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Mapping Projects, Urban Planning 507, 2002
The University of Michigan
(selections):

Interactive Internet Maps:

- **Eun-Young Kim:**
  Bus Stops and Bus Users in the City of Detroit
- **Hyeyun Lee (also includes animated maps):**
  The Relationship between Bicycle Accidents and Lanes of Travel at Downtown Ann Arbor Intersections

Animated Maps:

- **Jeanine Chura McCloskey:**
  Beach Closures in Oakland County, Michigan: Using GIS as an Investigative Tool
- **Makoto Noguchi:**
  The Possibility of Extending the Streetcar Line in Kagoshima City, Japan

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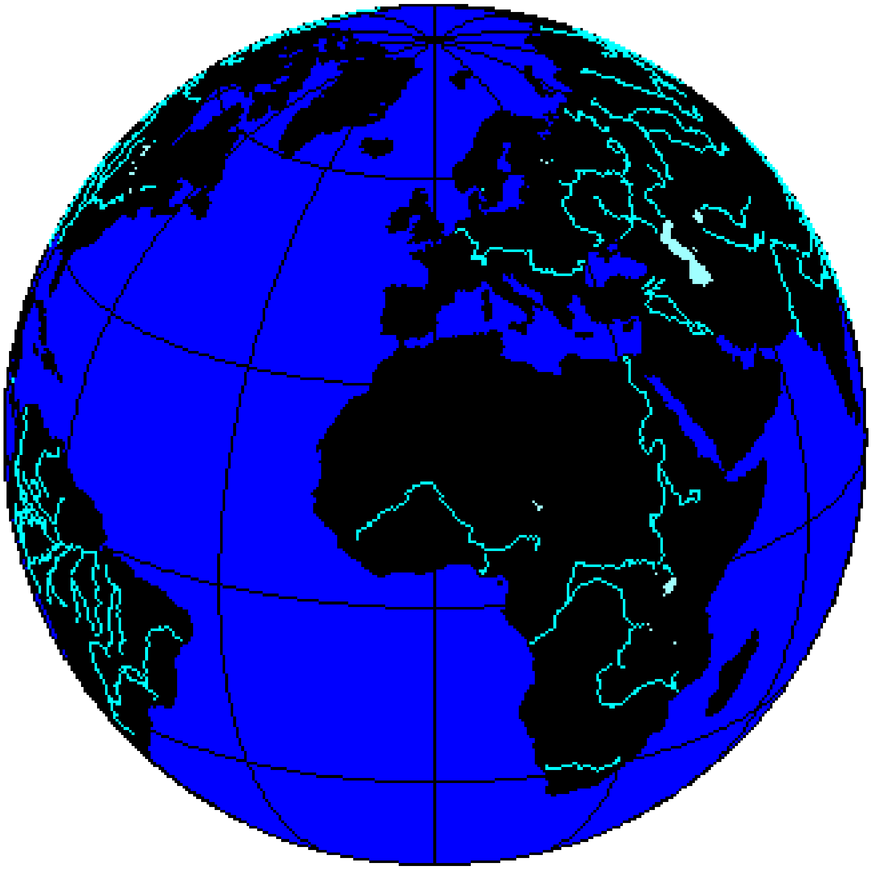

Earth: with 23.5 degrees north latitude as the central parallel.

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The purpose of Solstice is to promote interaction between geography and mathematics. Articles in which elements of one discipline are used to shed light on the other are particularly sought. Also welcome are original contributions that are purely geographical or purely mathematical. These may be prefaced (by editor or author) with commentary suggesting directions that might lead toward the desired interactions. Individuals wishing to submit articles or other material should contact an editor, or send e-mail directly to sarhaus@umich.edu.

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Animated Map Timeline, Syria

Sandra Arlinghaus, Salma Haidar, and Mark Wilson
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respectively:
Adjunct Professor of Mathematical Geography and Population-Environment Dynamics,
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Associate Professor, Department of Ecology and Evolutionary Biology (College of Literature, Science and the Arts) and Department of Epidemiology (School of Public Health) and Director, Global Health Program.

Cartographic evidence can often be used to find pattern in large sets of data that are widely scattered in time and space. Thus, when co-author Haidar considered spreadsheets with many thousands of entries, it seemed useful to map the data in her quest to look for pattern in incidence of the disease, Leishmaniasis, in Syria. She wished to view the data by Syrian province over a period of eight years, on a monthly basis. (See Figure 1 for a map of "Syria: By Province.") In that way she hoped to be able to see, at a glance, variation in incidence from north to south in a seasonal framework. The animated map offered one approach to that task.

To create the sequence of animated maps below (Figure 2), monthly thematic maps are shaded, in a GIS, according to standard deviations above (red) and below (blue) the mean (white) of data (incidence of Leishmaniasis) for each year. Intervals are 0.25 standard deviations. The deeper the color the farther from the mean. The calendar below the group of maps is also animated to coordinate with the changes in the maps. Thumbnail-sized maps are aligned below to show general contrast in cyclical pattern between north and south and in annual variation of disease incidence. For a more detailed view, click on small maps to see enlarged maps, one at a time. To get the benefit of map coordination, the display must be viewed on a high-speed connection or downloaded and viewed on a CD (for example).

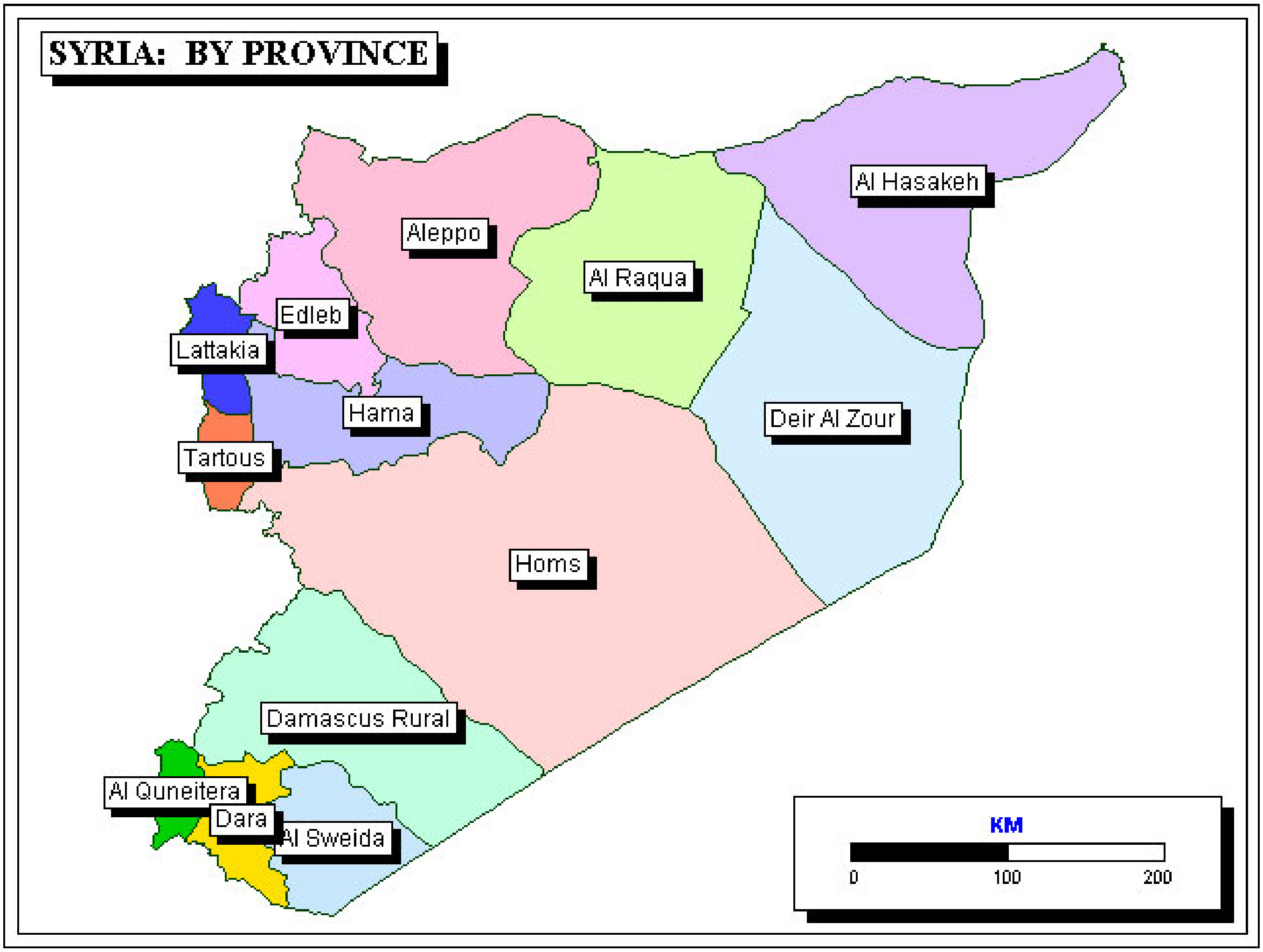
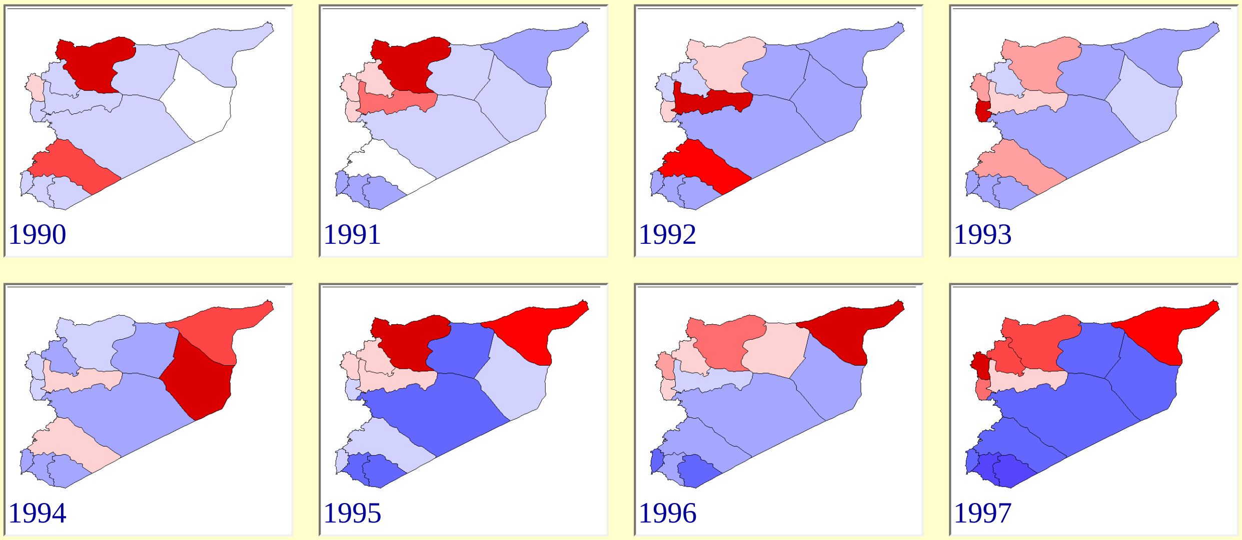


Figure 1. Provinces of Syria. Source: [Community Systems Foundation.]



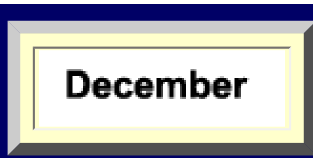


Figure 2. Animated map sequence showing changing pattern of Leishmaniasis incidence, over time, in Syria (by province).

There are a number of questions one might ask, based on observing this set of maps. If some of the questions have known answers then this display might be calibrated as a "model" after which one might then consider other questions with unknown answers. A few natural observations might be:

- From 1995 on, the province of Damascus is always below the mean; prior to 1995, it was not and exhibited apparent seasonal variation, with values above the mean (for the most part) in Oct., Nov., Dec., Jan., and Feb. What did Damascus do in 1994/95; was some sort of disease control measure implemented? If so, it may be working. What is the lesson, therefore, for Aleppo which always appears above the mean? The controls applied in Damascus may require certain climatic/rainfall regimes or presence or absence of vegetation. Whatever the requirements, is the environment of Aleppo conducive to using the same sorts of control procedure that Damascus has employed?
- From 1995 on, provinces to the east of Aleppo begin to appear above the mean in a consistent pattern; why is this (some in 1994) the case? The variation appears seasonal with high values in (Nov), Dec., Jan, Feb, and March and in that regard is similar to the situation in Damascus (1990-94); is that mere coincidence? What happened in 1994 to shove incidence to the east on an apparently persistent basis? Is there a relation to the Euphrates River Valley and to water projects to the north, in Turkey?
- Aleppo is almost always above the mean. The provinces to the west of Aleppo come in and out of the picture; is there some explanation for the pattern that appears?
- From 1995 on, Al Quneitera (the Golan Heights) appears not to be synchronized with the rest of the southern region as it had been before; why is this?
- The year 1994 seems a bit unusual, as if it were a transition point of some sort; what happened in 1994? Sometimes it appears to fit with the new grouping from 1995 on, and at other times it seems to fit with the old grouping from 1990-1993.

Animated maps, that view spatial change over time, can generate quick sets of questions. For a full view of the health-related substance of this topic the reader is referred to author Haidar's forthcoming dissertation.

Animap papers published in previous volumes of Solstice are listed below, and linked to the article, for the interested reader; please also refer to other related articles in the current issue:

- Animaps
- Animaps, II
- Animaps III: Color Straws, Color Voxels, and Color Ramps
- Animaps IV: Of Time and Place
- Animaps, Again
- Animap Sequences

Classification techniques in complex spatial databases.
On the assessment of a network of world cities.

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ABSTRACT

In linking the power centers of the world-economy, a network of world cities provides the spatial outline for the reproduction of society as a capitalist world-system. An exploratory analysis of this global urban system is necessary to attain insight in its functioning, but specifications and analyses based on the use of classic data analysis techniques are hampered by the fact that they cannot assess the various sources of vagueness in this complex network of world cities. It is argued that by replacing the premises of the classic two-valued framework of conventional mathematics by a fuzzy set-theoretical approach where degrees of membership are computed rather than a mere assessment of crisp memberships in clusters, the inherent vagueness of possible classifications of world cities can be taken into account. This assertion is tested by comparing the results of some mainstream data analysis techniques (principal component analysis, crisp c-means clustering) to the results of a classification based on the premises of fuzzy set theory (fuzzy c-means clustering).

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Introduction: fuzzy set theory and its applications

The theory of fuzzy sets was formally introduced by Zadeh (1965), and addressed problems in which the absence of sharply defined criteria is involved. In particular, fuzzy sets aim at mathematically representing the vagueness and lack of preciseness, which are intrinsic in linguistic terms and approximate reasoning. As such, through the use of the fuzzy set theory, ill-defined and imprecise knowledge and concepts can be treated in an exact mathematical way (Tzafestas, 1994). However, this fact does not imply that fuzziness is mere ambiguity or stems from total or partial ignorance. Rather, fuzziness deals with the natural imprecision associated with everyday events (Cox, 1994). To illustrate the problem of imprecision in formalising linguistic terms, take, for instance, a simple statement like "John is tall". Interpreting this statement in the classical two-valued logical framework of conventional mathematics, this would imply that we would have to design a criterion that unambiguously describes a person as either "tall" or "not tall". However, in reality, such a statement is abundant with vague and imprecise concepts that are difficult to translate in more precise language without losing some of its semantic value. For example, the statement "John's height is 178 cm." does not explicitly state whether he is tall, and if we would state that 180 cm. is tall, this does generally not imply that 178 cm. is not to be considered tall. Furthermore, a person can be considered both tall and not tall depending on one's perspective. Any crisp analysis resulting in disjoint groups fails to grasp this semantic vagueness (Lakoff, 1972; Zadeh, 1972). Fuzzy set theory aims to provide the mathematical underpinnings for the specification of this inherent vagueness. More formally, Zadeh (1965, p. 338) defined a fuzzy set as "a class of objects with a continuum of grades of membership". Fuzzy sets are characterized by a membership function which assigns to each object of the set a grade of membership ranging from zero (non-membership of the set) to one (full-membership of the set). Apart from the apparent fuzziness in standard linguistic terminology and everyday events, vagueness is also a problem in classification schemes framed upon the unravelling of patterns in large data sets (Bezdek, 1981; Pal & Dutta Majumder, 1986; Bezdek & Sankar, 1992; Pal and Mitra, 1999). This simple and straightforward example, then, is merely a first step to possible broader applications in the field of mathematical assessments of vagueness drawing on the premises of fuzzy set theory.

The purpose of this article is to provide evidence about the assertion that it is possible to account for different sources of vagueness in large geographical databases by using a fuzzy classification technique. The assertion that a fuzzy set algorithm should be able to offer a more sensitive classification than conventional, crisp methods will be empirically tested by comparing results of more classic data analysis techniques (principal component analysis, crisp clustering algorithm) with results obtained by a clustering algorithm based on the premises of fuzzy set theory. The argument will proceed as follows. First, focusing on possible applications in geography, a brief overview of the premises of both types of classifications is provided in order to distinguish clearly between crisp and fuzzy classifications. Second, a description of the database on the network of world cities, as constructed by the Globalization and World Cities Study Group and Network (GAWC), will be provided. Special attention will be given to theoretical and practical sources of vagueness related to classification analyses in this database. This database on relations between world cities is useful for our analysis for three reasons:

1. Any classification scheme based on the database on world cities should take into account the fact that patterns will never be clear-cut, since the network of world cities is characterized by complexity rather than by a simple hierarchy (Taylor *et al*. 2001a; Sassen, 2000)

2. A great deal of information in this database rests on sparse data, yielding vagueness in *any* classification (Beaverstock *et al*., 1999; Taylor *et al*., 2001b).
3. Some "classical" data analysis techniques (principal component analysis) have been applied on this database (Taylor *et al*., 2001b), providing us the opportunity to assess possible advantages and disadvantages of the use of a fuzzy set-algorithm.
The outset and results of the fuzzy clustering algorithm will be preceded by the outset and results of the associated crisp clustering algorithm. This enables us to show the methodological differences between both approaches, as well as providing additional results that can be compared.

Crisp and fuzzy classifications in geography

The main purpose of unsupervised classification (clustering) of a set of objects is to detect subgroups (clusters) based on similarity or dissimilarity between objects. There are many different approaches to clustering depending on the definitions and interpretation of these subgroups, and each of them may give a different grouping of a dataset. The choice of a particular method will depend on the type of output desired, the known performance of method with particular types of data, and the size of the dataset. For instance, clustering methods may be divided into two categories based on the cluster structure they produce. Non-hierarchical methods divide a dataset into disjoint clusters, whereas hierarchical methods produce a set of nested clusters in which each pair of objects or clusters is progressively nested in a larger cluster until only one cluster remains. The choice of either of these two techniques in this instance, then, depends primarily on the form of the desired output (Kaufman & Rousseeuw, 1990; Everitt *et al*., 2001).

Although hierarchical and non-hierarchical algorithms are two distinct approaches towards the classification of objects, they both share one essential feature: any partition of a set of n objects results in mutually exclusive clusters. In the case of non-hierarchical clustering, the state of clustering is expressed by an n x C matrix $\mathbf{U}=(u_{ic})$, where $u_{ic}=1$ if object i belongs to the cluster c, otherwise $u_{ic}=0$. To ensure that the clusters are disjoint and non-empty, u_{ic} must then satisfy the following conditions (Sato *et al*., 1996):

$$\sum_{c=1}^{C} u_{ic} = 1 \qquad [1]$$

$$u_{ic} \in \{0,1\} \qquad [2]$$

for

$$i = 1,\ldots,n$$
$$c = 1,\ldots,C$$

This classification scheme has certain distinct advantages. For one thing, results are clear-cut, and possible cumbersome interpretations of in-between values are expelled from any analysis since there is no overlap in cluster membership. When applied to the classification of regions or countries based on certain criteria, this fact implies that the only admissible spatial boundaries are unambiguous ones (MacMillan, 1995; e.g. Dezzani, 2001; Arrighi & Drangel, 1986; Van Rossem, 1996). Any location is either entirely situated in a region or a country, or it is not. As a consequence, interpretation of the clustering results is straightforward.

