

COMPREHENSIVE AND INTEGRATED TRANSPORTATION SYSTEM VISION AND PLANNING FOR ALL CITIZENS: A CASE STUDY OF MOBILITY IMPROVEMENT IN SUBURBAN CITY

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SUMMARY

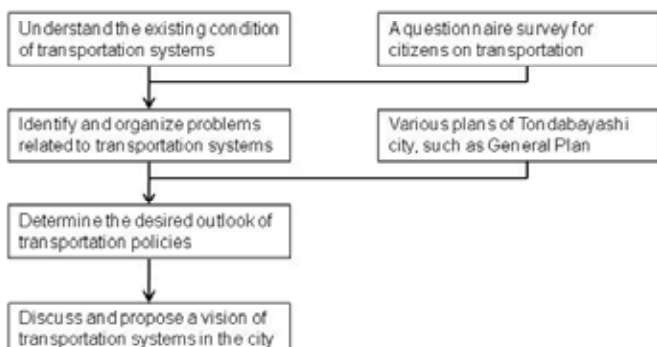
Population aging and declining birth rate pose significant challenges to transportation policy practices. While rapid motorization has influenced the physical and social structures of urban regions, scholars and practitioners suggest that it has led to growing issues such as increases in traffic congestions and accidents, as well as declines in the quality of public transportation services.

This study will focus on a city undergoing such trends, Tondabayashi City, Japan, which is a suburban city of Osaka. To establish transportation service systems capable of supporting lives of all citizens, this study attempts to identify policy measures needed to address such issues as ensuring mobility of senior citizens and addressing the areas underserved by public transportation services. A committee of citizens, governmental agencies, transportation service providers and transportation planning consultants was formed to study the current condition of the city and discuss potential remedies to address issues depicted in the analysis. Through a questionnaire survey, the committee identified policy measures to ensure mobility of all citizens and hence to realize revitalization of the lives in the city.

The committee developed a vision of transportation systems in the city, based on the understanding of future vision of the city, transportation systems necessary to support the vision, as well as a roadmap to implement the proposals.

PROCESS OF STUDY

In an attempt to reflect a realistic figure of the existing condition and the desirable outlook of the transportation systems, the research team organized a committee to involve stakeholders of the transportation systems in the study area. The committee consisted of members of the following backgrounds: representatives of community groups; representatives of senior citizens' advocacy groups; selected residents from a wider region; transportation service providers, related divisions of local governments and; transportation planning professionals.



Location



Located about 20 km to the southeast from the center of Osaka.

