

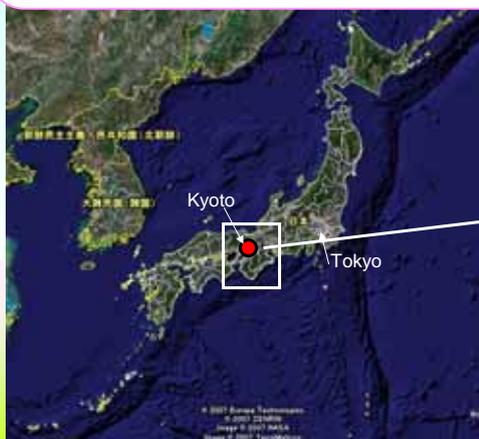
TDM Policy of Kyoto City (Transportation Demand Management)



April 23, 2007
Kyoto City

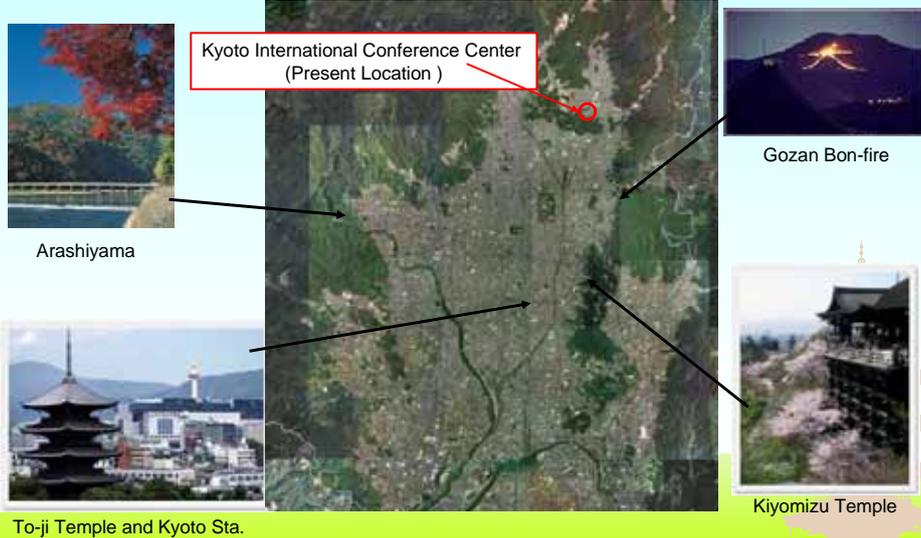
Outline of Kyoto City

- Kyoto city is located in the central part of the Japanese archipelago. Until about 150 years ago, it was the flourishing capital of Japan.
- The current population of Kyoto city is about 1.4 million people. It ranks 7th in terms of population in Japan.
- Kyoto city is an international cultural sightseeing city. Over 47million tourists (about 6.7 million tourists in November in the peak season) visit Kyoto city per year.



Geography of Kyoto City

· Kyoto city is located on the main national road (Tokaido) crossing from east to west in Japan. It is spread on a landscape like a basin surrounded on three sides by mountains (West, North and East). In Kyoto city, the streets are set out in a characteristic neat grid.



To-ji Temple and Kyoto Sta.

Kiyomizu Temple

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Share of Transportation Mode in Kyoto City

The share of automobiles shows an increase of 15 points for the past two decades. On the other hand, the utilization ratio of buses shows a decrease of 18 points. The share of rail has been showing a slight increase in recent years since the start of a subway service.

■ Car ■ Taxi ■ Bus ■ Train (White Paper on Kyoto City Transportation Services)



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Traffic Issue 1: Traffic Problems in City Center

· In the city center, the influx of many automobiles and on-street parking for handling cargo or waiting cabs cause chronic traffic congestion.



Scene of Traffic Congestion at Shijo Dori



Scene of On-street Parking at Shijo Dori

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Traffic Issue 2: Traffic Problems of Tourist Spots



Lines of tourists waiting buses at Kyoto station.

· In the spring and autumn sightseeing seasons, many tourists from both home and abroad come to Kyoto. A shortage of bus transport, traffic congestion and other issues have been major problems.

