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Role of Public Transportation in Supporting the Urban Cultural and Creative Functions

Project Leader
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Project Members

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Background and Purposes

- Viewpoint of future cities: Sustainability + Creativity + Diversity
- Importance of accumulating cultural and creative functions and activities
- Clarifying the roles of public transportation: walkable + reliable + enjoyable + ★★
 - Responding to traffic demand for cultural and creative functions and activities
 - As a system that induces and entices these activities
 - Shift to seeking value rationality rather than seeking rationality in methods and purposes
- First Year
 - Comprehensive discussions
 - Case studies in New York and London
 - Online awareness and behavior survey
- Second Year
 - Detailed survey on awareness, behaviors, and management structure of the area
 - Deepening projects regarding New York, including inviting specialists
 - Basic survey of case studies in Japan
- Third Year
 - Analysis of the impact of COVID-19 on cultural and creative functions
 - Reorganizing viewpoints for summary and proposals considering post-COVID19 conditions
 - Case studies (Municipalities in Tokyo)
 - Workshops and proposals (Toyama City, Toyama Prefecture)
 - Summary of the last fiscal year



Composition of Presentations at the Research & Survey Report Meeting

1. Analysis of the impact of COVID-19 on cultural and creative functions
2. Reorganizing viewpoints for summary and proposals considering post-COVID19 conditions
3. Case studies (Municipalities in Tokyo)
4. Workshops (Toyama City, Toyama Prefecture)
5. Proposals and summary of the last fiscal year



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Results of the Last Fiscal Year and the Year before the Last Fiscal Year (Analysis and Review of Fujii Team)

According to past surveys

- Comparison among the results from Tokyo, London and New York
 - Only a few activities in Tokyo
- Accessibility to cultural and creative activities
 - Differences in accessibility in the three cities
- Accessibility and subjective sense of happiness
 - Accessibility has more impact on the sense of happiness than activities do
- Incidental activities (excitement and aftereffect) and subjective sense of happiness
 - Importance of unification with incidental activities



Overview of the Survey in FY2021 (Fujii Team)

- Subjects: Males and Females in their 20^s to 60^s living in Japan
- Number of subjects: 1,200
- Company conducting the survey: Cross Marketing Inc.
- Survey period: January – February 2021
- Survey method: Online questionnaire



Survey Screen

Q13A

Please answer the following questions regarding entertainment activities:

- How often did you go out for entertainment before the COVID-19 outbreak (2019)?
- How often did you go out for entertainment while the Japanese government's state of emergency was in force in April and May 2020?
- How often did you cancel your reservations due to COVID-19 in April and May 2020?
- How often did you go out for entertainment between June and December 2020?
- How often did you cancel your reservations due COVID-19 between June and December 2020?

If you were not interested in going out for entertainment, select "I was not interested."

[Subject Entertainment]
Theatrical plays
Rakugo and *manzai*
Museums and art galleries
Movie theaters
Live performances
Domestic travel
Restaurants
Taverns
Bars
Spectator sports
Playing sports
Game arcades
Karaoke
Pinball games
Manga cafe



Voluntarily Refrained Cultural Activities (Annualized Numbers)

	Until 2019	April – May 2020		June – December 2020	
Entertainment	Number of Times Attended (Annualized)	Number of Times Attended (Annualized)	Number of Times Cancelled (Annualized)	Number of Times Attended (Annualized)	Number of Times Cancelled (Annualized)
Movie theaters	1.91	0.34	0.68	0.77	0.40
Live Performances	0.36	0.01	0.47	0.08	0.09
Domestic travel	1.78	0.28	0.60	0.64	0.28
Spectator sports	0.88	0.03	0.43	0.29	0.11
Theatrical plays and performances	0.39	0.09	0.16	0.11	0.12
<i>Rakugo and manzai</i>	0.17	0.07	0.09	0.08	0.06
Museums and art galleries	0.55	0.11	0.12	0.27	0.11

Looking at the number of times individuals visited movie theaters, the (annual average) was 1.91 times until 2019 and 0.34 times (annualized) while the national government's state of emergency was in force, which showed a significant decrease in April and May 2020, and only increased to 0.77 times in and after June.

The annual average number of times cancelled in April and May was 0.68, and 0.40 in and after June, which shows that people wished to attend entertainment; however, most could not.



Comparison between Large Cities and Local Regions (Annualized Numbers)

	Until 2019	April – May 2020	June – December 2020			
Entertainment	Number of Times Attended (Annualized)	Number of Times Attended (Annualized)	Number of Times Cancelled (Annualized)	Number of Times Attended (Annualized)	Number of Times Cancelled (Annualized)	
(Respondents living in Tokyo, Kanagawa, Chiba, Saitama, Aichi, Kyoto, Osaka, and Hyogo)	Movie theaters	1.98	0.32	0.85	0.96	0.43
	Live performances	0.40	0.00	0.70	0.04	0.07
	Domestic travel	1.95	0.23	0.72	0.71	0.29
	Spectator sports	1.10	0.03	0.65	0.34	0.04
	Theatrical plays and performances	0.39	0.07	0.18	0.09	0.06
	<i>Rakugo and manzai</i>	0.05	0.00	0.04	0.02	0.00
	Museums and art galleries	0.63	0.07	0.10	0.30	0.07
(Respondents living in prefectures other than Tokyo, Kanagawa, Chiba, Saitama, Aichi, Kyoto, Osaka, and Hyogo)	Movie theaters	1.80	0.38	0.45	0.50	0.34
	Live performances	0.30	0.03	0.16	0.14	0.13
	Domestic travel	1.53	0.36	0.43	0.54	0.26
	Spectator sports	0.56	0.02	0.13	0.23	0.21
	Theatrical plays and performances	0.38	0.13	0.13	0.14	0.21
	<i>Rakugo and manzai</i>	0.33	0.15	0.16	0.16	0.13
	Museums and art galleries	0.44	0.16	0.16	0.23	0.16



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Reorganizing viewpoints for summary and proposals considering post-COVID-19 conditions

COVID-19

↓

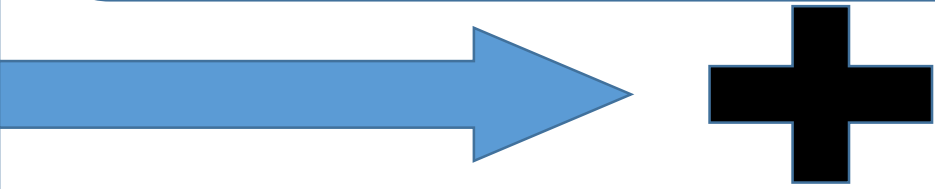
Refraining from going out
Changes in activities and behaviors
Risks in cultural and creative activities
Risks in public transportation

⇓

Urgent need to create post-COVID-19 conditions for cities, traffic, and public transportation

Future viewpoints of cities: Sustainability + Creativity + Diversity
Importance of accumulating cultural and creative functions and activities
Clarifying the role of public transportation: walkable + reliable + enjoyable + ★★

- Responding to traffic demand for cultural and creative functions and activities
- As a system that induces and entices these activities
- Shift to seeking value rationality rather than seeking rationality in methods and purposes

