



UNIVERSITI PUTRA MALAYSIA

**GIS- BASED ENVIRONMENTAL MODELING FOR INTEGRATION OF
URBAN ACCESSIBILITY AND AIR QUALITY**

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ITMA 2008 2



**GIS- BASED ENVIRONMENTAL MODELING FOR INTEGRATION OF
URBAN ACCESSIBILITY AND AIR QUALITY**

By

MEHRDAD HADIPOUR DAHSHAL

**Thesis Submitted to the School of Graduate Studies, Universiti Putra
Malaysia, in Fulfilment of the Requirement for the Degree of Doctor of
Philosophy**

February 2008



This Thesis is dedicated to

My wife Sharareh

My Son Parsa

and my parents

Who are my reasons for

Study, Work and Life

Abstract of thesis presented to the Senate of Universiti Putra Malaysia in fulfillment of the requirement for the degree of Doctor of Philosophy

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Chair: Associate Professor Ahmad Rodzi Mahmud, PhD

Institute: Institute of Advanced Technology

Good establishment of urban transportation network in proportion to residential zones is an important element in urban planning. Increasing urban network has both positive (accessibility) and negative (air pollution) impacts. Accessibility and air quality are chosen as key elements with respect to their critical roles in quality of life and environmental impacts. A spatial and mathematical model is useful to find the effective functions and activities on accessibility and air quality. Also, it has capability to assign quantitative values to these functions. The overall objective of this study is to develop a decision support tool to plan appropriate locations for residential landuses and urban transportation network development through the use of spatial technologies to address two issues - accessibility and air quality.

Methodology of this study helps to select suitable sites for development of urban transportation network and residential zones. Petaling Jaya, a



developing city in Selangor, Malaysia has been chosen as a case study. This method can explain the linkage between accessibility and air quality. It covers the optimum accessibility from residential to commercial and administrative area along reducing air quality. There are two main focuses in this method: definition of the optimum distance between residential zones and roads based on mathematical model, and definition of the optimum location of residential zones in proportion to urban transportation network. In this method, calibration of a complex mathematical spatial decision support model for air pollution monitoring and quantitative interpretation of urban accessibility explores and arranges important criteria such as traffic volume, wind speed, and travel time which could be interpreted to predict suitable landuses and urban networks location in quantitative framework.

The main finding of this research is a mathematical model, with about 90% accuracy, can be applied for the study area to find optimum distance from roads to avoid air pollution. Exploring potential locations for residential land use development as series of suitability maps to show current suitable and potential locations for future development is another finding of this research. Series of maps and quantitative parameters analyzed to find some area with good accessibility and air quality. The results show 66 % of study area has good accessibility and 20% of study area has potential for air pollution. The potential polluted areas are mostly located in residential landuse. Combination of accessible and non polluted areas with vacant lands and current residence areas show that 60% of current residential area are allocated in good accessible and air quality locations and with current

transport network, 8% of study area has potential to develop for future. Also, there is a need to re-design of transportation networks and landuses for future development of residential zones. The spatial scenario planning framework developed in this research is an example of an effective integrated decision-making framework.

This research has successfully managed to develop a scientifically based approach to convert conceptual configuration of non polluted and accessible areas into strategic locations using geospatial technology. Modeling for emitted air pollution by transportation, interpretation of transportation accessibility and analyzing the successful and non-successful current and future development has provided an efficient spatial approach for urban planning. It is hoped that this mathematical and spatial based approach can be employed in transportation planning and residential landuse suitability assessment at both the local and structure plan levels.

Abstrak tesis yang dikemukakan kepada Senat Universiti Putra Malaysia
sebagai memenuhi keperluan untuk ijazah Kedoktoran Falsafah

