



Toyama's Unique Compact City Management Strategy

~ Creating a Compact City by Re-imagining and Restructuring Public Transportation ~

Masashi Mori, Mayor of Toyama City

Outline of Toyama City

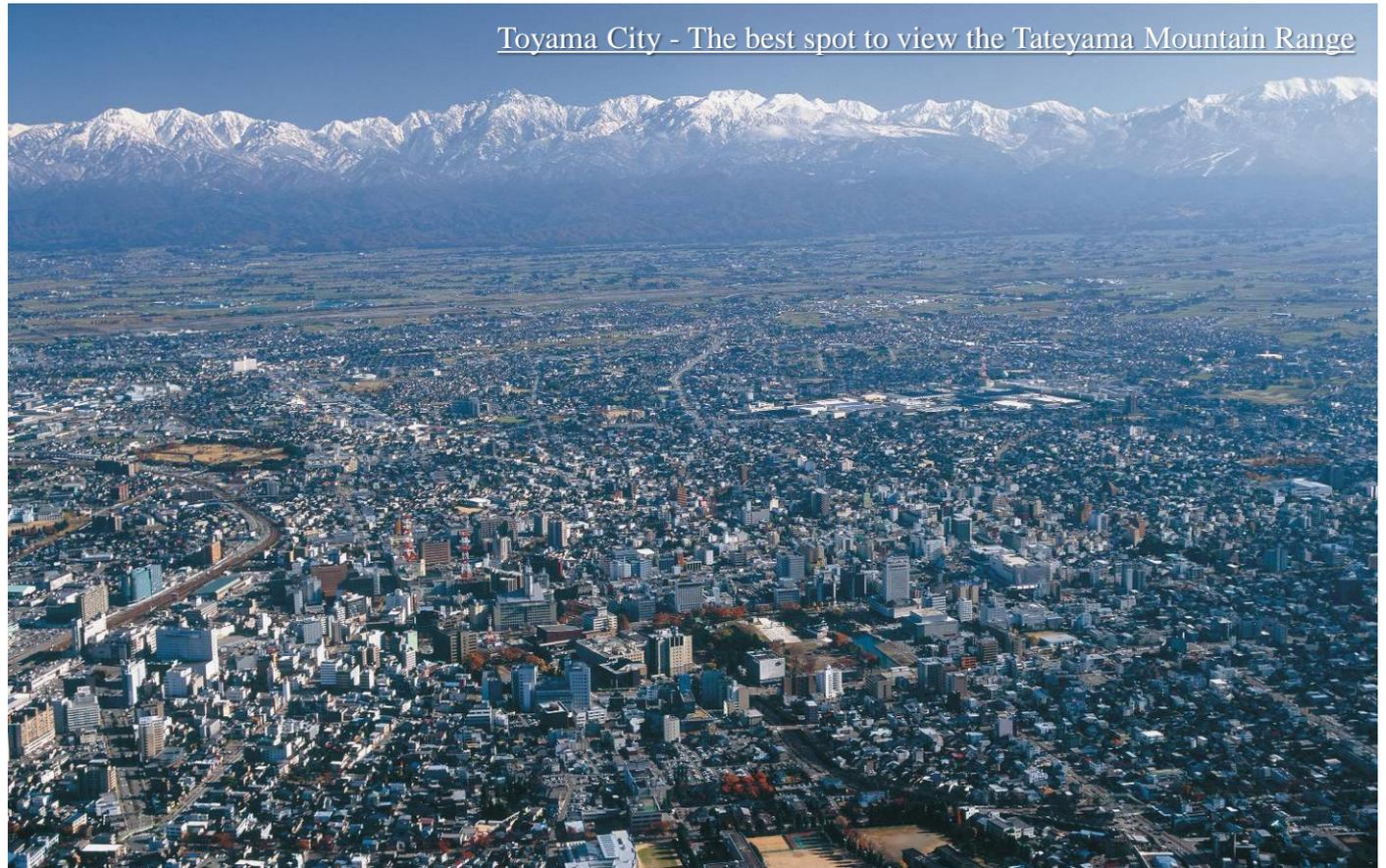
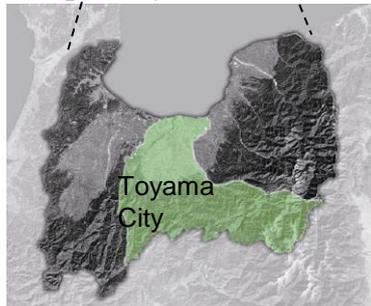


- **Population** : Approx. 40% of Toyama Prefecture (421,953 people, 2010 census)
- **Area** : Approx. 30% of Toyama Prefecture (1,241.85 square km.)
- **Topographical diversity**: From sea level (Toyama Bay) to 2,986m (Suishodake.)
- **2013 Fiscal Year General Account Budget**: 152.4 billion yen (1.55 billion dollars)

■ Map of Japan



■ Map of Toyama Prefecture



Toyama City - The best spot to view the Tateyama Mountain Range

An aerial view of Toyama City

Plan for Environmentally-Friendly Future City of Toyama

Problems confronting Toyama City



コンパクトシティ富山
COMPACT CITY TOYAMA

Some problems confronting Toyama City:

- ① Dwindling population and an aging society
- ② Too much dependence on automobiles and declining public transport use
- ③ Less attractive city with an emptying city center
- ④ Higher administrative costs
- ⑤ Increasing carbon dioxide emissions

Toyama City proposes some countermeasures against these problems.

1. Creation of a Compact City through the Renovation of Public Transport

- Revitalizing public transport
- Concentrating city amenities in the city center or areas along public transport lines

2. Creation of an Attractive and High Quality City Life

- Revitalizing the city center
- Concentrating city amenities within walking distance
- Amassing social capital

3. Promotion of Local Industry

- Making the most of the local pharmaceutical industry
- Tapping recyclable sources of energy
- Inviting companies into Toyama



A sustainable city should attract people, making it a vibrant city.

Basic Policy for the Creation of a Compact City

By revitalizing public transport, including railway track lines, and by concentrating various city functions such as residential, commercial, business and cultural buildings along public transport lines, we can create a compact city.

<Concept Illustration>

Targeted city structure - dumplings and skewers

Skewer:

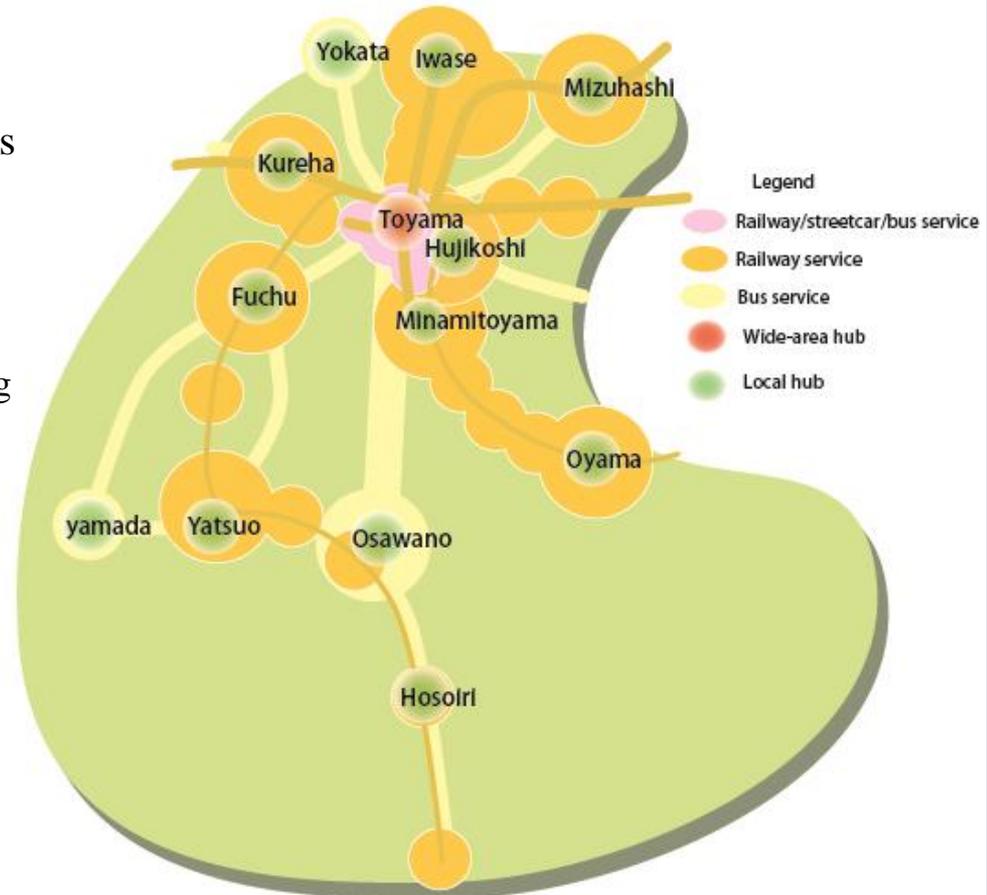
Public transport offering a higher level of service

