

Public Transport Planning and Development toward Resilience

Case of Toyama City

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WORLD BANK GROUP

City Partnership



TOYAMA

Rockefeller 100 Resilient Cities

Issues confronting Toyama City



(1) Dwindling population and a super-aging society

(5) Increase in carbon dioxide emissions

(2) Excessive dependence on automobiles and decline in public transportation

(6) Similar public facilities due to municipal mergers

(3) Loss of attractiveness of the central city district

(7) Appropriate management of social infrastructure

(4) Higher administrative costs of city management

(8) Dissociation of life expectancy and healthy life expectancy

Achieve the creation of a centralized compact city centering on public transportation by revitalizing public transportation, including railway track lines, and by concentrating various city functions such as residential, commercial, business, and cultural buildings along public transport lines.

< Conceptual Diagram >

“**Dumpling & skewer**” urban structure aimed at by Toyama City

Skewers: Public transportation with a level of service at or above a certain level

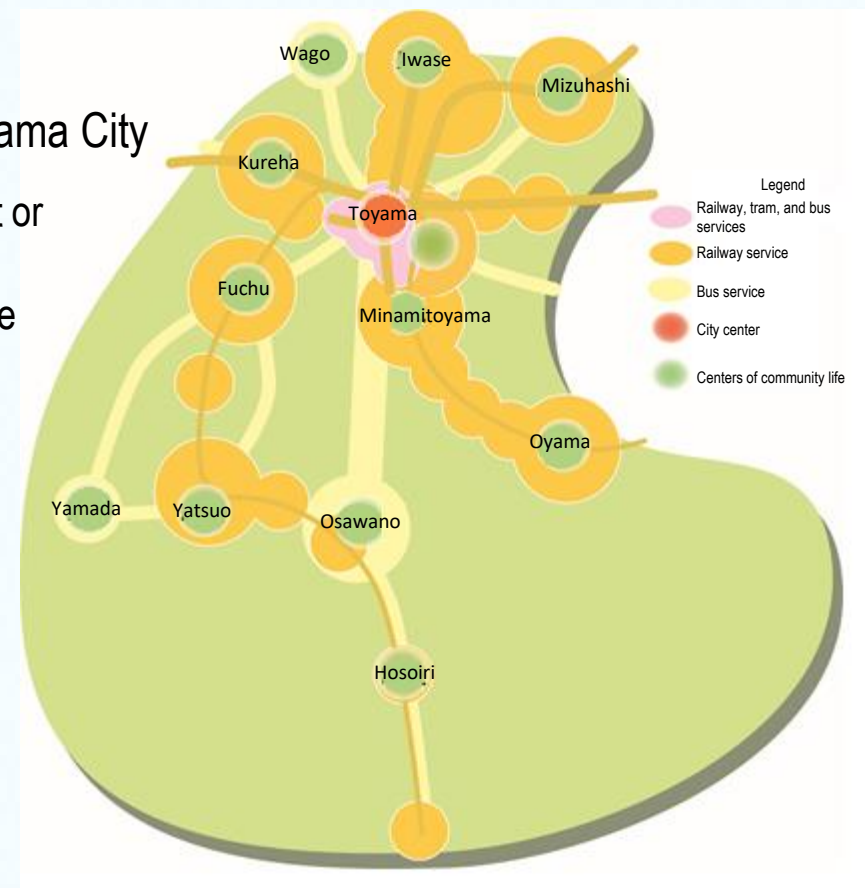
Dumplings: Areas accessible by foot that are linked by the public transportation “skewers”

< Three Pillars for the Realization >

(1) Revitalization of public transportation

(2) Promotion of relocation of residents to areas along public transport lines

(3) Revitalization of central city districts



Revitalizing Public Transport - Formation of LRT Network



By creating the LRT network, we hope to modify the current life style of too much dependence on automobiles and realize **a city with every amenity within walking distance.**

