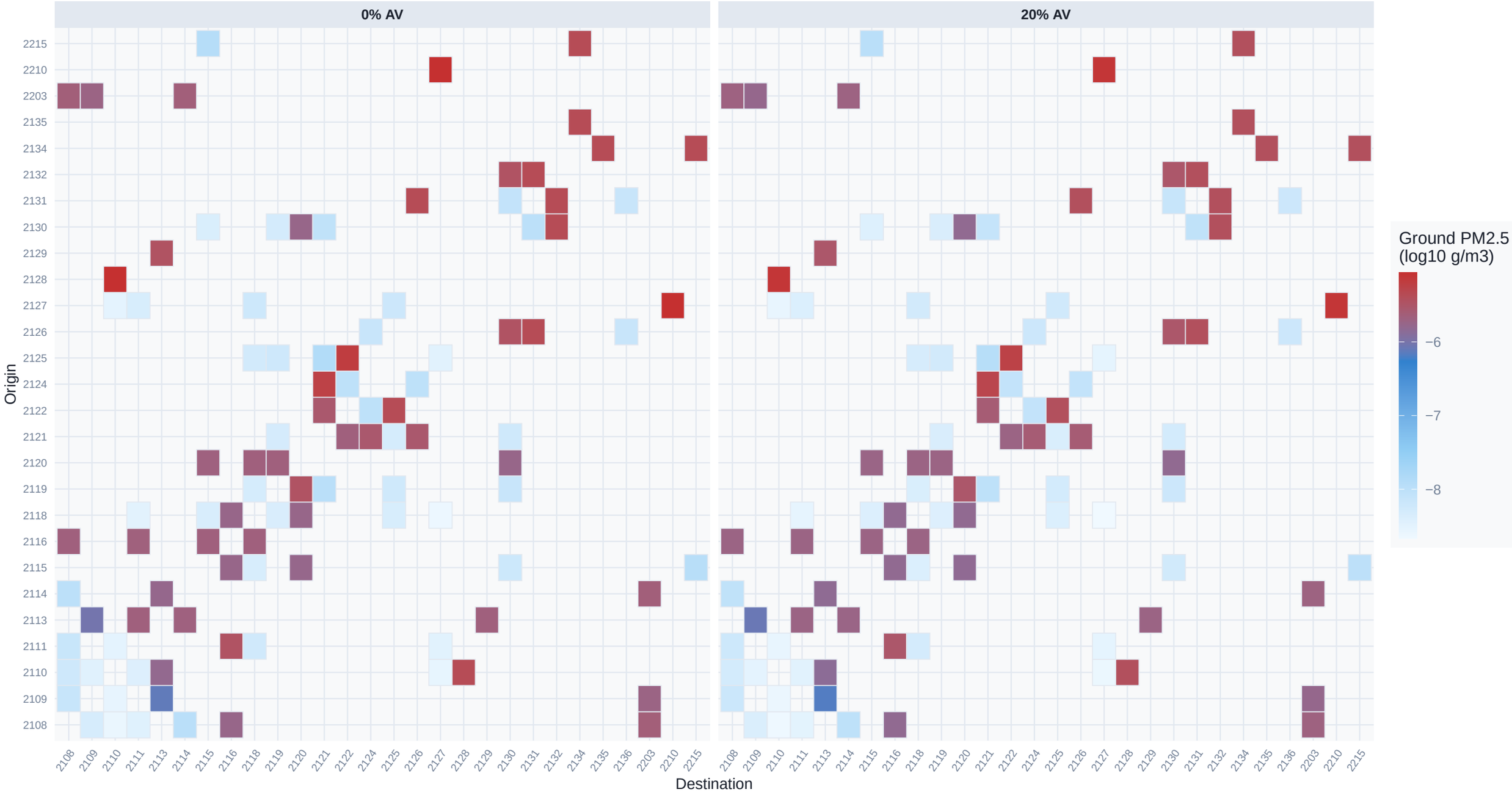
# Total Network Emission Rate by AV Scenario

Sum of E_eff across all active flow corridors, % = reduction vs lowest AV scenario