Dumplings:

Population centers connected by the skewers, allowing pedestrian access to various city amenities

<Three pillars for the Strategy>

- ① Revitalizing public transport
- ② Encouraging residents to relocate to zones along public transport lines
- ③ Revitalizing the city center



Distribution Map of Senior Citizens (2012)

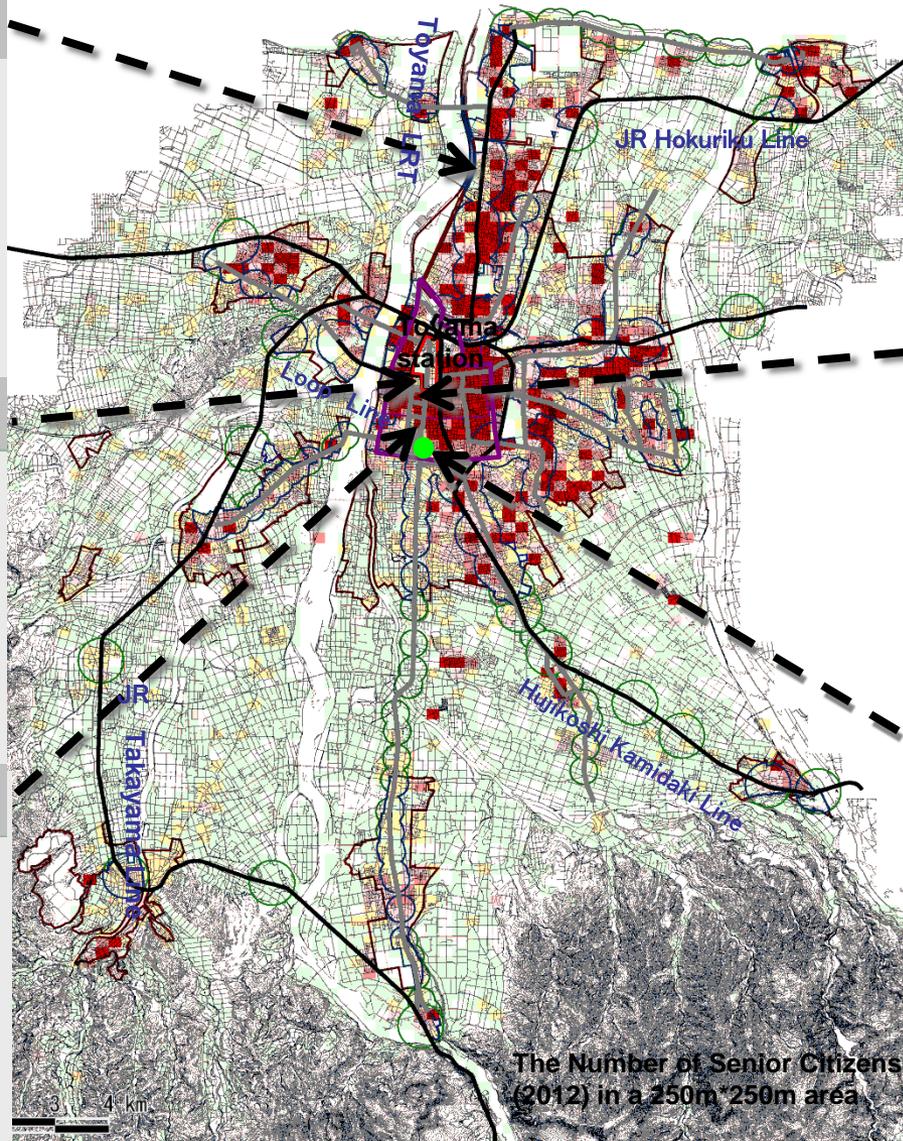
Toyama LRT



City Tram Loop



Aville



-  Railway network
 -  Frequently operated bus route
 -  City center
 -  Zones along public transport lines promoting residence
 -  Zones along public transport lines (unused areas)
 -  Areas in use
-
-  25 people or less
 -  25 - 49 people
 -  50 - 74 people
 -  75 - 99 people
 -  100 or more people

Grand Plaza



Kadokawa Care Prevention Center

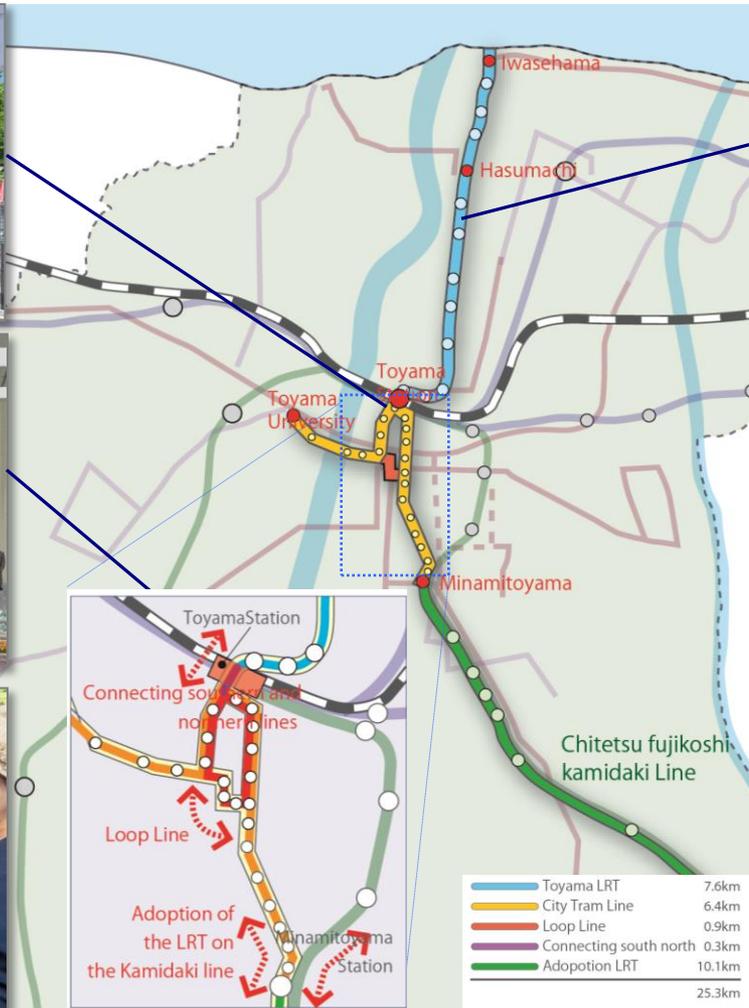


The Number of Senior Citizens (2012) in a 250m*250m area

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 town with every city amenity within walking distance.**



Construction of Toyama LRT – Reshaping JR Toyama Port Line into LRT –

JR Toyama Port line (a local line), which had been suffering from declining numbers of passengers, was revitalized as **the nation's first full-fledged LRT**. This was achieved by adopting a **two-tiered concept** in which the public sector constructs the track while the private sector runs the business.

