Color Figures

Considerations in Design of Transition Behaviors for Dynamic Thematic Maps
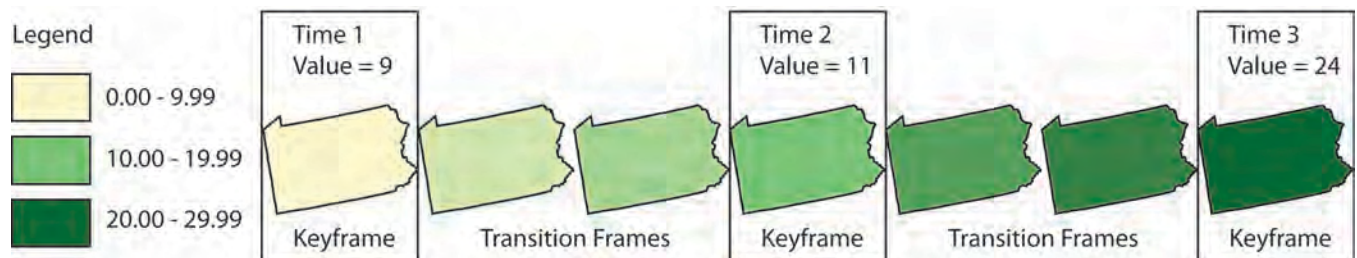*Sarah E. Battersby & Kirk P. Goldsberry*

Figure 1. Transitions between key frames may lead to undefined symbology.
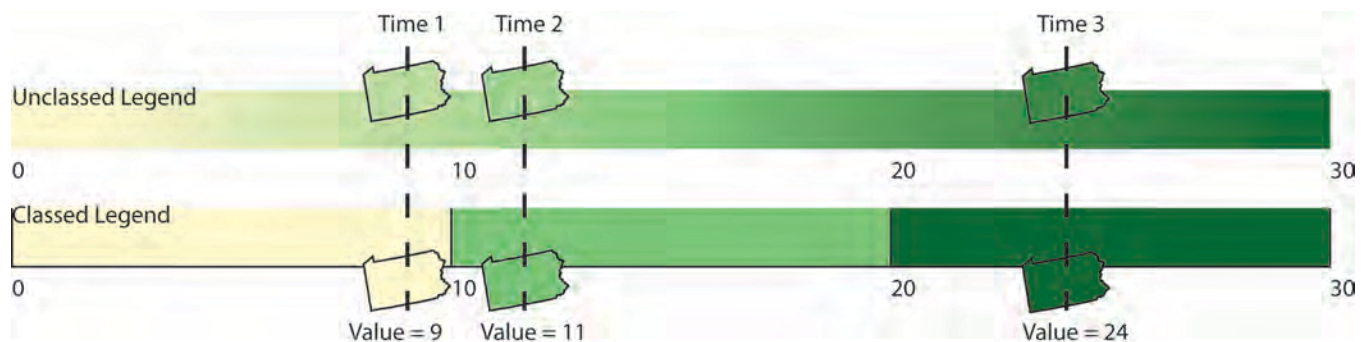