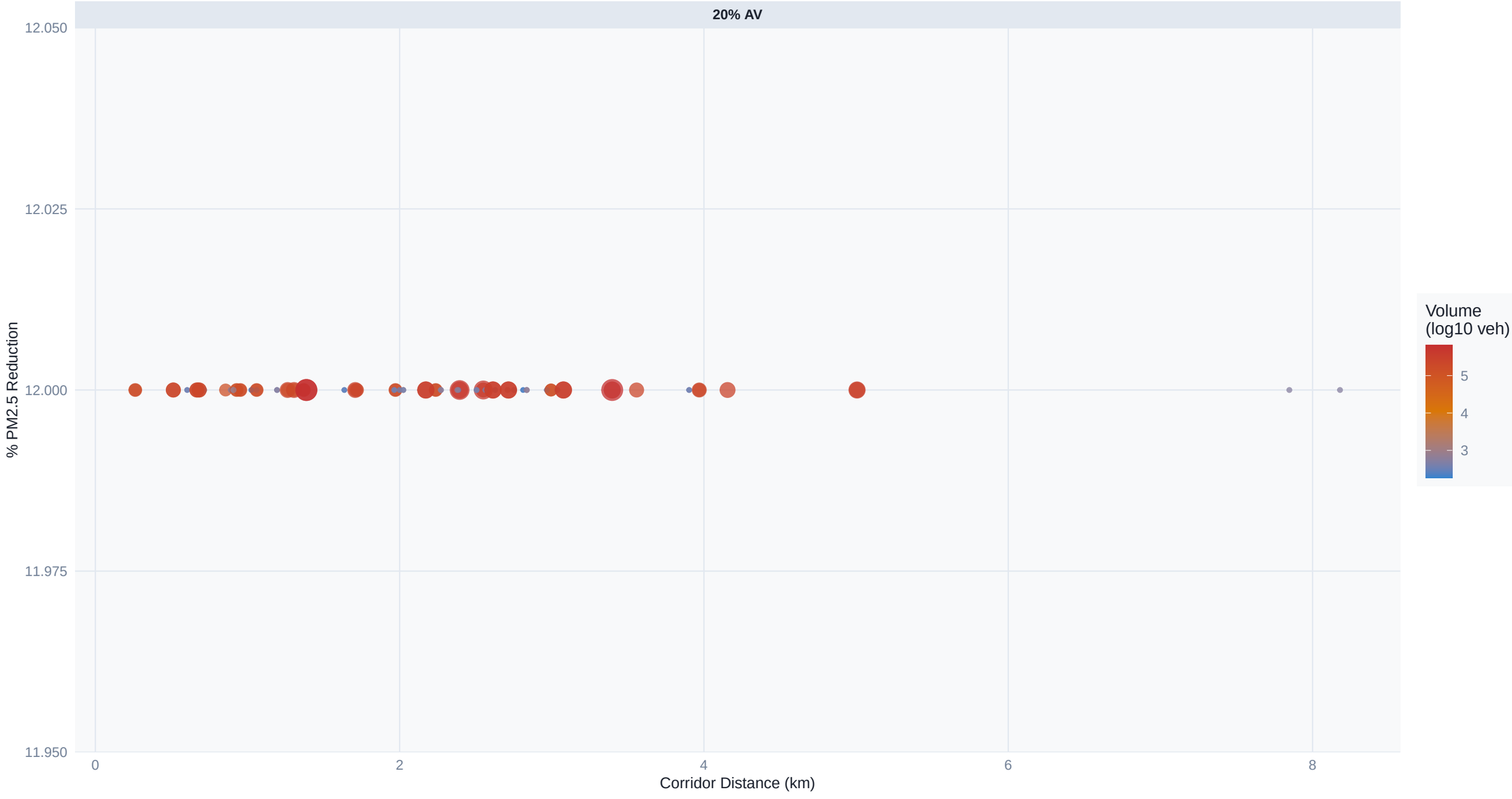
# Ground−Level Peak PM2.5 by Flow Pair

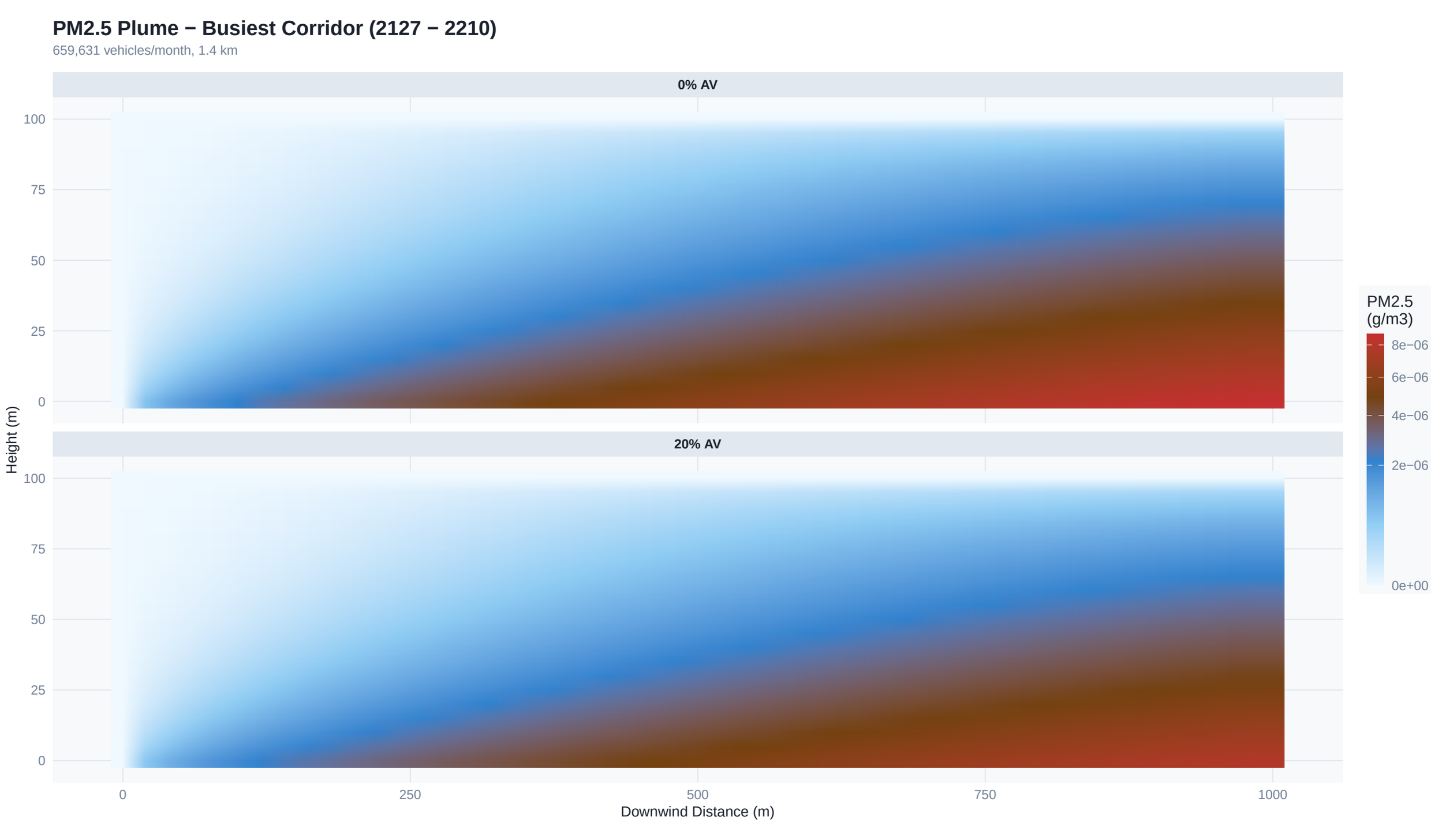
Each cell = one origin − destination corridor, color = peak ground concentration