**PEMODELAN ALAM SEKITAR BERASAKAN GIS UNTUK INTRGRASI
KEBOLEHLALUAN DAN KUALITI UDARA BANDAR**

Oleh

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Penubuhan rangkaian pengangkutan bandar yang baik dan sekadar dengan zon-zon kediaman adalah unsur penting dalam perancangan bandar. Rangkaian bandar yang semakin meningkat mempunyai kedua-dua impak positif (kebolehlaluan) dan negatif (pencemaran udara). Kebolehlaluan dan kualiti udara telah dipilih sebagai unsur-unsur utama dari segi peranan-peranannya yang kritikal dalam kualiti kehidupan dan impak alam sekitar. Suatu model matematik dan spatial adalah berguna untuk memperolehi fungsi-fungsi dan aktiviti-aktiviti yang berkesan pada kebolehlaluan dan kualiti udara. Model ini pula mempunyai kebolehan menentukan nilai-nilai kuantitatif bagi fungsi-fungsi tersebut. Objektif menyeluruh kajian ini ialah membangunkan suatu peralatan menyokong pembuatan keputusan untuk merancang lokasi-lokasi sesuai bagi tujuan gunatanah kediaman dan pembangunan rangkaian pengangkutan bandar.melalui penggunaan teknologi *spatial* untuk menyelesaikan dua isu – kebolehlaluan dan kualiti udara.

Metodologi yang digunakan dalam kajian ini dapat memilih lokasi-lokasi yang sesuai untuk pembangunan rangkaian pengangkutan bandar dan zon-zon kediaman. Petaling Jaya, satu bandar raya yang sedang membangun di negeri Selangor, Malaysia, telah dipilih sebagai kes kajian. Keadah ini dapat menerangkan perhubungan antara kebolehlaluan dan kualiti udara. Ia meliputi kebolehlaluan optima daripada tempat kediaman ke kawasan komersial dan pentadbiran melalui zon-zon kualiti udara yang semakin buruk.

Terdapat dua fokus utama dalam metodologi ini: definisi jarak optima antara zon-zon kediaman dan jalan raya berasaskan model matematik; dan definisi lokasi optima bagi zon-zon kediaman selaras dengan rangkaian pengangkutan bandar. Dalam metodologi ini, kalibrasi model penyokong pembuatan keputusan yang merupakan matematik, spatial dan kompleks ini untuk memantau pencemaran udara dan penafsiran kebolehlaluan bandar berkuantitatif, dapat menjelajah dan menyusun kriteria-kriteria penting seperti keberatan trafik, kelajuan angin, dan masa perjalanan yang boleh ditafsirkan untuk meramalkan kesesuaian gunatanah dan lokasi rangkaian bandar dalam rekabentuk berkuantitatif.

Penghasilan utama penyelidikan ini ialah satu model matematik, dengan kejituan kira-kira 90 %, yang boleh digunakan bagi kawasan kajian untuk mendapati jarak optima dari jalan-jalan mencegah pencemaran udara. Satu lagi penghasilan penyelidikan ini ialah tinjauan lokasi-lokasi berpotensi untuk pembangunan gunatanah kediaman masa sekarang dan masa depan melalui siri peta-peta kesesuaian. Beberapa siri peta dan parameter kuantitatif dapat dianalisis untuk menentukan kawasan-kawasan yang

mempunyai kebolehlaluan dan kualiti udara yang baik. Hasil penyelidikan menunjukkan bahawa 66% daripada kawasan kajian mempunyai kebolehlaluan yang baik dan 20% mempunyai potensi pencemaran udara yang kebanyakannya didapati pada kawasan kediaman. Kombinasi kawasan-kawasan kebolehlaluan dan kawasan-kawasan tanpa pencemaran dengan tanah kosong dan kawasan kediaman menunjukkan bahawa 60 % daripada kawasan kediaman sekarang telah diadakan dalam lokasi-lokasi yang baik dari segi kebolehlaluan dan kualiti udara dan juga mempunyai rangkaian pengangkutan tersedia. Terdapat pula 8 % kawasan kajian mempunyai potensi untuk pembangunan masa depan. Tambahan pula terdapat juga keperluan untuk merekabentuk semula rangkaian pengangkutan dan gunatanah bagi pembangunan zon kediaman masa depan.