Outline

Inaugural Day: April 29th, 2006

Extended Distance: Approx. 7.6km

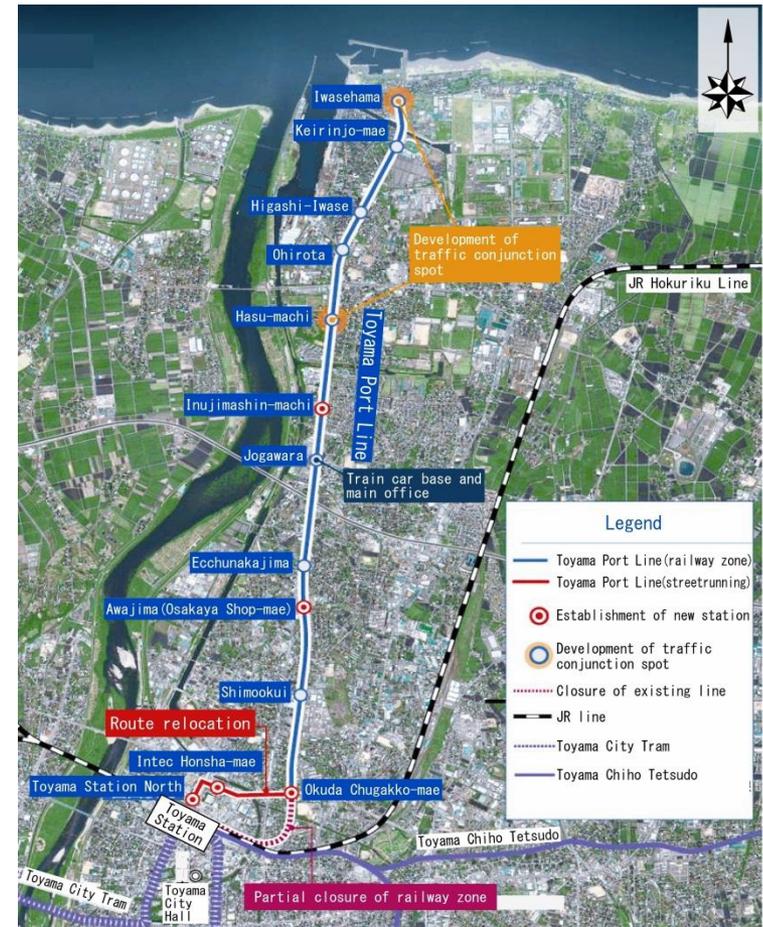
No. of Stations: 13

Former JR Toyama Port line



Revitalized as the nation's first full-fledged LRT

Toyama LRT



Toyama LRT - Operation and Service -

■ Operation

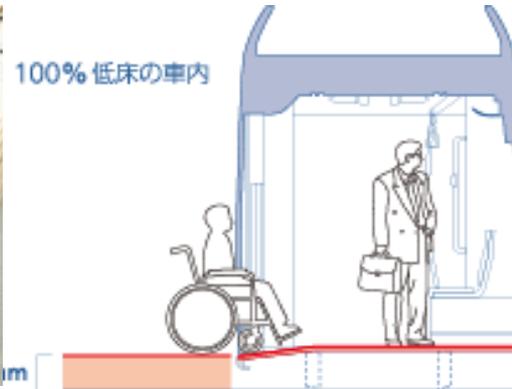
	Former service		New Service
Operation interval	30 to 60 min.	→	15 min. (10 min. during rush hour)
First / Last Train	5-6 / 21-22:00	→	5-6 / 23-24:00
No. of stations	9	→	13
Vehicles	Railroad vehicles	→	All super-low floor vehicles

*Fare is uniformly 200 yen.

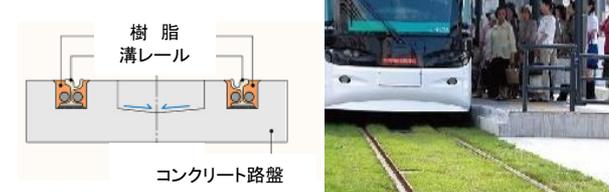
■ IC card pass



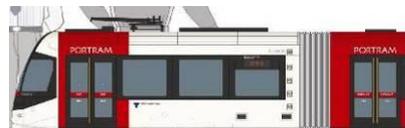
■ Low floor cars and barrier-free stations



■ Vibration-dampened, lawn-covered track



■ Introduction of a unified design



■ Light Rail attendants



Toyama LRT and Cityscape①



■ Side Reservation Section



Toyama LRT and Cityscape②



Effect of Toyama LRT

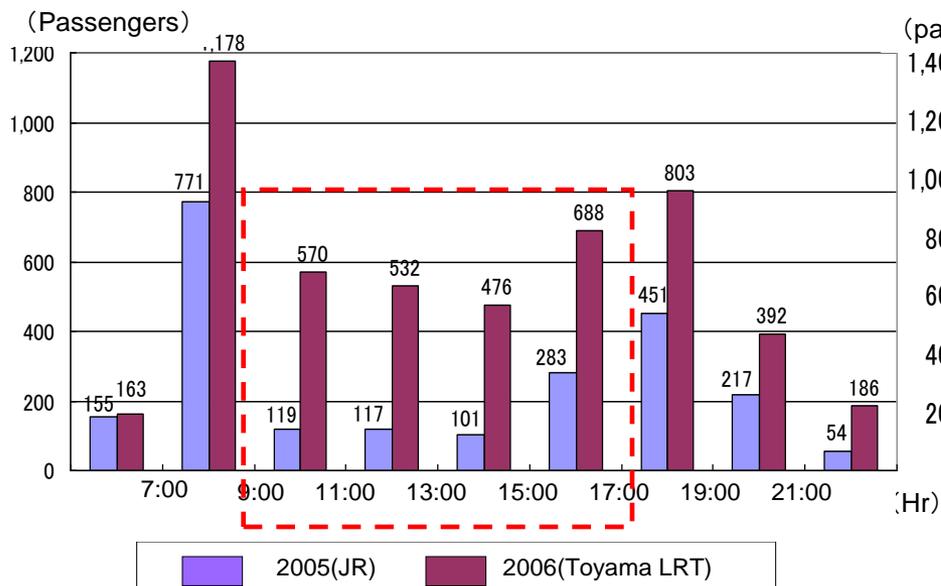


コンパクトシティ富山
COMPACT CITY TOYAMA

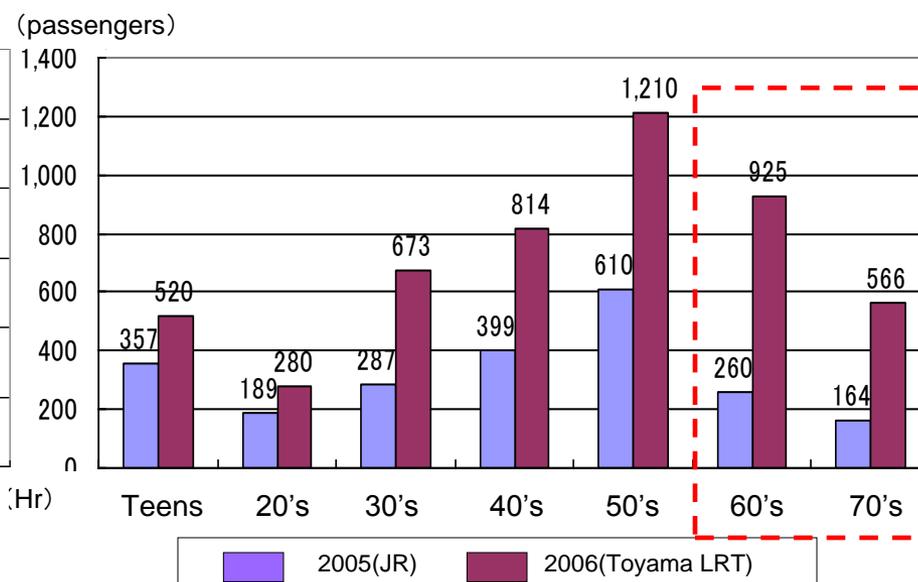
■ **Weekdays: 2.1 times** as many passengers as before; **Weekends: 3.6 times** as many passengers using the new service.

■ Increase in daytime use **by senior citizens** (Lifestyle Change)

【Number of Passengers by Time Zone (Weekday)】



【Number of Passengers by Age (Weekday)】



City Tram Loop Line Project

The extension of the tram line contributed to making the downtown area more appealing and making it easier for people to move around.

- Adoption of the first **two-tiered system** in Japan.
- Route construction was integrated with the road space and aimed at the creation of attractive **urban space**.