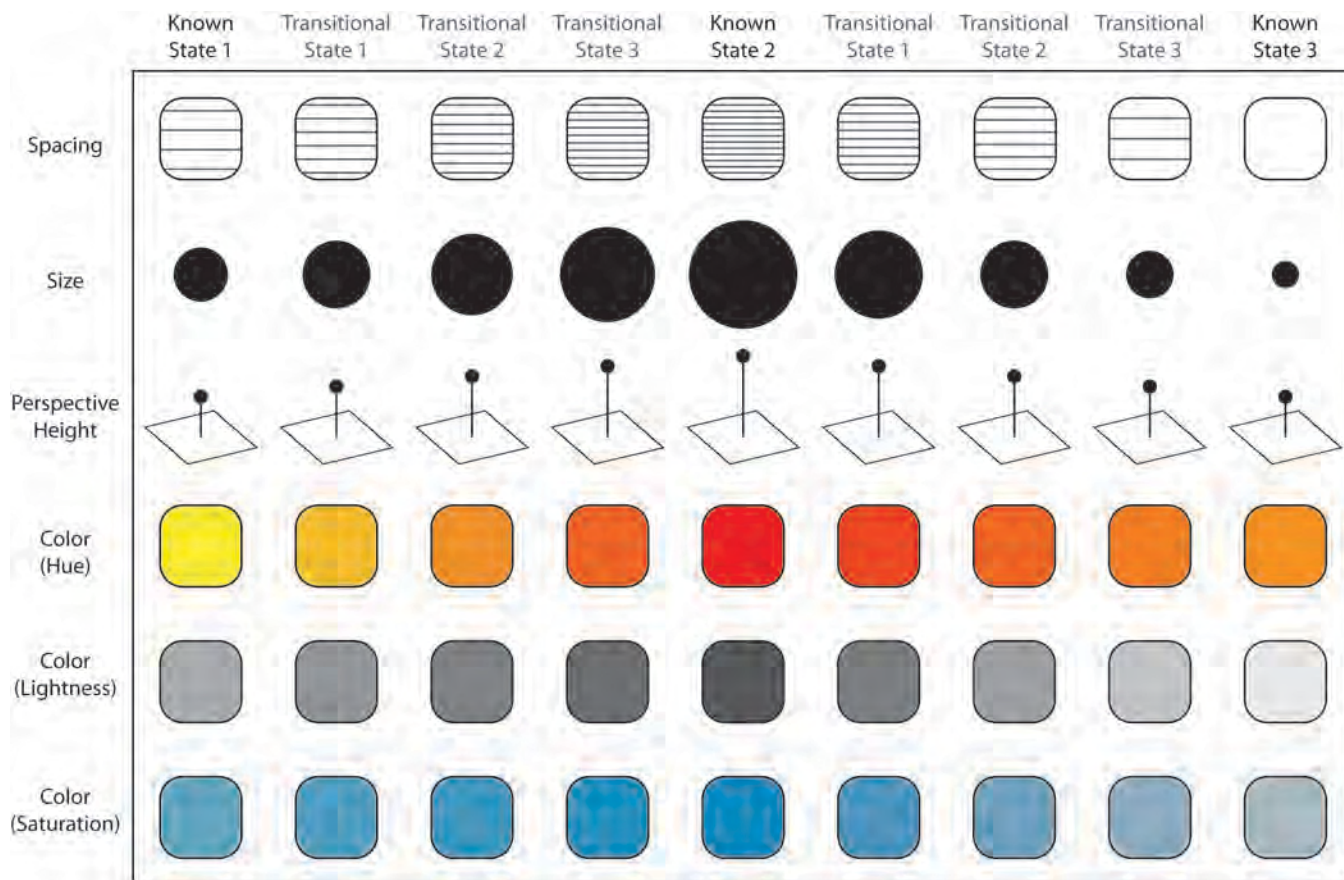Figure 2. Differences between transitions in classed and unclassed maps.

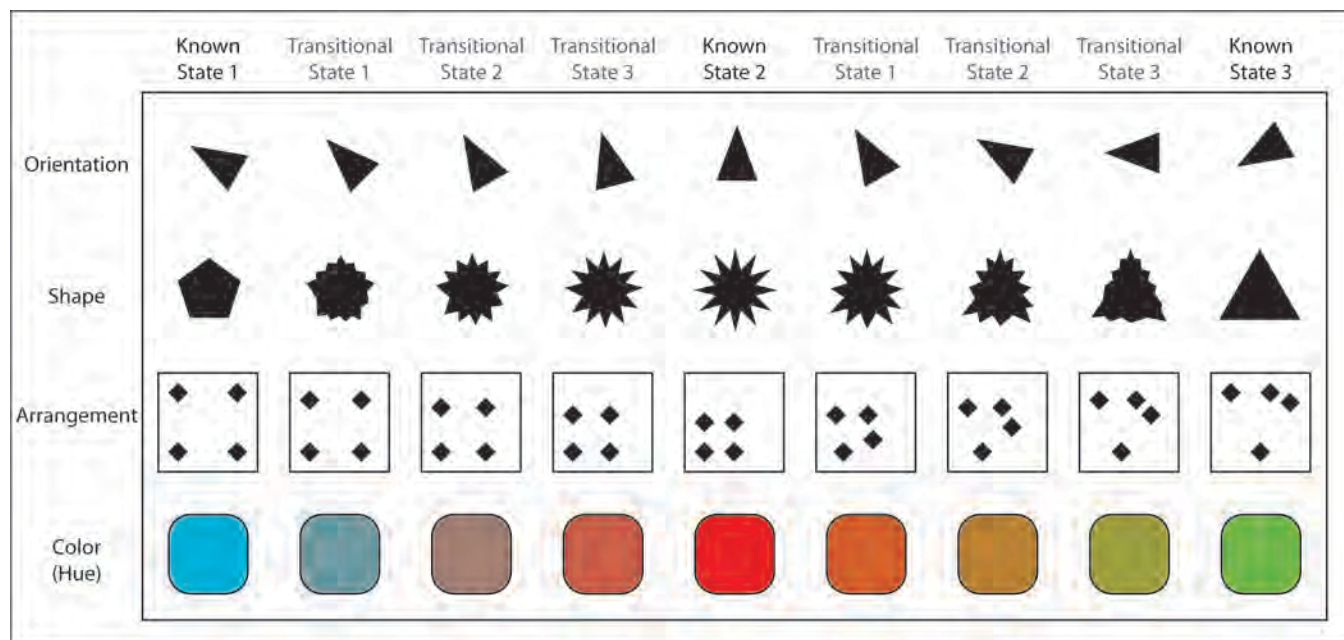*Figure 3. Transition behaviors of six quantitative visual variables.*