In some cases, however, it is not expected that classifications will be clear-cut. As Leung (1987, p. 125) points out, "regions are fundamental analytical units on which most spatial analyses are based. Conventionally, a region is treated as a spatial construct which can be precisely identified and delimited". However, "…regions may not be precisely identified and boundaries generally exist as zones rather than lines". In addition to this inherent vagueness in classifications, the clustering of objects based on sparse data is another source of vagueness with respect to the classification of locations.

A possible solution for this problem lies in the use of a fuzzy set-theoretical approach to clustering; that approach discards the unambiguous mapping of the data to classes and clusters, and instead computes degrees of membership specifying to what extent objects belong to clusters. If $u_{ic} \in \{0,1\}$ in [2] is replaced by

$$m_{i_{ic}} \in [0,1] \qquad [3]$$

then the clustering result is more sensitive to vagueness in classifications (Sato *et al.*, 1996). In using a crisp clustering algorithm, minor shifts in the data may yield a completely different outcome although the basic pattern in the data may in fact remain pretty much the same. In a fuzzy framework, all places may have a membership in *any* region. In classifying regions where it is more natural to treat them as transient regions between any two areas as fuzzy domains in which the degree of fairness, the cases having almost the same profile or pattern and the gradual change between sample spaces are in fact the expression of fuzziness (Leung, 1987; Rolland-May, 1986; Harris *et al.*, 1993).

Since its original outset, fuzzy set theory has been employed in many areas to simulate and manage vague information (Höppner *et al.*, 1999). Obviously, these vagueness problems also apply to large geographical databases. MacMillan (1995) has pointed out that fuzzy thinking has been around in geography for as far back as the 1970s. MacMillan himself (1978) and Gale (1972a, 1972b) applied fuzzy set theory with respect to locational decision-making and behavioural geography. However, "at that stage, it did not become fashionable in geographical circles (…)" (MacMillan, 1995, p. 404). More recent examples of applications of the use of fuzzy sets in geography can be found in the domains of spatial analysis (e.g. Leung, 1987; 1988), site selection (e.g. Witlox, 1998), and land-use planning (e.g. Smith, 1992; Xiang *et al.*, 1992). Although there are, then, quite a few examples of the use of fuzzy set theory, research topics and methodology issues relying on the use of fuzzy set theory are as yet not a part of mainstream geography. Furthermore, the outset of the basic premises of fuzzy set theory itself was merely the start for myriad studies leading to an explosive growth of both the original core ideas and possible extensions, such as research of expert knowledge systems and neural networks. Possible applications for geographers, then, are not limited to the application of the basic ideas. A whole range of new methods and applications are available now.

One of the major advantages of the use of a fuzzy set-theoretical approach lies in the fact that it is possible to capture various aspects of vagueness (Everitt *et al.*, 2001). For instance, fuzzy sets can at the same time capture vagueness due to the sparsity of data and vagueness due to the lack of theoretically defined pre-existent categories. Hence, a minor shift in the data does not necessarily result in a major shift of the classification of in-between values. Rather, a minor shift in the dataset will be reflected by minor changes in membership degree, allowing for a more sensitive approach of the classification scheme. In general, four of the main useful features of fuzzy set methodologies are (Höppner *et al.*, 1999; Chi *et al.*, 1996):

(i) Fuzzy set theory provides a systematic basis for quantifying vagueness due to incompleteness of information;
(ii) Classes with unsharp boundaries can be easily modelled using fuzzy sets;
(iii) Fuzzy reasoning is a formalism that allows the use of expert knowledge, and is able to process this expertise in a structured and consistent way;

(iv) There is no broad assumption of complete independence of the evidence to be combined using fuzzy logic, as required for probabilistic approaches.

Features and specification of the network of world cities

Urban geographers have long sought to unravel and describe the systematic nature of the spatial arrangement of urban centers. The original outline of Christaller's central place-theory (1933) and Lösch's extensions of this central place-theory (1954) are but two classic examples of such an endeavour. Most of the studies oriented towards the description of the spatial arrangement of such an urban system inherit their physical boundaries from their definition as an integrated economy. Since the beginning of the twentieth century, the world-economy is truly global (Wallerstein, 1983), and hence all cities can be thought of as participating in a single urban system in a Christallerian sense. This global urban network should then theoretically be characterised by functional specialisations as predicted by the spatial optimization processes described by central place-theory.

Although the original outline of central place-theory may still do a reasonably good job in describing the spatial pattern of urbanization on a regional scale or in assessing the location of some service and retail industries at a regional scale, it is not suited to explain patterns of global urbanization. At the most basic level, there are at least four (heavily intertwined) alterations that should be taken into account with respect to the assessment of a global urban network:

(i) The original hierarchy needs to be supplemented by some additional levels (Hall, 2001);
(ii) The combined effect of an ever-increasing globalization and a shift from capitalist production primarily based on manufacturing to a capitalist system focused on knowledge production, suggests that there are new and previously unassessed central place functions in place. This holds especially true with reference to the additional global levels of urbanization (Sassen, 2000);
(iii) Under contemporary globalization, cities are increasingly defined by mutual relations in spaces-of-flows, rather than by relations to their immediate hinterland (Castells, 1996).
(iv) The presumed equivalence between hierarchical position in the urban system and central place functions seems to be altered due to functional specializations among cities (Sassen, 2000).

This extremely brief overview of the most salient features of a global network of world cities has a profound impact on the assessment of this urban system. Clearly, an analysis of this network should concentrate on flows between cities (Smith and Timberlake, 1995; Castells, 1996). Moreover, the flows generated by the spatial strategies of advanced producer services are crucial determinants in this overall space of flows where world cities act as nodes in a complex network (Sassen, 2000). However, irrespective of these theoretical underpinnings on the importance of both (i) relational data and (ii) the role of advanced producer services in these relations, a more precise and practical specification of this network of world cities is obvious. For without such a specification, there can be no detailed study of its nodes, the connections, and how these connections and nodes constitute an integrated whole (Taylor *et al*., 2001b).

This need for the construction of geographical databases focusing on relations between world cities has been recognized from the very beginning of world city-research (Smith and Timberlake, 1995), but the construction itself has been hampered by methodological problems. This is due to the fact that the bulk of information on cities is attributional data (Short *et al*., 1996). Hence, although all of the definitions and specifications of a network of world cities should be premised upon the existence of worldwide transactions, most of recent research efforts on cities have been centred on studying the internal structures of individual cities and comparative analyses of these cities (Taylor, 1999). Moreover, some earlier attempts towards a specification of the relational character of the network of world cities have remained "ambition rather than reality" (Taylor *et al*., 2001), resulting in *ad hoc* classifications (Friedmann, 1986; Knox, 1995; Sassen, 2000), often limited to the highest ranks in the hierarchy (e.g. Sassen, 1991). The overall aim of the Globalization and World Cities Study Group and Network (GaWC) has been to provide data and research on the relational character of world cities. Arguably one of the most important accomplishments of GaWC was Taylor's (2001) specification of the world city network, by outlining the construction of connectivity matrices based on data on the presence of advanced producer firms in world cities (Beaverstock *et al*., 1999; Table 1). Connectivities as measure of flows between world cities were derived for each pair of world cities by applying a specific kind of network analysis. Using a specific kind of network analysis was deemed necessary because the nodes in this network (the world cities) are in fact connected by constituent subcomponents (global service firms). That is, although world cities are the formal nodes in this network, they are by themselves at best modest actors in the flows in this network. World cities are only perceived as nodes in that they harbor advanced producer firms that are connected in a complex web of flows. The network of world cities as an interlocking network characterized by boundary penetration relations is defined at two levels: a system-level where the network operates (the network of world cities), and a unit-level consisting of the nodes as actors whose behaviour define the relations (global service firms). Drawing on the formal outline by Knoke and Kuklinski (1982), connectivity measures were derived by computing the sum of the cross products of all of the firms for any pair of cities. These sums reflect the similarity between the cities in terms of global services, and can hence be thought off as a surrogate for particular flows of information and knowledge between the cities when two assumptions are made. First, offices generate more flows within a firm's network than to other firms in the sector. Although not formally empirically tested, this assumption is plausible, for flows of information and knowledge are indispensable for a seamless service. Second, the larger the office, the more flows will be generated, which will have a multiplicative effect on inter-city relations (Taylor, 2001; Taylor *et al*., 2001c).

To summarize, data on the presence of global service firms in cities (55 cities x 46 firms, Table 1) has been used to derive measures of inter-locking connectivity between cities, resulting in indices of network connectivity, where positions of cities within the world city network can be assessed (55 cities x 55 cities, Table 2). The resulting matrices with connectivities between cities then give way "to various forms of analysis available to simpler types of network. This means the wide repertoire of network techniques from elementary derivation of indices to scaling, ordinating, factoring, clustering and blocking" (Taylor, 2001, p. 192). It is the purpose of this article to complement the specification of this unusual network by a non-classic approach to data analysis.

Exploratory analyses of the network of world cities using 'standard' classification techniques

A Hierarchical classification

GaWC-researchers themselves have undertaken efforts to apply some 'standard' techniques to their data. First, in search for a roster of world cities, Beaverstock *et al*. (1999) identified three hierarchical levels of world cities. Based upon the scores in four global service centers (advertising, banking, accountancy and legal services), 10 Alpha world cities, 10 Beta world cities, and 35 Gamma world cities were identified (Table 3). The initial database consisted of 123 cities, but only 55 cities were classified as world cities. A city was designated as a world city if it served as a global service center for at least two sectors, where at least one of those sectors could be designated as a major service provider. The remaining cities, then, were merely showing evidence of world city formation processes, but this evidence was not strong enough to really call them world cities.

A classification based on principal component analysis

Another classification was provided by Taylor *et al*. (2001b), in applying an exploratory research design using principal component analysis. Principal components analysis (PCA) is a member of the factor-analytic family of multivariate techniques, commonly used to define patterns of independent sources of variation in a data matrix. As such, they are a popular means of producing parsimonious descriptions of large and complex sets of data. It is important to note that the application of this PCA-analysis on world cities was used as an exploratory rather than a confirmatory research design. This choice for an exploratory research design stemmed from the fact that there are 'uncertainties' in the application of the factor analytic family of techniques, and the fact that the world city-network seems to be a complex network rather than a simple hierarchy (Taylor, 2000; Friedmann, 1986). This exploratory research design, then, resulted from a positive approach towards vagueness: the creation of alternative results provides a means for exploring a set of data. Instead of searching for some sort of ideal classification, a multiple-number design allowed for the comparison of results over a range of levels of data reduction (Yates, 1987).

Factor allocation for two components resulted in the identification of two groups of world cities ("Inner Wannabes" versus "Outer Wannabes", Table 4). The generic names of these clusters of cities were derived from the fact that these cities invariably have policies helping them strive for world city status (Short *et al*., 2000). The labelling of these two "wannabe" categories was quite straightforward. Cities with high loadings on the first component were situated in what used to be called the 'third world', plus eastern European cities and some more peripherally located cities in Western Europe, notably in the far south (Mediterranean and Iberian cities) and far north (Scandinavian cities), hence the designation as "Outer Wannabes". Cities with high loadings on the second component were termed "Inner Wannabes", since they are primarily relatively minor US cities plus the 'second cities' in western European countries (Manchester, Birmingham, Barcelona, Lyon, Rome and Rotterdam), and second cities in selected associated countries (Montreal, Melbourne, Cape Town, Rio de Janeiro and Abu Dhabi). Unallocated cities in this analysis cover all parts of the world, but they share one notable feature: they are the major world cities (in the previous allocation termed as Alpha en Beta world cities). Next to this dichotomization of the data, a PCA with 5 and 10 components was applied, yielding new classifications in 'outer cities', 'US cities, 'Pacific-Asian cities', 'Euro-German cities' and 'Old Commonwealth Cities' (Table 5). To summarize, whereas Beaverstock *et al*. (1999) provide a hierarchical classification, Taylor *et al*. (2001b) were able to discern a classification based on a spatial pattern reflecting functional specializations in the network of world cities.

A classification based on a crisp clustering algorithm

Cluster analysis is a rather loose collection of multivariate statistical methods that seek to organize information on variables so that relatively homogenous groups can be formed. All members belonging to the same group or cluster have certain properties in common. Hence, the resultant classification may provide some insight into the data. The classification has the effect of reducing the dimensionality of a data table by reducing the number of rows (cases). The aim of a classical crisp cluster analysis is thus to partition a given set of data or objects into clusters (subsets, groups, classes), with the following properties (Everitt *et al*., 2000):

- Homogeneity within the clusters: data belonging to the same cluster should be as similar as possible.
- Heterogeneity between clusters: data belonging to different clusters should be as different as possible.

The classification of the data is based upon a measure of dissimilarity between the different data points in the matrix. The Euclidean distance is the most simple and common measure of dissimilarity. However, one should consider the fact that (i) different variables as constituent components of the classification analysis may be of different relevance for the classification, and (ii) the range of values should be suitably scaled in order to obtain reasonable distance values (Kaufman & Rousseeuw, 1990). Generally, the second problem can be accounted for by using standardized data (z-scores), for this yields a "unit free" measure. However, since we use connectivity measures that were derived using a singular method and based on real-valued vectors bearing the same meaning (Table 1), this is of no concern here.

Apart from the overall general method (i.e. cluster analysis), one has to choose a particular clustering algorithm. This choice depends both on the type of data available and on the particular purpose (Chi *et al*., 1996). The clustering algorithm that will be used here is a c-means clustering algorithm. A formal specification of this method will be outlined in order to highlight the differences with its fuzzy counterpart. This c-means partitioning method constructs clusters that satisfy the standard requirements of a crisp partition:

- Each group must contain at least one object (no empty clusters).
- Each object must belong to exactly one group (exclusivity of the assignment to a cluster).

Both conditions imply that the maximum number of clusters (C) cannot be greater than the number of objects to classify (n), hence C ¡Ün. The second condition also implies that two different clusters cannot have any objects in common and that the C clusters together add up to the full data set. Defined more formally, the outset of the crisp clustering problem can be stated as follows (Chi *et al*., 1996).
Let:

$$X = \{x_1, x_2, ..., x_n\} \qquad [4]$$

be a set of samples to be clustered into C classes. The clustering process can be considered as an iterative optimization procedure. Suppose that the samples have already been partitioned into c classes, be it by random assigning the data points to clusters or through theoretical considerations on potential clusters. The task at hand, then, is to adjust the partition so that the similarity measure (based on the Euclidean distance) is optimized. The criterion function for this optimization procedure is equal to:

$$J(V) = \sum_{k=1}^{n} \sum_{x_k \in C_i} \left| x_k - v_i \right| \qquad [5]$$

where v_i is the center of the samples in cluster *i*, and

$$V = \{v_1, v_2, ..., v_c\} \qquad [6]$$

In order to improve the similarity of the samples in each cluster, we can minimize this criterion function so that all samples are more compactly distributed around their cluster centers. Setting the derivative of **J(V)** with respect to v_i to zero, we obtain

$$\frac{\partial J(V)}{\partial v_i} = \sum_{k=1}^{n} \sum_{x_k \in C_i} (x_k - v_i) = 0 \qquad [7]$$

Thus, the optimal cluster center of cluster center v_i is

$$v_i = \frac{1}{n_i} \sum_{x_k \in C_i} x_k \qquad [8]$$

where n_i is the number of samples in class *i* and C_i contains all samples in class *i*.

Starting with the initial clusters and their center positions (be it randomly chosen or initially assigned), the samples can now iteratively be regrouped so that the criterion function **J(V)** is minimized. Once the samples have been regrouped, the cluster centers need to be recomputed to minimize **J(V)**. This process then continues for the new cluster centers: the samples are regrouped in order to reduce **J(V)** yielding a new classification with associated cluster centers, and so forth. This iterative process can be repeated until **J(V)** cannot be further reduced or drops below a pre-defined small number ǎ. Obviously, the criterion function is minimized if each sample is associated with its closest cluster center. This means that x_k will be reassigned to cluster i so that $(x_k-v_j)^2$ is minimum when $j=i$. Up to this point, each sample x_k appears only once, that is, it is associated with only one cluster center.

Note that we subscribe to an exploratory rather than a confirmatory research design: we are not looking for a ‘best result’, rather, the fact that very different results can be found in using a different number of clusters is perceived as the most fruitful approach towards uncertainty in the resulting classifications (Yates, 1987). Here, we shall describe the clustering results for 2, 4 and 8 clusters. In the case with two clusters (*c*=2, Table 6), we note that there is a strong dichotomy between the cities with a high connectivity versus cities with a lower connectivity. Hong Kong, London, Los Angeles, New York, Paris, Singapore and Tokyo are all assigned to the first cluster, all of the other world cities are assigned to the second cluster. All world cities belonging to the first cluster are identified by Beaverstock *et al.* (1999) as Alpha world cities. Only Milan, Frankfurt and Chicago are Alpha world cities that are not classified in the first cluster. However, this is not a surprise when compared to the results of Beaverstock *et al*. (1999), since these cities are found amongst the lower ranked Alpha world cities.

The clustering result for four clusters (*c*=4, Table 7) reveals two clusters containing a subset of the most important Alpha world cities, and two clusters containing the rest of the world cities. The rather odd appearance of a cluster only consisting of Los Angeles and Washington DC may be traced back to the concentration of law firms in Los Angeles and Washington DC, whereas the other cluster containing Alpha world cities is characterised by a concentration in banking and finance services. This corresponds to Sassen’s (2000) expectations on functional specializations among American world cities. Taylor *et al*. (2001b; 2001c) were able to define a spatial pattern in their 5-component cut, but the crisp cluster analysis fails to do so. Both clusters 3 and 4 include European cities, cities from the semi-periphery of the world-economy, and a number of American cities, hence no apparent spatial pattern can be discerned.

Arguably the most interesting results were found with the application of the algorithm for eight clusters (*c*=8, Table 8). It shows both the possibilities and the restrictions of the crisp clustering algorithm when applied to the network of world cities. An apparent spatial pattern in the connectivities can be observed. North American cities, German cities and European cities around the old European core form a cluster, Latin American cities and cities in the old European core are assigned to another cluster. The Pacific-Asian world cities have similar connectivities and are, hence, assigned to another cluster (due to their similar relative strength in banking services). However, as in the classification provided by Taylor *et al*. (2001b; 2001c), the classification of some cities (e.g. Johannesburg, Osaka, Toronto, Warsaw) remains open to interpretation.

Summary: classifications based on classical two-valued logic (figure 1)

Exploratory research resting on the application of principal component analysis and cluster analysis clearly reveals some basic patterns in the large and complex data matrices on world cities. However, the use of these standard techniques, although often revealing and promising, still leaves way for additional analysis, i.e.:

(i) The classification of some cities rests on the fact that they are not allocated to any of the components (Taylor, 2001b). As such, the only similarity they bear is the fact that the retrieved factors cannot explain the observed variance in the observed patterns for these unallocated cities.

(ii) The first GaWC classification (Beaverstock *et al*., 1999) assesses a hierarchical classification, whereas the second GaWC classification (Taylor *et al*., 2001b; 2001c) and the crisp clustering algorithm primarily assess spatial patterns. A classification that assesses both functional and hierarchical tendencies, however, would provide some major advantages.

(iii) The original intention of Beaverstock *et al*. (1999) was to account for the bottom end of the scale of the roster of world cities, where uncertainty in classifications reigned.

Classification of this “grey area” under the clearly discernible higher rungs of the global urban hierarchy, however, merely resulted in the conceptualisation of world cities in the “dark grey area”. Cities were dropped from the analysis (316 to 123 (sometimes even to 55)) because of the sparsity of the data. Although the classification of these cities is a huge step forward as compared to the previous *ad hoc* classifications (Friedmann, 1986; Friedmann & Wolff, 1982) and the focus on the top end of the hierarchy (Sassen, 1991), it is still far from complete. The uncertainty due to the sparsity of data, however, tends to prevent the classification of cities only showing weak signs of world city formation.

Fuzzy c-means clustering algorithm

Methodology

In the classical crisp clustering process, each city is assigned to only one cluster and all clusters are regarded as disjoint gatherings of the data set. However, previously, it was argued that the network of world cities constitutes a distinctively non-hierarchical urban structure (Taylor, 2001, p. 192). In other words, the global urban hierarchy of world cities is a complex network system rather than a simple hierarchy. Although the first two ranks stand out (London and New York), this urban system is not a so-called “double-primate” city pattern.