# PM2.5 Reduction by Corridor vs Baseline

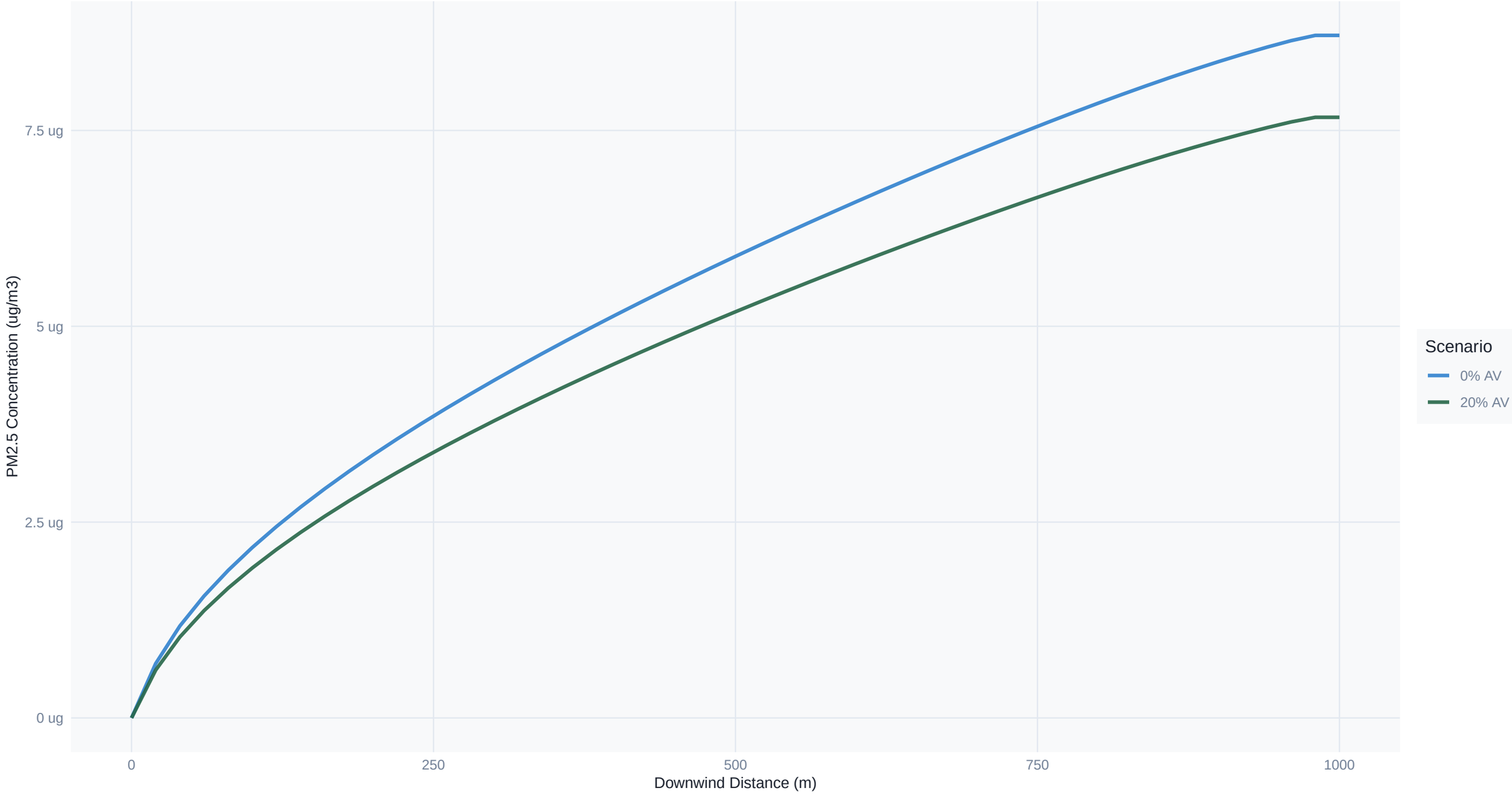
Each point = one flow pair, x = distance, y = % reduction in ground−level PM2.5, size = volume




PM2.5 Plume − Busiest Corridor (2127 − 2210)
