SUPERVISOR'S DECLARATION

I hereby declare that we have checked this thesis and in our opinion, this thesis is adequate in terms of scope and quality for the award of the degree of Master of Civil Engineering

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STUDENT'S DECLARATION

I hereby declare that the work in this thesis is based on my original work except for quotations and citations which have been duly acknowledged. I also declare that it has not been previously or concurrently submitted for any other degree at Universiti Malaysia Pahang or any other institutions.

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INVESTIGATION OF PEDESTRIAN CROSSING FACILITIES ALONG JALAN AMPANG

MOHAMED M MUFTAH NASER

Thesis submitted in fulfillment of the requirements
for the award of the degree of
Master of Civil Engineering

Faculty of Engineering Technology

UNIVERSITI MALAYSIA PAHANG

October 2017

DEDICATED TO

My

Parents;

Brothers and sisters

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LIST OF SYMBOLS

tc	Estimate a Critical
Sp	Pedestrian Speed
L	Length
ts	Start Time
MOY	Motorist Yield
PVI	Pedestrian Vehicle Interaction
GH	Gleneagles hospital
AC	Ampangmuir condo
SJC	Sulajelatek condo
BST	Bus stop near traffic light
SJCS	Ampangmuir Condo to School
EVC	Embassy View Condo
EBK	Embassy of Korea
SERC	Suites Embassy row condo
VAC	Villa Ampang condo
SMC	Sri Mahkota condo
SCC	Shahzan court condo
EM	Great Eastern Life (offices, Mall)
BSS	Bus stop school
MB	My Bank Branch
LS	Libyan School
VMC	Villa Aman condo
BSG	Bus Stop Gleneagles
A971C	Ampang 971 condo
BSE	Bus stop near Great Eastern

LIST OF ABBREVIATIONS

NHTS	National Highway Transportation Safety Administration
ITE	Institute of Transportation Engineers
MUTCD	Manual on Uniform Traffic Control Devices
ADT	Average Daily Traffic
ADA	Americans with Disabilities Act
LRT	Light Rapid Transit
HCM	Highway Capacity Manual
PGA	Pedestrian Gap Acceptance
VRU	Deaths by Vulnerable road user
ISI	Intersection Safety Indices
AKLEH	Ampang-Kuala Lumpur Elevated Highway
LOS	Level of Service
MRR2	KL Middle Ring Road

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ABSTRACT

Most individual journey no matter what the basic user mode, starts or ends with walking section; so, walking is an essential element of all travel. Walking Behavior the pedestrian flow characteristics lay the foundation for planning and design walking facilities. Therefore, needs must be access to pedestrian facilities in the design of transport facilities. Includes pedestrian facilities Sidewalks, tracks, corridors, and stairs, reduction of cuts and ladders, and transit positions. These facilities should be carefully assessed for mitigation Congestion and enhanced walking in the central business area and sustainable society. But traditional valuation methods are flawed, new the approach to improving the current assessment must be constantly investigated Methods. The study assesses corridors and passages in the city Kuala Lumpur, Jalan Ampang. The results for traffic volume flow with the pedestrian crossing account at signalized and illegal indicated that the number for all vehicles, motorcycle, adult male, adult female, pedestrian signalized crossing and pedestrian illegal crossing varies considerably depending on the time range (30 minutes). The total number of 4-wheel vehicles were more than the total number of motorcycles. Also, the total number of pedestrians on the signalized and crossing in relation to the pedestrians crossing street, pedestrian crossing behavior (walked/origin time or waiting/crossing time to walked/destination time) were recorded and analyzed video graphic survey methods was used for pedestrian counts, having advantage over the manual method. Flow, speed, density and effective width of the walkway were the variables measured. Some on the positions identified, or office after extracting the data from the video. Hand tape, masking tape, stop watch and video camera/ tripod stand were the tools/apparatus used on various positions for collecting data. The flow rate calculated, in conjunct ion with HCM were used to estimate LOS. Analysis was conducted on the flaws identified so as to improve on the current method of estimation.

ABSTRAK

Kebanyakan perjalanan individu tidak kira mod pengguna asas, bermula atau berakhir dengan bahagian berjalan; Jadi berjalan adalah unsur penting dalam semua perjalanan. Berjalan Perilaku ciri aliran pejalan kaki meletakkan asas untuk perancangan dan reka bentuk kemudahan berjalan kaki. Oleh itu, keperluan perlu akses kepada kemudahan pejalan kaki dalam reka bentuk kemudahan pengangkutan. Termasuk kemudahan pejalan kaki Sidewalks, trek, koridor, dan tangga, pengurangan potongan dan tangga, dan kedudukan transit. Kemudahan ini harus dinilai dengan teliti untuk mitigasi Kesesakan dan berjalan kaki yang lebih baik di kawasan perniagaan pusat dan masyarakat yang mampan. Tetapi kaedah penilaian tradisional adalah cacat, pendekatan baru untuk meningkatkan penilaian semasa harus sentiasa disiasat Kaedah. Kajian ini menilai koridor dan laluan di bandar Kuala Lumpur, Jalan Ampang. Keputusan untuk aliran jumlah lalulintas dengan akaun penyeberangan pejalan kaki di isyarat dan haram menunjukkan bahawa jumlah untuk semua kenderaan, motosikal, lelaki dewasa, wanita dewasa, pejalan kaki yang diselaraskan pejalan kaki dan persilangan pejalan kaki yang menyalahi undang-undang berbeza-beza bergantung pada jarak masa (30 minit). Jumlah kenderaan 4 roda lebih daripada jumlah motosikal. Selain itu, jumlah pejalan kaki yang diselaraskan dan menyeberang berhubung dengan pejalan kaki yang menyeberang jalan, tingkah laku pejalan kaki pejalan kaki (berjalan kaki / masa asal atau masa menunggu / melintas untuk berjalan / masa destinasi) telah direkodkan dan dianalisis kaedah tinjauan grafik video digunakan untuk Bilangan pejalan kaki, mempunyai kelebihan berbanding kaedah manual. Aliran, kelajuan, ketumpatan dan lebar berkesan laluan adalah pembolehubah yang diukur. Sesetengah di kedudukan yang dikenalpasti, atau pejabat selepas mengeluarkan data dari video tersebut. Pita tangan, pita pelekat, berhenti menonton dan kamera video / tripod berdiri adalah alat / alat yang digunakan pada pelbagai jawatan untuk mengumpul data. Kadar alir dikira, dalam ion conjunct dengan HCM digunakan untuk menganggarkan LOS. Analisis telah dijalankan ke atas kelemahan-kelemahan yang dikenalpasti untuk memperbaiki kaedah anggaran semasa.

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