There may or may not be hierarchical patterns within the spatial organisation of individual firms at the global scale (depending on their particular strategies), but when aggregated the result is a world city network. It is therefore unlikely that classical, disjoint clusters resulting in clear-cut patterns will be able to provide the most salient results. From both a methodological and a theoretical point of view, it is hardly acceptable that a crisp classification process cannot cater for such a situation. Therefore, we propose to replace the separation of the clusters by a fuzzy notion, in order to represent the real data structures more accurately. The criterion function for the crisp clustering algorithm in [5] is replaced by a fuzzy notion (Chi *et al*., 1996; Höppner *et al*., 1999; all drawing on the seminal work by Bezdek, 1981), based on the iterative minimization of

$$J(U,V)=\sum_{i=1}^{c}\sum_{k=1}^{n}u_{ik}{}^{m}\left|x_k-v_i\right|^2 \qquad [9]$$

where

- $x_1, x_2,\ldots,x_n$ are n data sample vectors
- $\mathbf{V}=\{v_1,v_2,\ldots,v_n\}$ are cluster centers
- $\mathbf{U}=[u_{ik}]$ is a Cxn matrix, where u_{ik} is the ith membership value of the kth input sample x_k,

and the membership values satisfy the following conditions

$$0\le m_{ik}\le 1$$

$$\sum_{i=1}^{C}m_{ik}=1$$

$$0<\sum_{i=1}^{C}m_{ik}<n$$

for i=1,2,…,C and k=1,2,…,n.

- $m\in]1,\infty[$ is an exponent weight factor. This weight factor m reduces the influence of small membership values. The larger the value of m, the smaller the influence of samples with small membership values in the optimization procedure outlined below.

The altered objective function is the sum of the squared Euclidean distances between each input sample and its corresponding cluster center, with the distances weighted by the fuzzy memberships. The algorithm is iterative and makes use of the following equations:

$$v_i=\frac{1}{\sum_{k=1}^{n}m_{ik}{}^{m}}\sum_{k=1}^{n}m_{ik}{}^{m}x_{ik} \qquad [10]$$

$$m_{ik}=\frac{\left(\dfrac{1}{\left|x_k-v_i\right|^2}\right)^{1/(m-1)}}{\sum_{j=1}^{c}\left(\dfrac{1}{\left|x_k-v_j\right|^2}\right)^{1/(m-1)}} \qquad [11]$$

For the calculation of a cluster center, all input samples are considered in accordance with their membership value. For each sample, its membership value in each cluster depends on its distance to the corresponding cluster center. Following Chi *et al*. (1996), the clustering procedure consists of the following steps:

1. Initialize $\mathbf{U}^{(0)}$ randomly or based on an approximation (for instance, the results of the crisp c-means clustering) by initializing $\mathbf{V}^{(0)}$ and calculating $\mathbf{U}^{(0)}$. The iteration counter α is set to 1, and the number of clusters C and the exponent weight m are chosen.

2. Using the criterion function, the cluster centers ($\mathbf{V}^{(\alpha)}$) can be computed based on the values of the membership values ($\mathbf{U}^{(\alpha)}$).

3. The membership values ($\mathbf{U}^{(\alpha)}$) are then updated based on the new cluster centers ($\mathbf{V}^{(\alpha)}$). This iteration is stopped if $\max | u_{ik}^{(\alpha)} - u_{ik}^{(\alpha-1)} | \leq \varepsilon$, else let $\alpha = \alpha + 1$ and go to step 2, where ε is a pre-specified small number representing the smallest acceptable change in $\mathbf{U}^{(\alpha)}$.

Note that the crisp c-means clustering algorithm can be considered as a special case of the fuzzy c-means clustering algorithms. If u_{ik} is 1 for only one class and zero for all other classes in equation [11], then the criterion function **J(U,V)** used in the fuzzy c-means clustering algorithm is the same as the criterion function **J(V)** used in the crisp c-means cluster algorithm. This is the so-called extension-principle.

Classifications of world cities based on the fuzzy c-means clustering algorithm

Again, in our attempt to provide an alternative classification approach based on fuzzy set-theory, we subscribe to an exploratory research design: there is no definitive way as to the number of clusters we are likely to expect in the data matrix. Therefore, any number of clusters can yield a result that has some interesting conclusions. For two clusters (c=2, Table 9), the results are straightforward. When thresholds are placed on a membership degree of greater than 0.75 and in the interval [0.3-0.75] in the first cluster, we get two cuts of ten world cities comparable to the results of Beaverstock *et al*. (1999). Nine of the ten world cities originally described as Alpha world cities have a membership degree exceeding 0.75 in the first cluster. The only difference is Chicago and Sydney changing places. A minor difference, since Chicago was ranked as one of the lower ranked Alpha world cities, whereas Sydney was originally ranked as one of the higher Beta world cities. Apart from the Chicago/Sydney switch, three of the world cities ranked in the [0.3-0.75] interval are not identified as Beta world cities by Beaverstock *et al*. (1999). Three semi-peripheral cities (São Paulo, Mexico City and Seoul) are replaced by two American cities (Miami and Washington DC) and Taipei. Again, the replaced cities were among the lower ranked Beta world cities, whereas the replacing cities (except for Miami) are to be found in the higher ranks of the Gamma world cities. In short, our results are consistent with the results of Beaverstock *et al*. (1999), since only a few cities located at the edge of the initial classification change their position in the classification based on the fuzzy c-means algorithm.

Computing membership degrees for four clusters (c=4), we can distinguish among several groups. World cities with high membership degrees in the second cluster (>0.75) are exclusively world cities situated in the Pacific-Asian part of the semi-periphery of the world-economy: Seoul, Shangai, Bangkok, Bejing, Jakarta, Kuala Lumpur, Manila and Taipei. This fact indicates that all these cities show a remarkable resemblance in their connectivity profiles. This classification resembles the third category (Pacific-Asian cities) provided by Taylor *et al*. (2001b, Table 8). In contrast with the classification provided by Taylor *et al*. (2001b), Tokyo and Hong Kong are not assigned to a cluster of Asian-Pacific cities, since their highest membership degrees are primarily found in a cluster representing the Alpha world cities: *all* cities scoring > 0.7 in the third cluster are identified by Beaverstock *et al*. (1999) as Alpha world cities. In addition, Tokyo also scores 0.27 in the second cluster. This score means that Tokyo's connectivity profile bears both (i) strong resemblance to that of other Alpha world cities and (ii) some significant (though less strong) resemblance to the Asian-Pacific cluster. This observation implies that this classification scheme is more sensitive towards interpretations, since it provides us with the possibility to discern world cities that have some sort of in-between profile. On the other hand, this classification grasps both hierarchical tendencies (third cluster: Alpha world cities) and functional connectivity patterns (second cluster: Asian-Pacific cities).

Other spatial patterns are found when assessing the membership degrees in the first and the fourth cluster: all Latin American world cities (Buenos Aires, Mexico City, São Paulo, Santiago and Caracas) score >0.8 in the first cluster, whereas most US cities (Atlanta, Boston Dallas, Houston, Minneapolis and Montreal) score high in the fourth cluster. The European cities are scattered mostly over two clusters, with a concentration of German cities in one group, bearing resemblance with the classification provided by Taylor *et al*. (2001b).

Some cities are very hard to classify (e.g. San Francisco's minimum membership degree is 0.1942 and its maximum membership degree is 0.3476), while other cities seem to be 'hanging' in-between two clusters, yielding additional interesting profiles. For instance, Melbourne and Sydney have a very fuzzy profile, yielding memberships of about 0.4 in both the second cluster (Asian-Pacific world cities) and the first cluster (Latin American world cities). Rather than bearing solely resemblance with Asian-Pacific world cities, as would be the case in classifications based on a two-valued logic, Melbourne and Sydney have a connectivity profile in-between that of Latin American world cities and Asian-Pacific cities, yielding almost equal membership degrees in both clusters. Using the fuzzy c-means algorithm, then, vagueness in the connectivity profile of Melbourne and Sydney can be assessed. In other words, a marginal shift in service profiles and hence connectivity structure could lead to a complete (and unwanted) shift in classification in a crisp classification, whereas the use of the fuzzy clustering algorithm adapts its resulting classification in a more sensitive way.

Conclusion

The data provided by the Globalization and World Cities Study Group and Network (GaWC) on the relational character of the network of world cities can be analysed with routine data analysis techniques. However, principal component analysis and a crisp clustering algorithm make it very hard to assess patterns in the relational data, since it is often characterized by different sources of vagueness. Sparse data at the basis of all classifications and theoretical considerations on the presence of a complex pattern rather than a clear-cut hierarchy make that crisp classifications of world cities have a highly uncertain character. Therefore, rather than applying data analysis strategies based on the classical two-valued framework of conventional mathematics, we have applied a clustering algorithm that is based on the premises of fuzzy set theory.

After outlining the results of other attempts towards an exploratory analysis on the network of world cities, we have described the crisp and fuzzy c-means clustering algorithms for unsupervised classification. In both algorithms, the distance of an input sample to the center of the cluster is used as a criterion to measure the cluster compactness. In the hard c-means algorithm, an input sample belongs to one cluster only, while in the fuzzy c-means algorithm the degree to which an input sample belongs to a cluster is represented by a membership value. Preliminary results of the application of a fuzzy set-algorithm on the 55x55-matrix provided by GaWC, point out that it is possible (i) to assess both hierarchical tendencies and connectivity patterns (e.g., the case of Tokyo), and (ii) to reveal previously hidden information, especially with respect to the assessment of world cities exhibiting an 'in-between' connectivity profile (e.g. Melbourne and Sydney). Therefore, the use of membership values provides more flexibility and makes the clustering result more useful in practical applications, especially when (i) the data is hampered by sparsity and (ii) identifying in-between values is the specific aim for the data analysis. Using this technique, then, it might be possible to assess connectivity patterns for cities originally expelled from the analysis due to sparsity of the data.

There are, however, some drawbacks. First, although the use of a fuzzy clustering algorithm may reveal some additional information in exposing more sensitivity in the classification, the classification of some objects is hard to interpret. San Francisco, for instance, has for c=4 significant memberships in *all* clusters, yielding a very fuzzy pattern, and making it impossible to classify it in a convincing way. Moreover, since membership values are computed for all clusters using an intensive optimization procedure, a more sensitive interpretation also implies a larger task at hand in interpretation itself.

Acknowledgement

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Table 1: Extract of the distribution of offices for 46 global advanced producer service firms over 55 world cities (collected by Taylor, P.J. and Walker, D.R.F.).

	KPMG	Coopers & Lybrand	Ernst & Young International	…
Amsterdam	3	3	1	…
Atlanta	3	3	2	…
Bangkok	1	1	1	…
…	…	…	…	…

Table 2: Extract of the inter-city matrix on the symmetrical relations between 55 world cities (collected by Taylor, P.J. and Walker, D.R.F.).

	Amsterdam	Atlanta	Bangkok	…
Amsterdam	0,333333343	0,118421055	0,285087705	…
Atlanta	0,118421055	0,157894731	0,100877196	…
Bangkok	0,285087705	0,100877196	0,342105269	…
…	…	…	…	…

<u>Table 3</u>: A roster of world cities (Beaverstock *et al*. 1999).

Alpha world cities	London, Paris, New York, Tokyo, Chicago, Frankfurt, Hong Kong, Los Angeles, Milan and Singapore
Beta world cities	San Francisco, Sydney, Toronto, Zurich, Brussels, Madrid, Mexico City, Sao Paulo, Moscow and Seoul
Gamma world cities	Amsterdam, Boston, Caracas, Dallas, Dusseldorf, Geneva, Houston, Jakarta, Johannesburg, Melbourne, Osaka, Prague, Santiago, Taipei, Washington, Bangkok, Beijing, Montreal, Rome, Stockholm, Warsaw, Atlanta, Barcelona, Berlin, Buenos Aires, Budapest, Copenhagen, Hamburg, Istanbul, Kuala Lumpur, Manila, Miami, Minneapolis, Munich and Shanghai

Table 4: Cities allocated to two components in a principal component analysis (Taylor *et al*., 2001b).

	Component I: "Outer Wannabes"	Component II: "Inner Wannabes"
>0.7	Istanbul, Athens, Cairo, Montevideo, Sofia, Beirut, Prague	St Louis, Indianapolis
0.6-0.69	Dubai, Bucharest, Mumbai, Karachi, Tel Aviv, Budapest, Casablanca, Nairobi, Manila, Zagreb, Warsaw, Lisbon, Santiago, Quito, Moscow, Taipei	Charlotte, Kansas City, Atlanta, Seattle, Vancouver, Perth, Pittsburgh, Brisbane, Denver, Manchester, Adelaide
0.5-0.59	Panama City, Kuwait, Calcutta, Jakarta, Bangalore, Chennai, Caracas, Seoul, Kuala Lumpur, Lima, Vienna, Kiev, Johannesburg, Auckland*, Jeddah, Madrid, Amsterdam, Nicosia, Helsinki, Copenhagen, Dublin, Ho Chi Minh City	Portland, Houston, Philadelphia, Boston, Dallas, Minneapolis, Cleveland, Montreal, Melbourne, Birmingham, Cape Town, San Diego, Auckland, Barcelona, Calgary
…	…	…

* indicates second highest loading for a city

Cities unallocated to two components:
Antwerp, Berlin, Chicago, Cologne, Dusseldorf, Frankfurt, Hamilton, London, Luxembourg, Mexico City, Munich, Nassau, New York, Singapore, Stockholm, Sydney, Tokyo, Wellington, Zurich.

Table 5: Cities allocated to five components in a principal component analysis (loadings above 0.4; Taylor *et al*., 2001b).

I	II	III	IV	V
OUTER CITIES	US CITIES	PAC.-ASIAN CITIES	EURO-GERM. CITIES	OLD-COMM. CITIES
784 Tel Aviv	769 St Louis	740 Taipei	782 Berlin	716 Perth
767 Sofia	703 Cleveland	726 Tokyo	768 Munich	715 Adelaide
753 Kuwait		725 Bangkok	703 Hamburg	
730 Helsinki		703 Jakarta		
730 Quito				
724 Beirut				
696 Casablanca	680 Dallas	664 Beijing	697 Cologne	687 Brisbane
681 Athens	664 Kansas City	658 Manila	660 Stuttgart	657 Hamilton
670 Nairobi	650 Pittsburgh	633 Seoul		616 Birmingham
666 Montevideo	634 Portland	630 Kuala Lumpur		
664 Jeddah	633 Atlanta	607 Hong Kong		
660 Bucharest	631 Seattle			
650 Indianapolis	623 Charlotte			
645 Cairo	622 Denver			
642 Lagos	620 Detroit			
629 Panama	607 Philadelphia			
624 Lima				
608 Vienna				
599 Dubai	560 Boston	598 Guangzhou	593 Frankfurt	547 Manchester
595Copenhagn	557 San Diego	593 Shanghai		504 Nassau

595 Oslo 592 Zagreb 590 Karachi 586 Chennai 584 Bangalore 572 Istanbul 570 Lisbon 553 Bratislava 535 Kiev 534 Nicosia 533 Calcutta	524 Washington 524 Minneapolis 502 San Francis 500 Houston	560 Ho Chi Min 516 Istanbul 511 Mumbai 500 Singapore	569 Paris 530 Budapest 530Dusseldorf 519 Warsaw 511 Milan 508 Luxembg	501 Vancouver 501 Nicosia
495 Riyadh 492 Prague 468Auckland 461 Moscow 457 Johannesbg 452 Cape Town 448 Manila 446 Budapest 427 Mumbai 424 Warsaw 421 Port Louis 418 Santiago	499 Melbourne 473 Los Angeles 462 Vancouver 437 Chicago 425 Miami 410 Montreal 409 Toronto	455 Sao Paulo 443 Caracas 416 New Delhi 405 Santiago	482 Antwerp 460 Prague 452Rome 437 Lyons 433 Amsterdam 402 Moscow	457 Abu Dhabi 453 Montreal 442 Auckland 441 Calgary 426 London 423 Dubai 410 Port Louis 408 Dublin 402 Wellington

Table 6: Crisp c-means clustering algorithm for *c*=2.

Cluster 1: Alpha world cities	Cluster 2
Hong Kong, London, Los Angeles, New York, Paris, Singapore, Tokyo	All other world cities

Table 7: Crisp c-means clustering algorithm for c=4.

Subset of Alpha world cities		Other world cities	
Cluster 1	Cluster 2	Cluster 3	Cluster 4
LosAngeles, Washington D.C.	London, Paris, Tokyo, Hong Kong, New York	Amsterdam, Buenos Aires, San Francisco, Singapore,…	Copenhagen, Joahannesburg, Atlanta, Kuala Lumpur,…

Table 8: Crisp c-means clustering algorithm for *c*=8.

Alpha and Beta world cities					Gamma world cities		Pacific-Asian world cities
Cluster 1	Cluster 2	Cluster 3	Cluster 4	Cluster 5	Cluster 6	Cluster 7	Cluster 8
London, New York	Chicago, San Francisco	Paris, Brussels.	Los Angeles	Washington D.C.	Seven North-American cities: Atlanta, Boston, Dallas, Houston, Miami, Minneapolis, Montréal. Four German cities: Hamburg, Düsseldorf, Berlin, Münich. Six cities around the old European: Prague, Budapest, Istanbul, Rome, Stockholm, Copenhagen. Osaka, Johannesburg.	Six European core cities: Barcelona, Frankfurt, Amsterdam, Milan, Madrid, Zürich. Five Latin American cities: São Paulo, Buenos Aires, Santiago, Mexico City, Caracas. Moscow, Toronto, Tokyo, Warsaw.	Bangkok, Bejing, Hong Kong, Jakarta, Kuala Lumpur, Manila, Seoul, Shangai, Singapore, Taipei, Melbourne.

Table 9: Memberships degrees for c=2 (m=1.2).

Alpha world cities
Beta world cities

	Cluster 1	Cluster 2
Amsterdam	0.0983	0.9017
Atlanta	0.0405	0.9595
Bangkok	0.1841	0.8159
Barcelona	0.0864	0.9136
Bejing	0.0665	0.9335
Berlin	0.0121	0.9879
Boston	0.1037	0.8963
Brussels	0.6399	0.3601
Budapest	0.0429	0.9571
Buenoas Aires	0.0398	0.9602
Caracas	0.0315	0.9685
Chicago	0.4336	0.5664
Copenhagen	0.0186	0.9814
Dallas	0.1202	0.8798
Dusseldorf	0.0724	0.9276
Frankfurt	0.8678	0.1322
Geneva	0.0589	0.9411
Hamburg	0.0254	0.9746
Hong Kong	0.9617	0.0383
Houston	0.0338	0.9662
Istanbul	0.0567	0.9433
Jakarta	0.1904	0.8096
Johannesburg	0.041	0.959
Kuala Lumpur	0.0872	0.9128
London	0.9631	0.0369
Los Angeles	0.7787	0.2213
Madrid	0.7118	0.2882
Manila	0.0254	0.9746
Melbourne	0.1186	0.8814
Mexico City	0.4149	0.5851
Miami	0.2053	0.7947
Milan	0.8017	0.1983
Minneapolis	0.0258	0.9742
Montréal	0.0412	0.9588
Moscow	0.4468	0.5532
Münich	0.0148	0.9852
New York	0.9385	0.0615
Osaka	0.0142	0.9858
Paris	0.9459	0.0541
Prague	0.1187	0.8813
Rome	0.018	0.982
San Francisco	0.733	0.267
São Paulo	0.3059	0.6941
Santiago	0.0469	0.9531

Seoul	0.181	0.819
Shangai	0.0805	0.9195
Singapore	0.9212	0.0788
Stockholm	0.0518	0.9482
Sydney	0.8455	0.1545
Taipei	0.4264	0.5736
Tokyo	0.9629	0.0371
Toronto	0.4132	0.5868
Warsaw	0.1359	0.8641
Washington DC	0.5621	0.4379
Zürich	0.6725	0.3275

Table 10: Membership degrees for c=4 (m=1.2).