City Tram Loop Line (Dec. 2009)



Connecting Tram lines under the elevated Toyama Station



City Tram Loop Line



Toyama LRT (Apr. 2006)



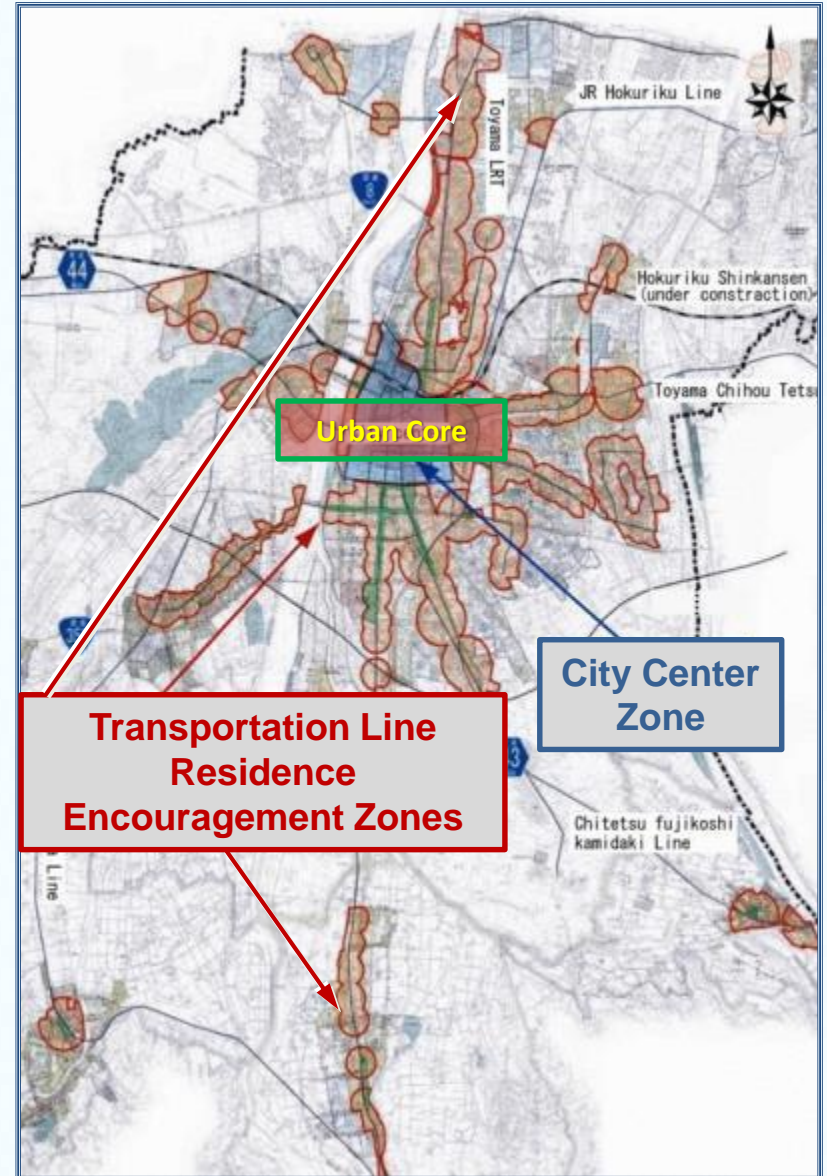
City Tram Loop Line



Residence Encouragement Zones

- ❑ **City Center Zone**
 - 436 hectares in the urban core of the city
- ❑ **Public Transportation Line Zones**
 - 3,383 hectares
 - Rail and tram line zones are within a 500 meter radius of rail and tram lines
 - Bus stop zones are within a 300 meter radius of bus stops

In 2016, 37% of the population is living in the residence encouragement zones, a 9% increase over 2005.