■ Outline

Inaugural Day: December 23rd, 2009

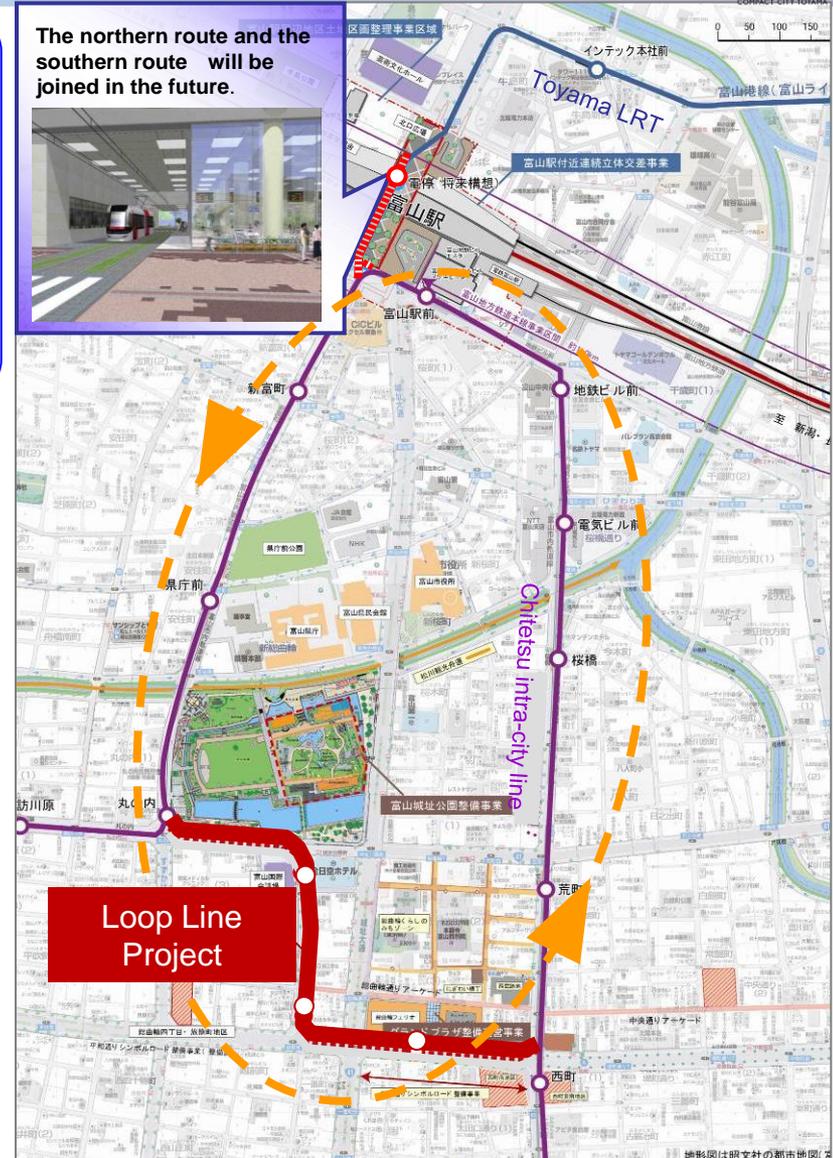
Extended Distance: Approx. 0.9km
(Loop Line approx. 3.4km)

No. of Stations: 3 new stations were added along the extended route.

Vehicle: 3 new low-floor cars were adopted.



The northern route and the southern route will be joined in the future.



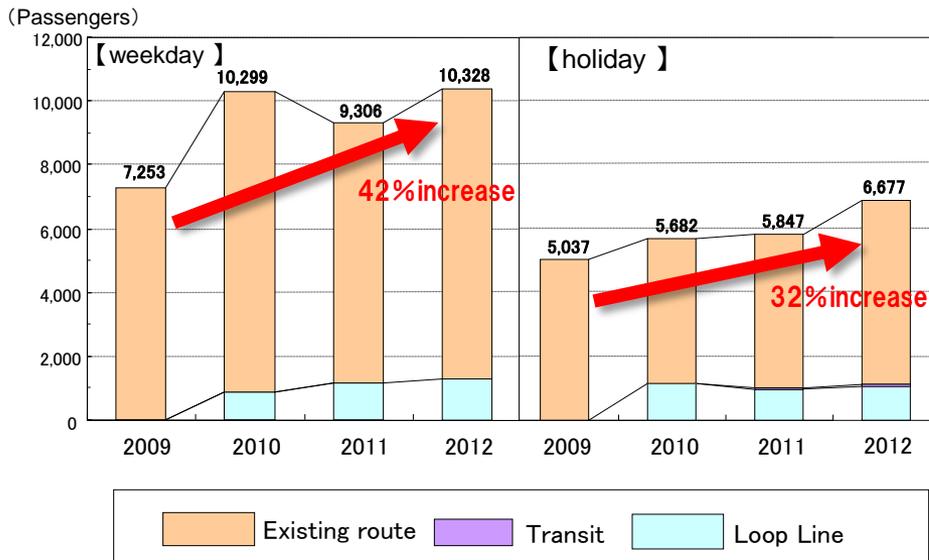
Harmonious Blend of LRT and Cityscape



Results of City Tram Loop Line Project

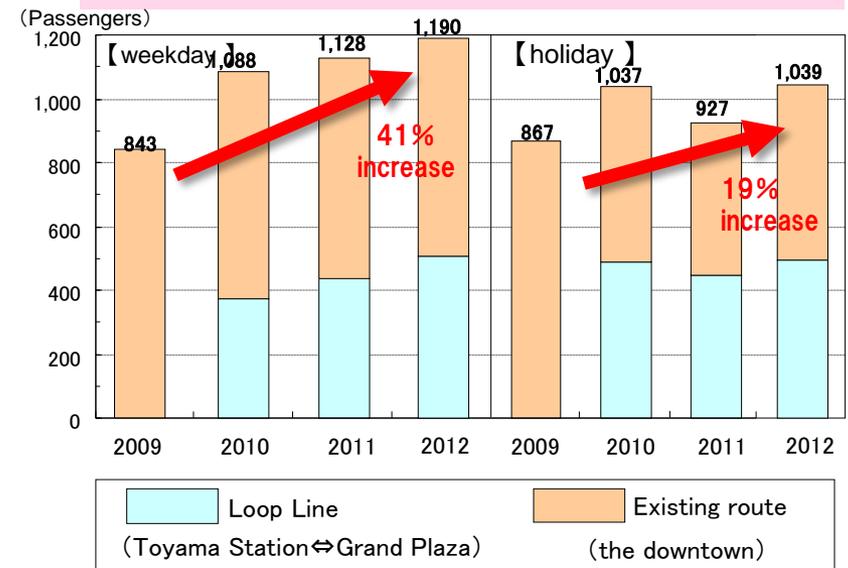
- Revitalization of the entire city tram system: increased ridership, improvement of the city center image etc.
- The line has become established: increased ridership in the downtown area, increased ease of moving around in the area etc.

【City tram ridership】



On both weekdays and weekends, city tram ridership has increased after the inauguration of the Loop Line (Fiscal year 2009).
(On weekdays **+42%**, on weekends **+32%**)

【Change in ridership between Toyama Station and the downtown】



Ridership between Toyama Station and the downtown has increased after the inauguration of the Loop Line.
(On weekdays **+41%**, on weekends **+19%**)

Improvements around Toyama Station with the Inauguration of the Hokuriku Shinkansen Line - Connecting the North and South Tram Lines

Inauguration of the Hokuriku Shinkansen line in spring 2015
Connecting north and south tram lines (Toyama LRT and the Loop Line)
based on the subsequent JR Hokuriku line elevation



▲ Tram stop under the elevated Toyama Station

▲ New Shinkansen station and trams running north and south

Promotion of Residence in the City Center and in Zones along Public Transport Lines

Designation of city center area and residentially promoted zones along public transport lines