	Cluster 1	Cluster 2	Cluster 3	Cluster 4
Amsterdam	0.524123	0.306897	0.004424	0.164556
Atlanta	0.02802	0.050987	0.001817	0.919177
Bangkok	0.049657	0.918786	0.004012	0.027546
Barcelona	0.49155	0.352507	0.004947	0.150996
Bejing	0.053499	0.88279	0.001879	0.061832
Berlin	0.018868	0.026729	0.000344	0.954059
Boston	0.097505	0.188287	0.009952	0.704257
Brussels	0.615905	0.189492	0.061804	0.132799
Budapest	0.270859	0.538072	0.003472	0.187597
Buenoas Aires	0.650816	0.284257	0.00114	0.063787
Caracas	0.633092	0.196391	0.001641	0.168876
Chicago	0.329475	0.23966	0.059238	0.371627
Copenhagen	0.076183	0.072819	0.001196	0.849802
Dallas	0.203804	0.171604	0.01073	0.613862
Dusseldorf	0.137256	0.240522	0.006825	0.615397
Frankfurt	0.643882	0.149012	0.13084	0.076266
Geneva	0.221924	0.551812	0.0037	0.222564
Hamburg	0.0401	0.050294	0.00107	0.908535
Hong Kong	0.05245	0.049765	0.886345	0.01144
Houston	0.076289	0.186034	0.002741	0.734937
Istanbul	0.150946	0.487548	0.007376	0.35413
Jakarta	0.171782	0.799264	0.002761	0.026192
Johannesburg	0.162217	0.370754	0.004099	0.46293
Kuala Lumpur	0.064078	0.787284	0.005949	0.142689
London	0.006198	0.003729	0.988516	0.001557
Los Angeles	0.074831	0.106491	0.743886	0.074792
Madrid	0.88104	0.085558	0.012942	0.02046
Manila	0.047634	0.928858	0.000408	0.023101
Melbourne	0.378934	0.412471	0.006964	0.201632
Mexico City	0.855859	0.100751	0.005759	0.03763
Miami	0.341053	0.292682	0.032896	0.33337
Milan	0.808024	0.098918	0.045067	0.047991
Minneapolis	0.030464	0.069439	0.00156	0.898537
Montréal	0.091494	0.080668	0.002173	0.825666
Moscow	0.457956	0.261764	0.075146	0.205134
Münich	0.023434	0.033815	0.000455	0.942296
New York	0.009922	0.006757	0.979927	0.003394
Osaka	0.021008	0.061036	0.000636	0.917321
Paris	0.165979	0.078834	0.724841	0.030346
Prague	0.364467	0.354509	0.014034	0.26699
Rome	0.11081	0.188571	0.001409	0.69921
San Francisco	0.347625	0.194246	0.263695	0.194434
São Paulo	0.95959	0.030323	0.000983	0.009104
Santiago	0.809093	0.120572	0.001107	0.069227
Seoul	0.081293	0.865856	0.004585	0.048267
Shangai	0.057417	0.808512	0.005624	0.128447
Singapore	0.263969	0.296401	0.406517	0.033113

Stockholm	0.372888	0.158211	0.004673	0.464227
Sydney	0.417064	0.417061	0.108132	0.057743
Taipei	0.102919	0.846042	0.01474	0.036299
Tokyo	0.008328	0.271475	0.696712	0.023484
Toronto	0.80892	0.118192	0.007306	0.065582
Warsaw	0.401989	0.292484	0.014729	0.290798
Washington DC	0.185934	0.182946	0.328281	0.302839
Zürich	0.77475	0.13121	0.032399	0.06164

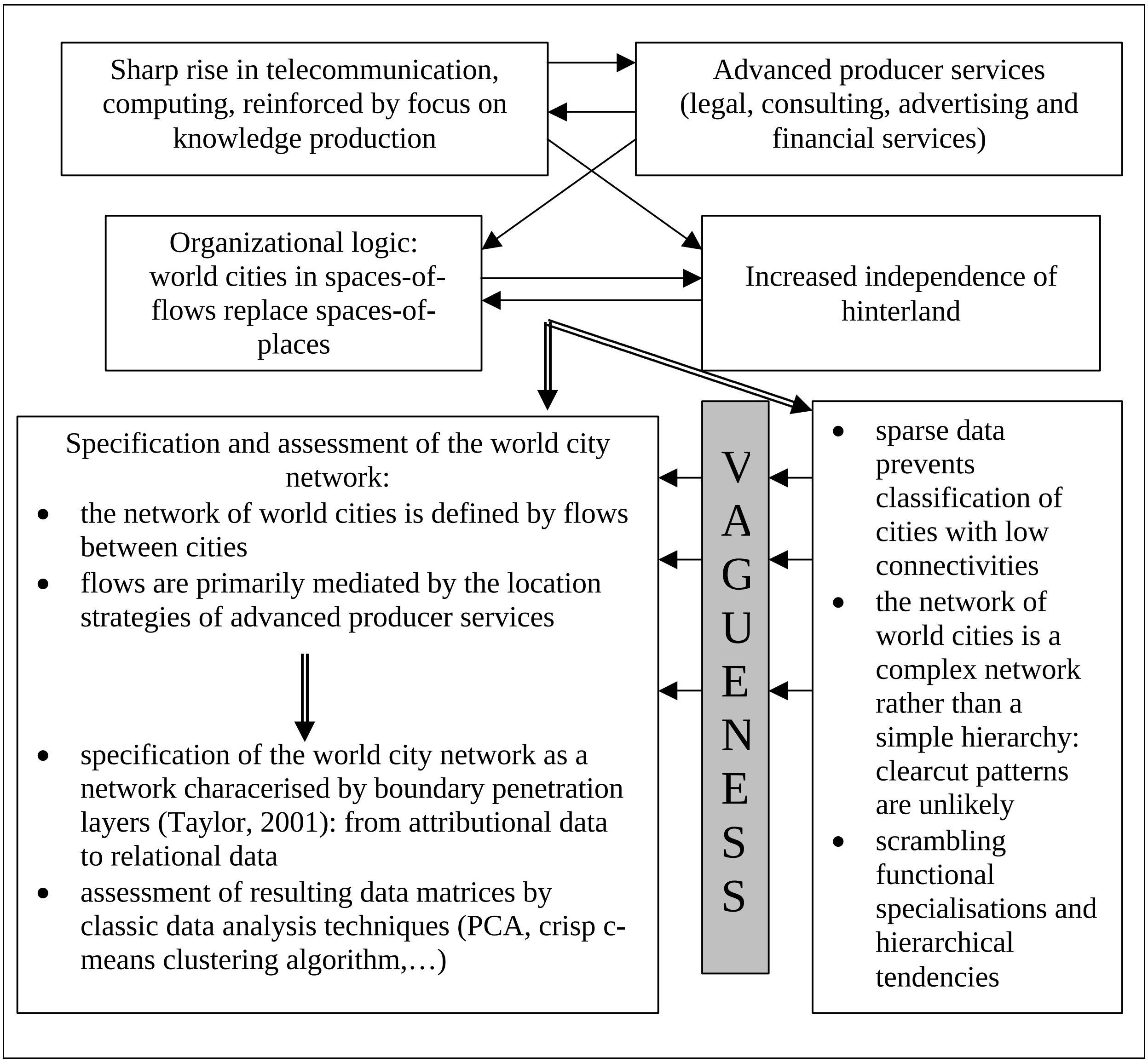

Figure 1: Vagueness in the assessment of a network of world cities.

The Thünen Society, North American Division

by John D. Nystuen
Ann Arbor, Michigan

Click here for The Thünen Society, North American Division webpage.

The Thünen Society, North American Division is an American organization interested in fostering the memory and current applications of the works and spirit of Johann Heinrich von Thünen (1783-1850), a 19th Century German landowner, farmer and intellectual. Thünen's seminal ideas on agricultural location theory, the economic notion of the marginal rate of return, social welfare and the value of individual freedom of choice in matters economic and political have influenced generations of regional economists and geographers worldwide. His ideas are still current today and can be used as a guide in understanding the future.

The Thünen Society exists in large measure through the efforts of two people, Herr Rolf-Peter Bartz, Director of the Thünen Museum at Tellow and Professor Robert W. Peplies, a geographer at East Tennessee State University. Herr Bartz is founder and Director of the Thünen Museum at Tellow in Mecklenburg near the Baltic Sea in northern Germany. Tellow is the original estate owed and operated by Thünen and the source of much of the empirical evidence Thünen used to support his theories. Many of the original buildings still exist and now house the current museum. An organization, the Thünengesellschaft e.V., the German counterpart to the Thünen Society, North American Division, supports the museum. The latter was founded in 1992 by Dr. Peplies after he visited Tellow in September of 1990 and was present at the meeting in which the Thünengesellschaft e.V. was established. This was during the time that the estate was part of a larger collective farm under the control of the communist German Democratic Republic (DDR). It was only through an heroic, two-decade long effort on the part of Herr Bartz, a schoolteacher in a nearby village, that Tellow was recognized as an historical site and that Thünen was an historical Mecklenburg citizen well worth remembering. The communist regime had surpressed knowledge of Thünen and his works as he had been a landowner and capitalist who had acknowledged an intellectual debt to Adam Smith (1723-1790), the Scottish economist whose writings defined capitalism. Herr Bartz's purpose was to instill a sense of local pride in schoolchildren through knowledge of the history of rural Mecklenburg. He was surprised to learn from Dr. Peplies that Thünen was well known worldwide.

The Thünen Society, North American Division was established at a meeting in Asheville, North Carolina in August 1992. Since then the society has met five times, usually in September, to hear scholarly papers addressing historical, theoretical and empirical topics that relate to Thünen's ideas as they apply to modern times. Notable meeting have been held at the German Embassy, Washington, D.C. (1993), St. Louis, Missouri, sponsored by Anheuser-Busch, Inc. (1994), an International Symposium held at the University of Rostock, co-sponsored by the Thünengesellschaft e.V. and Thünen Society, N. A. (1995) and twice at the East Tennessee State University, Johnson City, Tennessee (1996, 1997).

In addition to Thünen's theories and observations on public policy and society, Thünen's methodologies are of consequence. By far, his most well known work is The Isolated State (von Thünen, J. H. (1826) Der Isolierte Staat in Beziehung auf Landwirtschaft und Nationalökonomie, Hamburg: Frederich Perthes. See an English translation, Peter Hall, editor (1966) Von Thünen's Isolated State. Oxford: Pergamon Press). This work contained a simple geographic model of agricultural production, certainly the most famous quantitative model in geography. It is found in nearly every economic geography text and commonly taught in introductory economic geography courses throughout the West. It is an example of a deductive theory. It is unabashedly an application of the positivist scientific method to investigate a social issue. Current methodological commentary frequently refers to positivist thinking about social issues in a pejorative sense, albeit, often in a straw man role. Thünen understood very well the value of using restricting axioms to greatly simplify relationships between variables as a means of understanding associations despite the abstractions being far removed from reality. He justifies this approach:

> "…Finally I should like to ask the readers who intend to devote their time and attention to this work not to be deterred by the initial assumptions which deviate from reality and not to consider them as arbitrary and without purpose. On the contrary, these assumptions are necessary in order to clearly understand the effect which a given variable has. In actual life we have only a vague idea of the effect and operation of any single variable because it appears always in conflict with other variables operating at the same time. This procedure has thrown light on so many problems in my life and seems to me to be so generally applicable that I consider it the most important feature of my work." (From the preface of Der Isolierte Staat, 2nd edition, published in Rostock, 1842 and translated in part by Kapp and Kapp, editors, Readings in Economics (New York: Barnes and Noble, 1949).

To Thünen, abstract theory was a means to an end. He was pragmatic and interested in applying knowledge to practical ends. He wanted to be successful in his farming enterprise and he wanted to influence public policy in ways that would improve the quality of life for all members of society. He was from an upper social class but he was concerned with the welfare of his workers, again from pragmatic considerations. He believed farm workers would perform more effectively if they received reasonable compensation for their labors. This was not in concert with the views of his fellow landowners of the day. Nor is it in line with the thinking of modern day corporate executives who earn five hundred times the compensation of their lowest paid employees. His concern for labor welfare was so deep that, in the end, he requested that the abstract expression of his theory of the natural wage be engraved on his tombstone. It was done as he wished.

It is this independent and humanitarian spirit along with the application of rational inquiry into the affairs of humanity that makes Thünen and his writings worthy exemplars for a scholarly group that seeks to improve interdisciplinary studies in the social sciences and humanities. That Tellow still stands is only an added benefit. It is a beautiful place that we are pleased to try to help maintain. When you are in Europe next, consider a trip to the Baltic Sea. Tellow is less than an hour's drive south of the City of Rostock.
The Thünen Society, North American Division is scheduled to meet next September 16-17, 2002 at the German Embassy, Washington D. C. In addition to presentation of scholarly papers, an agenda item at this meeting will be discussion of the formation of a Thünen Foundation the purposes of which will be to support an International Center at Tellow and to promote scientific, scholarly, and humanistic endeavors in the spirit of the man, Johann Heinrich von Thünen.

For information about the September 2002 meeting in Washington D. C. contact
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The Lights Are On, All Over the World?

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A few years ago, scientists across the internet were sending the breathtaking image below (Figure 1), showing lights of the Earth at night, to colleagues, friends, and family. When most scholars I know first looked at it, they noted immediately that the image portrayed mirrored the locations of the cities of the Earth. On second glance, they wondered how the image was obtained: the entire surface of the Earth is never dark, simultaneously. According to a NASA website (http://earthobservatory.nasa.gov/Study/Lights/lights_2.html),

> "The images were taken by a Defense Meteorological Satellite Program's (DMSP) Operational Linescan System (OLS). This network of satellites was originally designed to pick up on lunar illumination reflecting off of clouds at night in order to aid nighttime aircraft navigation. What the Air Force discovered is that on evenings when there was a new moon, the satellites were sensitive enough to record the illumination from city lights. Over a period of several new moons, the data the satellites retrieved could be pieced together to produce a global image of city lights."

Figure 1. "Bright Lights, Big City." The Earth at night--sequence of shots from satellite imagery. Data courtesy Marc Imhoff of NASA GSFC and Christopher Elvidge of NOAA NGDC. Image by Craig Mayhew and Robert Simmon, NASA GSFC.**

Marc Imhoff (see links below for references) apparently was the first scholar to note the striking correspondence between the light pattern and the spatial distribution of urban areas. His interests in developing a spatial view of the global distribution of sprawl led him to work with the city lights map. He noted that the light pattern overestimates urbanization, when taking a more careful look at a larger-than-global scale, and worked with a research team from Goddard Space Center to study, with greater accuracy, the noted correspondence (http://earthobservatory.nasa.gov/Study/Lights/lights_3.html):

> "The researchers classified the lights left on the image, after [a] dimming process, as urban area. The previously lit areas on the image that shrank back were classified as peri-urban (low-density suburban areas or farmland). Any areas that had no lights to begin with were labeled as non-urban. They compared these classifications to the boundaries on the actual urban areas of the city and found there was a close match. Imhoff and his team now had a set of numbers (threshold values), which told them to what extent the lights from any portion of the United States should be dimmed to get an accurate and spatially explicit representation of urbanization."

To look at the world's population, in a broad view only, consider using the data in the files of the Digital Chart of the World (DCW). The data is general, but is designed for viewing broad global pattern. Thus, Figure 2 shows a sequence of static images representing the world's urbanized areas and populated places. DCW categorizes both urbanized area and populated places in a hierarchy according to size, represented as 1, 2, and 3, from highest to lowest, in the maps below. There are also a few other categories noted in the legends below (Figure 2a-2j--scroll across to see the entire sequence). The urbanized areas are colored in tones of yellow from lightest at the high end to darkest at the low end; the populated places are colored in tones of khaki, from lightest at the high end to darkest at the low end. In addition, there is an overall continuum of shading from lightest yellow to darkest khaki across all the categories.

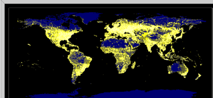


Figure 2a. Layers of data: City (polygon), Kampong (polygon), City 1, City 2, City 3, Populated Place 1, Populated Place 2, Populated Place 3, Village.

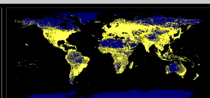


Figure 2b. Layers of data: Kampong (polygon), City 1, City 2, City 3, Populated Place 1, Populated Place 2, Populated Place 3, Village.

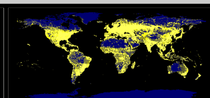


Figure 2c. Layers of data: City 1, City 2, City 3, Populated Place 1, Populated Place 2, Populated Place 3, Village.

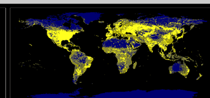


Figure 2d. Layers of data: City 2, City 3, Populated Place 1, Populated Place 2, Populated Place 3, Village.

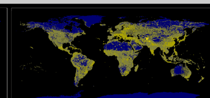


Figure 2e. Layers of data: City 3, Populated Place 1, Populated Place 2, Populated Place 3, Village.

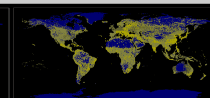


Figure 2f. Layers of data: Populated Place 1, Populated Place 2, Populated Place 3, Village.

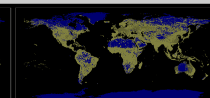


Figure 2g. Layers of data: Populated Place 2, Populated Place 3, Village.

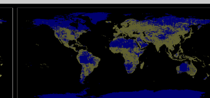


Figure 2h. Layers of data: Populated Place 3, Village.

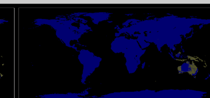


Figure 2i. Layers of data: Village.

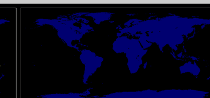


Figure 2i. Layers of data: None.

Data Layer information from: Atlas Data Product Documentation, Digital Chart of the World (DCW), Strategic Mapping, Inc., (File Release Jan 8, 1993). Extract from Defense Mapping Agency's (DMA) Online Documentation for the Digital Chart of the World (DCW) in Vector Product Format (VPF) [italics added below]:

"POPULATED PLACE (PP) AREA FEATURES

Special automation techniques

Populated place area features were automated from open window peel coat sources. Positive film separates containing these features were optically scanned, and their outlines vectorized. Before automation, PP area features were manually extended into inland water body features and across coastlines, intentionally creating overlap zones. The overlap zones were then eliminated through an automated spatial overlay process in ARC/INFO.

Feature coincidence

All boundaries between populated places and other area feature classes (including inland water bodies, land cover areas, and coastlines) have identical coordinate representations in the separate coverages. No attempt was made to make PP area feature boundaries coincident with line features (such as roads) that were depicted as being coincident on the source manuscripts. Road and railroad line features are split precisely at the positions at which they intersect PP area feature boundaries, except for connecting road and railroad line features that were compiled from independent sources, which occasionally extend across city outline boundaries without being split.

Database design issues

No features were eliminated on the basis of size, since some type of size-based representation rule had already been applied to the source manuscripts. Several map area features classified as having indefinite shape (represented as square, filled objects) were captured as point features in the PP coverage.

POPULATED PLACE (PP) POINT FEATURES

Special automation techniques

All populated place points were manually digitized. Annotation text strings were manually positioned and later verified using image background coverages of the scanned sheets for reference.

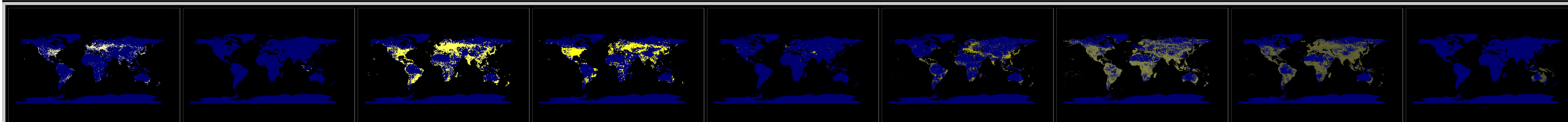
Feature coincidence

PP point data do not have explicit relationships with other DCW feature classes.