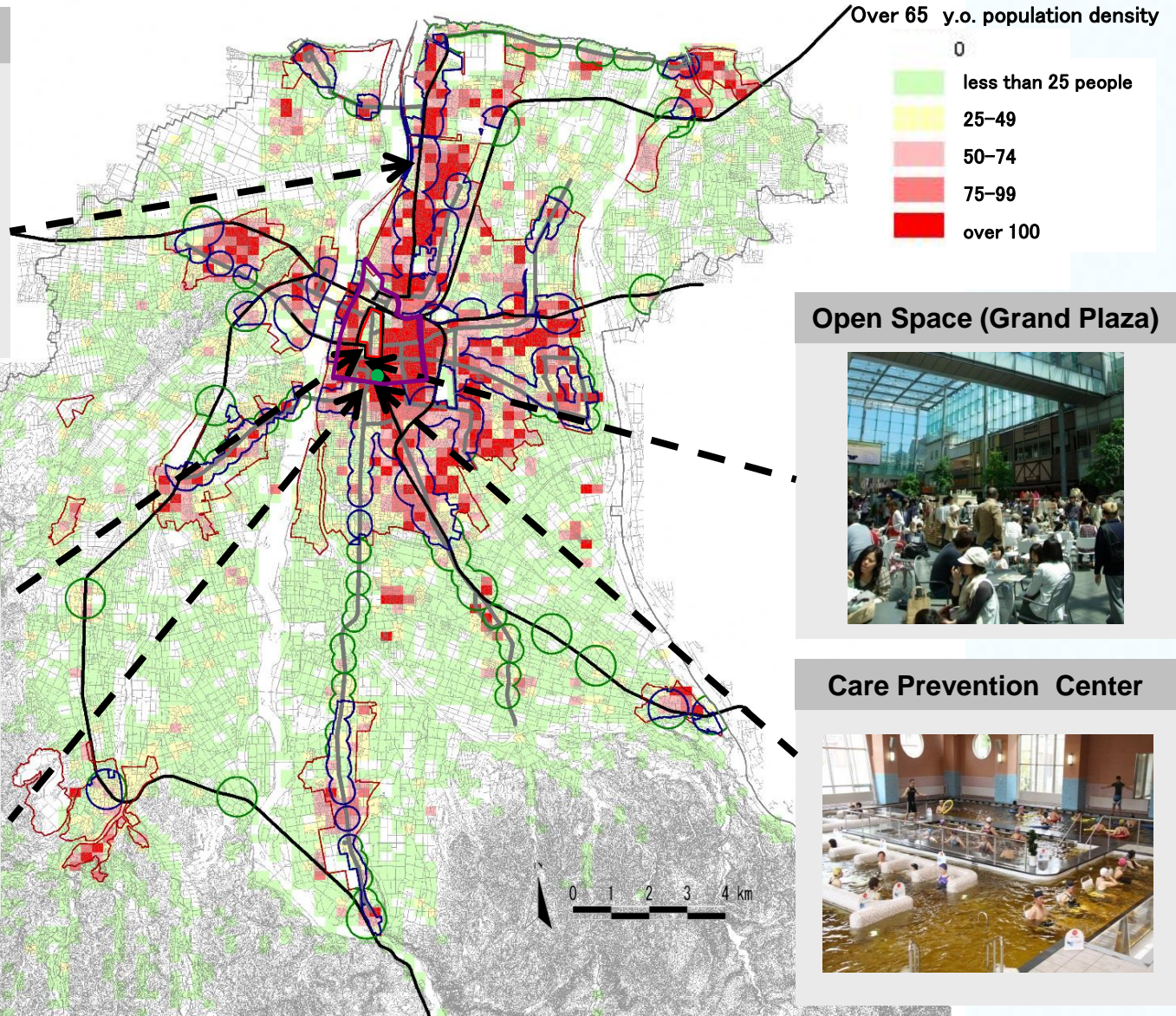
Urban Development Serving the Elderly



LRT(Portram)