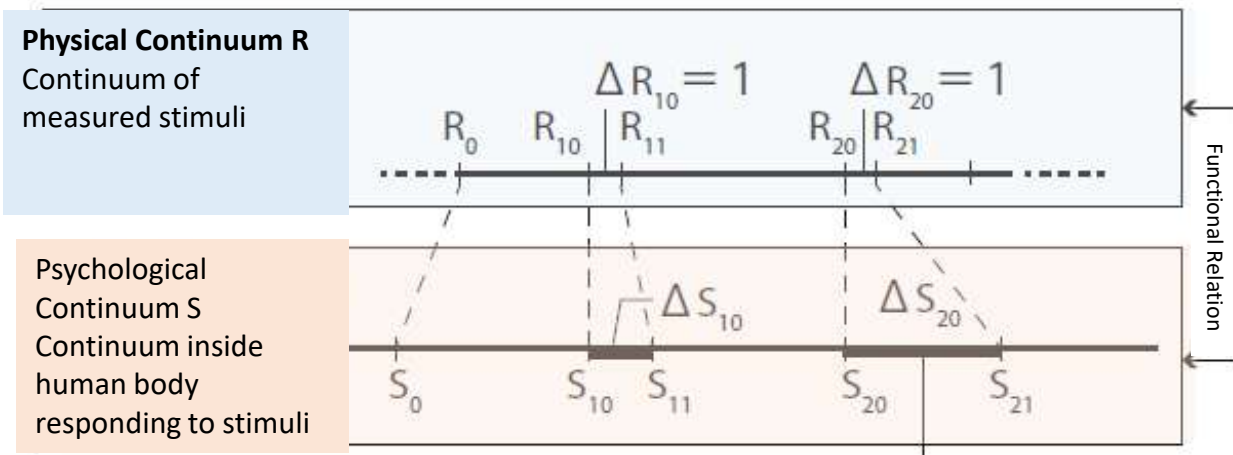


NEW-LOCAL

- Art and culture in the center of cities
- Public transportation and space that support excitement and aftereffect

Environmental factors that retain aftereffects of watching theatrical plays

Psychophysics: Previous studies on the level of subjective impressions



- Same physical stimuli, but subjective impression value changes randomly.
 - When the value of psychological continuum exceeds a certain boundary, it is output as a “judgment.”
- Source: Hiromitsu Inoue: Psychometric measurement – On some problems in application, The Japanese Journal of Ergonomics, pp.137-140, 1994

Replacing with the “environment of watching theatrical plays” and the “aftereffects”

R_0 Stimuli produced by theaters
 R_1-R_t Stimuli given by the space on the way back home from the theaters

After R_1 ,
 (1) if the environment in which stimuli that reminds the individual of watching theatrical plays continues,
 or
 (2) if the environment does not erode R_0

ΔS (Psychological responses caused by theaters)
 = Feeling aftereffects

↓

Environmental factors that retain aftereffects of watching theatrical plays (hypothesis)

- Examples of environmental factors that can be R
- Examples of environments in which stimuli continuously evoke the feeling of watching theatrical plays
- Examples of environments that do not erode R_0
- Landscape elements (lights, signs, architecture, etc.) that evoke memories of watching theatrical plays (contents and environment)/ Similar sound environment/ Occurrence of cultural events
- Having viewpoint fields aligned with the landscape/ Places where memories of watching theatrical plays can be evoked
- Movement at a low speed that allows individuals to see the above-mentioned landscapes/ Safe streets (Need to pay strict attention to traffic conditions is reduced.)

Environmental factors that retain aftereffects of watching theatrical plays

Case Study: Around the Vienna State Opera House

- Vienna: Higher satisfaction with cultural activities compared with other cities in Europe

Source: Vienna Tourist Board: Tourism strategy 2020, 2014

- Around the Vienna State Opera House, a cultural facility representing the city:

The city meets the requirements for environmental factors (1) and (2) shown below with its public transportation system (trams), pedestrian walkways, and squares.



Oper für alle すべての人にオペラを

- 周辺環境
 - ・路面電車への好アクセス
 - ・歩行者専用空間 (回遊, 沿道で観劇前後に飲食)
 - ・季節によっては広場で無料上映
 - *広場 = 地下駐車場(540台)上部空間



Environmental factors that retain aftereffects of watching theatrical plays (hypothesis)

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Desirable cities and lifestyles for the future

- Placing **cultural and creative functions in the middle** of cities
- Breaking away from focusing on business, commerce, and other economic activities
- Placing leisure at the center of our daily living
- Differentiating resident-oriented and tourism-oriented cultural and creative functions
- Prioritizing resident-oriented activities

- Considering art, culture, and life as the basics of human life
- Being aware of the importance of real-time excitement

Art and culture (literature, music, painting), academic studies (education), intellectual activities: Creative activities

- Activities: Concerts, musicals, operas, theatrical performances, live performances, live street performances

Daily living (everyday life, lifestyle, human activities, spectator sports)

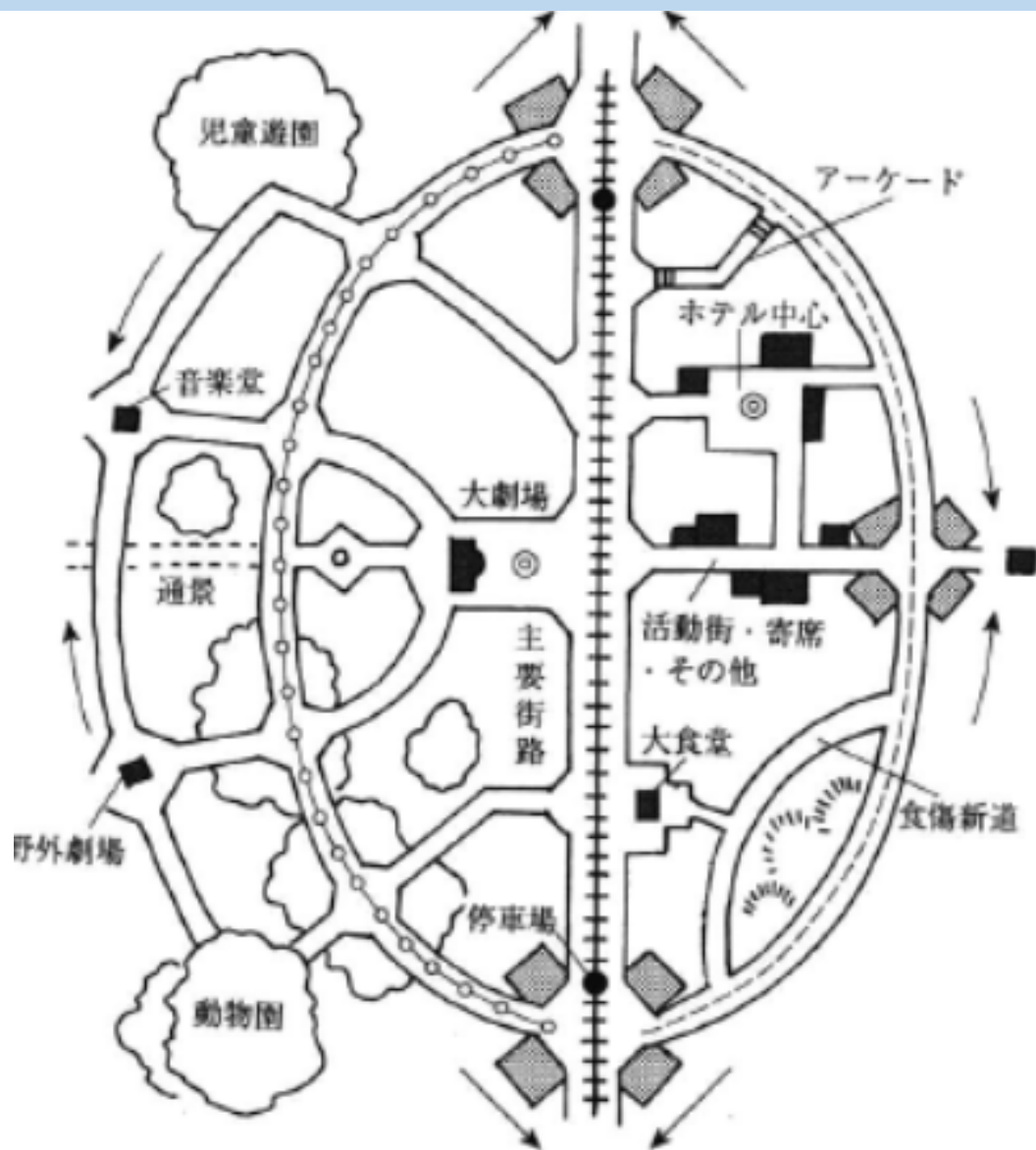
- Specific sense of value and traditions developed by individual communities \Leftrightarrow Different cultures)
- Activities: Festivals and events
- Examples: Tokyo > Sanja Festival (Asakusa), Kanda Festival (Kanda Myojin), Sanno Festival (Hie-jinja Shrine), Yosakoi Festival, Firework Festivals, Illuminations (Marunouchi, Roppongi Hills, etc.)
New York > Solstice in Times Square – A yoga event, New Year's Eve Countdown