659,631 vehicles/month, 1.4 km
0% AV
20% AV
Height (m)
100
75
50
25
0
0
250
500
750
1000
Downwind Distance (m)
PM2.5 (g/m3)
8e−06
6e−06
4e−06
2e−06
0e+00

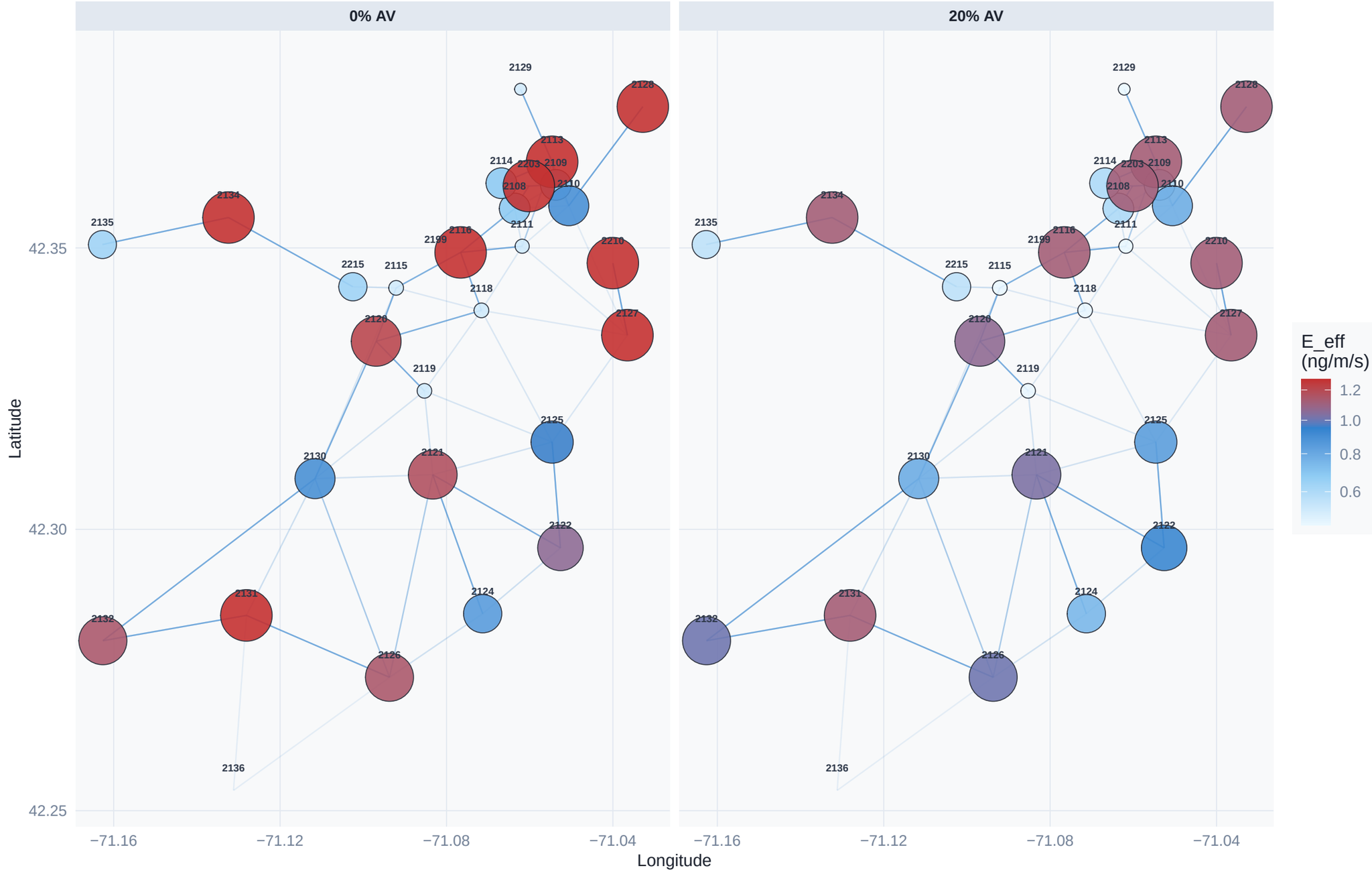
# Ground−Level PM2.5 Profile − 2127 − 2210