Rekabentuk perancangan scenario spatial yang dibangunkan dalam penyelidikan ini merupakan satu contoh rekabentuk pembuatan keputusan bersepadu yang berkesan. Penyelidikan ini telah berjaya membangunkan satu keadah berasaskan sains untuk menukar konfigurasi konsep bagi kawasan kebolehlaluan dan kawasan tanpa pencemaran kepada lokasi-lokasi strategik dengan penggunaan teknologi geospasial. Pemodelan pencemaran udara dari pengangkutan, penafsiran kebolehlaluan pengangkutan dan analisa pembangunan semasa dan masa depan yang telah berjaya dan juga tidak berjaya telah menghasilkan satu keadah spatial yang berkesan untuk perancangan bandar. Diharapkan bahawa keadah matematik dan spatial ini dapat digunakan dalam perancangan

pengangkutan dan penilaian kesesuaian gunatanah kediaman pada tahap tempatan dan juga tahap pelan struktur.

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I certify that an Examination Committee has met on **12th February 2008** to conduct the final examination of **Mehrdad Hadipour Dahshal** on his **Doctor of Philosophy** thesis entitled "**GIS- Based Environmental Modeling for Integration of Urban Accessibility and Air Quality**" in accordance with Universiti Pertanian Malaysia (Higher Degree) Act 1980 and Universiti Pertanian Malaysia (Higher Degree) Regulations 1981. The Committee recommends that the student be awarded the Doctor of Philosophy degree.

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DECLARATION

I declare that the thesis is my original work except for quotations and citations which have been duly acknowledged. I also declare that it has not been previously, and is not concurrently, submitted for any other degree at Universiti Putra Malaysia or at any other institution.

MEHRDAD HADI POUR DAHSHAL

Date:

TABLE OF CONTENTS

	Page
ABSTRACT	iii
ABSTRAK	vi
ACKNOWLEDGEMENTS	x
APPROVAL	xi
DECLARATION	xiii
LIST OF TABLES	xviii
LIST OF FIGURES	xix
LIST OF ABBREVIATIONS	xxi
CHAPTER	
1 INTRODUCTION	1
1.1 Background	1
1.2 Statement of the Problem	3
1.3 Objectives	5
1.4 Scope of Study	6
1.5 Significance of the Study	7
1.6 Research Questions	8
1.7 Structure of the Thesis	10
2 LITERATURE REVIEW	12
2.1 Introduction	12
2.2 Urban Transportation Analysis	13
2.2.1 Road Hierarchy	16
2.2.2 Traffic Volume and Road Capacity	17
2.3 Accessibility	19
2.3.1 Accessibility Fundamental Goal of Urban Transportation Planning	22
2.3.2 Functions of Accessibility	23
2.3.3 Characteristics of Accessibility	28
2.3.4 General Effective Factors on Physical	



Accessibility	29
2.3.5 Urban Landuse and Accessibility	30
2.4 GIS and Transportation Planning	32
2.5 Air Pollution	34
2.5.1 Importance of Air Pollution in Urban Planning	35
2.5.2 Air Pollution Models	36
2.5.3 The Role of Weather Elements in Air Pollution	38
2.5.4 Air Pollution Models in Transportation	39
2.5.5 Air Pollution Index	47
2.5.6 Air Pollution Indicators in Transportation Planning	50
2.6 Accessibility and Air Quality, Main Factors of Residential Location	51
2.7 Summary	52
3 MATERIAL AND METHODS	56
3.1 Introduction	56
3.2 Framework of Methodology	56
3.3 The Study Area	60
3.4 Reasons for Selecting the Study Area	63
3.5 Data Collection	64
3.6 Modeling of Air pollution	67
3.6.1 Mathematical Trajectory	68
3.6.2 Fieldwork	76
3.6.3 Sensitivity Analysis	82
3.6.4 Model Calibration	83
3.6.5 Model Validation	86
3.6.6 Model Testing	87
3.6.7 Interview	88
3.7 Quantitative Interpretation of Accessibility	89
3.8 Spatial Processing	91