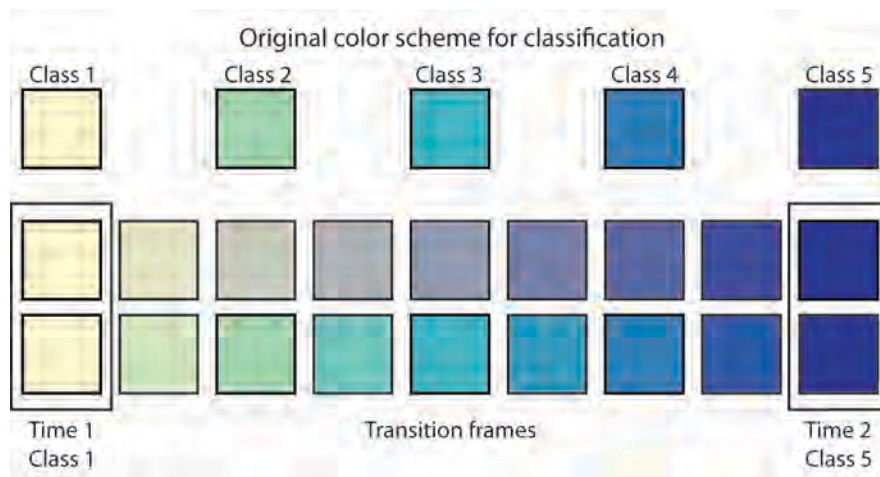*Figure 4. Transition behaviors of four qualitative visual variables.*

Figure 5. Possible transition states for a classed dynamic choropleth map. The figure shows the original Color Brewer colors assigned to classes (top), potential transition states for an enumeration unit changing from Class 1 to Class 5 (middle), and a proposed scheme that requires the enumeration unit to pass through the color assigned to each intermediate class during the transition (bottom).