Excluding sub-cultural events not considered traditional art (high culture)

Activities held repeatedly by local residents vs. Activities held once every few years or One-time sightseeing activities

- Prioritizing repetition by local residents

Reference: Local Community Scale in Reference to Hideaki Ishikawa's Thoughts on Amusement Places



- | | | | |
|-----|---------------|-------|---------|
| --- | 遊園街路 | → | 親和中心遠望 |
| ○-○ | 遊園遊道路 | ◊ | 植え込み |
| | 電車道 | ~~~~~ | 芝生 |
| ■ | 重要建物 | ◎ | 噴泉或は記念樹 |
| ▨ | 華れやかな照明を要する建物 | | |

第1図 石川栄耀の「夜の休養娯楽中心例」の図

[出典]山田 朋子石川栄耀の盛り場論と名古屋における実践,
人文地理55,5, pp.428-450, 2003



NEW LOCAL - 2

For the Creation of Circulation Paths that Connect Functions

Components of Cultural and Creative Functions for Local Community Scale:

Added to four keywords of Hideaki Ishikawa's thoughts on amusement places

(1) Theatrical function: Contents developed through the relationship between performers and spectators (Creativity by music, plays, and sports)

(2) Square function: Places to expand (1) to outside the facility

(3) Traffic (public transportation) function: Environment that ensures easy access to (1) and (2)

(4) Dining function: Place for activities and communication before and after (1)

(5) Connecting function: Flow lines that allow people to enjoy functions from (1) to (4) in an integrated manner

- Contributing factors: Comfortable transportation, landscape considering (1), etc.
- Disincentive factors: Risks in traffic safety, etc.

Purposes

- Transportation supports lifestyle and attracts people
- Transportation itself is sometimes fun (primary demand).
 - > Obligatory transportation in crowds and traffic congestion are not included.
- Increasing opportunities in which walking, bicycling, or using public transportation are fun.
 - > Planning for the above will be the motivating force to address issues in cities and lead the cities for the future

Directions

- **Creating great accessibility**
 - **Producing excitement and aftereffect**
 - **Adding value in diverse types of transportation** (slow, etc.)
- Creating a wide range of social effects through an increase in the number of trips using public transportation
- ★ Focusing on trips in cities using automobiles has limitations.
 - ★ Necessity of maintaining public transportation + Creating social effects through the use of public transportation

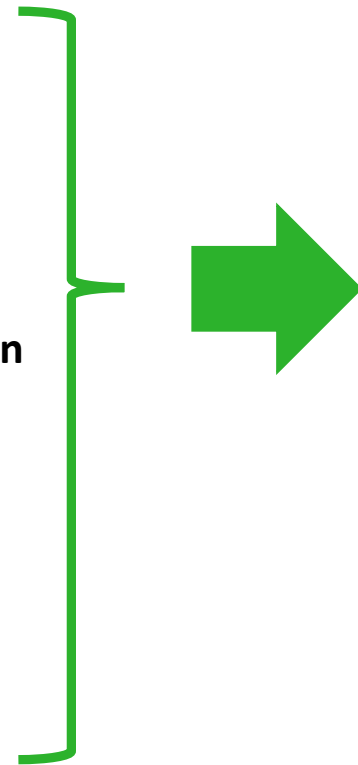
Focuses

Until now

- Safety is the basic concept.
- Smoothness is prioritized (Prioritizing short time, and low cost trips. It is important to have sufficient transportation for the specific events to prevent long wait times.)

From now

- Diverse values
 - Do not rush: Move slowly, enjoy waiting
 - Landscape is enjoyable/ Fun to be on public transportation
 - Being with somebody else or enjoying the time alone
 - Excitement after getting off of public transportation
 - Aftereffect of events continues even on public transportation
 - Stylish designs for more than just commuting
- Diverse management
 - Diversification of shared operation costs, fare systems, and payment methods
 - Diversification of methods of reservations and payment



Specific Examples of Proposals

1. Exciting areas around stations
2. Transportation services for going back home that help individuals to enjoy aftereffects
3. Ticketing including aftereffects and transportation
4. Reconsideration of vehicle and station designs



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Review of the Overseas Survey Results for the Past 2 Years (Deguchi Team, Doi Team, Matsumura Team, Shiraishi Team)

Characteristics of facility locations and spatial designs (Comparison with cases in Japan)

- Difference in the scale of clusters
- Difference in the operation of neighboring streets (Prioritizing accessibility and locations rather than traffic functions)
- Squares and streets usable for diverse activities for diverse people

Public transportation

- Ensuring collaborative squares and space for pedestrians:
Reallocation of driving space for automobiles
- Operation at midnight and all night: Issues regarding public order and terminal cooperation > Utilization of ridesharing and taxis
- Ideas for fares: Utilization of MaaS app



Clusters of Theaters: Domestic Analysis

Extraction of areas with 3 or more theaters and categorizing location environments

- Information collected from telepoint data and websites
- Number of municipalities with three or more theaters: **73**
- Municipalities in which theaters are close and clusters are formed:
Wards in Tokyo, Osaka City, Yokohama City, Kawasaki City, Itami City, Fukuoka City, etc.