· In particular, tourists complain about "transportation & the streets".



Traffic congestion caused by tour buses (Arashiyama)

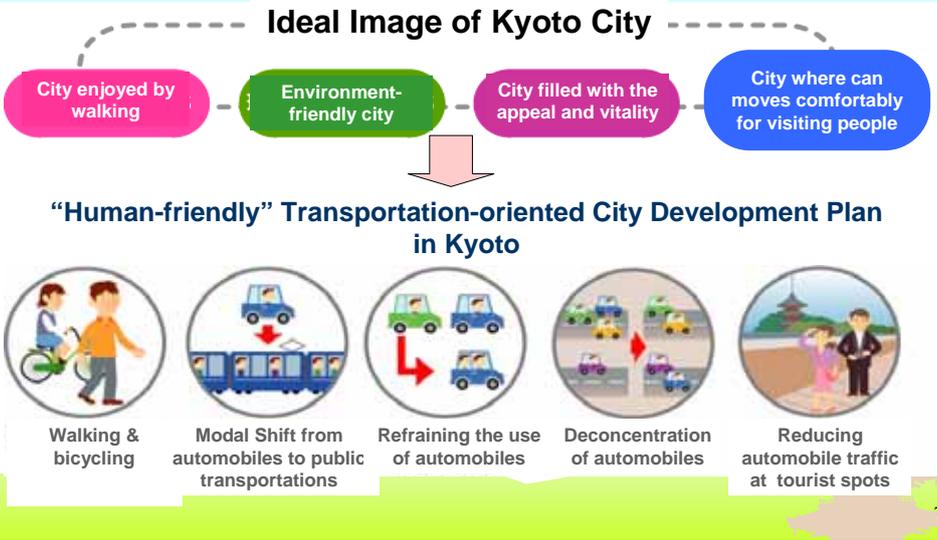
Tourist's impression of Kyoto (FY2005)

	Top 3	Bottom 3
1	Scenery	Streets
2	Historic Sites	Transportation
3	Cultural Property	Food

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“Human-friendly” Transportation-oriented City Development Plan in Kyoto

Development of comprehensive plan for Kyoto City TDM (Transportation Demand Management) Policy
 Kyoto city has been setting up 5 major points as its TDM policy.



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Measures for the realization of “Human-friendly” City

As a means of transforming from an automobile-oriented traffic system to a “**human and public transportation-oriented**” transportation system, the following measures have been implemented.

Traffic Measures for tourist spots

Towards the realization of “Enjoying tourist spots by walking”, after consultation with community residents and relevant organizations (Kyoto Police, etc.), Kyoto city and other concerned parties are trying to guide automobile traffic properly and to decrease traffic congestion by means of Park & Ride and other methods.



Traffic Situation at Tourist Spot (Arashiyama)

Investigation of New Public Transportation System

Towards the realization of “**human and public transportation-oriented**” transportation system, the possibility of implementing new public transportation systems such as LRT is being studied.



Example of LRT in Japan (Toyama City)

Traffic measures for areas of the historical city center

By making the concept of the “City enjoyed by walking” come true in the areas of the historical city center which are filled with the appeal and vitality of Kyoto city, efforts to improve the appeal of whole areas of Kyoto city have been conducted.



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Traffic Measures for Tourist Spots - Arashiyama Area -

· Many tourists visit the Arashiyama area in the autumn sightseeing season every year, and it causes serious traffic congestion.



Togetsu Bridge



Scene of Traffic Congestion in Sightseeing Season



Arashiyama Area



Tenryuji Temple

· In the Arashiyama area, traffic measures for tourist spots have been implemented for the past 5 years in order to solve traffic problems such as traffic congestion in the autumn sightseeing season.

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Traffic Measures for Tourist Spots - Arashiyama Area -

· For the “mitigation of traffic congestion” and “securing pedestrian safety”, temporary traffic regulations have been implemented.



Before taking the traffic measures



Before taking the traffic measures



After taking the traffic measures



After taking the traffic measures

One-way regulation

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Traffic Measures for Tourist Spots – Higashiyama Area -

· In the Higashiyama area including major tourist spots, chronic traffic congestion has occurred in especially the autumn sightseeing season, and this make hard to walk for tourists or citizens.