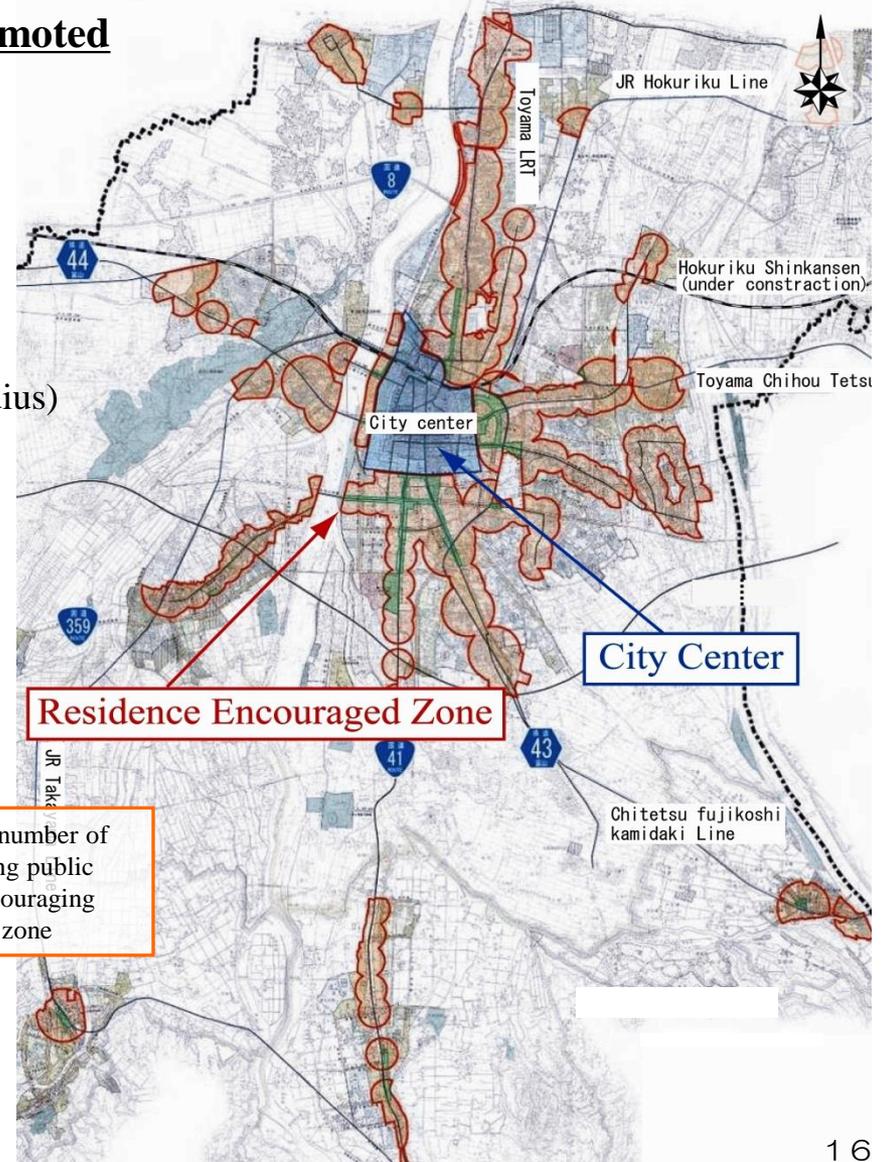
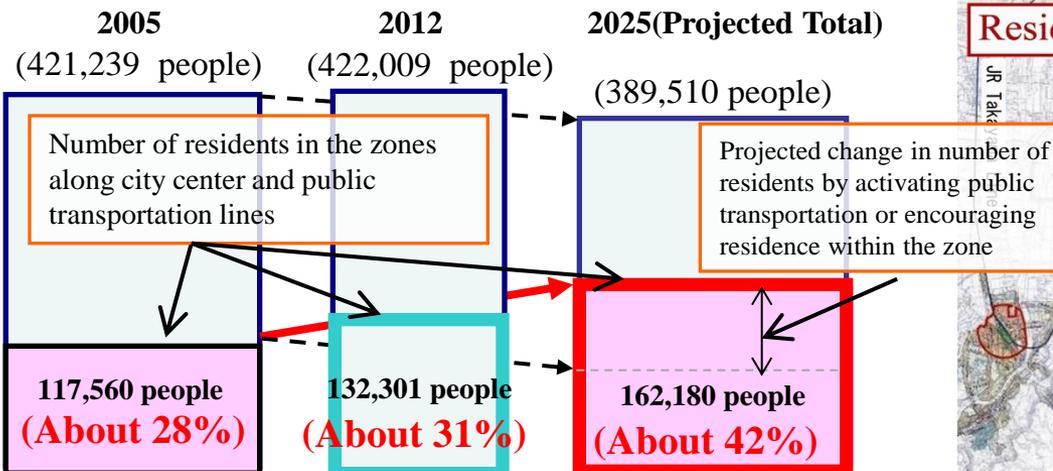
- City center area: Approx. 436 ha
- Residentially promoted zones along public transport lines: Approx. 3,000 ha

※Areas around 19 public transport axes centered in Toyama Station

- Areas around railroad or tram stations (within a 500-meter radius)
- Areas around bus stops (within a 300-meter radius)

Housing in city center and residentially promoted zones along public transport lines

- Purchase subsidy



Revitalizing the City Center - The Grand Plaza



コンパクトシティ富山
COMPACT CITY TOYAMA

- All-weather multi-purpose square, attracting many people even when it is cold or snowy
- Glass roofed and equipped with a huge screen and an elevating stage
- More than 100 events are held here annually.



(Outline of the facility)

Size: Approx. 1,400m²(65m×21m) Height to the ceiling: Approx. 19m Screen: Approx. 277 inches

Revitalizing the City Center - Special Pass Project

Citizens over 65 years old can receive a 100 yen public transportation discount fare to the city center from any station or stop in Toyama City, a collaborative project with private transportation companies.

30% of senior citizens hold the special pass; each day an average of 2,370 people use it

<Special Pass>

Citizens over 65 years old, ¥1,000



<How to use the pass>

①Hours of usage: 9:00 a.m. to 5:00 p.m

②Pass can be used:

- Anywhere between the city center and within Toyama City
- Inside the city center area
- Anywhere between Toyama Municipal Hospital and within Toyama City



Revitalizing the City Center - Bicycle Sharing System for Toyama Citizens (Aville) -

A New Transport Option for Citizens Going Downtown without Automobiles

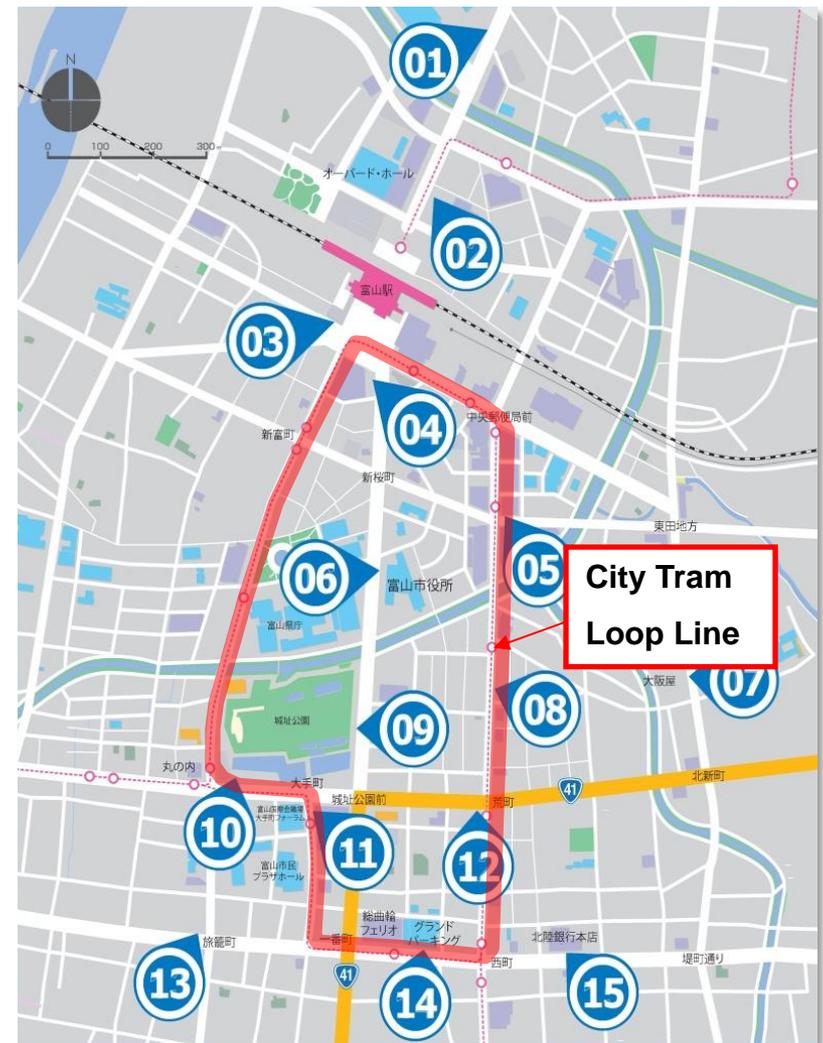
■ Project Purpose:

- ① Reduce CO2 emissions
- ② Revitalize the city center and make it more convenient to move around

■ Project Operator: Cyclocity Inc.