[Method (1)] Mean value of the minimum distance to theaters is Y meters or shorter

800m	名古屋市東区	岐阜市		目黒区	山形市 和歌山市 東京都杉並区 名古屋市中村区 東京都品川区 大阪市城東区	宮崎市・倉敷市・岡岡蘇村・高松市・ 豊川市・川越市・豊見島市・仙台市青葉 区・東京都江戸川区・香崎市・吹田市・ 熊本市中央区・金沢市・千葉市中央区・ 豊中市・尼崎市・堺市・神戸市中央 区・兵庫市・横濱市・東京都墨田区・ 富山市・武蔵野市・大分市・松本市・青 森市・川崎市宮津区・京都市左京区・北 九州市小倉北区・静岡市駿河区・東京都 江東区・東京都立区・新潟市中央区・ 東京都北区・東京都文京区
600m		東京都豊島区	仙台市青葉区 京都市中京区		大阪市西成区 名古屋市中区	
500m	京都市上京区	東京都港区 広島市中区	大阪市北区		八戸市	東京都文京区
400m	東京都渋谷区 札幌市中央区 横浜市中区			福岡市城南区 富山市 長野市		
300m	福岡市中央区 大阪市中央区 東京都世田谷区 東京都新宿区	大阪市天王寺区	東京都中野区			
	横浜市西区 東京都千代田区 東京都中央区 川崎市麻生区 東京都台東区		伊丹市 京都市東山区			
	300m	400m	500m	600m	800m	

[Method (2)] Having three or more theaters within X meters

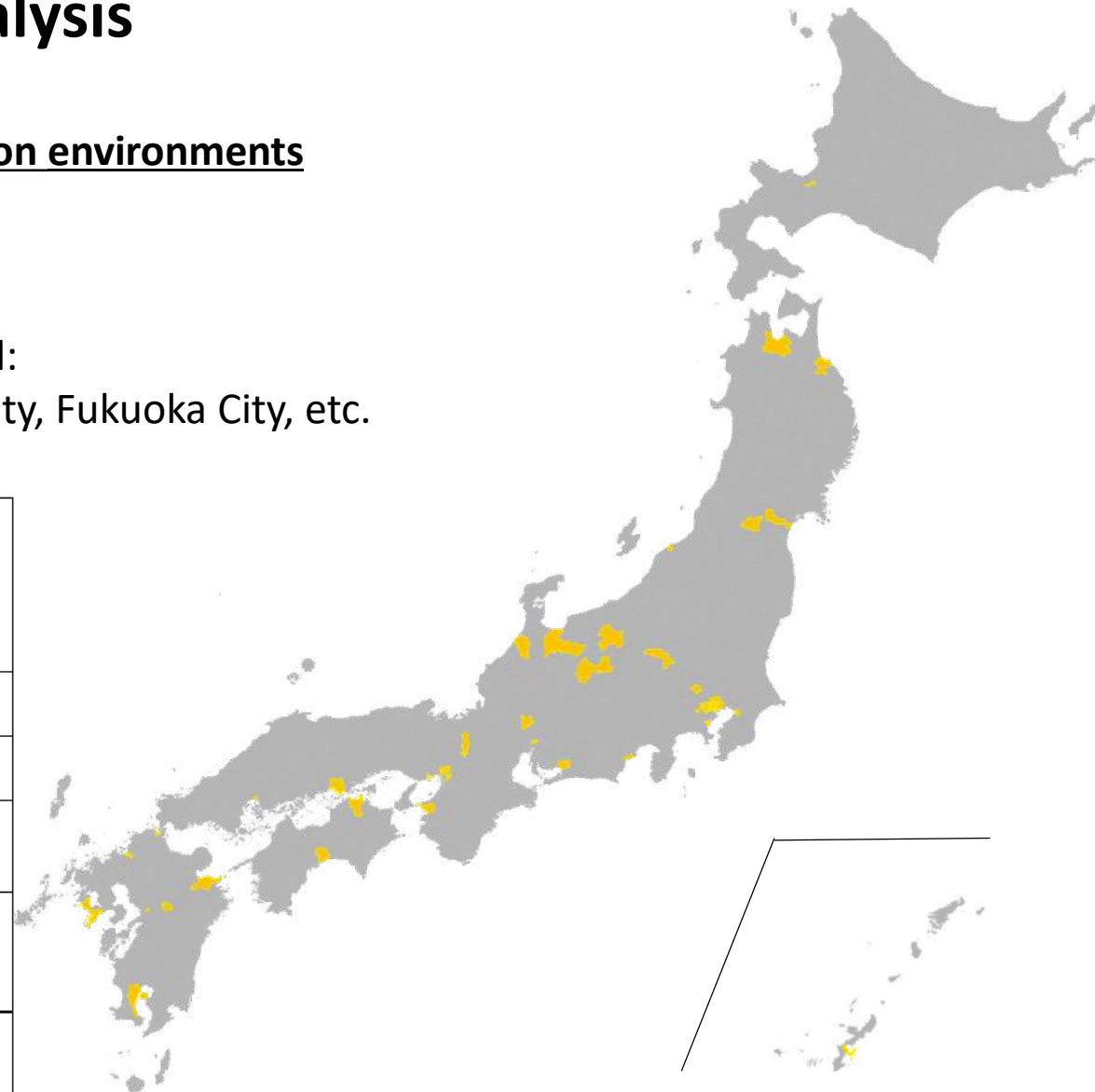


Fig. 73 Municipalities with 3 or more Theaters
(Wards for Ordinance-designated Cities)