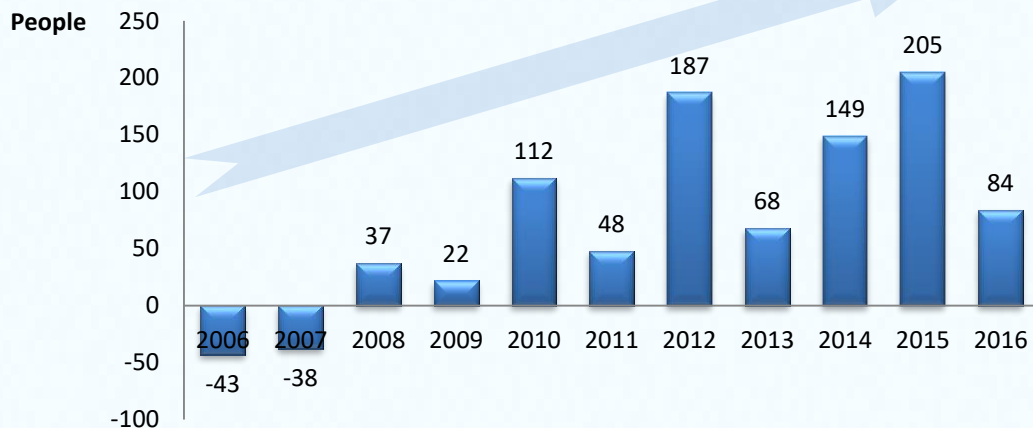
LRT(Centram)



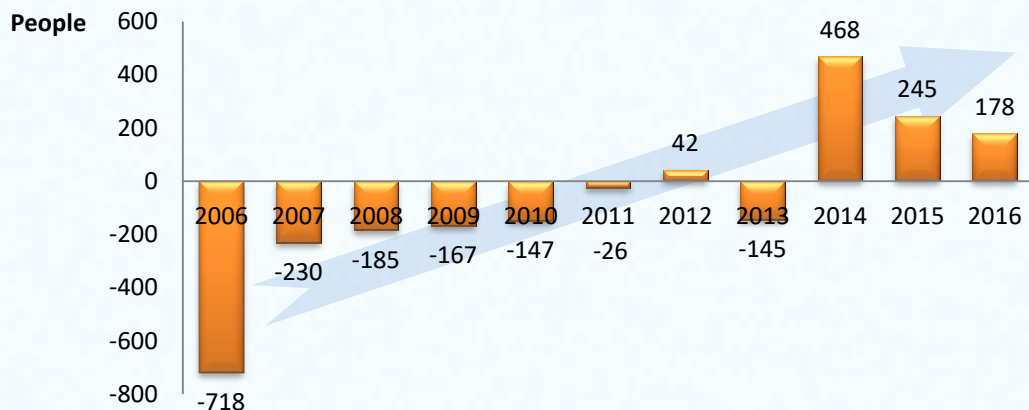
Shifting Population through Compact City Policies



#1 Population shift back into the city center

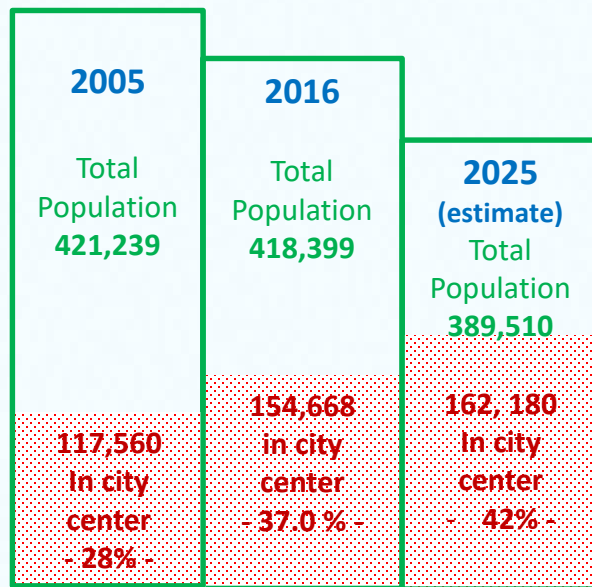


#2 Population shift to transportation corridors



#3 Projected population shift totals

- Green = Total city population
- Red = % of population in city center and along transportation corridors