■ No. of Bicycle Stations : 15 stations in the city center

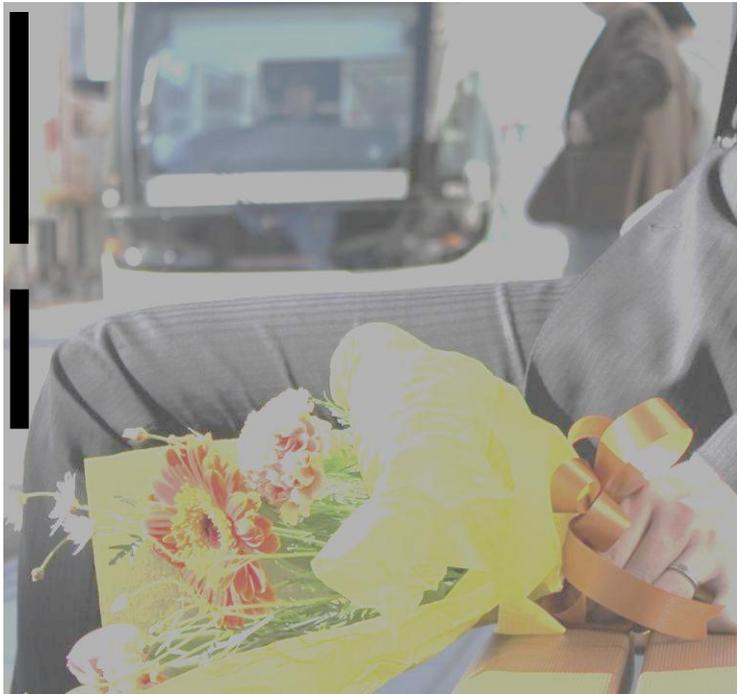
■ No. of Bicycles : 150



Revitalizing the City Center - Flower Tram Model Project

《Flower Tram Model Project》

The city tram fare is free when customers purchase a bouquet from a designated flowershop.



Something good happened that day so I bought flowers and rode the tram. Again something good happened.



Results of Compact City Policy - City Tram Usage

Until fiscal year 2006, **the number of the city tram passengers** had decreased, but **the number increased beginning in fiscal year 2007** due to the opening of Toyama LRT and the Loop Line, the introduction of an IC card system, and low floor cars.

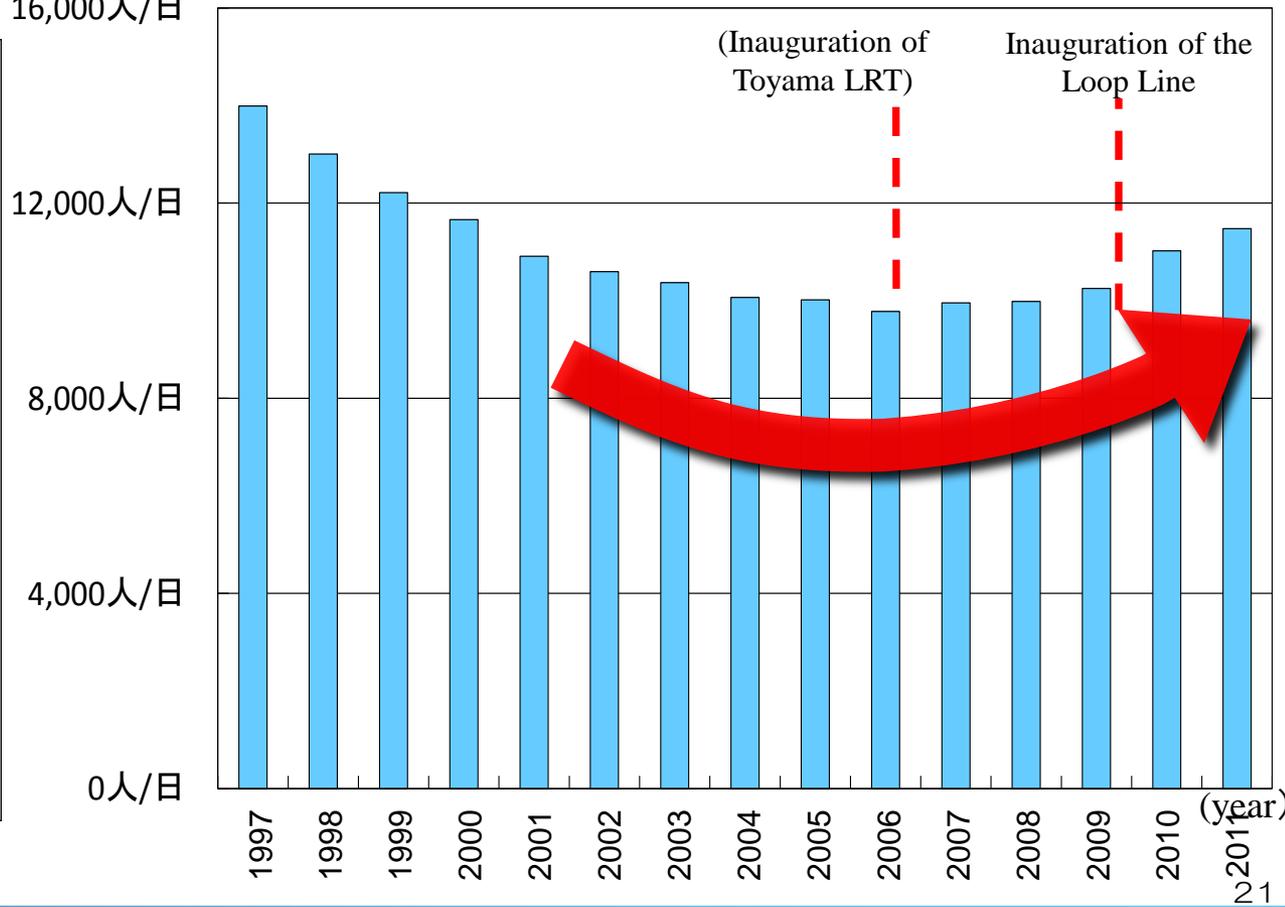
【City tram route map】



(Passengers/Day)

16,000人/日

【Number of city tram passengers per day】

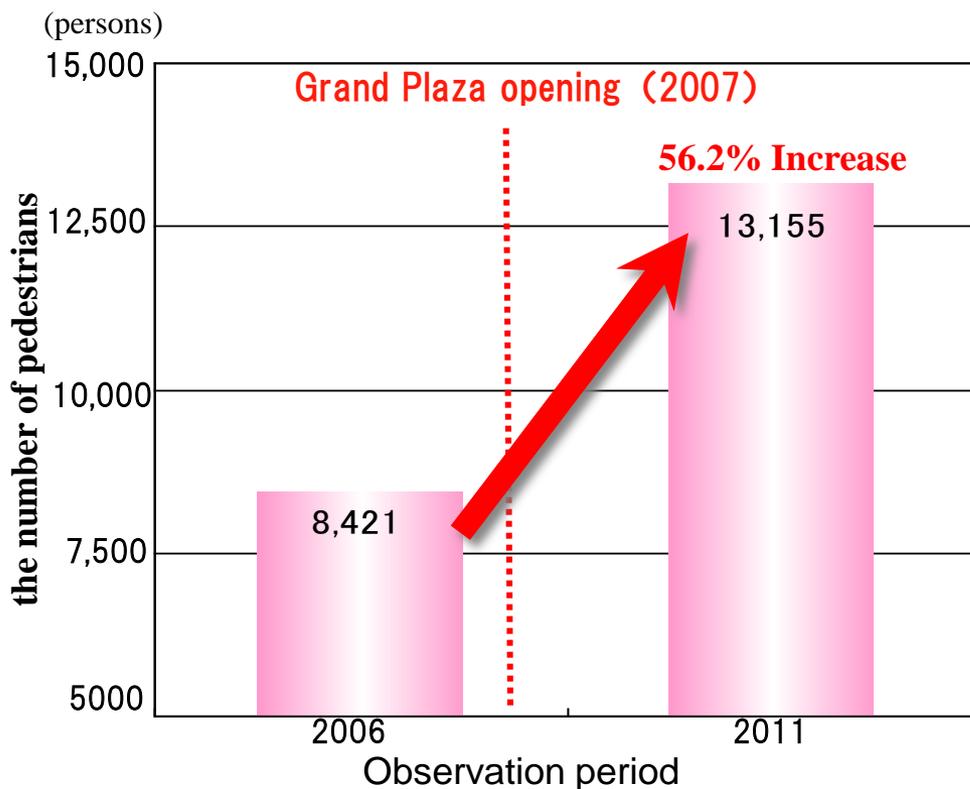


Results of Compact City Policy - Number of pedestrians and vacant stores in the city center -