3.8.1	Determination of Accessible Area	92
3.8.2	Identification of Non-Polluted Area	93
3.8.3	Spatial Overlaying Maps	94
3.8.4	Statistical Calculation for Identified Area	96
3.9	Analyzing and Decision Making Framework	97
4	RESULTS AND DISCUSSION	99
4.1	Introduction	99
4.2	Final Model	99
4.3	Evaluation of model	100
4.4	Summarizing and Structuring the Model for MPPJ	109
4.5	Area suitable for residential landuse development	110
4.5.1	Considerations	111
4.5.2	Surface Coverage of Identified Polygons	120
4.6	Area Suitable for Locating Urban Transportation Networks	121
4.6.1	Considerations	121
4.6.2	Criteria	122
4.7	Scenario Development	123
4.8	Preferences for Future Development	130
4.9	Discussion	131
4.9.1	Model Development	131
4.9.2	Setting the Criteria for the Model	132
4.9.3	Accessibility Interpretation	134
4.10	Limitation	135
5	CONCLUSION	136
5.1	Findings	138
5.2	Contribution of the Method	139
5.3	Suggestions of Further Researches	140
	REFERENCES	141
	APPENDICES	150



BIODATA OF STUDENT	174
LIST OF PUBLICATIONS	175



LIST OF TABLES

Table		Page
2.1	Road hierarchy properties in Malaysia	17
2.2	Traffic Volume Categories with Respect to Road Capacity	19
2.3	Travel Time by Type of Destination	32
2.4	Categories of Wind Speed	38
2.5	Key to Weather Stability Classes	43
2.6	The API Value and Corresponding Pollutant Concentrations	48
2.7	API and Air Quality Grading in Malaysia	49
2.8	Rates of Air Pollution Emissions by Transportation	50
3.1	Selected Stations for Collection of Primary Data	65
3.2	Properties of Visited or Contacted People during Research	66
3.3	Data Collected during Research and their Sources	66
3.4	Calculated Annual Wind Speed for MPPJ in 2005	74
3.5	Categories of Total Emission Rate of Vehicle Transportation	82
3.6	Categories of Rise Distance	83
3.7	Some Samples of Calculated Parameters by Fieldwork Data	84
3.8	Some Samples of Comparing Field D_{mim} and Calculated D_{mim} after Calibration	86
3.9	Some Samples of Testing of Applied Data in Fieldwork	88
4.1	Results of Experts' Interview for Model Evaluation	108
4.2	Calculated D_{min} for Road Types of MPPJ	109
4.3	Surface Area of Identified Polygons	120

LIST OF FIGURES

Figure		Page
2.1	Horizontal Depression Coefficients	41
2.2	Vertical Depression Coefficients	42
2.3	Simplified View of Pollutant Rise behind a Vehicle	47
2.4	Relation between this Research and Researches Conducted by Other Researchers	55
3.1	Methodology Framework of the Study	59
3.2	Urban Landuse Map of the Study Area	62
3.3	A View of Petaling Jaya in 2005	63
3.4	Process of Modeling to find Safe Distance of Air Pollution	68
3.5	Map of Road Types and Selected Stations for Fieldwork	78
3.6	Setting up the Environmental Sensing	79
3.7	Track TM IAQ Monitor	79
3.8	Recording Coordinates in Fieldwork	80
3.9	Recording Pressure, Temperature, Wind Speed and Direction	80
3.10	Recording CO Distribution	81
3.11	A view of Traffic flow of MPPJ in 2006	81
3.12	Possible Situations for Testing of Field Data	86
3.13	Quantitative Interpretation of Accessibility	89
3.14	Geo-Spatial Processing for Identification of Suitable Area	91
3.15	Spatial Process of Determining Accessible Area	93
3.16	Geo-Processing Steps to Create Non-Polluted Area	94
3.17	Creating Suitable Developing Area Map	95
3.18	Geo-Processing Steps to Calculate Surface Area	97
4.1	Mathematical Effect of the Main Parameters on Field and Calculated D_{min} by Model	101
4.2	Relationship between Rise Distances of CO and	

	Errors of Field D_{min}	101
4.3	Relationship between Wind Speed and Errors of Field D_{min}	102
4.4	Relationship between Total Vehicles Emission Rate and Errors of Field D_{min}	102
4.5	Mathematical Errors of Field D_{min} after Calibration of Stability Time of CO and Grid Size	104
4.6	Relationship between Sampling Distances and Errors of Field D_{min}	104
4.7	Mathematical Error between Field and Calculated D_{min} by Model (Seri 1)	104
4.8	Mathematical Error between Field and Calculated D_{min} by Model (Seri 2)	104
4.9	Results of Model Testing	107
4.10	Potential Polluted Area along Collector Roads	112
4.11	Potential Polluted Area by Roads Types	113
4.12	Acceptable Accessible zone by Urban Transportation	114
4.13	Accessible and Non-polluted Area Suitable for Residential Development	115
4.14	Vacant Lands	116
4.15	Residential Area	116
4.16	Suitability of Current Locations of Residential Landuse	118
4.17	Suggested Locations for Future Residential Development	119
4.18	Simplified Presentation of Developed Scenarios	124
4.19	Parameters for Calculating Polluted Area	127
4.20	Accessible Polygons by Urban Transportation	130