Non-Connective Linear Cartograms for Mapping Traffic Conditions
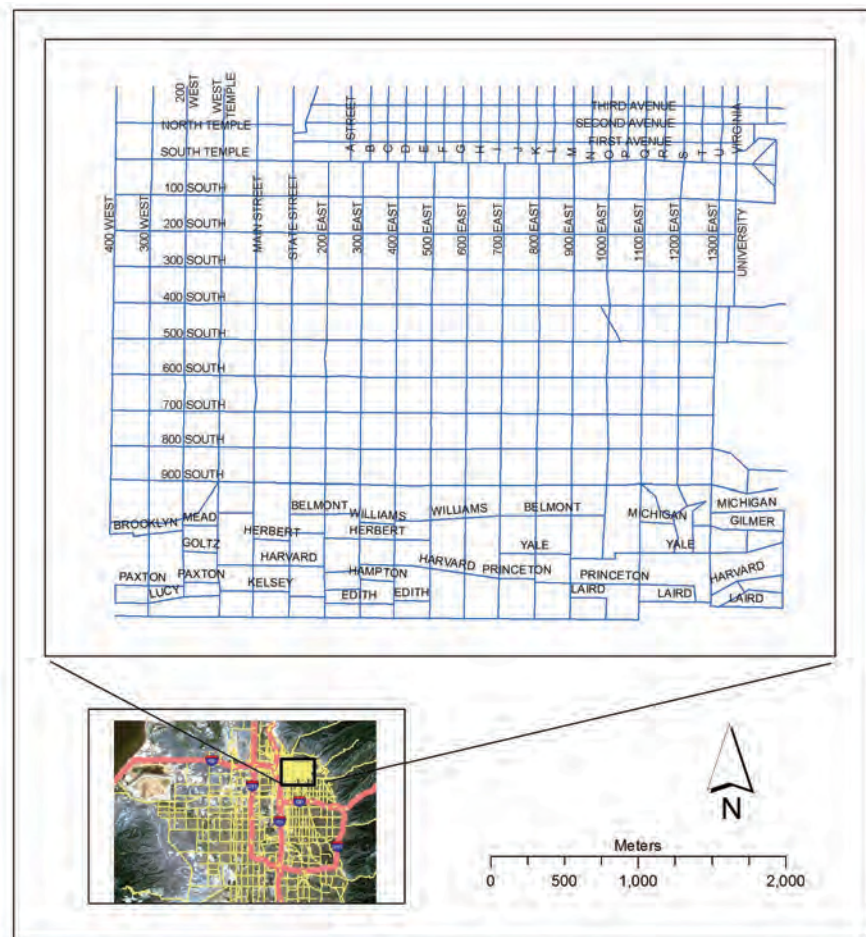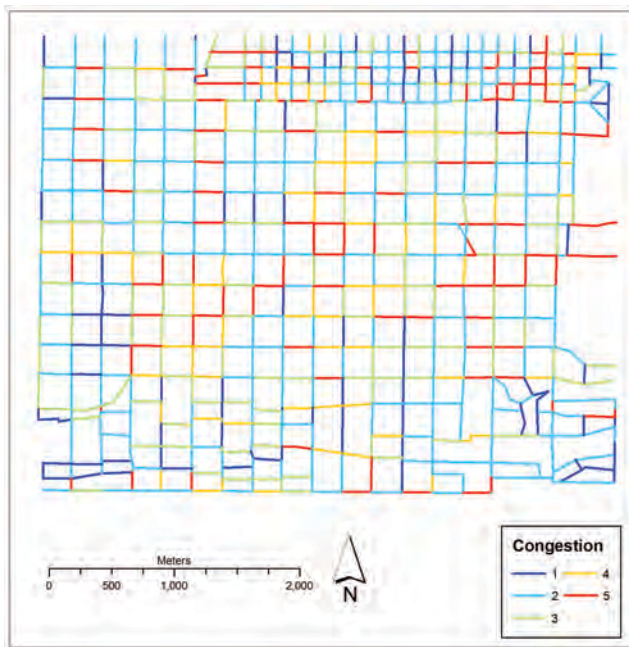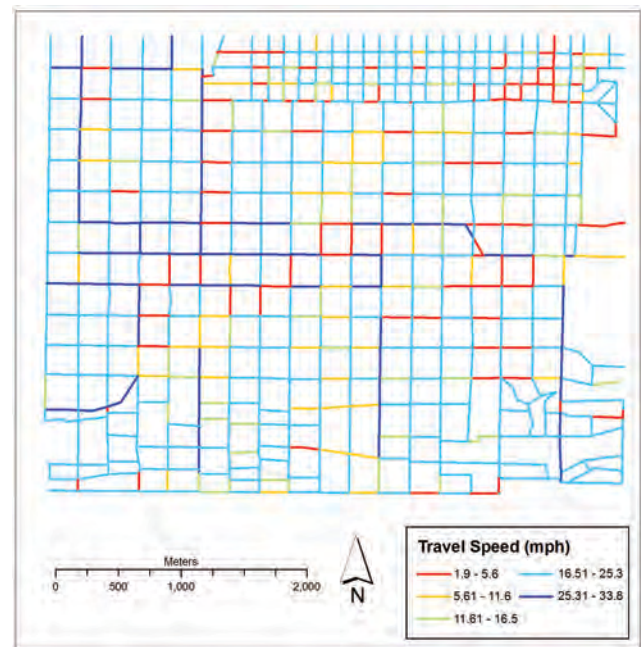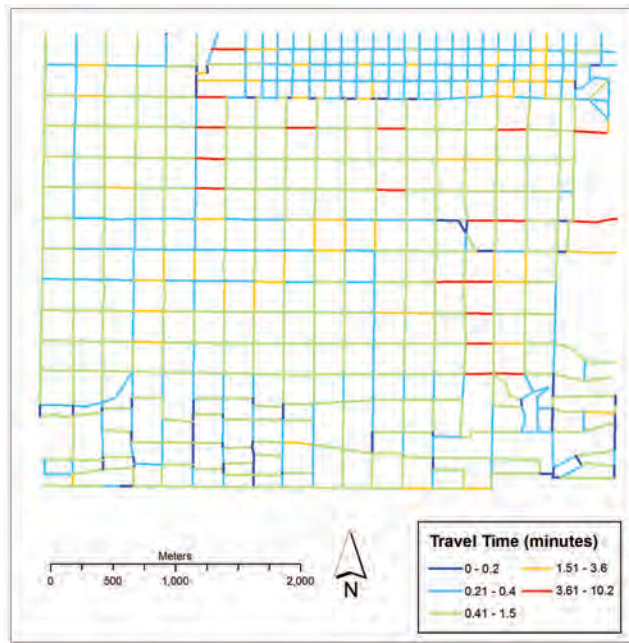## Yi-Hwa Wu & Ming-Chih Hung

Figure 2. Transportation network in the study area: Salt Lake City, Utah.
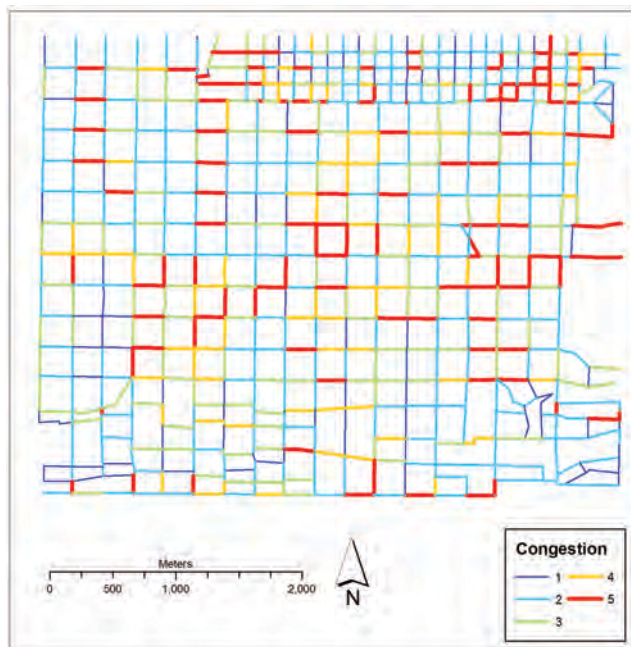
(a) Showing traffic congestion level
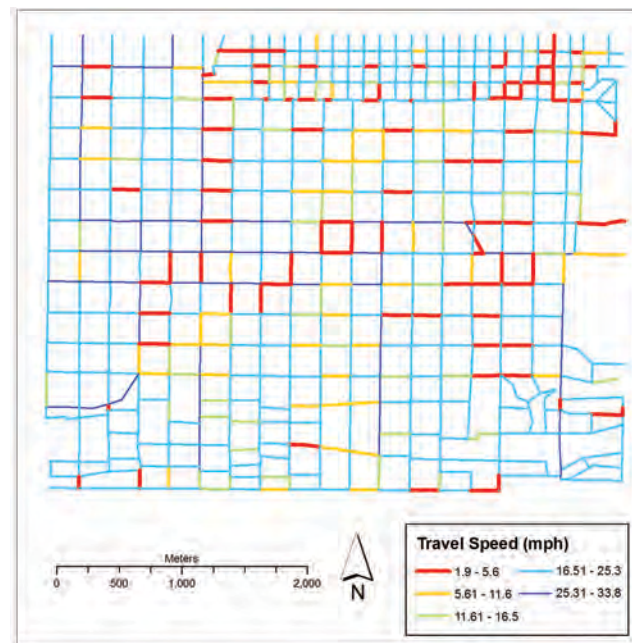