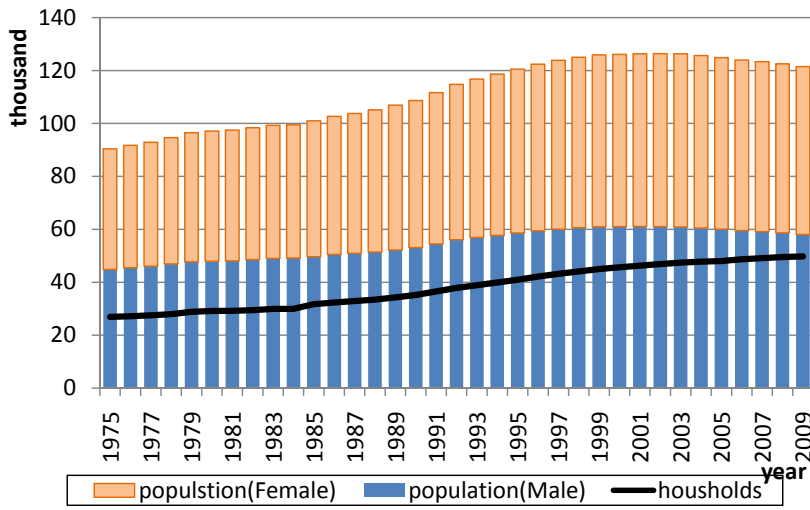


Outline of Tondabayashi city

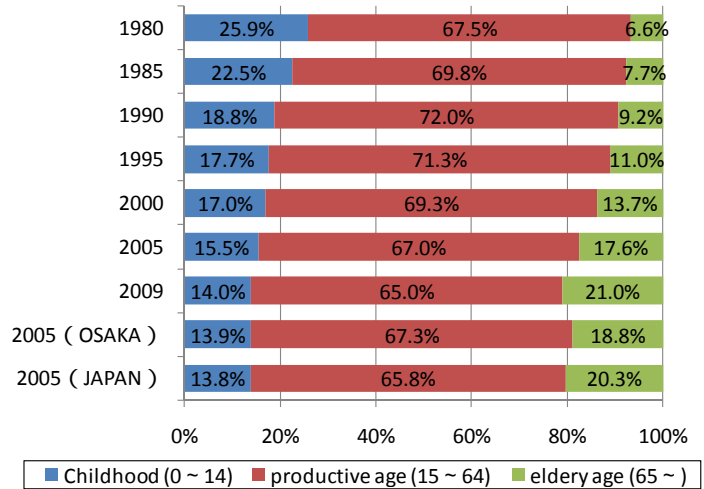
| | |
|------------|---|
| area | 39.66 thousand square kilometers |
| housholds | 49,946 households |
| population | 120,558 populations |
| topograpy | rich in nature. There are open fields in the basin of the Ishikawa River which flows through the center of the city. A mountainous district in the south linked to the Kongo mountains. |
| land use | Tondabayashi is a city colored with old history and culture, and it is still growing. Jinaimachi, which is in the center of the city The rich historical and cultural heritage is scattered all over the city. The layout of city makes it easy for visitors to take a historical stroll. |