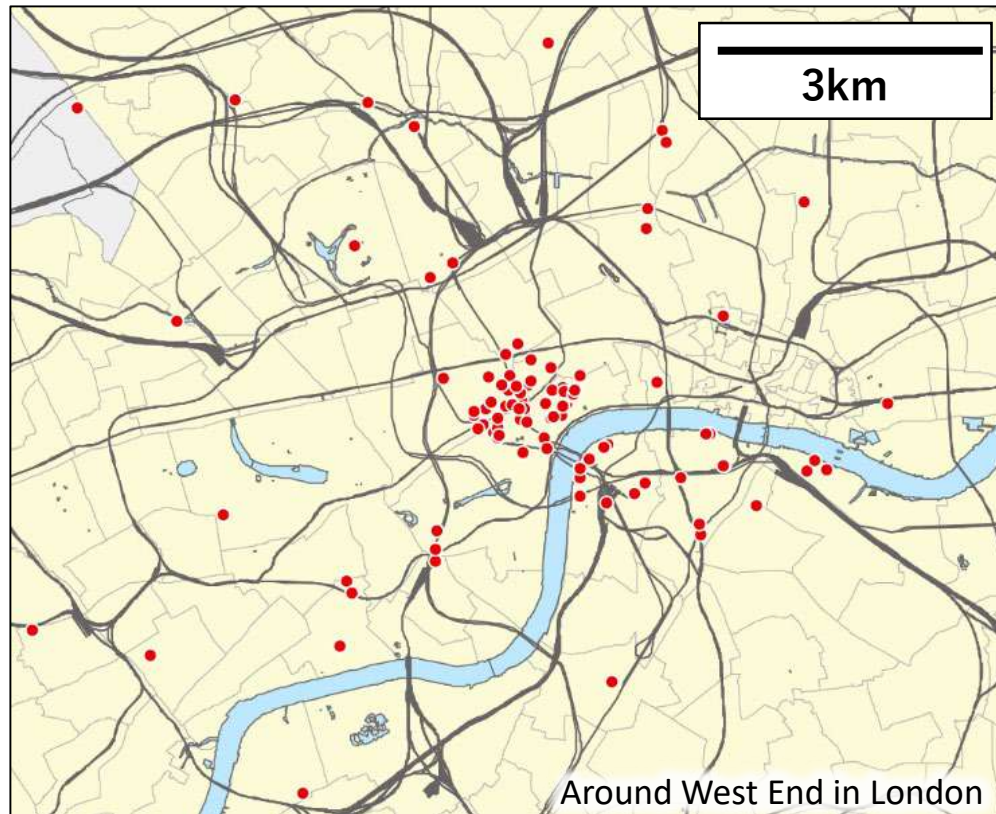
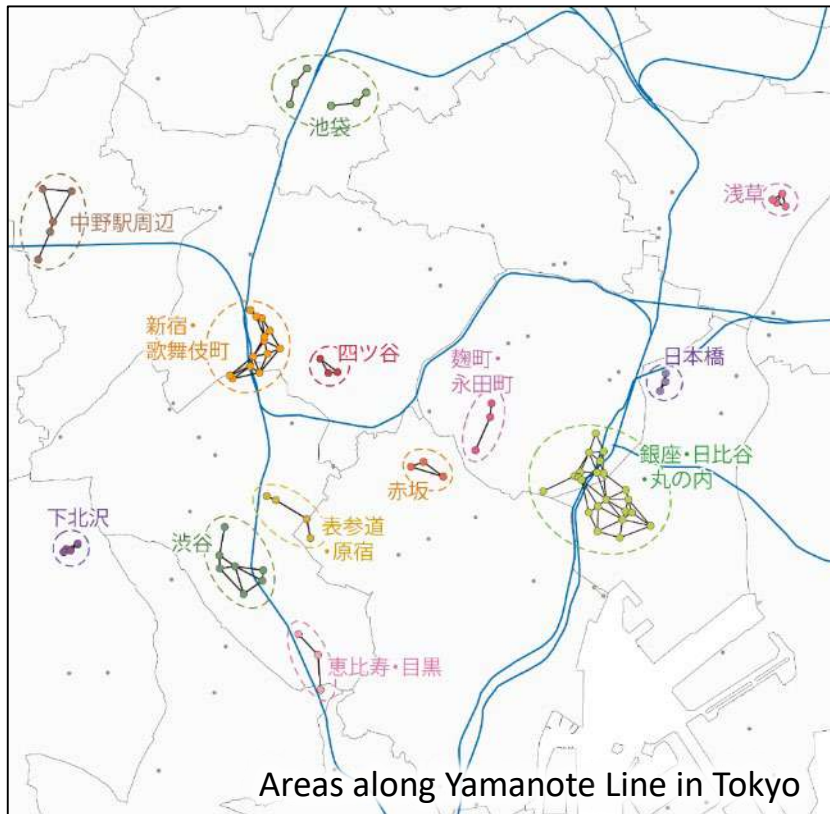
Reference: Comparison of Current State of the Central Tokyo and Major Cities Overseas

Biggest area in Japan with clusters of theaters: Hibiya, Ginza, and Marunouchi Area (22 facilities)

Biggest area in New York with clusters of theaters: Broadway (44 facilities)

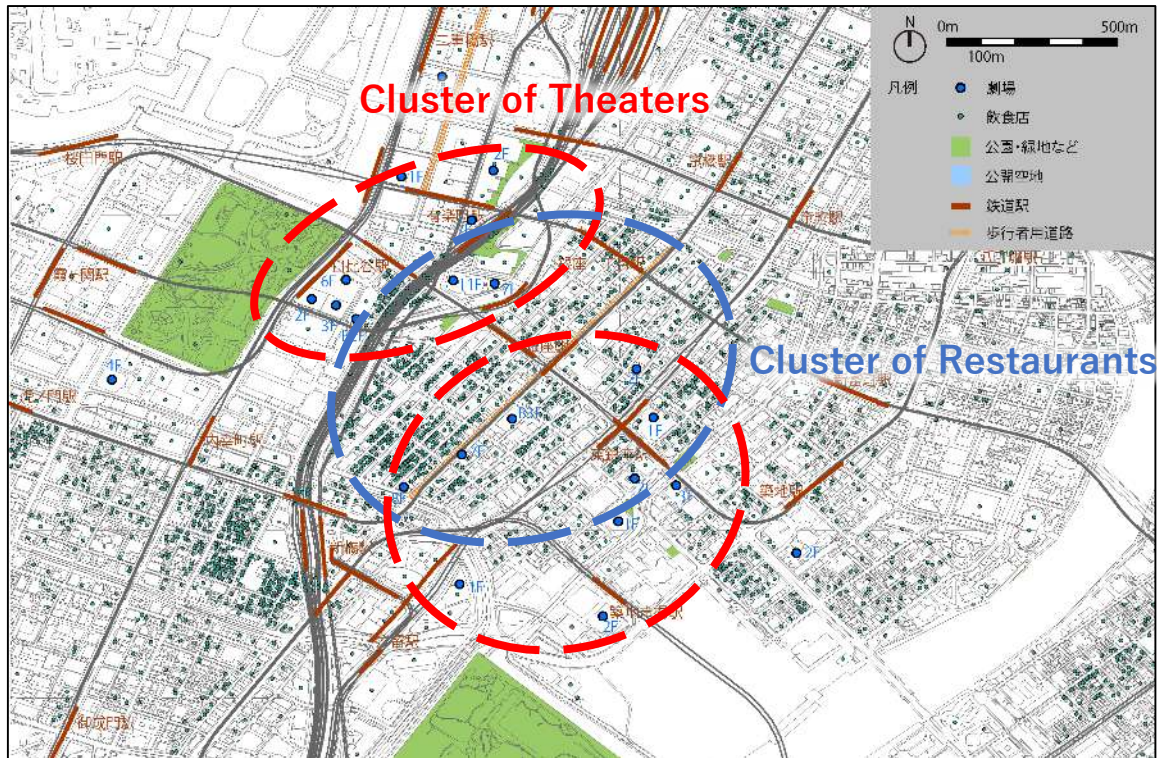
Biggest area in London with clusters of theaters: West End (40 facilities)

(Source: London > London Theatre Official Website/ New York > NYC Open Data)



Case Study in the Areas with Clusters of Theaters (1)