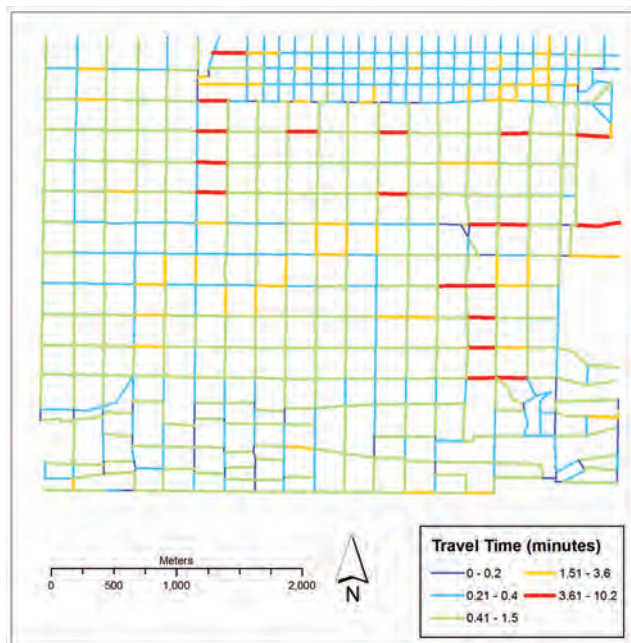*(b) Showing travel speed*

(c) Showing travel time

Figure 3. Maps showing traffic congestion by different indicators per road segment by different colors.
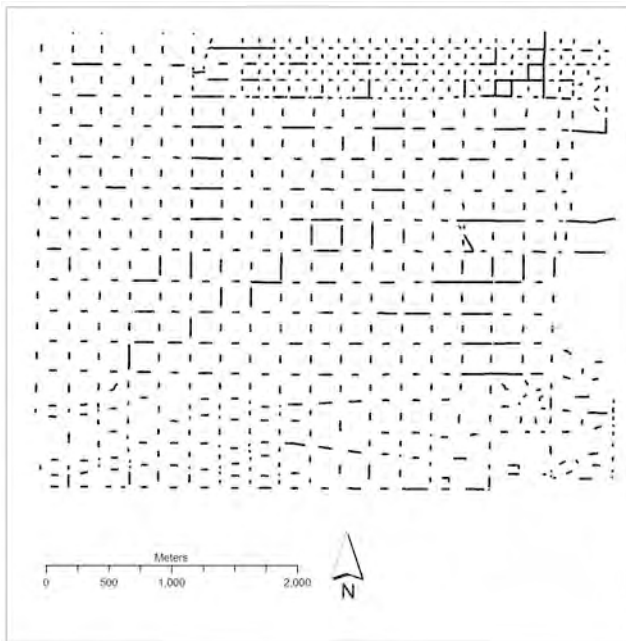
(a) Showing traffic congestion level
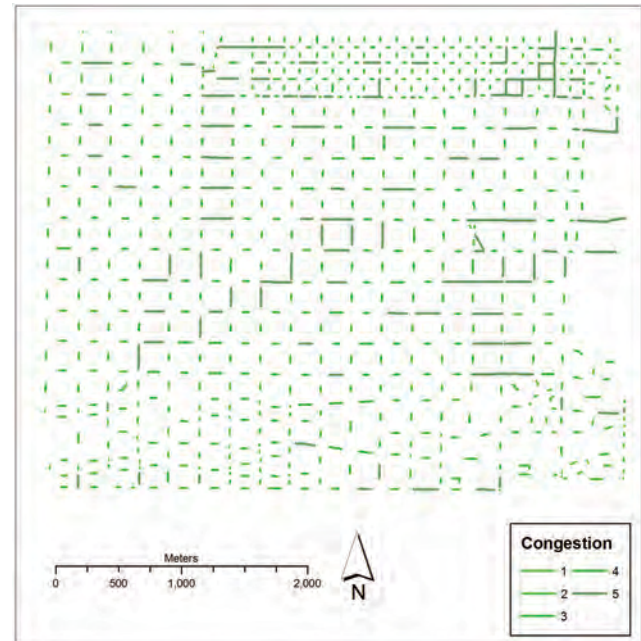