Traffic Measures for Tourist Spots – Higashiyama Area -

· In the Higashiyama area, traffic measures aiming for the “prevention of automobile influx and deconcentration”, “smoother transportation” and “securing of pedestrian safety and improvement of comfort” have been implemented.



Traffic Measures for Tourist Spots – Park & Ride -

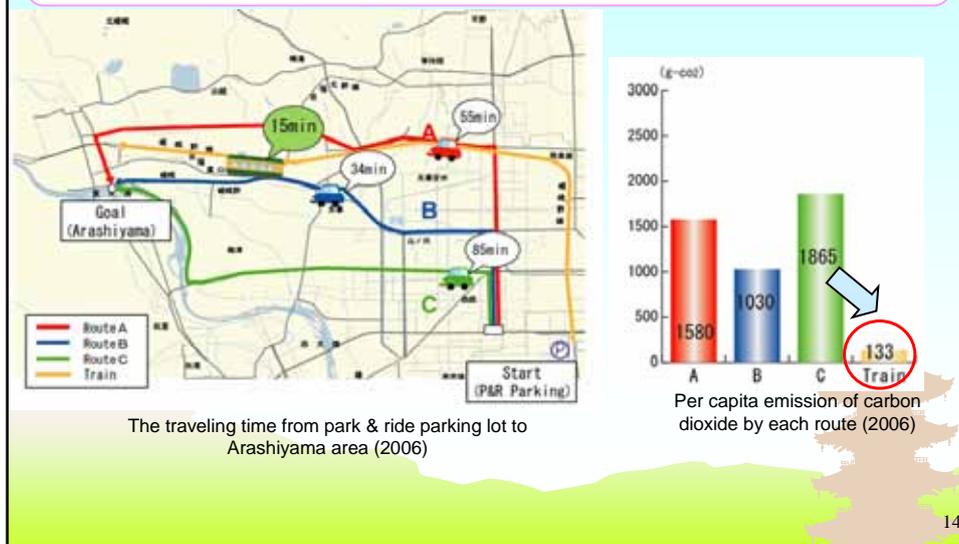
In order to prevent an influx of automobiles into heavy traffic tourist spots, Park & Ride has been implemented.



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Traffic Measures for Tourist Spots – Park & Ride -

As a result of implementing Park & Ride to prevent an influx of automobiles into heavy traffic tourist spots, the traveling time on the road has been shortened, and the emission of carbon dioxide has been reduced.



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Investigation of New Public Transportation System

· As an approach to realize “**human and public transportation-oriented**” transportation system, LRT(Light Rail Transit), a new public transportation system which is human and environment-friendly, is being studied.

~ 2004 For 7 routes in the city, **effects and issues for implementing LRT** have been organized.

Aug, 2005 Study report was released.

Sep, 2005 For deepening the study, routes 3 and 5 were selected as model routes.

Nov, 2005 The first symposium was held.

Jun, 2006 The second symposium was held.

Jul ~ Oct, 2006 Opinion Exchange Meeting with Residents was held.

Jan, 2007 Traffic pilot program was implemented.



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Features of LRT

1 Barrier-free, Human-friendly



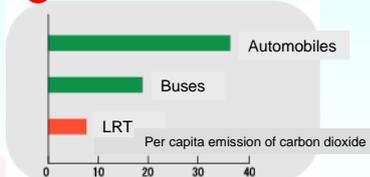
(Amsterdam in Holland)

2 Create City Enjoyed by Walking



(Amsterdam in Holland)

3 Clean air, Noiseless, Environment-friendly



4 Easy to transfer and have punctuality due to exclusive truck



(Freiburg in Germany)

5 Relatively low construction cost, Finance-friendly

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Investigation Process of LRT

Through holding symposium and opinion exchange meetings, implementing a Traffic Pilot Program and other measures, the understanding of citizens has deepened, and effects and issues arising from the implementation of LRT have become clear.

Symposium



Opinion Exchange Meeting with Residents

Traffic Pilot Program

Bus lanes had been placed on the center of the street, and experimental low-floor buses resembling virtual LRT were operated.