CITIZENS CONSCIOUSNESS OF TRANSPORTATION POLICIES AND CHALLENGES OF TONDABAYASHI

STATISTICS

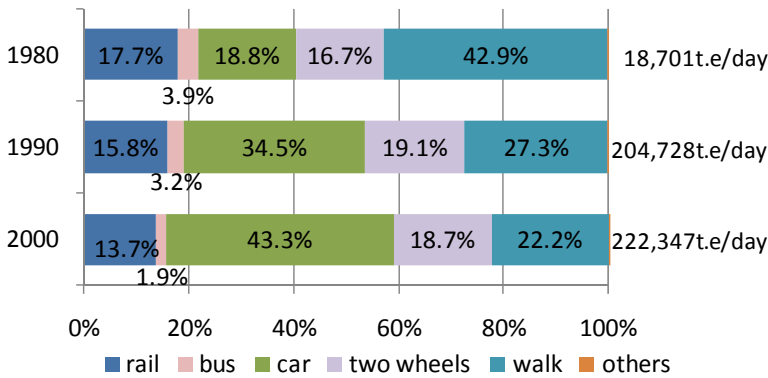


Changes in Population

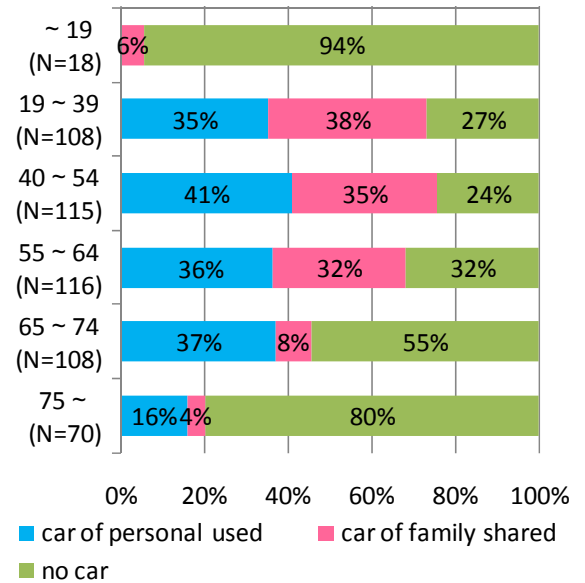


Population Characteristics

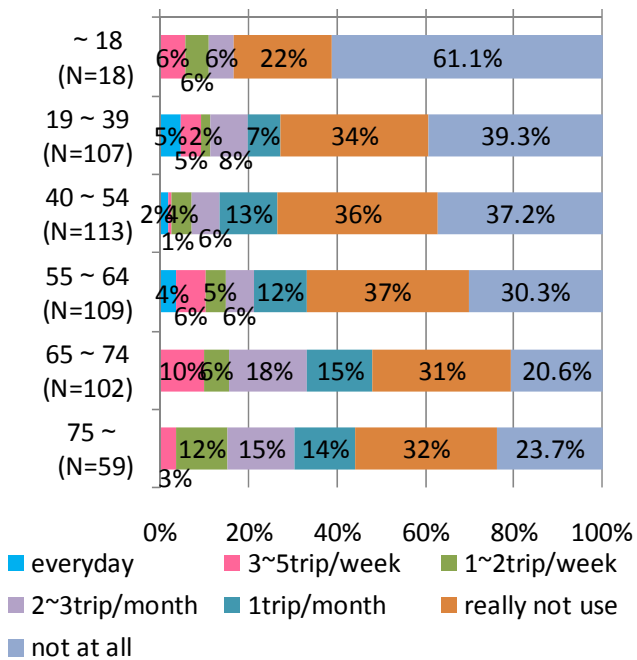
CURRENT CONDITIONS OF TRANSPORTATION SYSTEM (questionnaire survey of citizens)



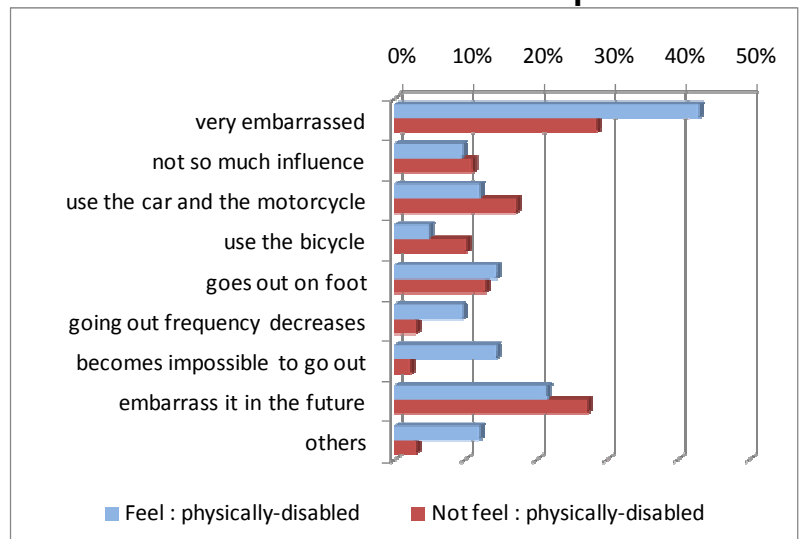
Transportation mode choice



Car Ownership



Bus usage frequency



If bus will not in service?

CITIZENS CONSCIOUSNESS OF TRANSPORTATION POLICIES AND CHALLENGES OF TONDABAYASHI

Current Conditions of Transportation Systems in Tondabayashi City and Recognized Issues

1. An Increase in Automobile Usage
2. Declining Usage of Public Transportation Services
3. Population Change: Declining Birth Rate and Population Aging
4. Neighborhoods with Diverse Characteristics in the City
5. High Public Interest on Public

Transportation-Related Challenges of Tondabayashi City

1. Ensuring Smooth Mobility of All Citizens
2. Sustaining Public Transportation Services and Promoting Usage
3. Reduce Automobile Usage
4. Executing Measures Designed for Communities with Diverse Characteristics
5. Cooperation and Coordination with Citizens