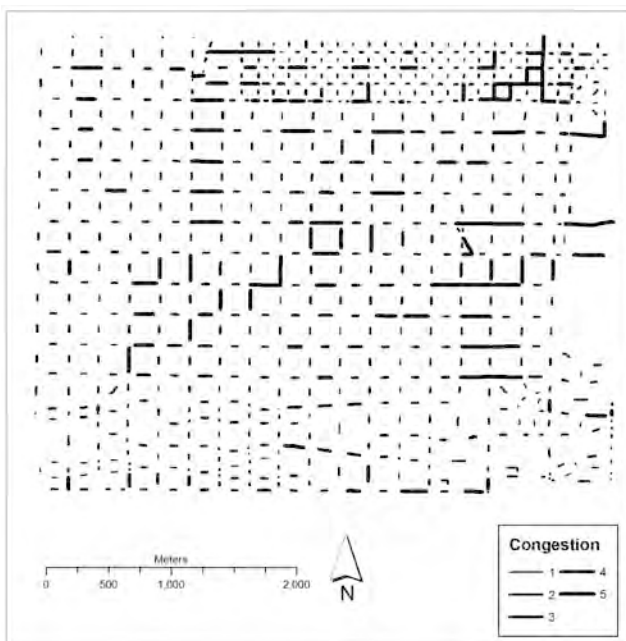*(b) Showing travel speed*

(c) Showing travel time

Figure 4. Maps showing traffic congestion by different indicators per road segment by multiple colors and multiple widths.
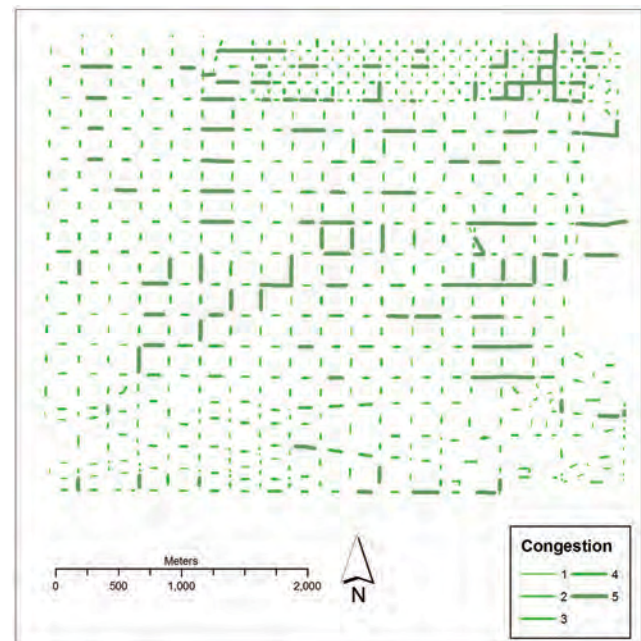
(a) All road segments are shown with the same color and the same width.

(b) All widths are the same, but colors are different according to the congestion level.
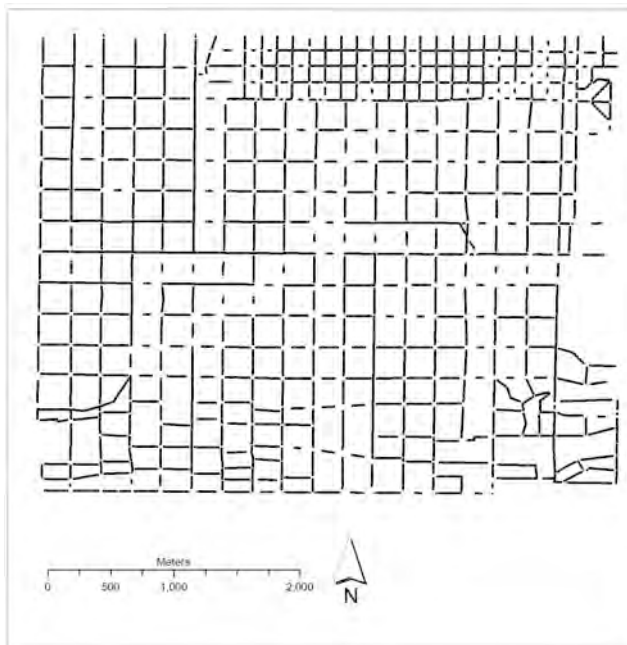