Concentration along downwind axis at z = 0 (street level), converted to ug/m3



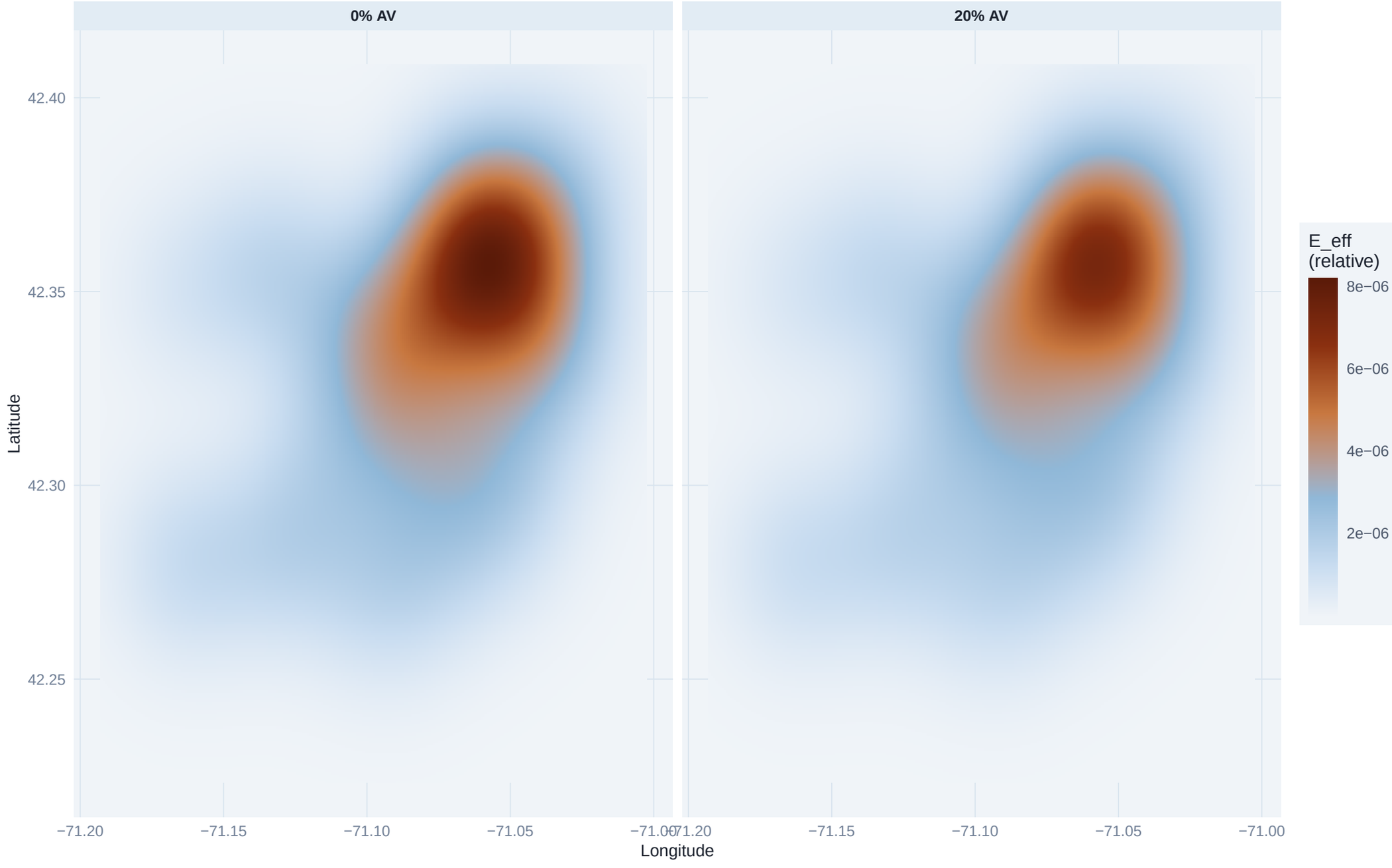
# Spatial Distribution of PM2.5 Emission Burden