DISCUSSION: CONSTRUCTING A VISION TOWARD SMOOTH MOBILITY OF ALL CITIZENS

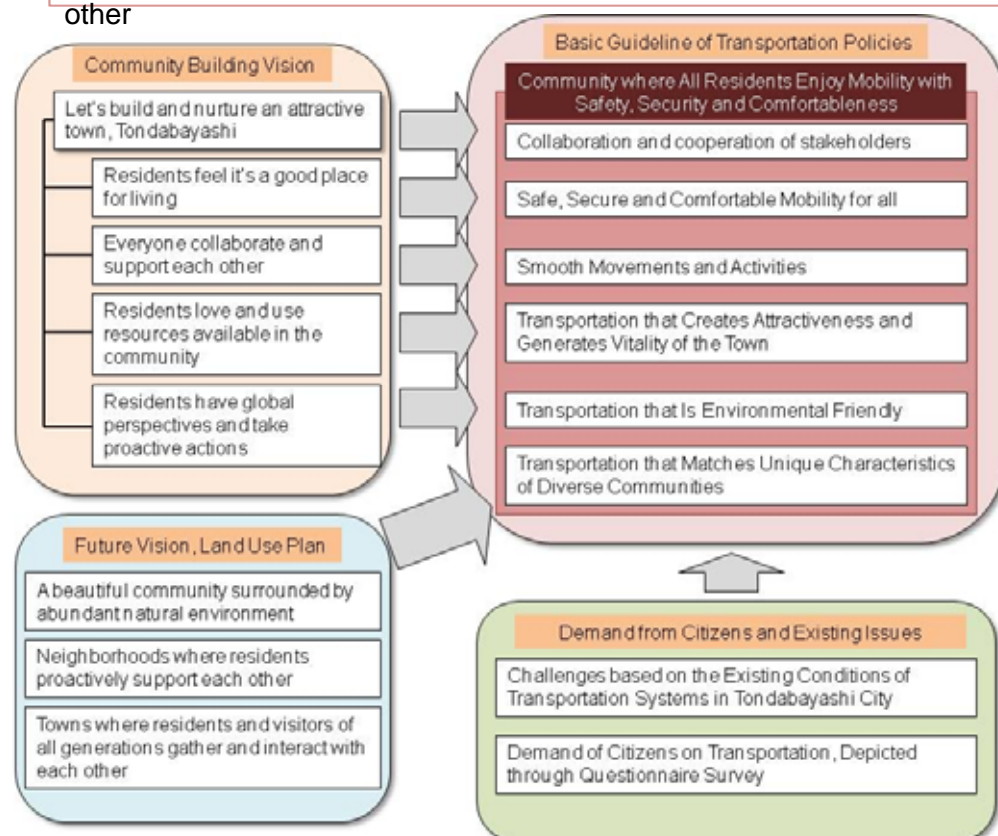
1. A Future Vision of Tondabayashi

Tondabayashi City's basic principle of the community building effort is summarized in the Fourth Tondabayashi City General Plan, which reads, "let's build and nurture an attractive town, Tondabayashi." Given that, it states the city's future outlook should be a town where mindful people, who have been raised in the city, surrounded by the scenery filled with the nature of Kongo and Katsuragi mountains and clear water of Ishi river, support each other and continue leading healthy and vigorous lives, inheriting the history and tradition of the community as the center of Minami-Kawachi region.

2. Transportation Policies of Tondabayashi City

- 1). Establishing basic guidelines of an integrated transportation policy, based on the philosophy of community building in Tondabayashi
- 2). Setting concrete goals for transportation policies to facilitate safe, secure, comfortable and convenient mobility in an sustainable manner
- 3). Determining a road-map to implement transportation policies where stakeholders such as governments and residents collaborate with each other