LIST OF ABBREVIATION

- **ANN:** Artificial Neural Networks
- **API:** Air Pollution Index
- **APS:** Air Pollution section of Department of Environment
- **AQM:** Air Quality Management Toolbox
- **CO :** Carbon Monoxide
- **DEQ:** Department of Environmental Quality, USA
- **DOE:** Department of Environment, Ministry of Natural Resource and Environment of Malaysia
- **DTIM2:** Direct Travel Impact Model
- **EPA:** Environmental protection Agency ,USA
- **FHWA:** Federal Highway Administration of USA
- **FLT:** Fuzzy Logic Theory
- **GIS:** Geographic Information System
- **HIGHWAY:** Highway air pollution model
- **IPCC:** Intergovernmental Panel on Climate Change
- **ISHS:** International Society for Horticultural Science, Malaysia
- **JAG:** Journal of Applied Gerontology
- **JICA:** Japan International Cooperation Agency
- **JIRSEA:** Journal of Institutional Research South East Asia
- **JPBD:** Jabatan Perancang Bandar dan Desa (Federal Department of town and country planning, Malaysia)
- **MOT:** Ministry of Transportation Malaysia
- **MPPJ:** Majlis Perbandaran Petaling Jaya (Petaling Jaya Municipal Council)

- **MTS:** Multimodal Travel System
- **MVEI7G:** Motor Vehicle Emission Inventory Model
- **RS:** Remote Sensing
- **SEPA:** Scottish Environmental Protection Agency, UK
- **TEMMS:** Traffic Emission Modelling and Mapping Suite
- **TRB:** Transportation Research Board
- **UKM:** University Kebangsaan Malaysia
- **UNEP:** United Nations Environment Program
- **UPM:** University Putra Malaysia



CHAPTER 1

INTRODUCTION

1.1 Background

Since the urban transportation is considered as a major criterion for human settlements, the establishment of urban landuses near the urban transportation network is the demonstration of it. In past years, early cities were small and walking was the major travel mode (Banister, 2002). Also, most of the urban transportation was done by simple vehicles through simple networks, and was affected by less population pressure and the minimum environmental problems. As the population increased, along the wide urbanization and increasing population pressure and environmental problems, the issue of urban transportation have become a major concern to professional planning. Urban development also caused more transportation movement and therefore increases air pollution and high consumption of energy or fuel to access to main urban facilities.

The development of science and technology, congestion in the city became major problem, particularly in the field of spatial planning. Historically, the formation of cities followed transportation systems along the technical and economical development. The arrival of new technologies such as Geographic Information System (GIS), Remote Sensing (RS) and Global

Positioning System (GPS) gave a digital tool for urban mapping and planning. Hence there is a need to bring back the 'small city' concept again, which is known as "smart growth" (Miller and Hoel, 2002, and Cervero, 2004), where emphasis to the integration of transportation accessibility and urban landuse. To accomplish the activities in big cities, importance of environmental problems should be considered in designing urban transportation systems.

Since the transportation normally includes about 20-30% of an urban land to connect the rest (Pleng and Devel, 2005), it is considered as an important element in urban land-use planning. Urban transportation planning is required when a large number of residents and people depend on city services and employments. Urban transportation network isn't developed in all over the city with same level; an area next to the main road does not get considerable benefits from its existence (closeness to main road). The location of destinations (usually official and commercial land-uses) will influence the urban transportation as it will improve regional accessibility and air quality, and thus lead to higher land values in the surrounding area (Cervero, 1994).

As transportation is one of the most important infrastructures of a city, its location-allocation is important for urban planning. The balance between transportation and landuse components of urban planning is very important,