Node size = outbound vehicle volume, color = total emission rate, lines = corridors (baseline scenario)



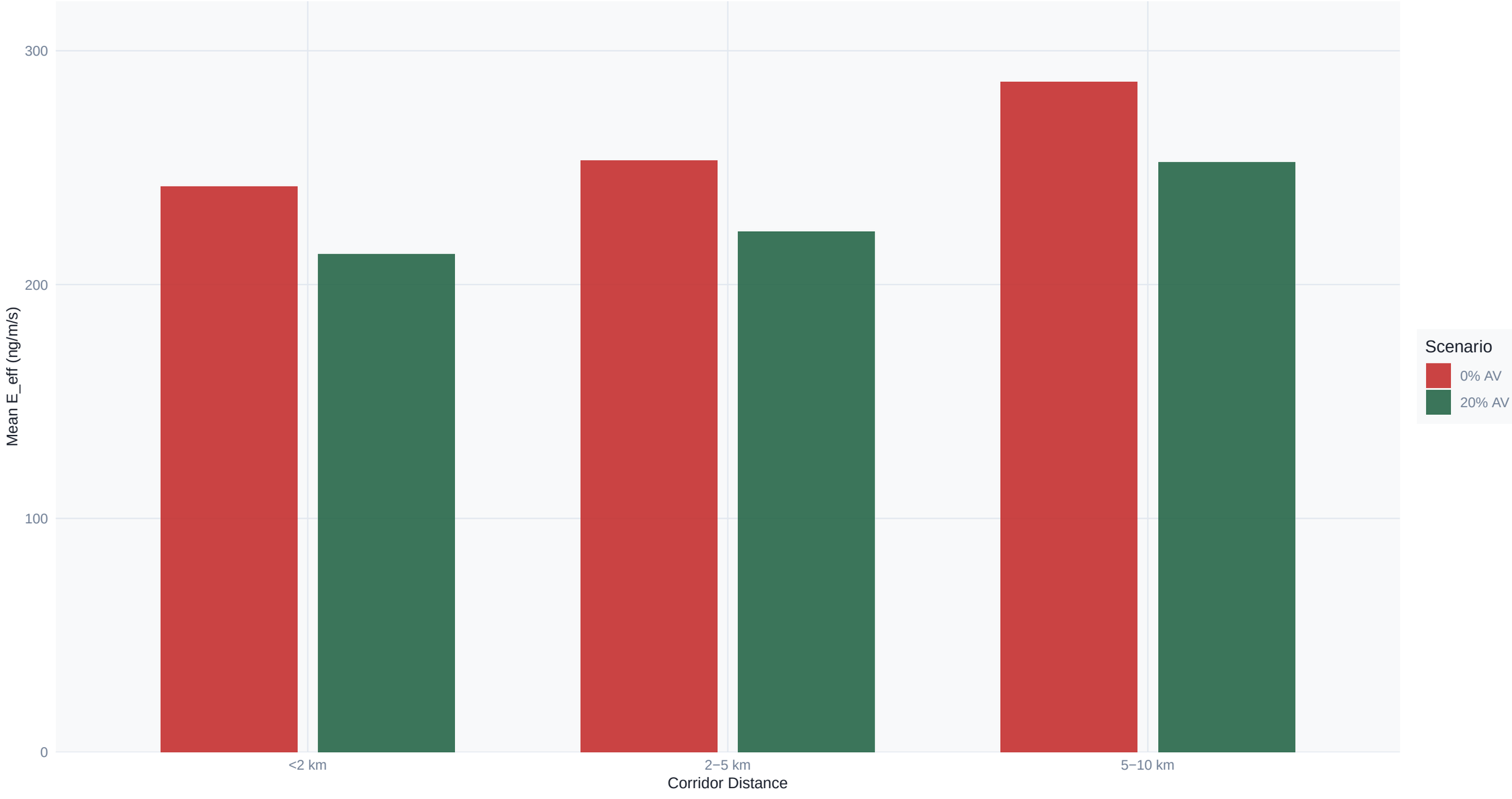
# Spatial Distribution of PM2.5 Emission Burden