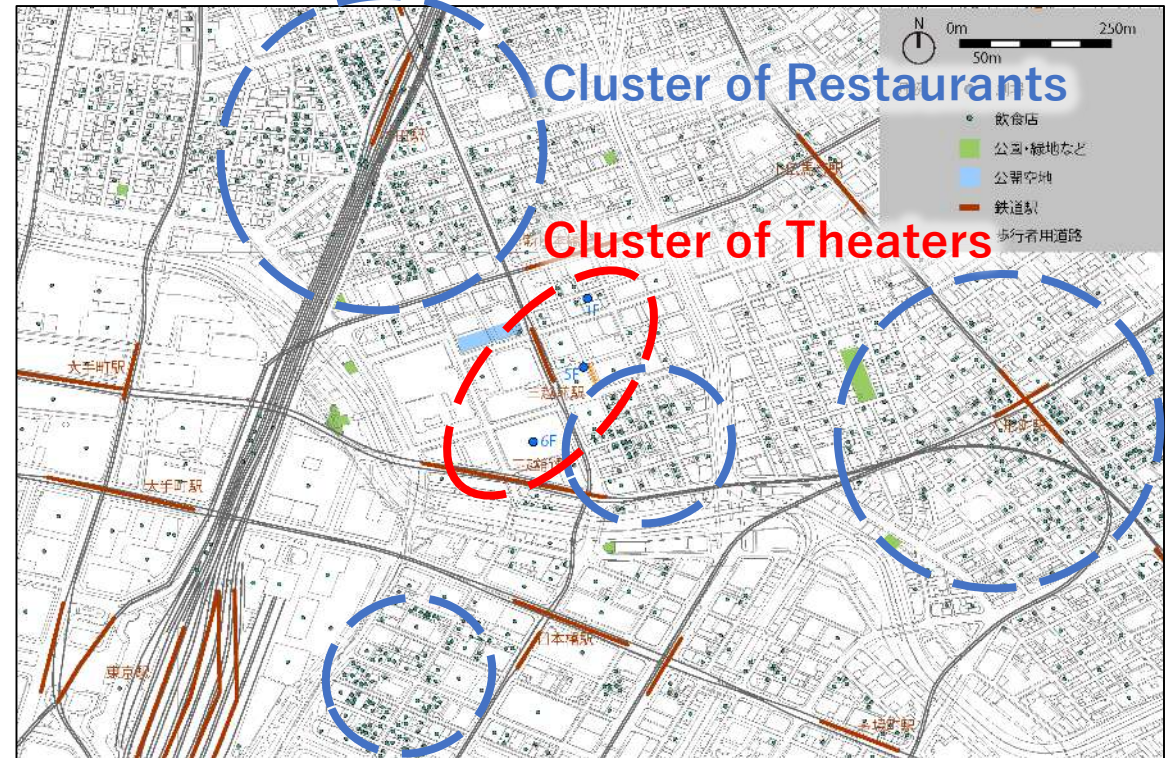
Tokyo: Hibiya & Ginza Area



The clusters of theaters and restaurants are overlapping, which promotes wandering around after seeing a movie or theatrical play; however, they do not seem to have sufficient functions as squares and do not have a connecting function.

⇒ It's necessary to ensure outdoor square spaces that produce a flow of watching a movie/theatrical play – dining – transportation, and that allows everyone to enjoy aftereffects.

Tokyo: Nihombashi Area

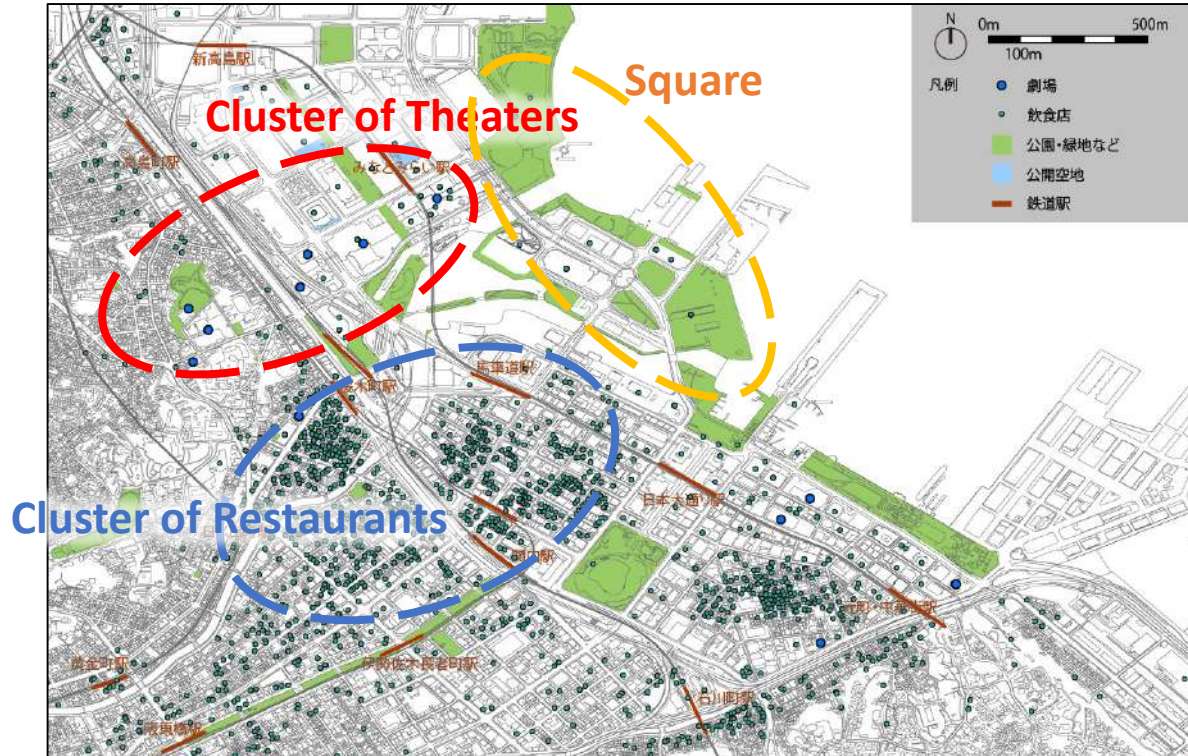


Combining square and dining functions inside the building, which allows direct access to train stations from the basement.

⇒ Despite its high accessibility, the area has only a few outdoor square spaces, which makes it difficult to promote wandering around the peripheral areas with clusters of restaurants.

Case Study in the Areas with Clusters of Theaters (2)

Naka-ku, Yokohama City



A cluster of theaters, a cluster of restaurants, and a square are individually formed.

⇒ The locations of individual functions are scattered, which makes it difficult to form the flow of watching a movie/theatrical play – dining – a square.

Suggestions from the Case Study

(1) Outdoor square that connects the flow of watching a movie/theatrical play, dining, and transportation

> Necessity of design that considers the layout of facilities
 Examples: Developing squares on the lower floors of buildings connected to traffic lines (ensuring spaces to enjoy aftereffects while waiting for transportation after watching a movie/theatrical play or dining)

(2) Means to connect areas

> Forming the flow lines of watching a movie/theatrical play, dining, and a square.

It is too far to walk, but it is possible to promote wandering around through the linkage of sites with different characteristics.



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Records of Workshop in Toyama

Participants

Project members

Hiroshi Nakagawa (Vice-President of Toyama University), Toyama City Office staff, Artists from Toyama, Residents of Toyama

1st Workshop held on January 13, 2021: Approaches made in Toyama and Sharing Issues

A wide range of approaches to enhance the functions of downtown and public transportation:

Making the Toyama Minato Line into LRT/ Development of loop lines for trams/ Connecting southern and northern areas, etc./

Grand Plaza/ Flower hanging basket/ Flower tram/ Transit mall experiment

Efforts to enhance the gathering of art and cultural functions: Aubade Hall/ Libraries/ Municipal Gymnasium

- People go home immediately after the events./ People drive cars and cannot drink alcoholic beverages after events.
- Low rate of shared public transportation at facilities around train stations

Issues: Improvement of rate of shared public transportation access linked to art and cultural function + Improvement of transfer, etc.