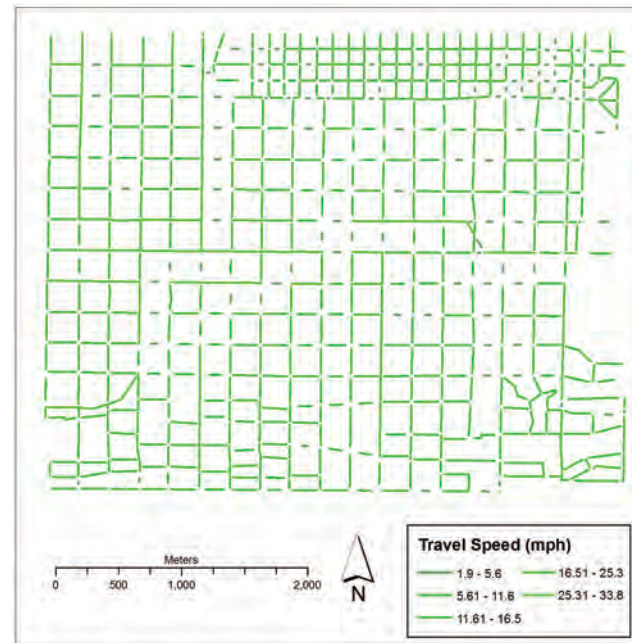*(c) All colors are the same, but widths are different according to the congestion level.*

(d) Both widths and colors are different according to the congestion level.
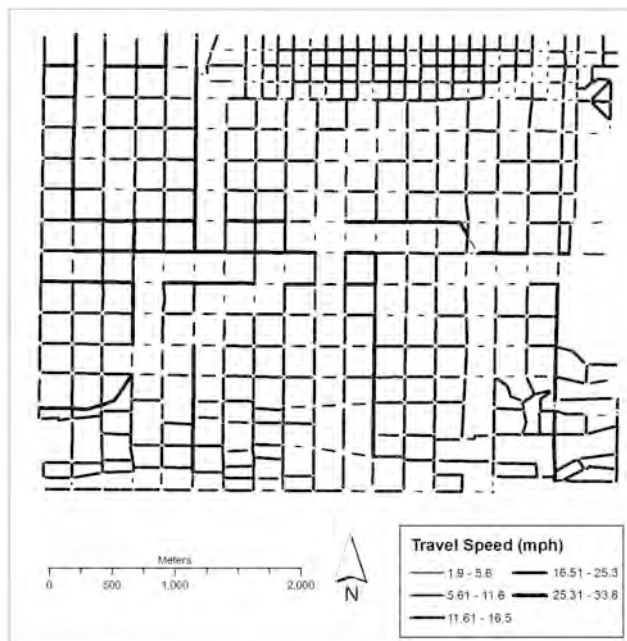
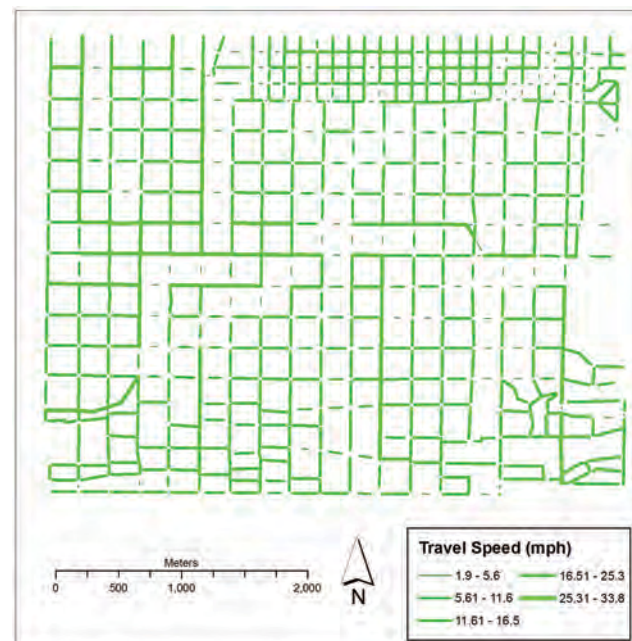*Figure 5. Non-connective cartograms showing traffic congestion level.*

(a) All road segments are shown with the same color and the same width.

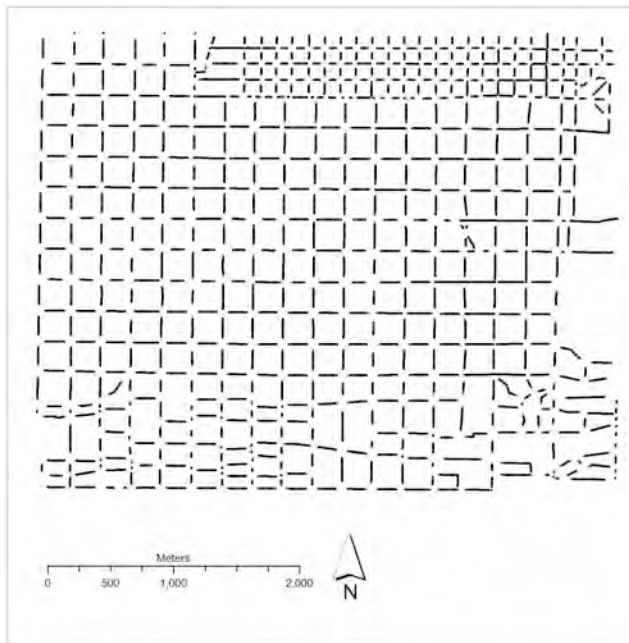(b) All widths are the same, but colors are different according to the travel speed.