3. Basic Principles of Transportation Policies



Basic Principle of How Transportation Policy Should Appear

Transportation Policy, Systems and Measures

Transportation Policy Structure

| Basic Guideline of Transportation Policies | | | | | | Transportation Policy Categories | Transportation Policy Alternatives |
|---|--|---------------------------------------|---|----------------------------|---|--|--|
| Collaboration of stakeholders | Safe, secure and comfortable mobility for all citizens | Smooth mobility, assisting activities | Create vitality and promote attractiveness of the community | Environmental friendliness | Systems catered to unique characteristics of each community | | |
| | | | | | | Extending public transportation service network | Improve regional accessibility, connecting with railway networks |
| | | | | | | | Extending fixed bus network that support collaboration and interaction among communities |
| | | | | | | | Reforming the community bus services |
| | | | | | | | Implementing diverse public transportation services catered to communities with diverse characteristics |
| | | | | | | | Improve connectivity at transit hubs |
| | | | | | | | Improving travel assisting services for disabled and senior citizens |
| | | | | | | Communication measures to discourage driving and promote public transportation | Improving information provision on using public transportation services |
| | | | | | | | Implementing high-standard bus stops and coaches |
| | | | | | | | Implementing IC-card systems and extending information provision services |
| | | | | | | | Enforcing barrier-free standards at transit hubs and areas surrounding those facilities |
| | | | | | | controlling automobile & promoting public transportation | Reducing driving and promoting public transportation usage through communication measures |
| | | | | | | | Improving pedestrian and bike environment |
| | | | | | | Collaboration with citizens | Proactively disclose and provide information regarding transportation policy |
| | | | | | | | Collaborate with citizens in instituting regional transportation policies |
| | | | | | | | Conduct educational programs on transportation, collaborating with the local community, corporations and schools |
| : Expected consequences of the transportation measure | | | | | | | |
| : Unexpected but resulting consequences of the transportation measure | | | | | | | |

To The Future

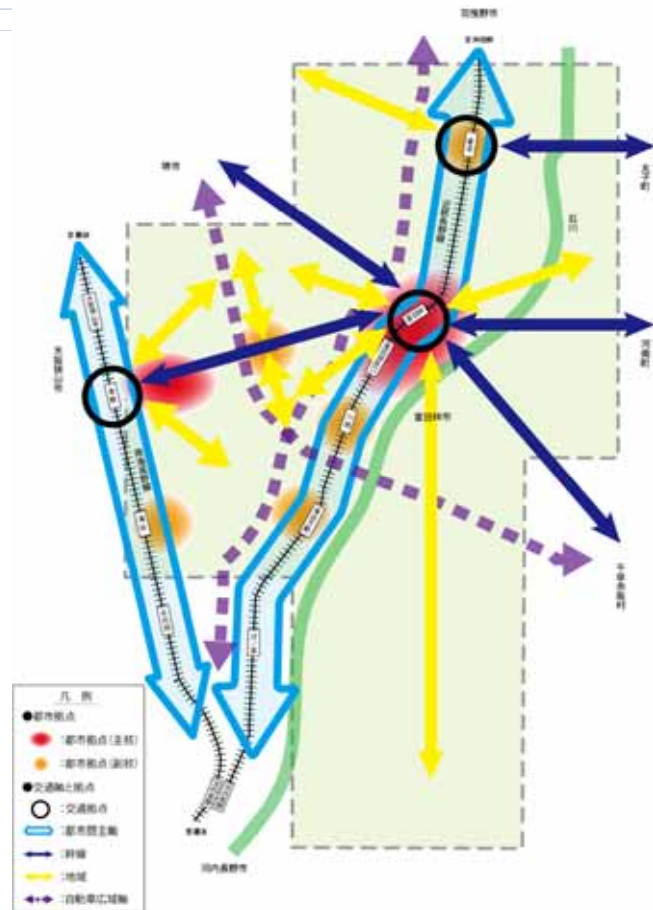
This study project was able to establish an integrated transportation vision with citizens as its protagonists. Its one-year discussion of the committee, where citizens, transportation service providers, governments and transportation planning professionals participated, established a framework of citizens involvement in building their own community. It is fair to state that the framework of this committee, in which a wide promotion of the activities from the planning stage of this activity was conducted, was well established and accepted as a transportation policy practice.

The accomplishment of this project should continue by implementing the measures of the transportation system vision proposed in this study.

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Public Transportation Network System of Tondabayashi