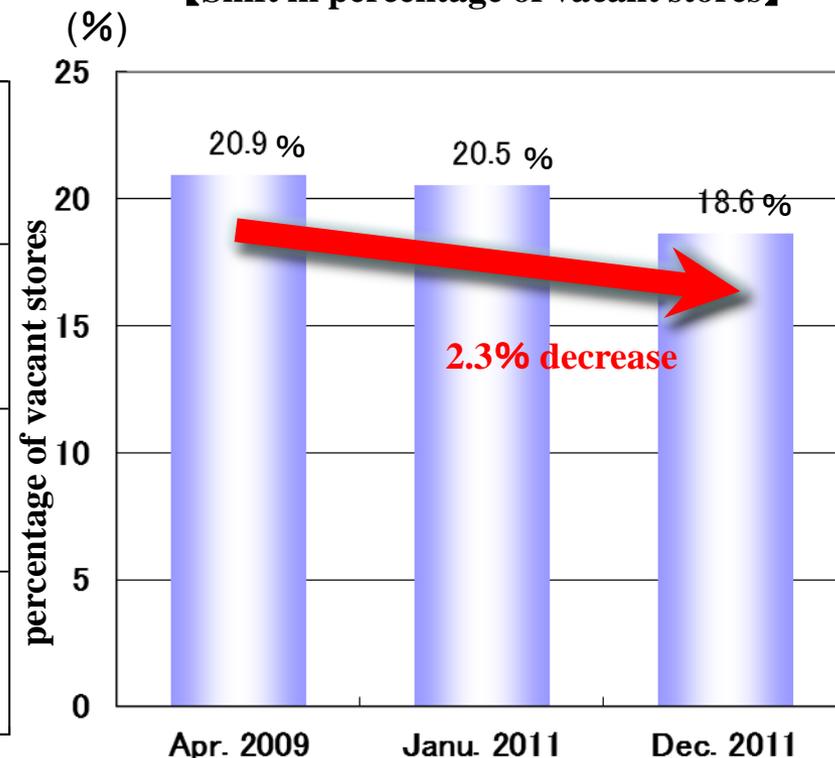


- **Number of pedestrians in the city center steadily increased by 56.2 % during 2006 –2011**
- **Vacant stores in the city center decreased by 2.3 % during 2009-2011**

【Shift in the number of pedestrians (Weekends)】



【Shift in percentage of vacant stores】



Results of Compact City Policy - Stimulation of Private Investment -



Stimulating of private investment in urban redevelopment projects induced by public investments

City Tram Loop Line

Area scheduled for urban redevelopment project

New tram station

Area scheduled for urban redevelopment project

Chuo Shopping Street f Area Commercial and Residential Building

Sogawa 4-chome and Hatago-machi Area Commercial and Residential Building

Sogawa Shopping Street South Area Commercial Building

Grand Plaza

Nishi-cho and Sogawa Area Parking Structure

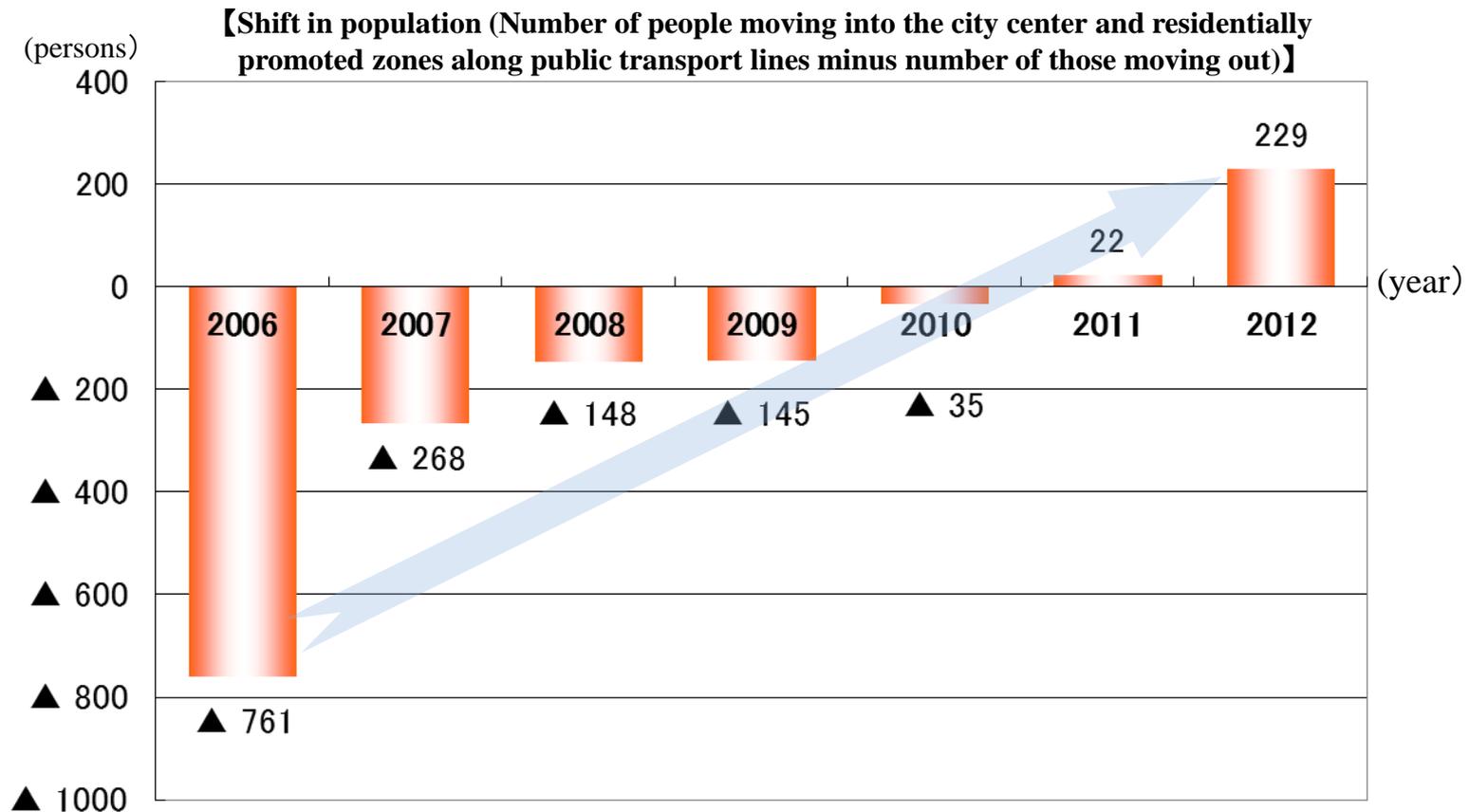
Nishi-cho South Area Type 1 Urban Redevelopment Project Scheduled for completion in 2015

Nishi-cho Southeast f Area Commercial and Residential Building

Results of Compact City Policy - Increase in Incoming Population -

■ Shift in population (Number of people moving into the city center and residentially promoted zones along public transport lines minus number of people moving out)

Revitalization projects and residential promotion projects have made zones along public transport lines more attractive. Since 2012, more people have moved into the city center and residentially promoted zones along public transport lines than have moved out.