Database design issues

Point sizes are in accordance with ONC chart specifications. In instances where the source materials deviated from established specifications, font size assignments were chosen that reflected known relative population characteristics on a regional level. All population characteristics are expressed through font sizes and symbology on the source materials are maintained within the database as annotation attributes. No diacritical marks were captured, with the exception of apostrophes which are included only in conjunction with possessive nouns. Text features do contain attributes indicating whether they included diacritical marks on the source. All PP annotation text is stored with a single location point at the lower left corner of the string. All PP annotation text for a given object is stored as single strings even when represented on multiple stacked strings on the source manuscripts. All located objects with a proper name were placed in the PP point feature class."

The sequence of images in Figure 2 shows, successively, the entire hierarchy on the left with one hierarchical layer removed as the reader scrolls toward the right. One might also wish to see each layer individually rather than looking at the entire stack of layers and subsets of that stack. Figure 3 shows each of these layers, separately.



When the sequence of images in Figure 3 is animated (Figure 4a), interesting visual comparisons emerge of the global distribution of urbanized areas, populated places, and lights. The animation begins with all layers showing and successively removes them while applying 5 stages of computer-generated (in Adobe ImageReady) between-smoothing-frames (tweening). It appears that it is urbanization, the yellow in Figure 4a, rather than mere population, the khaki in Figure 4a, that appears the greatest source of light in Figure 4b.

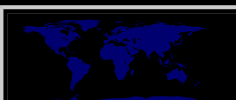


Figure 4a. Animation of frames in Figure 3 with "tweening" applied in Adobe ImageReady (trademarked). Compare to Figure 4b, a copy of Figure 1.

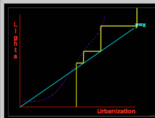
Indeed, this comparison offers support for the observation that (http://visibleearth.nasa.gov/cgi-bin/viewrecord?5826):

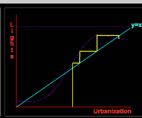
> "The brightest areas of the Earth are the most urbanized, but not necessarily the most populated. (Compare western Europe with China and India.) Cities tend to grow along coastlines and transportation networks. Even without the underlying map, the outlines of many continents would still be visible. The United States interstate highway system appears as a lattice connecting the brighter dots of city centers. In Russia, the Trans-Siberian railroad is a thin line stretching from Moscow through the center of Asia to Vladivostok. The Nile River, from the Aswan Dam to the Mediterranean Sea, is another bright thread through an otherwise dark region."

The information from the Digital Chart of the World offers a number of alternate ways to view information about population. No doubt a whole host of questions might be asked about the global pattern of lights, urbanization, and population. One question that is often discussed in the contemporary urban municipal setting is that of improving light dispersal in existing cities. One might imagine looking at the image in Figure 1, together with tables of population, and trying to find places with high population and low light use in relation to a set of population peers. Clearly, this sort of differencing would not be possible with maps that are as crude as those above.

As a general strategy, though, one might consider an application of Feigenbaum's graphical analysis to find critical values based on increasing urbanization.

- Assume a functional relationship between lights and urbanization with lights depending on urbanization:
  lights = f(urbanization)
- Suppose that the functional relationship is increasing without bound, as for example in an exponential curve: as population increases, lighting increases without bound (Figure 5a).
- Suppose that the functional relationship now has an upper bound placed on it, in the form of a lighting ordinance, for example (Figure 5b).





The graphical dynamics in Figure 5a are out of control; the initial seed (yellow) fired at the purple exponential bounces back and forth from curve to y=x in a fashion that goes on in ever-increasing steps toward infinity. When a lighting ordinance is applied as an upper bound, and that ordinance has sufficient strength to dampen the exponential so that it pushes back to the right of the line y=x (quickly), then the graphical dynamics can be made to settle down around the intersection point of the damped curve and y=x (as a fixed point that attracts graphical process). The latter situation suggests one form of intervention to control graphical dynamics representing real-world situations. The challenge then becomes implementation of such ideas as well as extension of them into more distant realms.

References:

- Feigenbaum, M. J. 1980. Universal behavior in non-linear systems. *Los Alamos Science*, Summer, 4-27.
- Sequence of NASA pages describing work of Imhoff and others:
  - http://earthobservatory.nasa.gov/Study/Lights/lights.html
  - http://earthobservatory.nasa.gov/Study/Lights/lights_2.html
  - http://earthobservatory.nasa.gov/Study/Lights/lights_3.html
- Many thanks to Robert Simmon for the following references:
  - http://visibleearth.nasa.gov/cgi-bin/viewrecord?5826
  - http://earthobservatory.nasa.gov/Newsroom/BlueMarble/
- Software and digital files used in building content (all names held by the companies that own them):
  - Digital Chart of the World, 1993, vectorized to fit with Atlas GIS, Strategic Mapping, Inc.
  - Atlas GIS, version 3.0, Strategic Mapping, Inc. (current versions are ESRI)
  - ArcView GIS, version 3.2, ESRI
  - Adobe PhotoShop 6.0
  - Adobe ImageReady with PhotoShop 6.0

*Play on a World War II song title: Vaughn Monroe, 1943, "When the Lights Go On Again, All Over the World"
**With thanks to Robert Simmon for permission to use the city lights image.

Bus Stops and Bus Users in the City of Detroit

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Taubman College of Architecture and Urban Planning
The University of Michigan

Introduction

According to the Detroit Area Study (DAS) (R. Marans, see this link for a sample), public transportation use in the Detroit area has been declining. DAS data from 2001 shows that only 8.3 percent of commuters choose bus as their travel mode whereas 69.1 percent of people are driving single occupant cars. Furthermore, 63.1 percent of respondents to the DAS answered that they never use the bus. Frequent users, including daily users and people taking a bus at least once a week, composed about ten percent of the sample.

Previous studies indicate that there are relationships among environmental factors, psychological factors, and transportation use (Bamberg, Sebastian and Peter Schmidt, "The impact of general attitude on decisions" *Rationality and Society*, Thousand Oaks, Feb 1999). GIS data collected in 2000 by SEMCOG (Southeast Michigan Council of Governments) enable one to gauge the condition of bus stops in Detroit. Bus stop condition will be considered one of indicators that represents the environmental condition of public transportation. Also, 2001 DAS shows specific preferences and attitudes toward transportation among Detroiters. Bus stop condition will be examined using GIS. The results are presented, in this paper, as a single interactive, internet map.

Interactive Internet Map

DDOT (Detroit Department of Transportation) and SMART (Suburban Mobility Authority for Regional Transportation) operate buses in the City of Detroit. There are a total of 5618 bus stops located along the routes (Hamtramck and Highland Park are excluded).

Field evidence, including overall condition of bus stops, was observed and photographed for selected stops. Five indicators, stop sign, light, shelter, bench, and sidewalk, are used to evaluate the condition of bus stops. These indicators were then used to formulate an index of bus stop condition, scored as 1 to 5, from poor to good, respectively. The accompanying internet map shows Detroit bus routes and bus stops. The stops that scored 1 or 2 on the index are colored red. Click on a stop to get data concerning that stop; click on a route to look at the database accompanying the mapped route. The map showing bus stop condition alone, has also been combined by the author with results about bus users from the DAS (for internal DAS use only). Hence, the title of this article.

This interactive internet map is used to capture numerous variables in a single image that can be used interactively without owning any software other than a browser. Thus, some of the power of GIS analysis is transferred to members of the public, allowing them to query records that might not otherwise be readily available to them.

Link to Interactive Internet Map, made in ArcView 3.2 using ImageMapper from Alta 4, www.alta4.com.--access to the full map, for qualified viewers, available by contacting IMaGe. Click here to see a link to a partial, but very useful, interactive map showing all bus stops, routes, and bus stop conditions (shelter availability and so forth).

The Relationship between Bicycle Accidents and Lanes of Travel at Downtown Ann Arbor Intersections

Hyeyun Lee
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University of Michigan
Taubman College of Architecture and Urban Planning

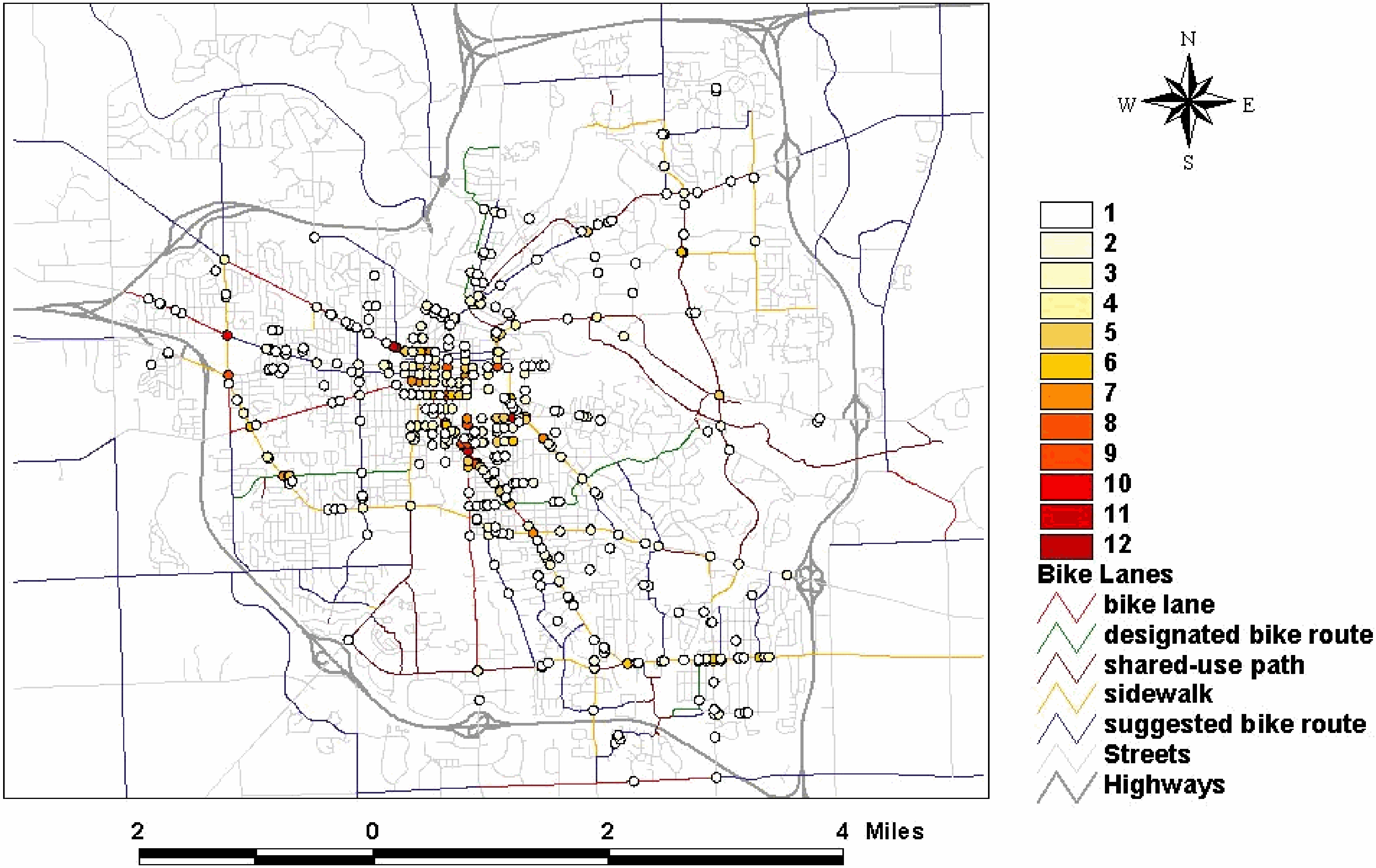
The material in this article represents an accumulation of material related to bicycle issues found within the archives of the University of Michigan. In the summer of 2002, the author will be an intern for the Environmental Coordinator of the City of Ann Arbor, during which time she will have an opportunity to work the current situation in a real-world setting.

The methodology involved the steps listed below, as well as others (see http://www-personal.umich.edu/~hyeyunl for the full project):

- View bicycle-accident map: specifies where bicycle accidents occurred. Select the intersections to study. The number of accidents that occurred from 1983 to 1992 were tabulated at each of those intersections (source: John D. Nystuen for Ann Arbor Police Department data).
- A brief survey was conducted at each intersection to calculate:
    - The number of lanes of traffic in each direction.
    - The angle of the intersection (at 6-way intersections, the angles were averaged.)

Animated map showing locations and numbers of bicycle accidents (scroll over on low-resolution settings to see the entire map).

Number of Bike Accidents inside 0.04 Mile Buffers



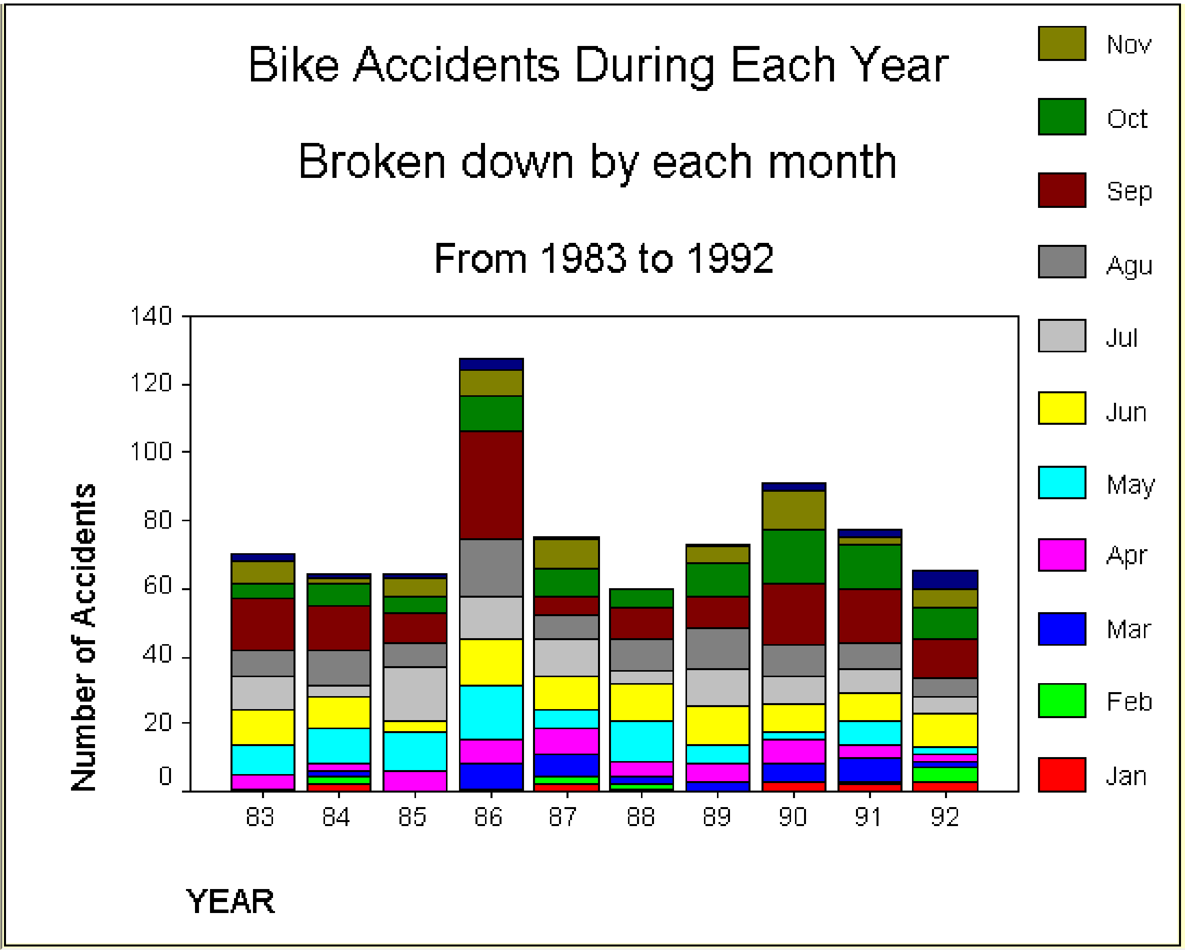
[Click here to see the interactive map.](#)

Bike Accidents

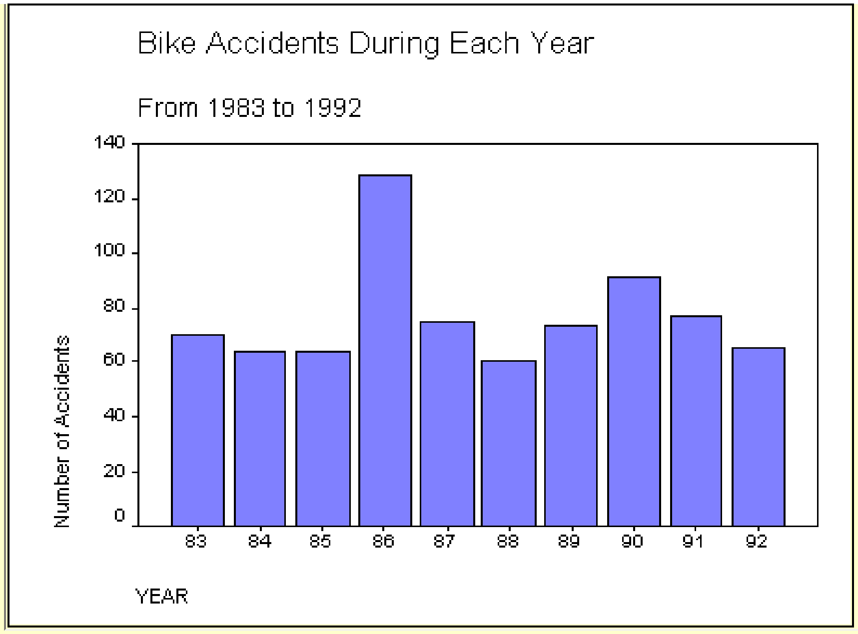
- 794 bike accidents happened in Ann Arbor from 1983 to 1992.
- Buffers are around every intersection and the radius is 0.02 mile. (The radius on the above map is 0.04 mile to show buffers better on the web.)

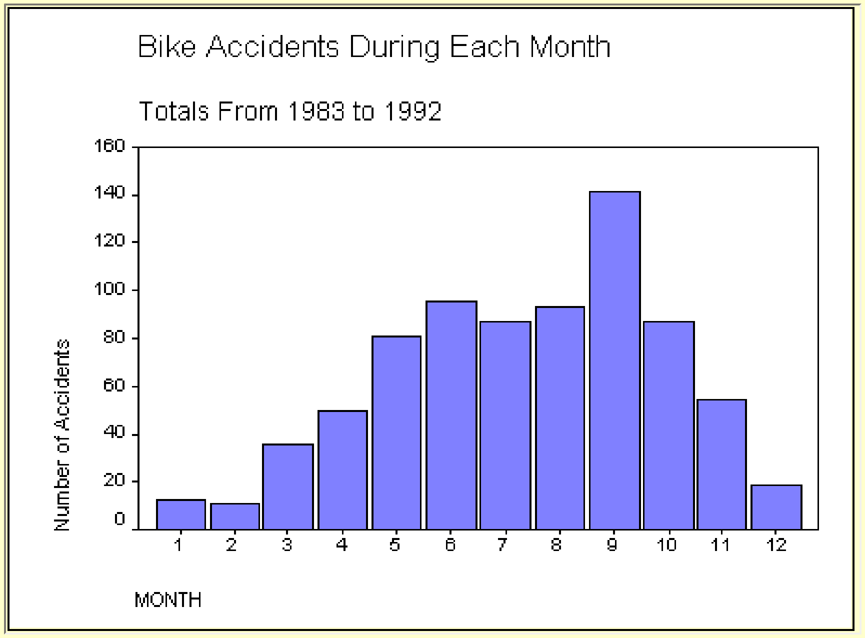
Bike Lanes (suggested by the Park and Recreational Department of City of Ann Arbor, in June 2001).