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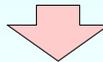
Investigation Results of LRT

Issues to be solved when implementing LRT

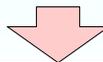
On the **narrow width of streets** where is no space for right-turn lanes, LRT has a significant impact on automobile traffic.

As a measure for vehicles handling cargo, **rules for handling cargo on the street** will be needed.

For implementing LRT, **limitations of Automobile traffic by a comprehensive TDM (Transportation Demand Management)** and solutions of other issues will be required.



In order that LRT may contribute to the revitalization of the city, city development **combined with residents living in the vicinity and roadside merchants** needs to be addressed.

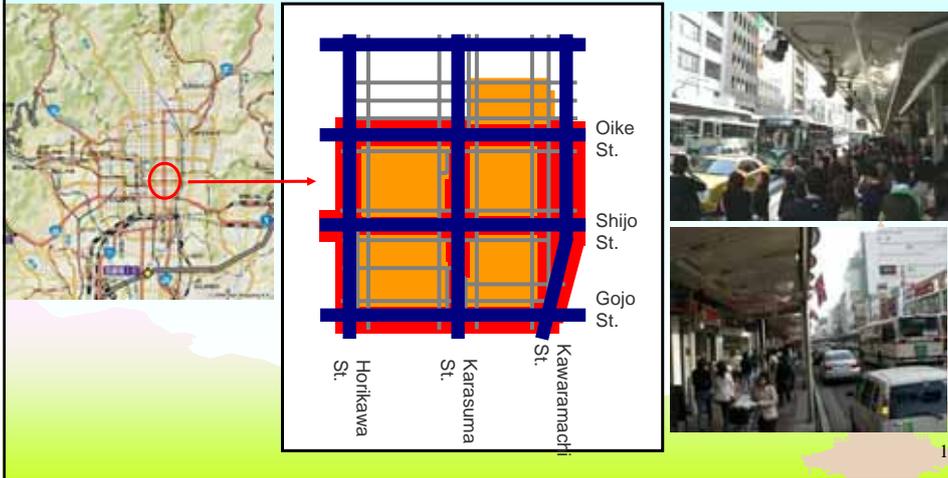


Based on citizen's valuable comments and the result of the traffic pilot program and other measures, the future role and direction of LRT in Kyoto city will continue to be reviewed.

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Outline of the “City enjoyed by walking” Strategy

· The areas of the historical city center, which are filled with the appeal and vitality of Kyoto, is “the face of Kyoto”. However, the traffic environment such as automobile traffic congestion, on-street parking, illegally-parked bicycles, undeveloped sidewalks etc has been decreasing the appeal of the city.

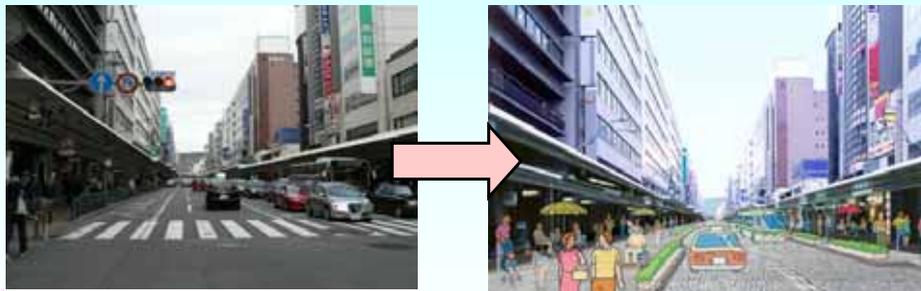


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Outline of the “City enjoyed by walking” Strategy

· The appeal of whole areas in Kyoto will be improved by making priority spaces for pedestrians and public transportation instead of automobiles in the “Areas of the historical city center”.

· In autumn of 2007, the traffic pilot program (transit mall, automobile influx limitation etc) will be implemented, and the traffic environment will continue to be fundamentally improved.



Current City Center (Shijo Dori)

Transit Mall Plan

Through limiting private vehicles and using streets for pedestrians, buses, trolley cars etc, the city’s popularity will further increase.

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