Establishing a Comprehensive Care Center in Downtown

Repurposing the site of a closed elementary school, Toyama is establishing a model urban community care center for local senior citizens in the city center, to provide medical care, offer house calls from physicians, and coordinate senior's medical and nursing care.



Compact City Policy Makes Land Value Up! *as of July 1, 2017

- The average land value in the entire prefecture **has declined since 1993 (25 consecutive years) decline**
- Among municipalities in the prefecture, land prices increased for two consecutive years only in Toyama City (average price of land for all purposes).
- In the entire city of Toyama, the land price **increased +0.3% on average (over the previous year)**
- Prices of commercial land rose in **eight locations centering on areas around Toyama Station and along the Loop Line.**
- Residential land prices rose in **seven locations in the city.**

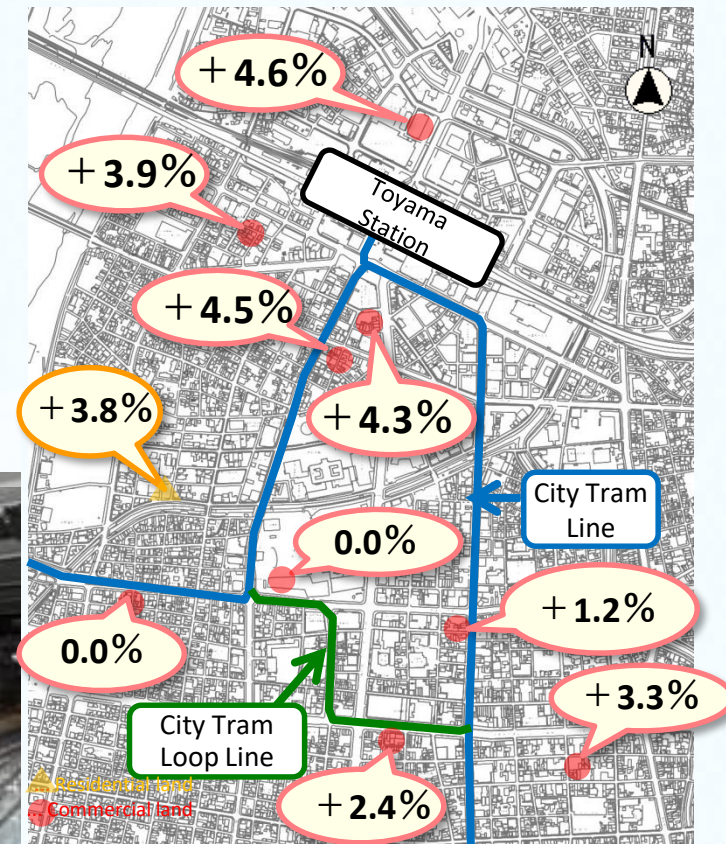
< Factors That Led to the Rise in Prices >

- Commercial land: **Opening of Hokuriku Shinkansen, progress of development of areas around Toyama Station, and revitalization of redevelopment by the private sector**
- Residential land: **Convenience in areas around central city districts, affordability of land prices there, and progress in measures to promote residence in the city center.**

Area along city tram lines rail



LRT space under elevated tracks in Toyama Station



(From officially announced land prices in 2016)

* Officially announced land prices (national survey; reference date: January 1, 2009), and survey locations (91 locations in the city)

[Locations where the rate of increase in land prices was significant]

A “Positive Spiral” has been created bringing positive results and changes to the city and its citizens.