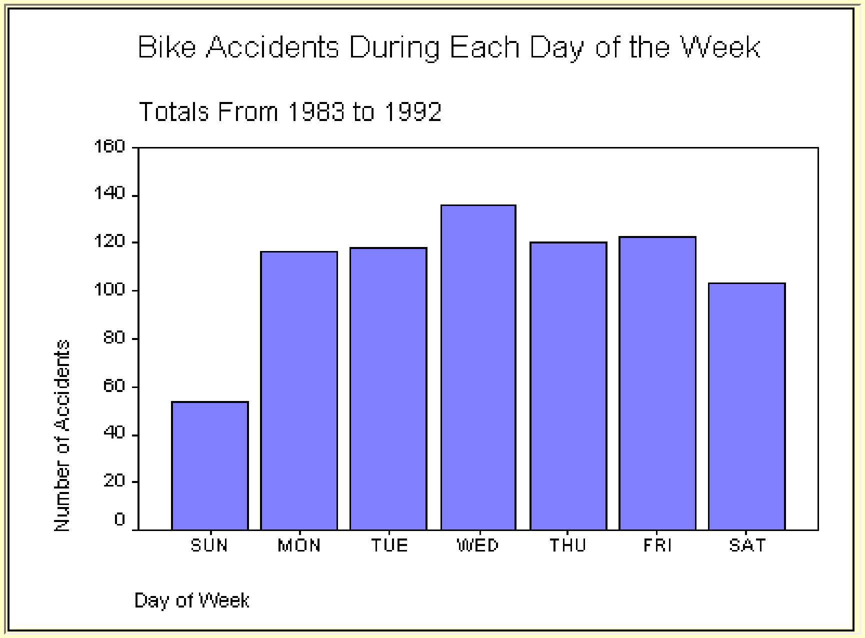
- Bike Lane: On-road travel lane designated for the exclusive use of bicycles.
- Designated Bike Route: Road designated by green “Bike Route” sign, which has either wide outside curb lane or low traffic volume.
- Suggested Bike Route: Road which has either wide outside curb lane or low traffic volume.
- Shared-use Path: Off-road paved path for non-motorized use.
- Sidewalk: Off-road facility bordering a roadway

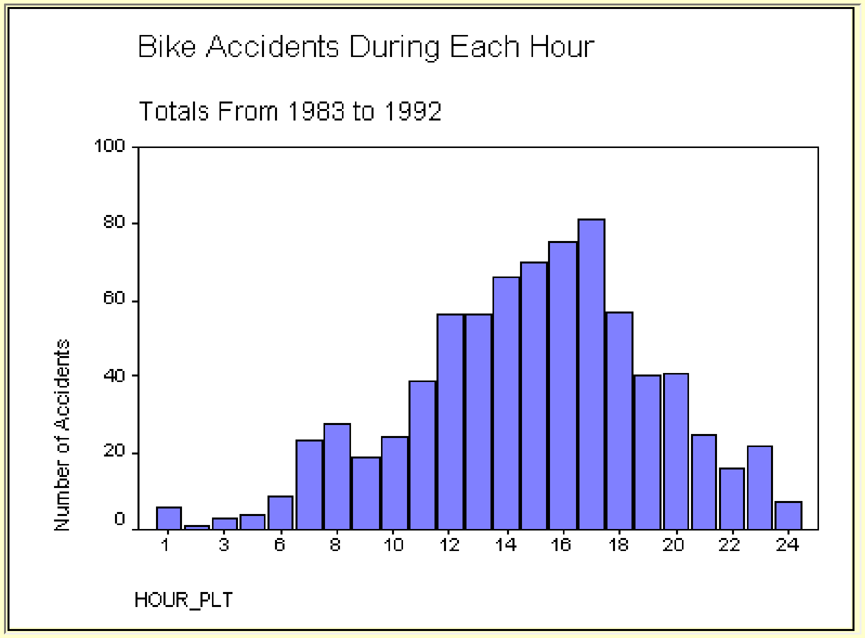


Bike Accidents During Each Year
Broken down by each month
From 1983 to 1992
Number of Accidents
YEAR
140
120
100
80
60
40
20
0
83
84
85
86
87
88
89
90
91
92
Nov
Oct
Sep
Agu
Jul
Jun
May
Apr
Mar
Feb
Jan


Bike Accidents During Each Year
From 1983 to 1992
Number of Accidents
140
120
100
80
60
40
20
0
83
84
85
86
87
88
89
90
91
92
YEAR

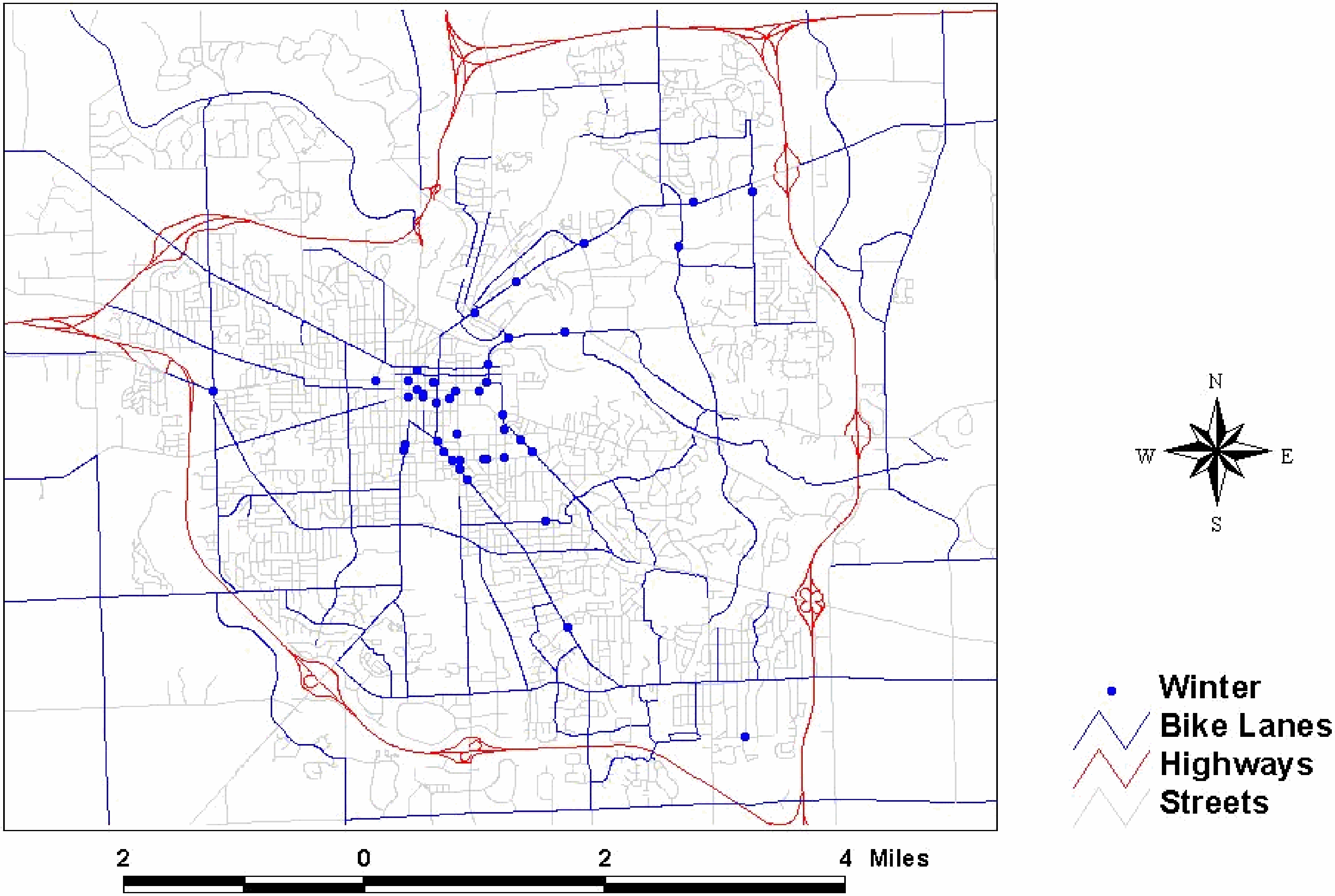

Bike Accidents During Each Month
Totals From 1983 to 1992
Number of Accidents
160
140
120
100
80
60
40
20
0
1
2
3
4
5
6
7
8
9
10
11
12
MONTH



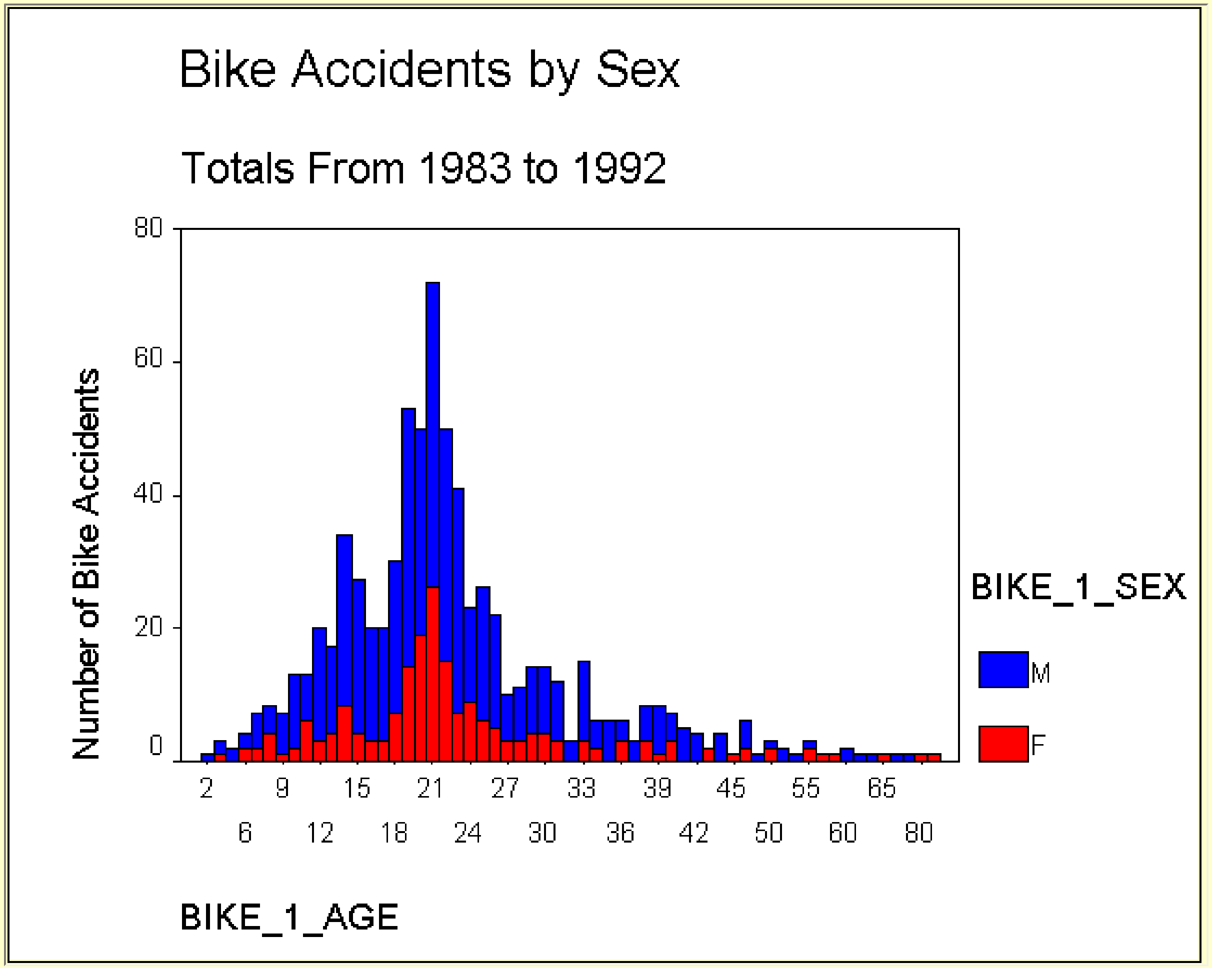


Animated map showing accidents by season (scroll over on low-resolution settings to see the entire map).

Bike Accidents According to Seasons



Spring(Mar, Apr, & May): **162** accidents, **Summer**(Jun, Jul, & Aug): **276** accidents, **Fall**(Sep, Oct, & Nov): **282** accidents, and **Winter**(Dec, Jan, & Feb): **43** accidents



The information here serves as a baseline. It is presented in animated and interactive formats to see change over time. Current information will add to it and offer directions for analysis that respond to contemporary needs.

Related Literature

- Northeast Ann Arbor Transportation Plan, Non-motorized Component http://www.greenwaycollab.com/NEAATP.htm
- Successful Bicycle Planning: Adapting Lessons from Communities with High Bicycle Use to Ann Arbor and Washtenaw County http://www-personal.umich.edu/~jlevine/downloads/bikereport.pdf

Beach Closures in Oakland County, Michigan: Using GIS as an Investigative Tool

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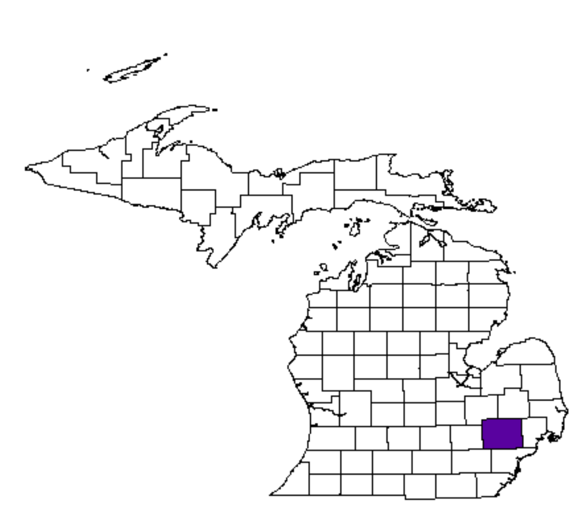
The University of Michigan

Introduction

The state of Michigan is a prime recreational area during the summer months for tourists as well as for permanent residents. Michigan, the "Great Lakes State," has fine recreational lakes from both a boating and bathing perspective. Oakland County, part of the Detroit "metropolitan area" has numerous small lakes. The county is one of the most affluent in the country and contains over 200 bathing beaches. Unfortunately, over the last few years, beach closings have been on the rise. The Environmental Protection Agency noted that State and local governments across the country issued 4000 beach closings in 1995 alone ("Beach Watch" 1) and that "The number of beach closures reported every year is also on the rise" (1).



EPA's Beach Watch

The beach closure problem became a large enough concern that the Environmental Protection Agency initiated the BEACH Program (Beaches Environmental Assessment, Closure, and Health) in 1997 with the goals of improving U. S. recreational waters and reducing the risk of disease to those who frequent the beaches. Among the official goals of this Beach Watch Program were: strengthening standards, improving beach programs at local governments, increasing communication with the public, and providing funding for research to improve detection methods to protect public health. The BEACH Program led to the passage of the BEACH Act (Beaches Environmental Assessment and Coastal Health Act) on October 10, 2000 ("Beach Act" 2). This Act amended the Clean Water Act and contains three "significant" provisions including:

- requiring states with coastal waters to implement standards (new or revised) for pathogens and their indicators by April 10, 2004,
- requiring the EPA to conduct studies and publish new water quality guidance for pathogens effecting human

Oakland County's Procedures

Oakland County samples approximately 60 of their 286 beaches yearly; others are on a five-year rotation schedule. Beaches sampled each year include government owned properties, camps, and commercial beaches (or “pay to enter”) properties. In addition, any beach that has a history of high bacterial levels, is also sampled each year. Three 100ml samples of beach water, at waist level, are taken at each assigned beach each week. The samples are then analyzed for the presence of E-coli. Initially, if any one of the samples is greater than 300 E-Coli per 100ml the beach must be closed. After one month of sampling, a rolling geometric mean is calculated and the limit is 130 E-Coli per 100ml. The testing method is done on-site in the County’s laboratory and results are obtained after 18 hours. Last summer I had the privilege of interning with the County and worked on the beach program as one of several other responsibilities. The interns were responsible for sampling their assigned beaches for the amount of E-coli per 100ml at least once per week and determining whether or not the beach should remain open from the results of the tests. I had noticed throughout the summer that almost every time it rained it seemed as if many

health by 2005, and
- allowing the EPA to award grants to states in order for them to implement beach and risk communication programs regarding recreational water quality (2).

Causes of Beach Closures

Causes of beach closures are numerous. They include, but are not limited to, the following:

- Rainfall: sewer overflows, storm water runoff, septic systems
- Boating wastes
- Location: land-use, sewers
- Number of users
- Animal wastes

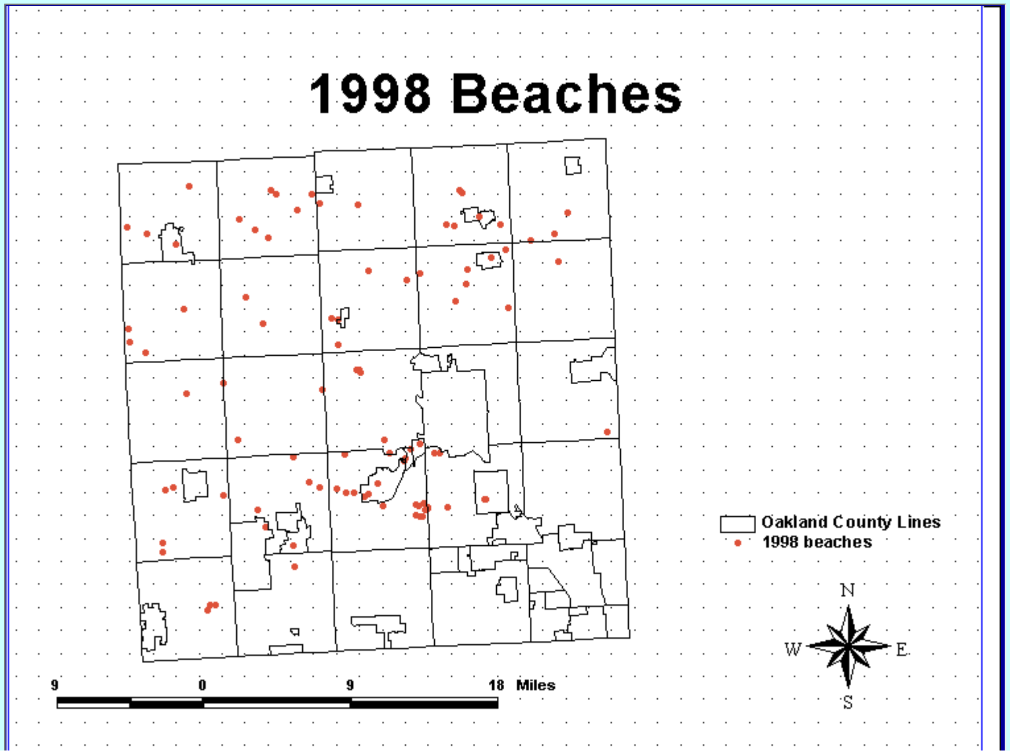
beaches would close the next day.

Rainfall, indeed, has been shown to be a beach closure predictor for some beaches although its importance in terms of a determinant have been debated. In a study done in the UK, researchers claim that rainfall is only a minimal component stating that sunshine, wind, and catchment sources were much stronger predictors (Crowther et al. 4029). Other studies, however, claim that rainfall is a major component. Studies done in Australia indicated a "linear relationship between visual indicators and bacterial density . . . and rainfall alone as a predictor is equivalent to or better than visual assessment" (Armstrong et al. 249). Many beaches in Australia use rainfall determined from gauge stations throughout the country to prepare daily beach reports/ closures (249).

Hypothesis

In this study I compare rainfall and beach closings in Oakland County, for 1998 and 2001, using GIS as the main investigative tool. Correlations between the two variables is investigated in order to see if this simplified analysis could be utilized for beach closure decision making: GIS might prove to be an invaluable resource in terms of presenting the spatial relationships between rainfall and rain gauge sites in relation to beach locations. Results may aid in predictive modeling for E-coli in recreational waters since the present testing methods require at least 18 hours in order to obtain results. If rainfall alone can be used as a predictor of beach closure in the county then there is the potential to save money spent on beach programs and sampling, to protect individuals from health threats due to "dirty" water, and to avoid time delays waiting for results.