Gaussian emission surface per zone, more pollution = warmer color, lines = active corridors (baseline)



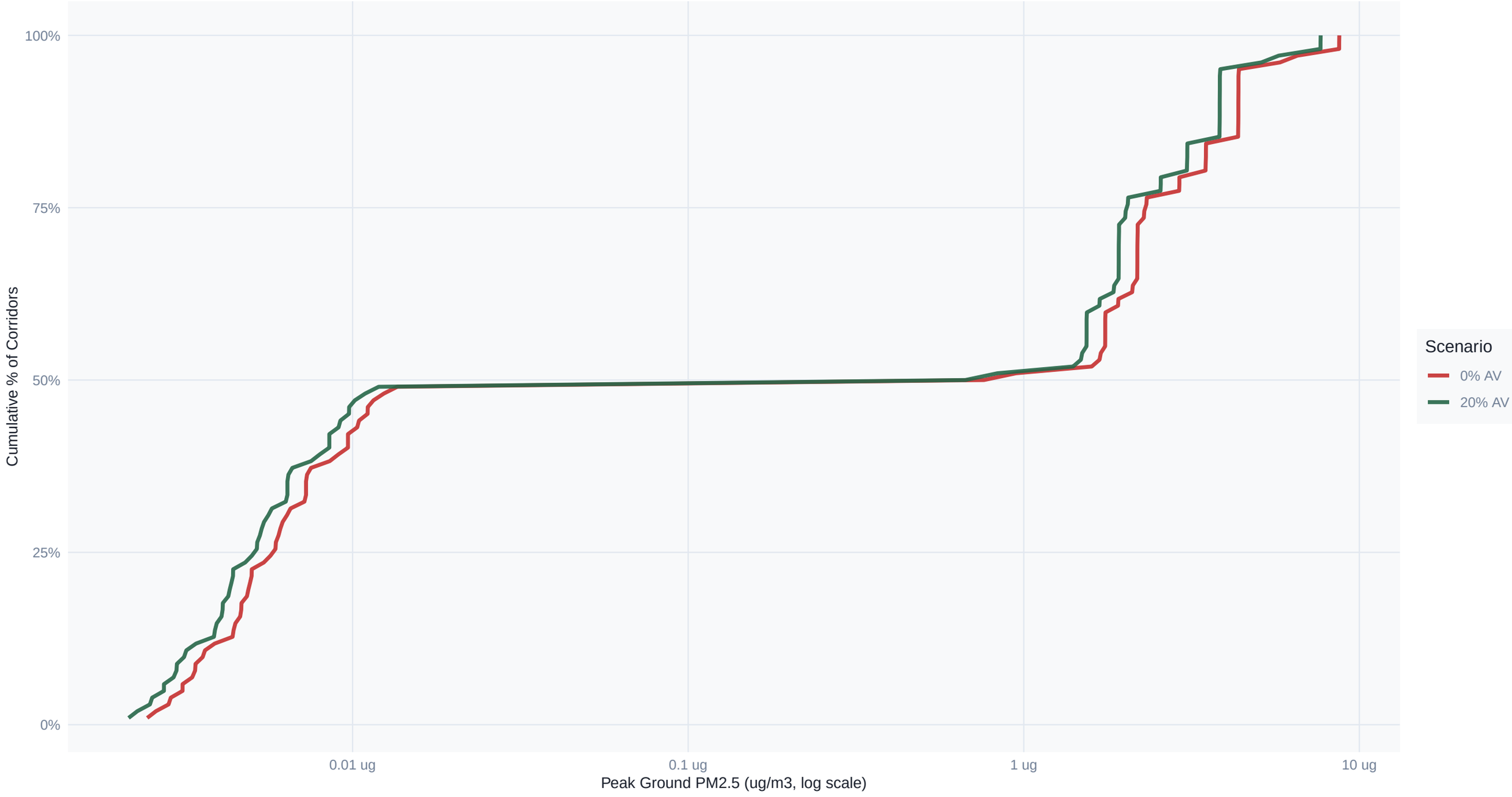
# Mean Emission Rate by Corridor Distance Band