2nd Workshop held on February 19, 2021: Proposals by the Project Side (described later) and Opinion Exchange

- Proposals of the Ideal Central City + Improvement in Public Transportation Services and Linked Spaces
- What we can do under the current systems + What we can do using time + Systems to be improved



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Composition of Proposals

Cooperated by the Deguchi Team, Mr. Inoi, Mr. Yoshida

Theme: Development of Cultural and Creative Functions in Compact City Toyama and Its Supportive Public Transportation

1. Indication of our vision
 - Future vision of the city
 - Proposals of ideal lifestyles in future cities
2. Proposals for directions of central areas
 - From the south side of Toyama Station to Sogawa
 - From the north side of Toyama Station to Kansui Park
3. Proposals for directions of the overall traffic systems
4. Proposals for public transportation
 - Space design and utilization
 - Services
 - Long-term issues

Composition of Proposals

Theme: Development of Cultural and Creative Functions in Compact City Toyama and Its Supportive Public Transportation

1. Indication of our vision

- Future vision of the city → Above mentioned “New Local 1 & 2”
- Proposals of ideal lifestyles in future cities: **Toyama Yoin City**

2. Proposals for directions of central areas

- From the south side of Toyama Station to Sogawa
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 - Long-term issues

South Side of Toyama Station (Area in ○ on the map)

- Connecting existing clusters such as large shopping malls, Sogawa Area, and Grand Plaza

North Side of Toyama Station (Area in ○ on the map)

- Using large cultural facilities based on the Boulevard Project (See official website of the Toyama City Office)





Composition of Proposals

Theme: Development of Cultural and Creative Functions in Compact City Toyama and Its Supportive Public Transportation

1. Indication of our vision
 - Future vision of the city
 - Proposals of ideal lifestyles in future cities
2. Proposals for directions of central areas
 - From the south side of Toyama Station to Sogawa
 - From the north side of Toyama Station to Kansui Park
3. **Proposals for directions of the overall traffic systems**
4. Proposals for public transportation
 - Space design and utilization
 - Services
 - Long-term issues



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Proposals for Space Design and Utilization

Places for excitement and aftereffects (Using trams)

- Excitement and aftereffects linked with art and cultural functions
- Excitement leading to culture and lifestyles (festivals, etc.)
(e.g. dining before festivals, etc.)

Proposal 1: Using locations with a view of trams

Proposal 2: Using dining locations around tram stations

Proposal 3: Using locations with a panoramic view of the square in front of the Toyama Station South Exit



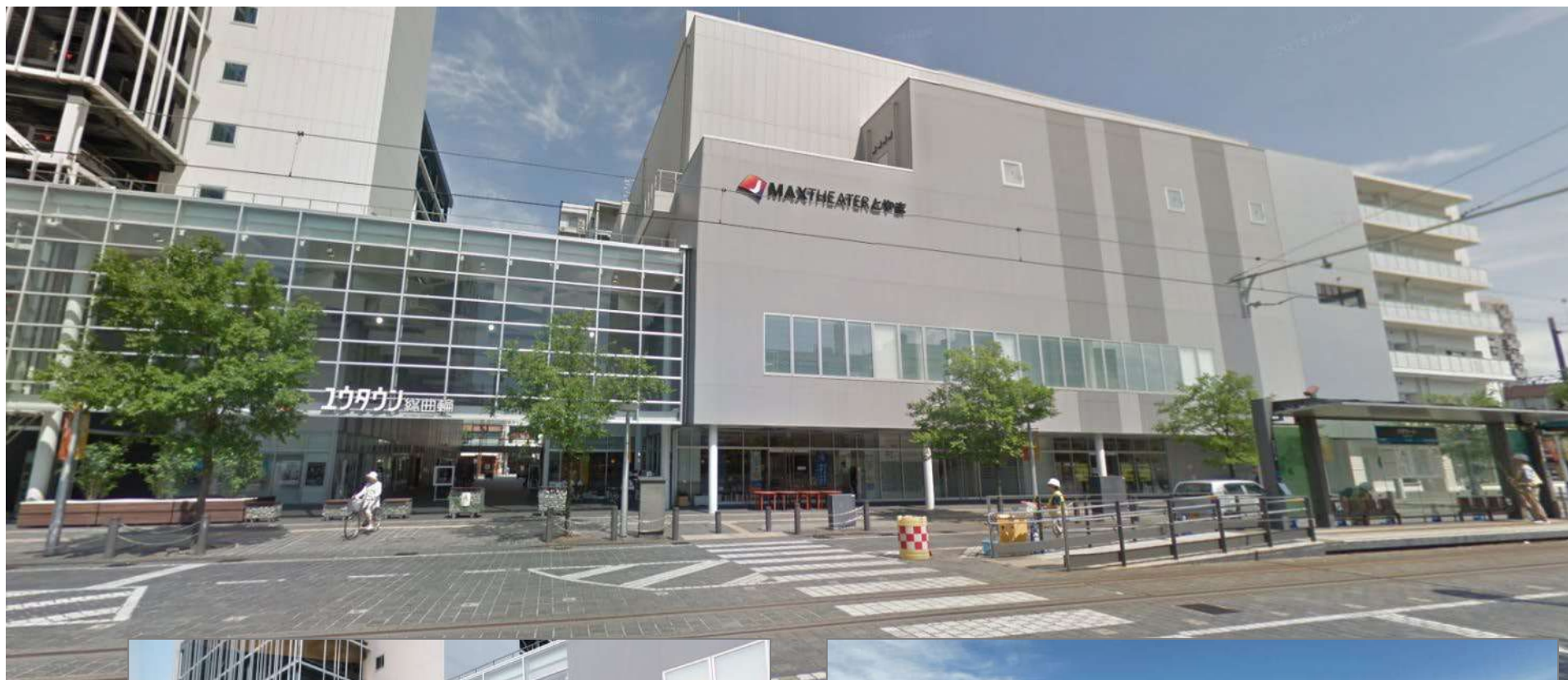
Proposals for Space Design and Utilization

Places for excitement and aftereffects (Using trams)

- **Proposal 1: Using locations with a view of trams (7 locations)**
- Proposal 2: Using dining locations around tram stations
- Proposal 3: Using locations with a panoramic view of the square in front of the Toyama Station South Exit



② YOUTOWN SOGAWA



Taken by Nakano in May 2017



From the official website

③ Toyama Grand Plaza



Taken by Nakano in May 2017



Taken by Nakano in May 2017



④ FUMUROYA CAFÉ 2nd Floor of the Toyama Kirari (Glass Museum)