Data
Beach closing information including the beach name, location, and E-coli geometric means were provided by the Oakland County Health Division-Environmental Health Department in tabular format and entered into Excel worksheets. Beach locations and Oakland County boundary line themes were provided in digital format (ArcView 3.2). Rainfall data were obtained from the Oakland County Drain Commissioner's office. Tables with rainfall from the county's rain gauge stations and the recorded rainfall at the stations for June and July of 1998 and 2001 were also provided, both in tabular format. Again, Excel was used in order to convert the tabular data into digital, database format. Oakland County street and highway theme layers were obtained from the University of Michigan Map Library and were already directly usable in ArcView 3.2.



Methods

The initial portion of the study determines the “beach closure days” for June and July of 1998 and 2001. To these, "beaches closed" are then added to a database table. The rain gauge locations had are geocoded as U.S. street addresses using the Oakland County street layers from the Map Library at UM as a reference theme. Eighteen rain gauge stations locations are mapped from the twenty-one present (three locations not precise). The rain gauge locations are saved as a new theme or .shp file. With gauge stations defined, the rainfall at each station is then incorporated into the database tables for a portion of the month of June (when sampling began) through the end of July in 1998 and 2001. The appropriate Excel tables are transferred to ArcView 3.2 as .dbf files. ArcView 3.2 spatial analysis extension is used to determine the rainfall at each closed beach. The rainfall at the closed beaches on the day of the closure is determined and incorporated into the tables in Excel. Layouts are produced for each day (June-July) showing the spatial analyst interpolated rainfall distribution for the County and the closed beaches. Graphs using Excel are made to show the rainfall amounts in hundredths of inches and bacteria levels in #E-coli per 100ml.

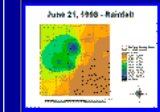
Hardware: Windows based machine.

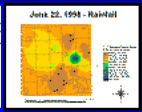
Software: ArcView 3.2 was used to analyze the rainfall and beach closure data. Microsoft Excel was used to create the data tables of the rainfall and beach closing information. Adobe photoshop was used to format all layouts for web use. Gamani Moviegear was used to create the animations.

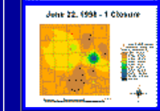
Results

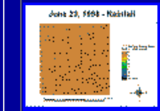
June 1998 Animation (scroll to the right to see still frames):

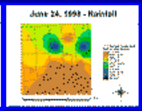
June 1998 Still Frames of Rainfall and Beach Closures:

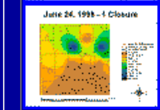


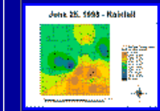


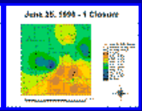


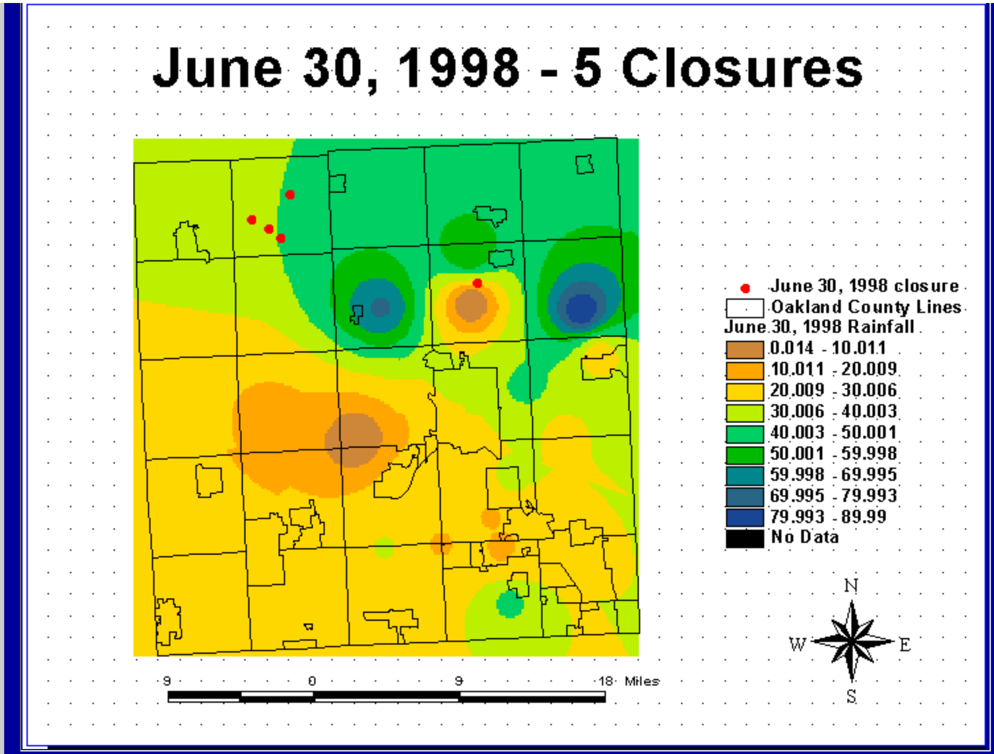


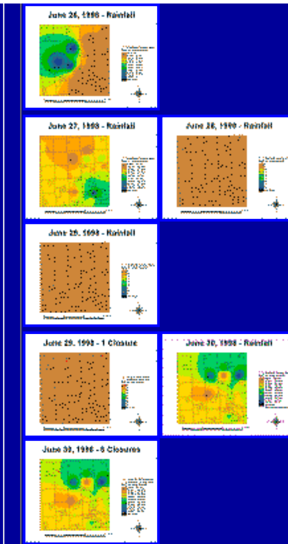






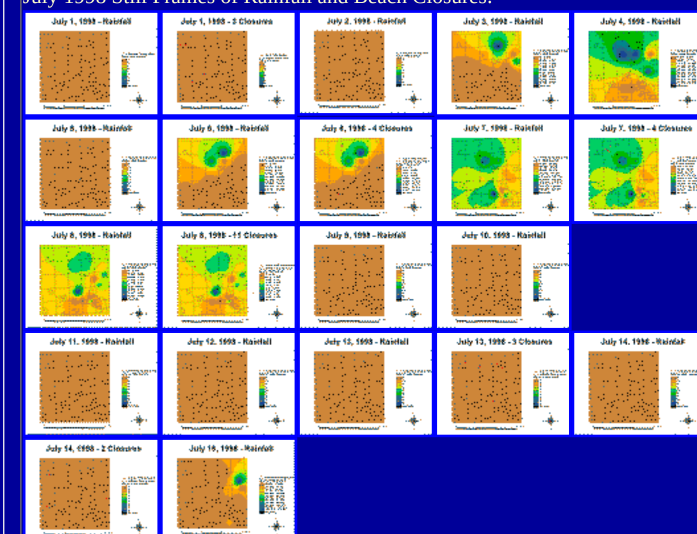


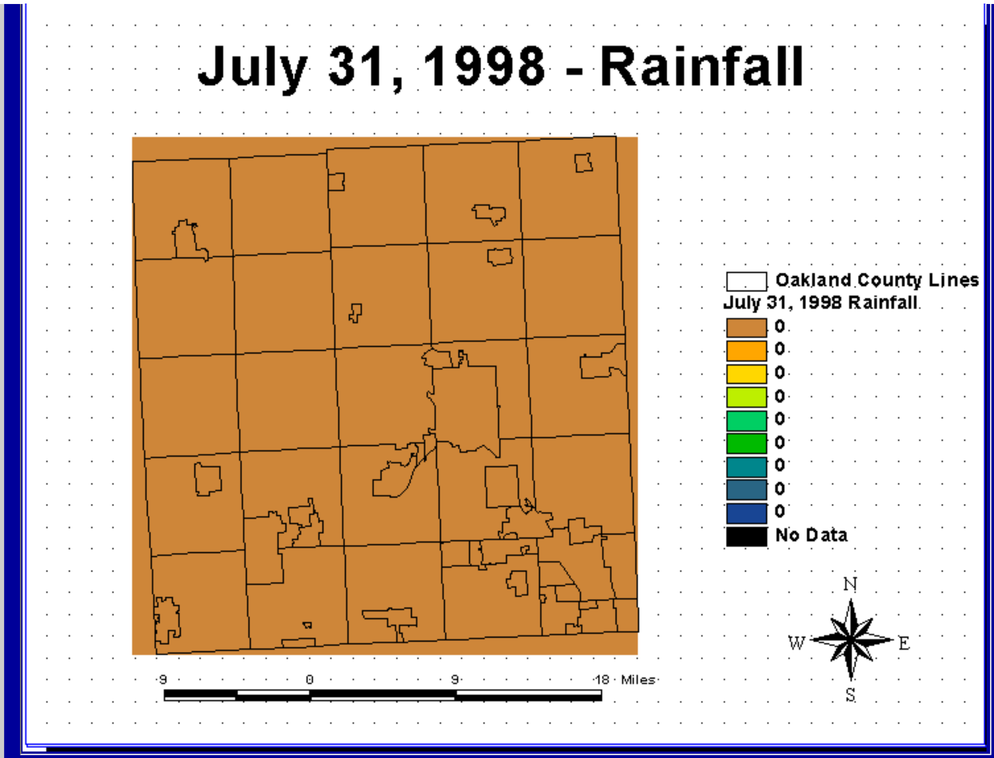


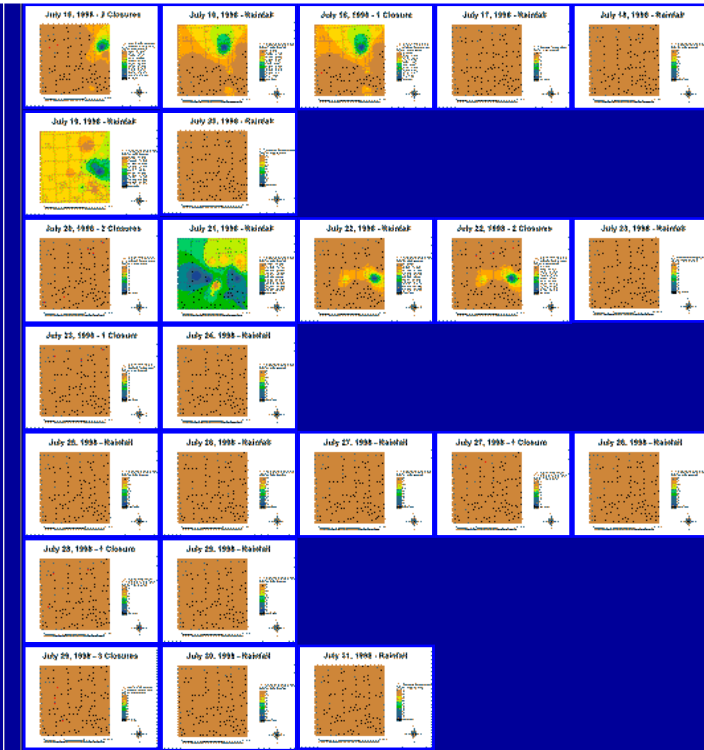


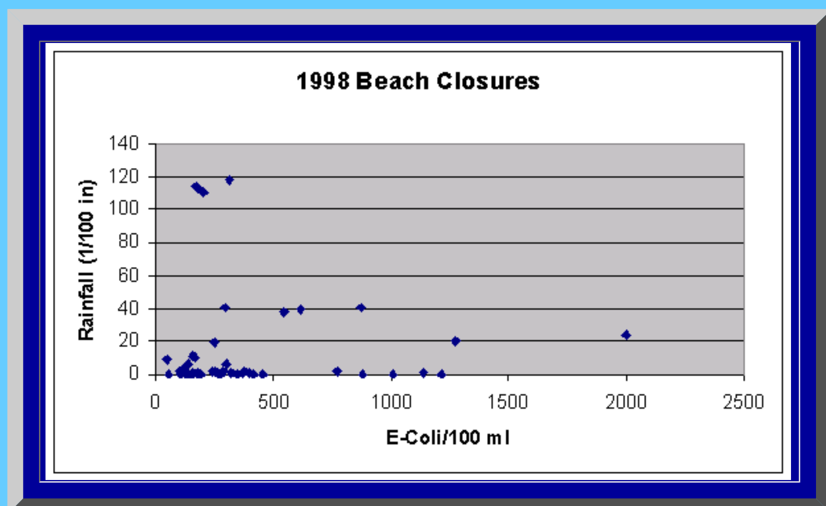
July 1998 Animation (scroll to the right to see still frames):

July 1998 Still Frames of Rainfall and Beach Closures:

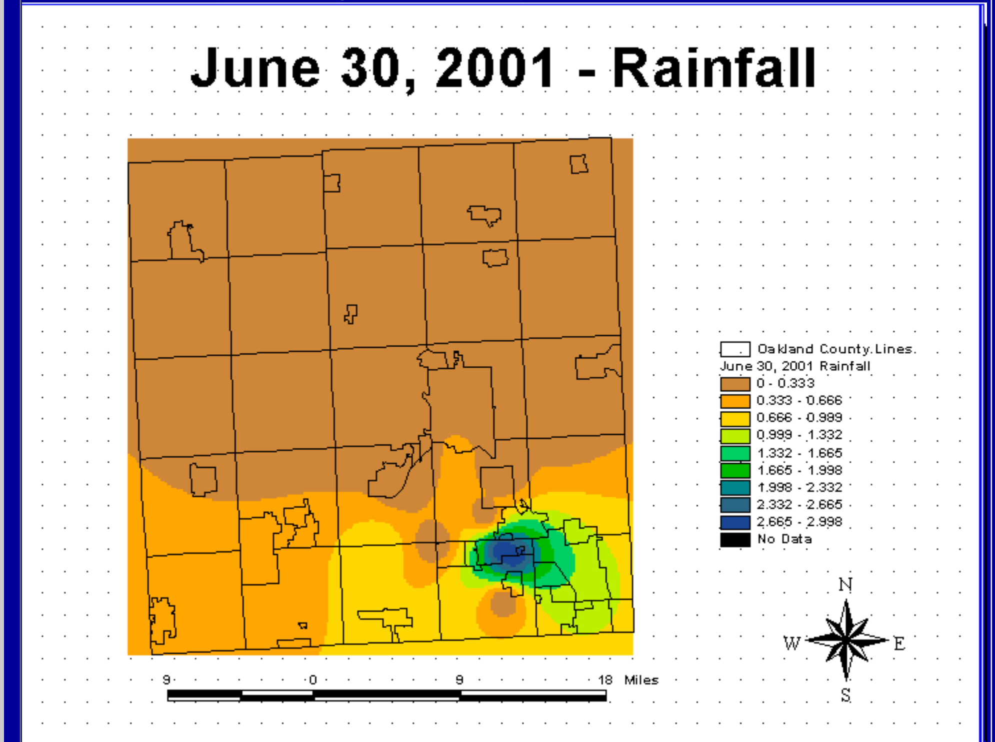



July 31, 1998 - Rainfall
Oakland County Lines
July 31, 1998 Rainfall
0
0
0
0
0
0
0
0
0
No Data
N
W
E
S
9
0
9
18 Miles

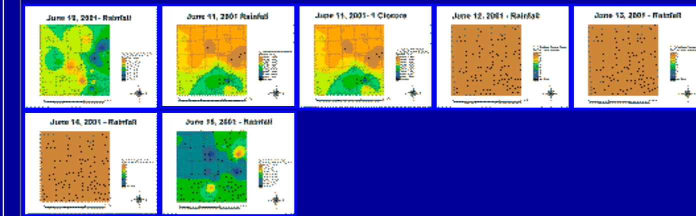


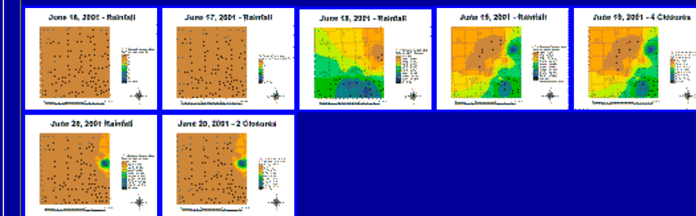

1998 Beach Closures
Rainfall (1/100 in)
140
120
100
80
60
40
20
0
0
500
1000
1500
2000
2500
E-Coli/100 ml

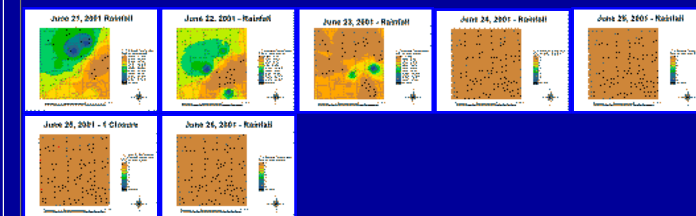
June 2001 Animation (scroll to the right to see still frames):

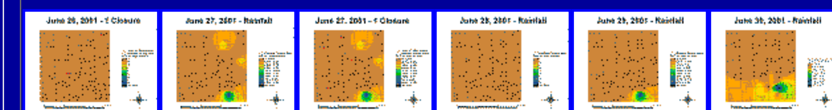


June 2001 Still Frames of Rainfall and Beach Closures:



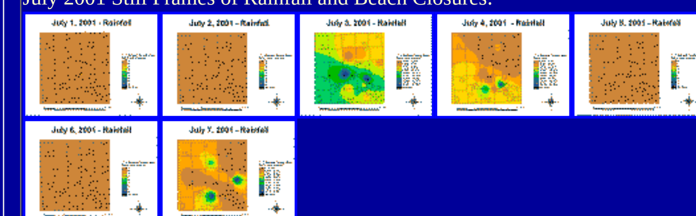


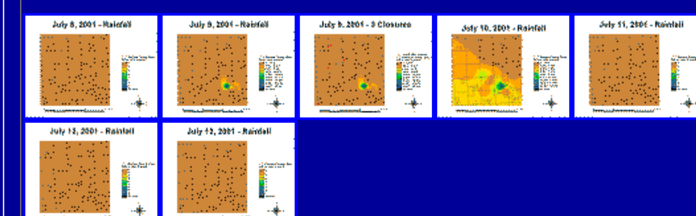


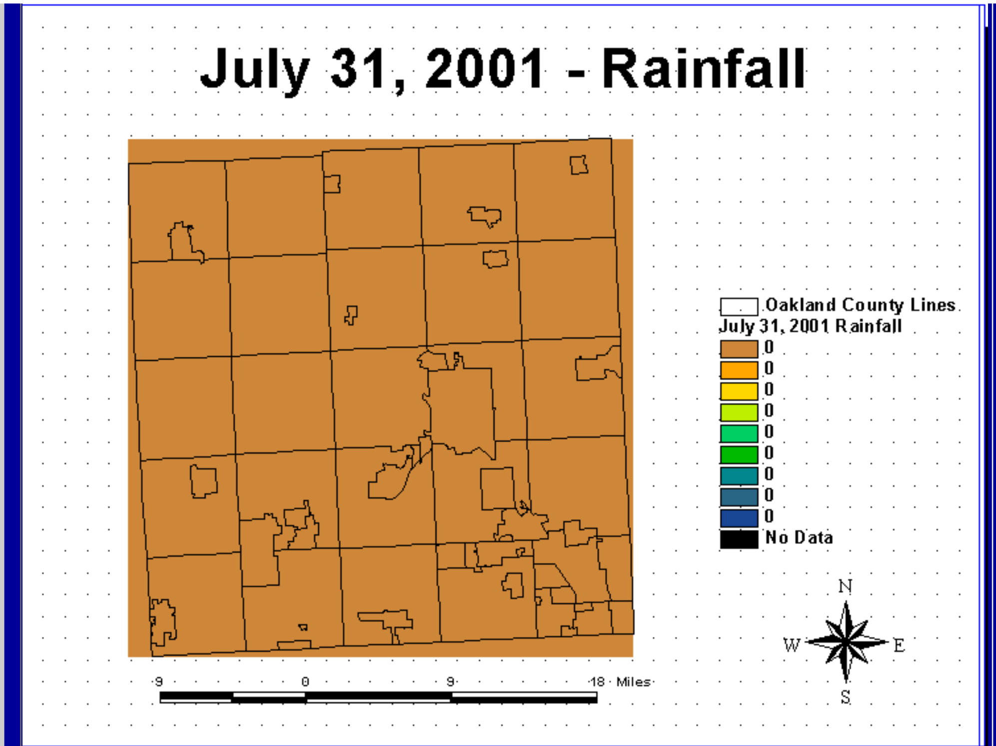


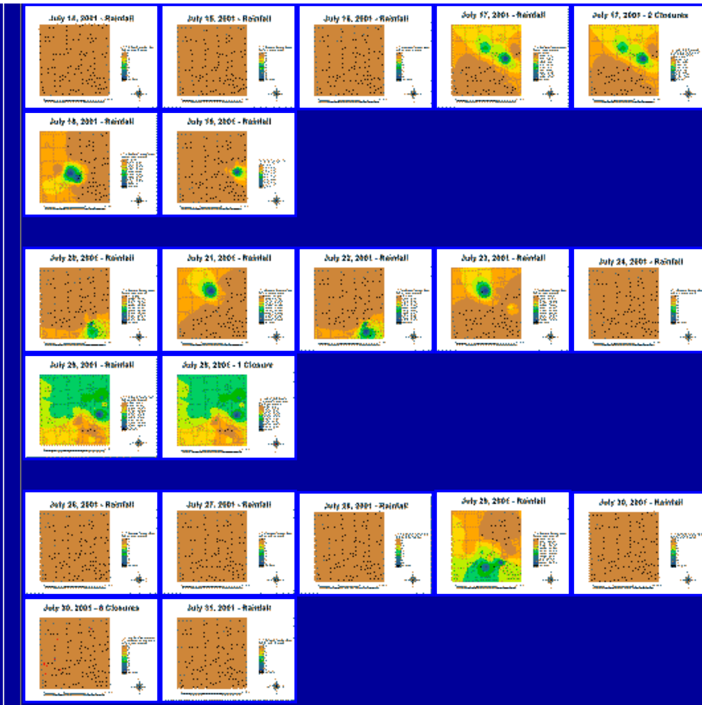
July 2001 Animation (scroll to the right to see still frames):