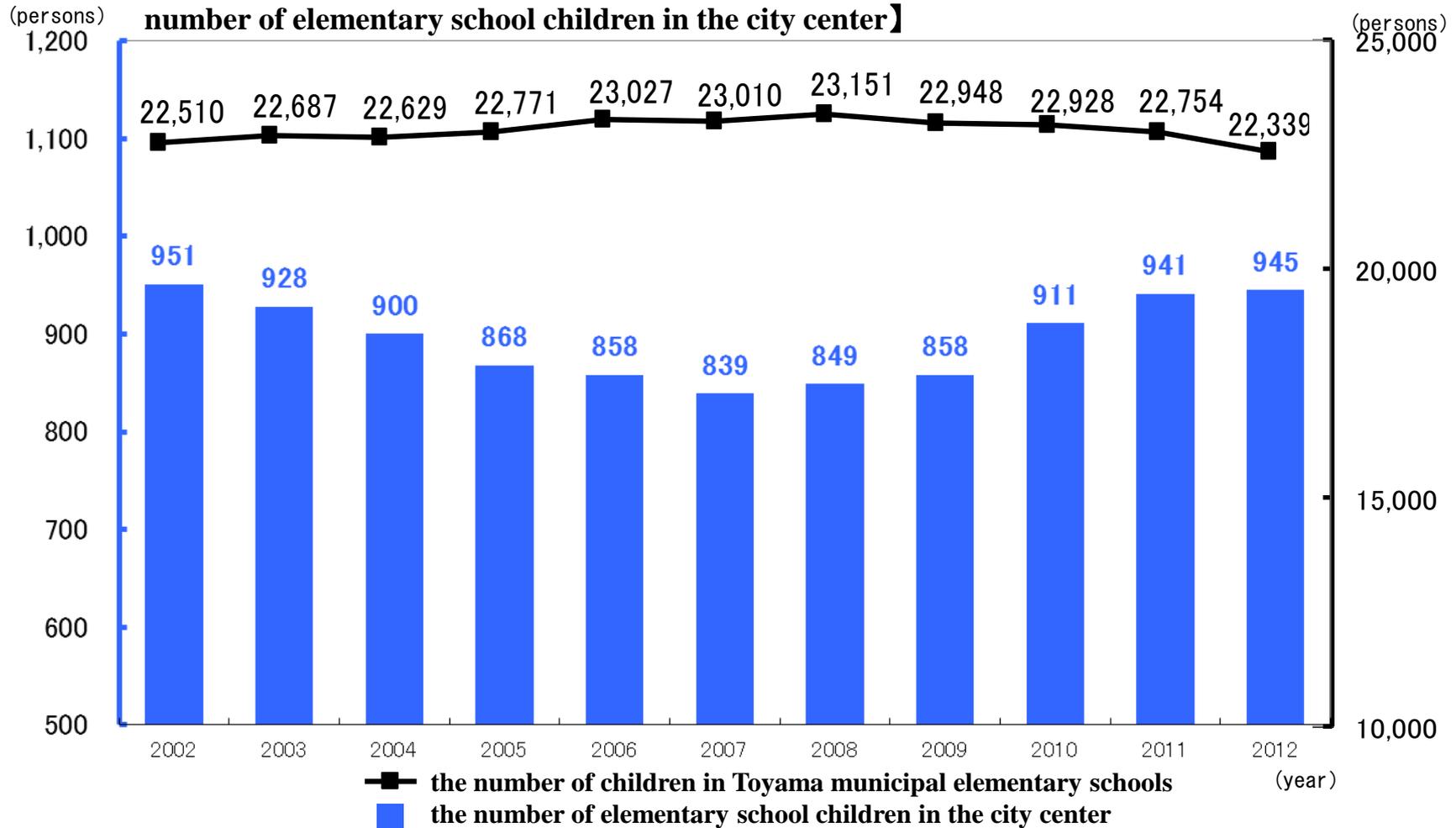


Results of Compact City Policy - Increase in Number of Elementary School Children in the City Center



- Increase of 106 elementary school children (12.6 %) in the city center (2007-2012).
- In the entire city, the rate of elementary school children in the city center increased by 0.6 points. (2007-2012).

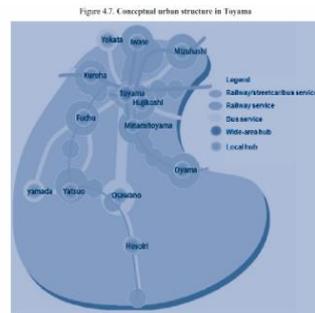
【Change in the number of children in Toyama municipal elementary schools and the number of elementary school children in the city center】



International Assessment of Toyama's Compact City Policy

In the 2012 OECD report on “Compact City Policies” which looked at countries around the world, Toyama City's compact city policy was recognized as one of five cities with advanced policies: Melbourne, Vancouver, Paris, Portland and Toyama.

■ OECD report, "Compact City Policies"



Source: City of Toyama (2010), "Toyama city's efforts toward compact urban development", presentation to the OECD delegation, Toyama, 12 October 2010.

Figure 4.8. Transfer between the Toyama LRT and a feeder bus at Iwaschama station

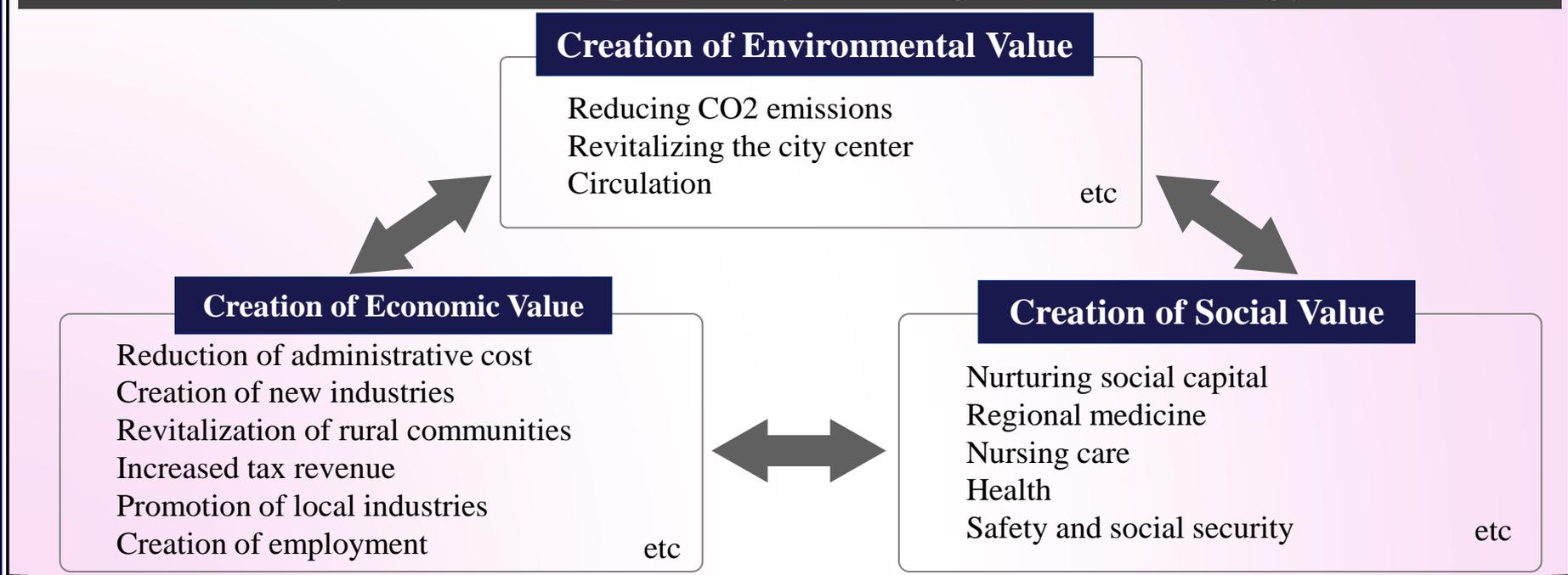


Source: City of Toyama.

■ OECD meeting at OECD Headquarters in Paris, June 13, 2012 .



Toyama's Compact City Management Strategy



Toward a city open to the future through innovation in the environment, society, and economy

Realizing a sustainable society through the creation of highly desirable living conditions that achieve a harmony between quality of life and environmental concerns