From Toyama Kirari official website

⑤ SOGAWA BASE





Tram Station

3

5

4

⑥ Toyama Denki Building

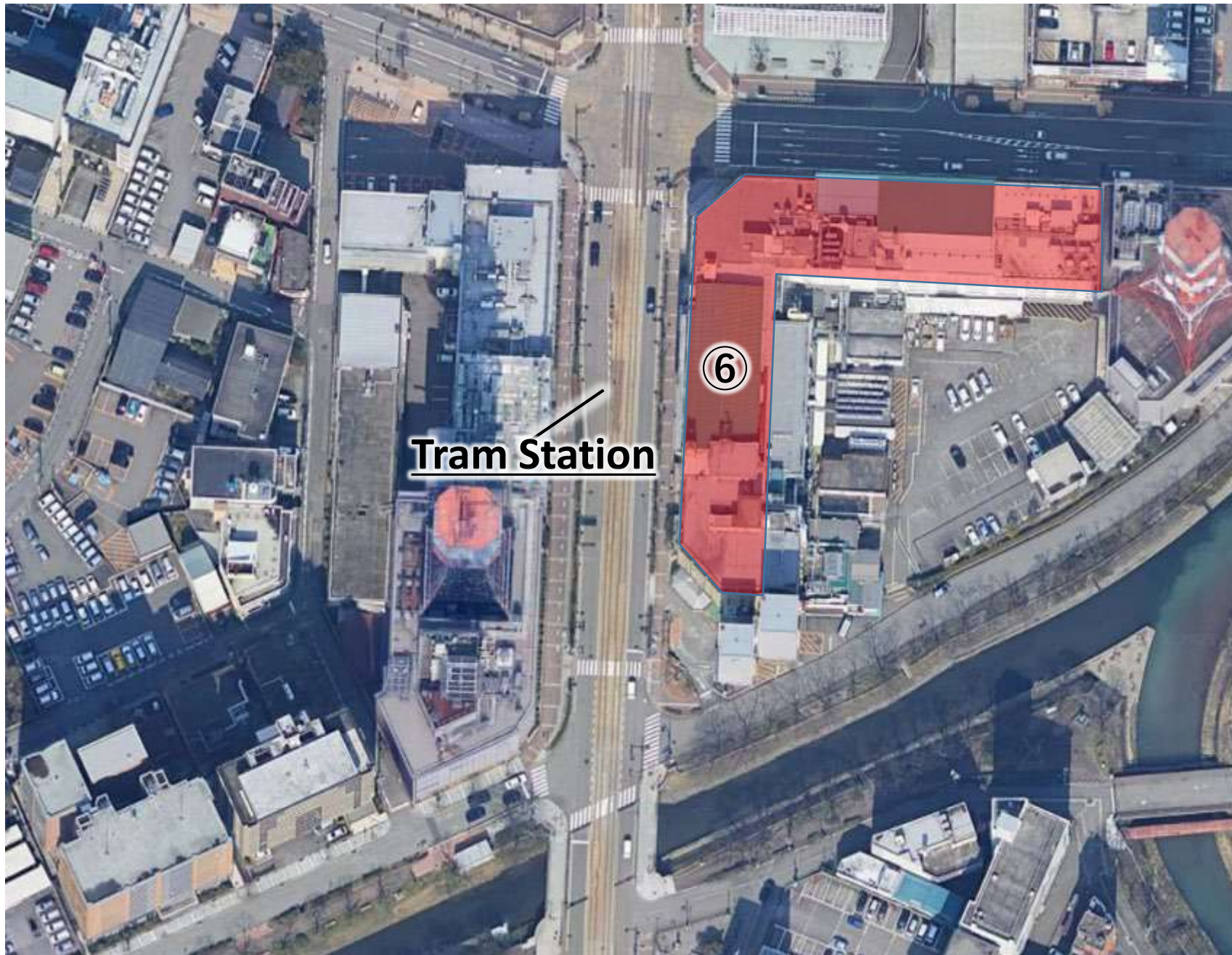


Built in 1936.

Restaurants are on the 1st and 4th floors.

*It has a beautiful landscape, but does it have a connection with the area?





Tram Station

⑥

⑦ Utilization of Parks along Railway Lines



Using the location of *Kencho-mae Hiroba* Station as a part of the park management project, etc.

Kencho-mae Park
Joshi Park



Proposals for Space Design and Utilization

Places for excitement and aftereffects (Using trams)

- Proposal 1: Using locations with a view of trams
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Amayotto Yokocho Food Court

- A food court in a container building opened in 2018
- Restaurants offer grilled beef/pork entrails/ Bistro/ Bars, etc.
- Side street off the street where trams run
- Near the Toyama Glass Art Museum, JMAX THEATER Toyama, Hotori-za*, Teruteru-tei**



*Mini Theater

**Entertainment Hall
(Storytellers' Theater)



et vous – European style restaurant/café at Canal Park Hotel Toyama

- Near the Aubade Hall and Toyama Municipal Gymnasium
- Holding open terrace seats
- LRT rails are installed along the sidewalks.





Proposals for Space Design and Utilization

Places for excitement and aftereffects (Using trams)

- Proposal 1: Using locations with a view of trams
- Proposal 2: Using dining locations around tram stations
- Proposal 3: Using locations with a panoramic view of the square in front of the Toyama Station South Exit



Café and other facilities on the middle floors on the south side of the square in Toyama Station providing the view of trains through the windows



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Services: Ideas of Transportation Fares and Operations

Fares: Considering a wide range of discount services (Preparation for the decrease in income of transportation service providers)

- Daytime or nighttime free-to-ride tickets
- Free-to-ride tickets with admission tickets in a set
- Supporting measures using the aftereffects of movies/theatrical plays
 - Restaurants and public transportation
 - Public transportation and reservation for short-distance taxis with a terminal unit (after the events), etc.

Operations: Support for going back home (Especially for night events)

- Ensuring the last train + bus services after the events (Limited offer; for example, every Thursday and Friday only)
 - Reference: Cultural Friday event at the square of the BRT terminal for suburban lines in Bogota, Colombia
- Gathering short-distance taxis at the branch lines and terminals
 - Linkage between transportation services with meals and cultural and creative functions
 - Operation of restaurant tram at night (Trains that enable people to enjoy aftereffects)
 - Not reserved, but open for anyone and stops at limited stations only

Other

- Producing excitement and aftereffects with well-designed interiors as well as train and bus stations



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Long-term Issues

Development of spaces around facilities to attract people related to cultural and creative functions

- Improvement of walking routes and locations for gatherings from tram stations
- Inducement and support for restaurants in the areas
- Creation of impressive landscapes with trams, etc.
- Promoting reallocation of road space (Using the road development project to increase convenience for pedestrians, etc.)

Inducing people to live downtown (Encouraging the young generation, including students, to live downtown)

Radical revision of train and bus designs

- All passengers should be able to be seated.
- Distinguishing the section prioritizing speed and the section prioritizing views
- Emphasizing the sights from trams

Reducing the necessity of using private automobiles



Compositions of Presentations at the Research & Survey Report Meeting

1. Analysis of the impact of COVID-19 on cultural and creative functions
2. Reorganizing viewpoints for summary and proposals considering post-COVID19 conditions
3. Case studies (Municipalities in Tokyo)
4. Workshops (Toyama City, Toyama Prefecture)
5. Proposals and **summary of the last fiscal year**

Original schemes

- Starting from questions about the city and transportation development focusing on commuting only
- Cultural and creative functions + Rediscovery of leisure and aftereffects
- Shifting to valuable and rational transportation
- Realizing goals by using public transportation (No driving + Sharing vehicles)
 - Designing spaces with excitement and aftereffects + Discount fares and support for going back home (Using taxis too) + Redesigning trams, buses and facilities
(Need to break away from business models that consider only commuting)

COVID-19 > New Normal > Considering the development of “New Local” concept

- Reconfirmation of the meaning of close contact > Importance of cultural and creative activities
- Avoiding public transportation crisis + Suppressing excessive dependency of automobiles > Developing public transportation that supports cultural and creative activities
- Not only Tokyo, but also local cities can take the initiative to cultivate the New Local concept > The meaning of proposals for Toyama



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