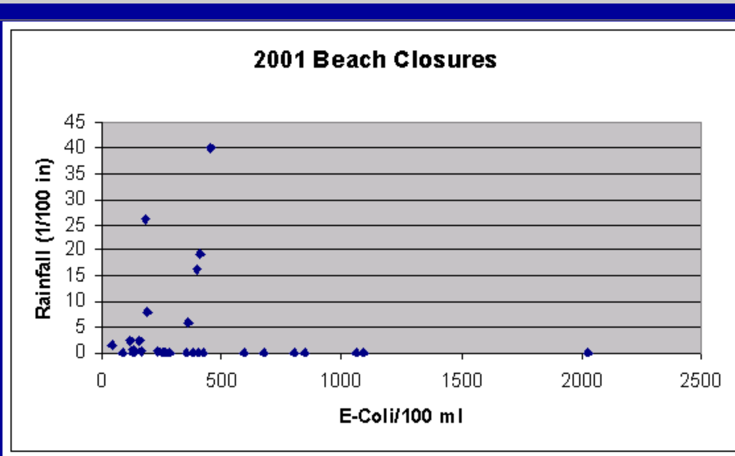
July 2001 Still Frames of Rainfall and Beach Closures:






July 31, 2001 - Rainfall
Oakland County Lines
July 31, 2001 Rainfall
0
0
0
0
0
0
0
0
0
No Data
N
W
E
S
9
0
9
18 Miles




2001 Beach Closures
Rainfall (1/100 in)
45
40
35
30
25
20
15
10
5
0
0
500
1000
1500
2000
2500
E-Coli/100 ml

Conclusions

1998: In 1998 there were 49 total beach closures in Oakland County. June had 9 closures with one beach closure day receiving zero inches of rain. July had 40 beach closures with sixteen closure days receiving zero inches of rain. Total average rainfall for June was 1.7 inches. July total average rainfall recorded at the gauge stations was 1.8 inches.

2001: In 2001 there were a total of 29 beaches closed. Twelve beaches were closed in June with 4 closure days occurring on zero inch rainfall days. July had 17 closures with 10 closure days occurring on days with zero inches of rain. The total average rainfall for June and July was 2.6 inches and .90 inches, respectively.

Graphs showing E-Coli/100 ml. versus rainfall (1/100 in.) for the 1998 and 2001 closed beaches suggest that there is not a direct correlation between rainfall and beach closures. In fact, the graphs suggest that shorter amounts of rainfall may be more indicative of beach closures. This might be because during short rain storms bacteria get washed into the beach concentrating near the shore, whereas during long storms the bacteria has a chance to disperse further into the lake and not concentrate near the shore and the beach (causing the E.Coli beach levels to diminish).

Most beaches were closed on days that it had rained. Thirty-two of the 49 beaches closed in 1998 and 15 of the 29 beaches closed in 2001 were on "rainy" days. Also, if it had not rained on the beach closure day, most beaches recorded rain measurements on the day prior to the closure. For example, out of the 49 beaches closed in 1998, 10 of these were closed on days recording 0 inches of rain on both the day prior to the closure and the beach closure day itself. In 2001 there were 5 beaches out of 29 closed that did not receive rain on both the day prior and the day of the closure. This time factor might make a difference because no data was available on the time the beach was sampled or on the time of the rain gauge measurement. It must be stressed that this study only took into account rainfall and many other factors including beach location, proximity to sewers and storm drains, amount of use, and animal activity also have the potential to effect bacterial levels and beach closure.

Future Goals

This study is a first step of many that need to be implemented to study beach closures in Oakland County. An attempt was made to correlate the amount of rainfall with beach closures, but it is evident that many other factors need to be incorporated into a closure model, although rain does appear to play a role in beach closures. Other factors such as proximity to septic systems and storm water drains, land use patterns (agricultural vs. industrial), and animal activity might also be included in further study on the exact causes of closures. Most beaches are closed either on the day of significant rainfall, or the day after: timing appears to be critical, as reflected in the animated maps. Thus, further study might well include a quantitative measure of time to supplement the visual measure of showing spatial change through time, offered by animated maps. Generally, one can conclude that it is safer to avoid swimming for at least one day after a significant rain event in order to allow bacterial levels to subside.

References

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Based on full website at: http://www-personal.umich.edu/~jchura/

The Possibility of Extending the Streetcar Line in Kagoshima City, Japan
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More and more cars are running in many cities.

Although the car is a very convenient vehicle, it causes serious problems inside city: traffic jams, car accidents, air and noise pollution, and so on.

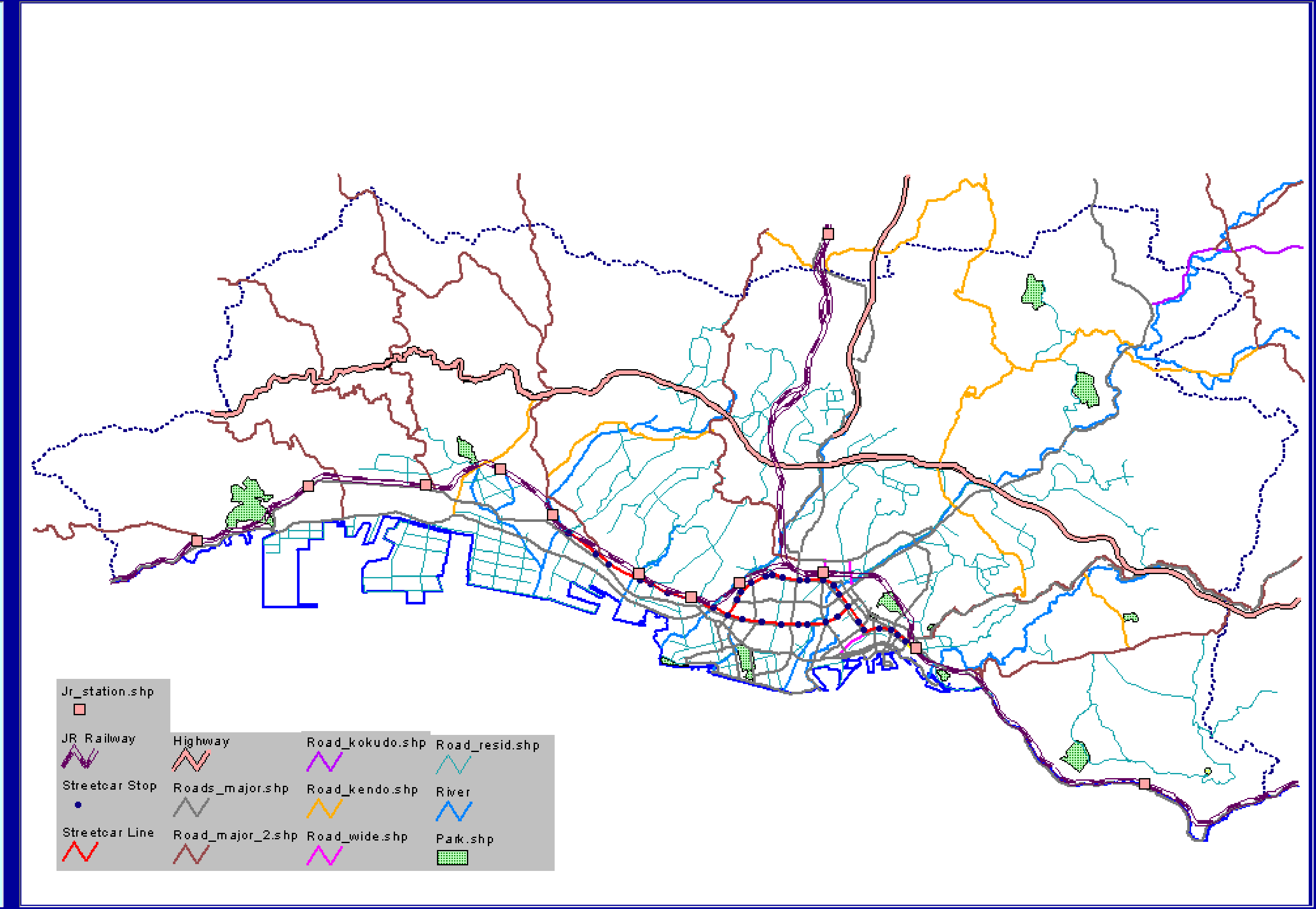
The streetcar can be one of the solutions for these problems.

It does not give off gas in the city, it does not cause congestion, it can be friendly to the elderly, to children, and to disabled people.

In this project, I analyze the existing streetcar line in my hometown of Kagoshima, Japan, as an alternative for cars,
and begin to consider the possibility of extending streetcar lines, in order to utilize this facility more effectively. The population of Kagoshima, as of October, 2002, is over 550,000 and Kagoshima is the 18th largest city in Japan.

The map to the right is a map I digitized from a paper map of Kagoshima (2002 source). It covers about 30km from left side to right side. Orientation is north to the right and tipped very slightly toward the top edge.

In this paper, based on a larger project, the role of an animated map is emphasized.



In Kagoshima City, the streetcar line runs from the Central Business District (CBD) to the Southern Residential area. The total length of streetcar lines is 13.1km. Kagoshima City is a car-oriented city: most people use cars. Walking comes second. About 18% of people use the public transportation system. This fact suggests that more convenient public transportation systems might prevent increasing car usage.

The theme of this paper is to begin to identify The Possibility of Extending the Streetcar Line in Kagoshima City, Japan. In order to develop the recommendation, it is necessary to conduct a demand analysis. One important factor in that analysis is to assess the current usage (demand) of streetcar lines. Thus, I will investigate, using animated maps, the current usage (demand) for streetcar lines.

The animated maps below show current streetcar usage: thicker lines (Figure 1) indicate heavier flows of passenger traffic [ed. much as maps of the Napoleonic armies traced declining numbers of soldiers on the eastward thrust to Russia]. In Figure 2, larger circles at streetcar stops mean heavier passenger usage. The survey was conducted on May 18, 2001, by Kagoshima City Transport Company. Data includes all passengers over 5 years old on that day.

The remarkable fact is that the stop with the most passengers' usage is not in city center, but in the suburb, Taniyama, which is located at the south edge of the streetcar line. That implies that the Taniyama streetcar stop is used not only by Taniyama area residents, but also by the residents around Taniyama area.

The other stops with many passengers' usage are more of the sort one might expect:

- City center; Tenmonkan, Izuro, and Takamibaba, in which there are many offices and commercial facilities
- Transit center; Nishi-Kagoshima Station (largest heavy rail Station in Kagoshima City), and Kohrimoto (another streetcar line comes to this point)

Clearly, any plans for future extensions of this streetcar line should consider the demographics of Kagoshima City spread across space at a number of timepoints as well as, perhaps, the decision-making behavior of Taniyama and nearby residents.

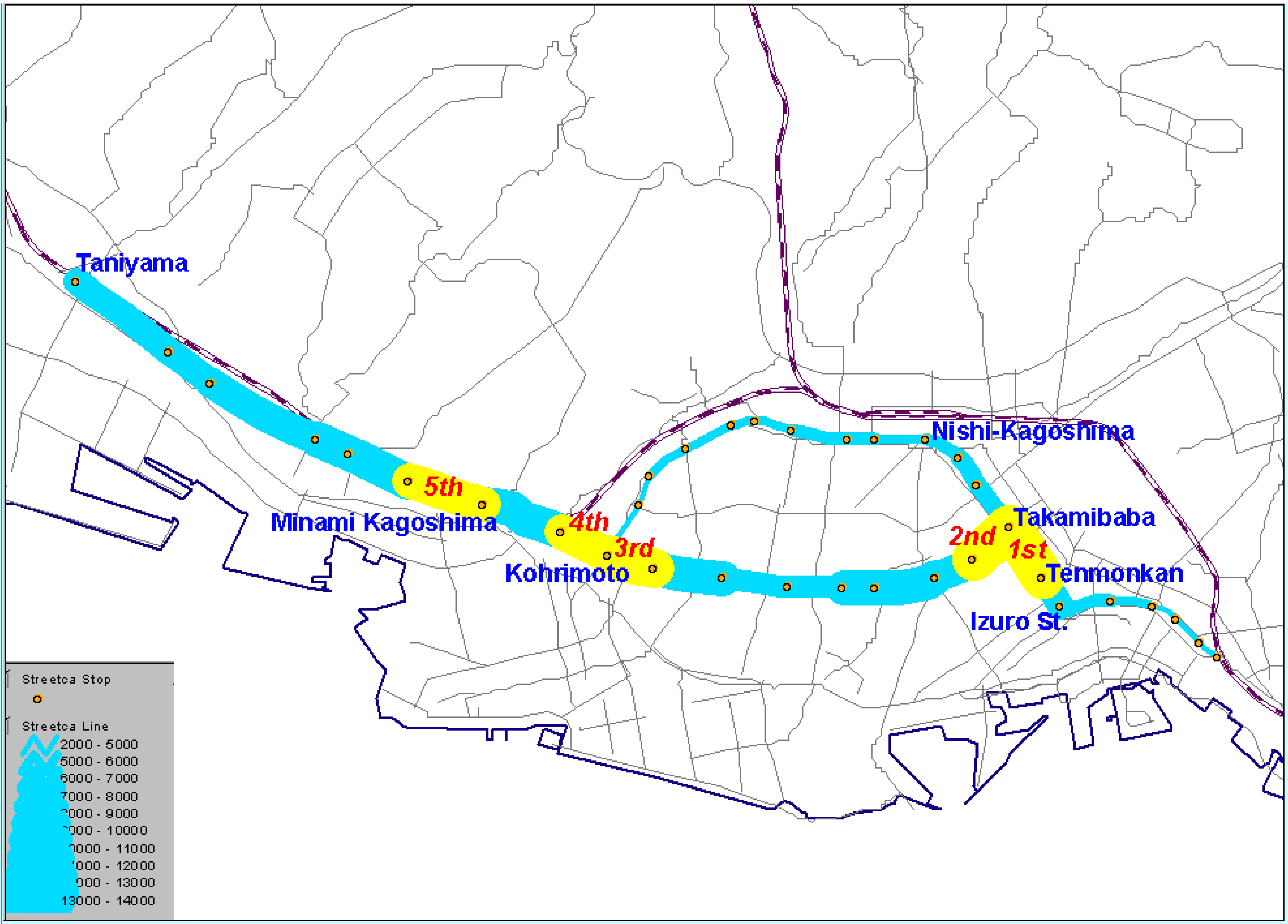


Figure 1. The Number of Passengers, by Each Streetcar Line Segment.

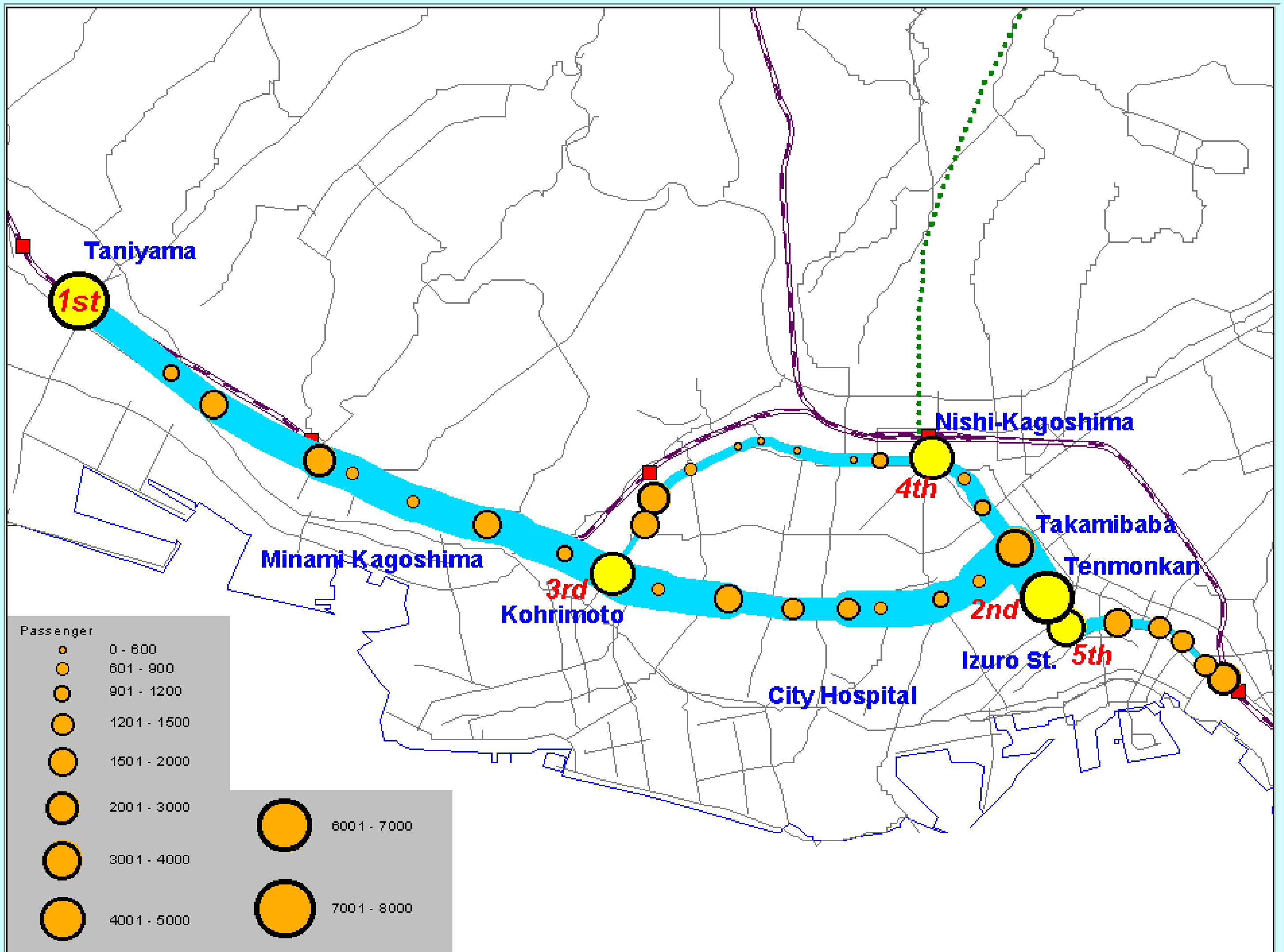


Figure 2. The Number of Passengers, by Each Streetcar Stop.

Materials Received

- Letters
  - John P. Lewis
  - Marc Schlossberg
  - Waldo R. Tobler
- IMaGe Intern, Nathan Annis
- Announcements of Books
  - Arlinghaus, Arlinghaus, and Harary
  - Gould and Pitts (eds.)