Average E_eff per corridor length category, lower = better air quality



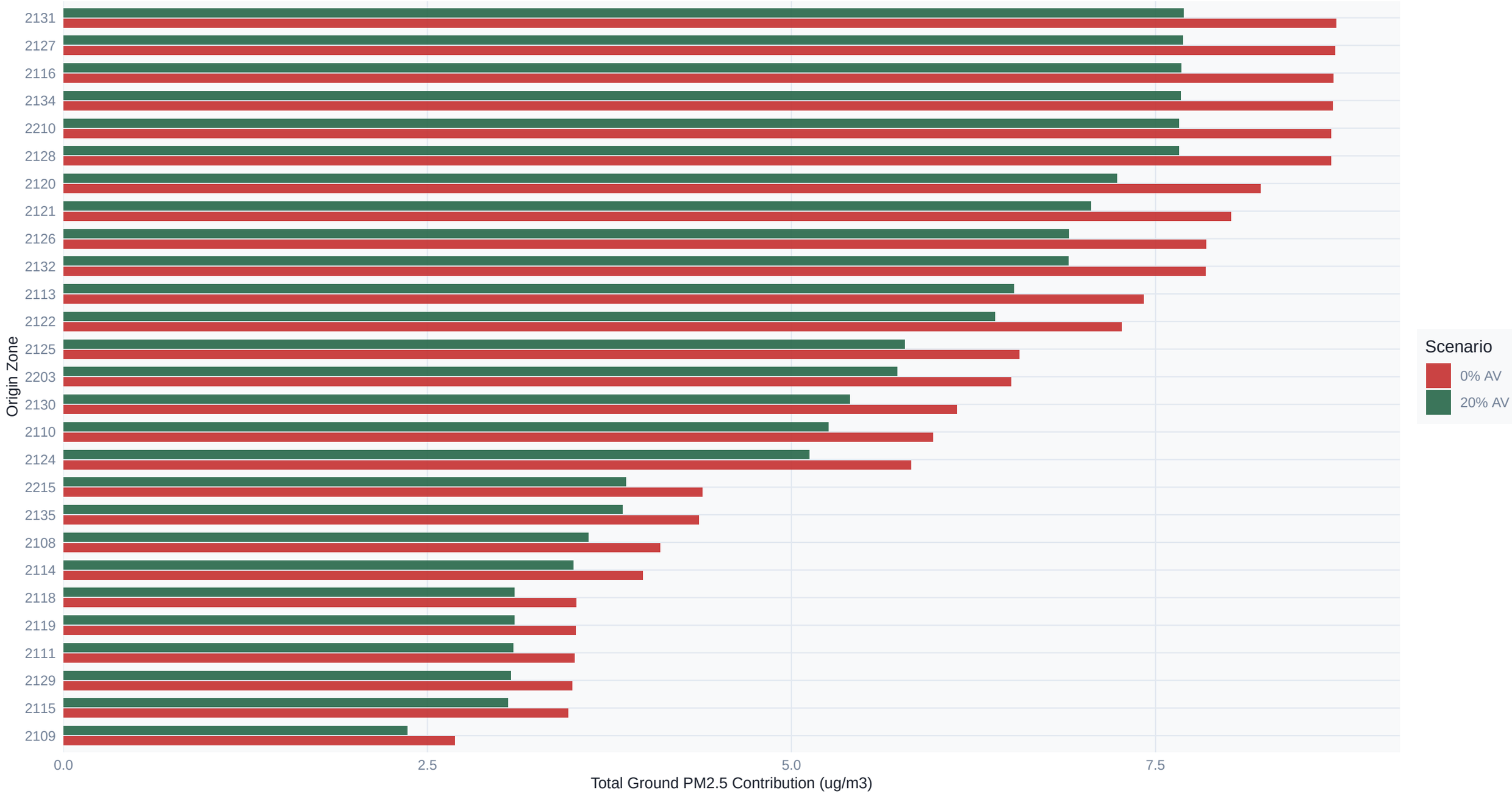
# Cumulative Distribution of Peak Ground−Level PM2.5

Each point = one corridor, x−axis log scale, rightward shift = worse air quality



# PM2.5 Burden by Origin Zone

Sum of peak ground concentrations across all outbound corridors per zone



# Vehicle Volume vs. Peak Ground PM2.5 by Corridor

Both axes log scale, color = corridor distance