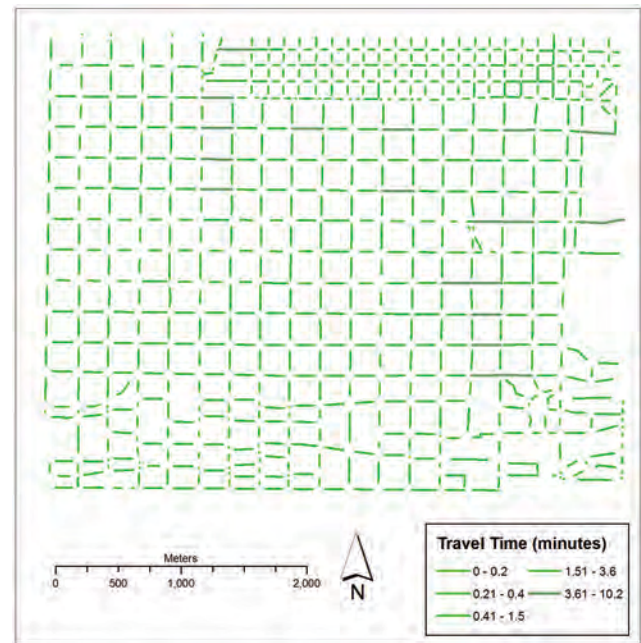(c) All colors are the same, but widths are different according to travel speed.

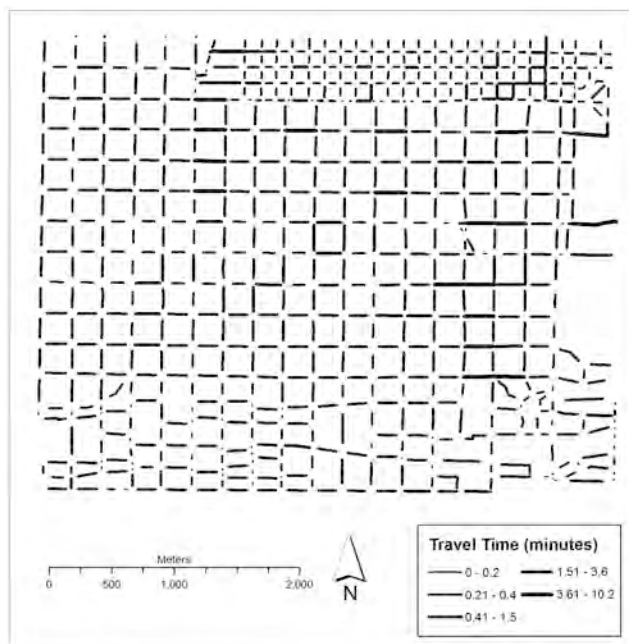(d) Both widths and colors are different according to travel speed.

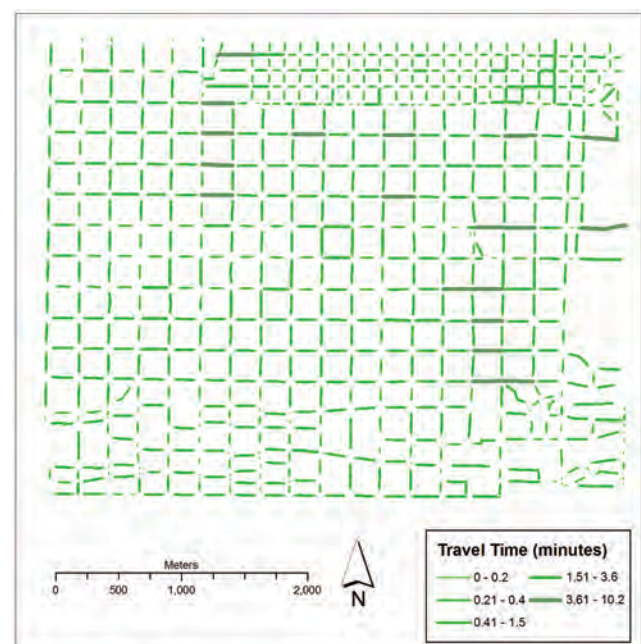Figure 6. Non-connective cartograms showing travel speed.

(a) All road segments are shown with the same color and the same width.

(b) All widths are the same, but colors are different according to the travel time.

(c) All colors are the same, but widths are different according to the travel time.

(d) Both widths and colors are different according to travel time.

Figure 7. Non-connective cartograms showing travel time.