OPEN
YOKOHAMA

Yokohama Urban Transportation Plan

~Toward the realization of sustainable transportation for the future～

October, 2018

City of Yokohama

Introduction.

Transportation, which supports the daily lives of citizens and the local economy, covers a wide range of areas and involves a diverse range of actors, including citizens, businesses, transportation operators, and government agencies. For this reason, Yokohama City formulated the "Yokohama Urban Transportation Plan" in March 2008, which clarifies the basic policies and policy objectives of the city's overall transportation policy, thereby promoting shared goals and coordinated efforts by diverse entities.

Ten years have passed since the plan was formulated, and the social situation surrounding transportation in Yokohama has changed dramatically with the arrival of a super-aged society, an in the number of domestic and international visitors to the city, and the advancement of ICT. In light of new demands for collaboration with other fields such as welfare, tourism, and disaster prevention, we have decided to revise the plan. Specifically, the plan presents new and expanded measures for revitalization of cab services, provision of transportation services linked to welfare needs, provision of various means of transportation in the city center waterfront area linked to tourism and MICE measures, and disaster prevention and mitigation measures. The target year is around Heisei 42 (2030).

In making these revisions, we have received a wide range of opinions from many people, including citizens, transportation operators, experts, and related organizations. We would like to take this opportunity to thank them.

We will continue to work together with you to realize sustainable transportation from all aspects including environmental, economic, functional, and financial aspects. Thank you for your understanding and cooperation.

October, 2018

横浜市長　林　文子

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第１章　Basic Matters Concerning the Plan

1　Purpose and Background

This plan was formulated in March 2008 as a means of presenting the city's policy goals and the direction of measures for all aspects of transportation policy, in order to further promote coordinated efforts among citizens, businesses, transportation operators, and related administrative agencies, and to realize sustainable transportation in Yokohama from all aspects, including environmental, economic, functional, and financial perspectives. This plan was formulated in March 2008 as follows.

In the nearly 10 years since this plan was formulated, transportation policy must also respond to changes in social conditions, such as the arrival of a super-aged society (terminology 1), an increase in the number of foreign visitors to Japan, heightened awareness of disaster prevention following the Great East Japan Earthquake, and progress in technological innovation, including dramatic advances in ICT (terminology 2).

In addition, as a national trend, the "Basic Act on Transportation Policy," which defines the basic principles of transportation policy, measures to realize the principles, and the roles to be played by the national government and local governments, etc., Terminology 3 (2013)

(December 2013)" was enacted, as well as the "Basic Plan for Transport Policy, Terminology 4 (2015)".

(February 2015)" was formulated.

Furthermore, the Yokohama City Urban Planning Master Plan Overall Concept (March 2013) which serves as the basis for the city's urban development and lays out urban planning policies, was formulated. In light of the above changes in social and economic conditions and the city's plans for urban development, we have decided to revise the Yokohama Urban Transportation Plan in order to realize sustainable transportation in the future, focusing on the movement of people within the city.

2　placement

This plan is based on the Basic Plan for Transportation Policy, which positions measures that should be taken by the government in a comprehensive and systematic manner, while taking as its foundation the idea of the Basic Act on Transportation Policy, which states the basic principle that it is important that the basic demands of the people for transportation are adequately met.

It also presents a policy system for the transportation field based on the "Yokohama City Basic Concept", the "Yokohama City Mid-term Four-year Plan", and the "Yokohama City Urban Planning Master Plan", and in coordination with other sectoral plans for the city, welfare, environment, disaster prevention, etc.

The plan will be revised as necessary due to national trends and changes in social conditions.

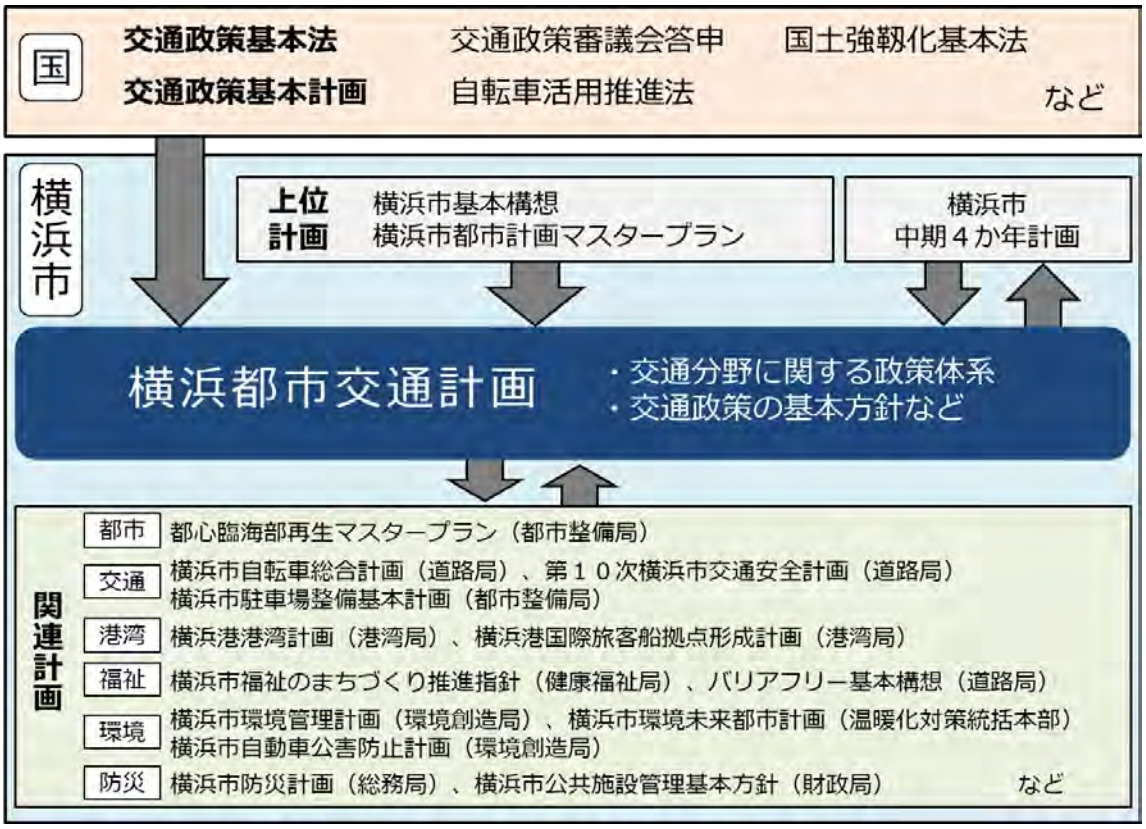


Figure 1-1 Positioning of the Plan

3 Main Points of Revision

In addition to aligning with the national "Basic Act on Transportation Policy" and the "Basic Plan for Transportation Policy" established after this plan was formulated, the plan newly emphasizes coordination with other fields such as welfare, tourism, and disaster prevention, in response to changes in social conditions such as the arrival of a super-aged society, the increase in domestic and international visitors to the city, and the advancement of ICT.

Specifically, new and expanded measures include the revitalization of cabs as door-to-door term5 public transportation, the provision of transportation services linked to welfare needs, the provision of diverse transportation options in the city center waterfront area linked to tourism and MICE term6 measures, and disaster prevention and mitigation term7.

4 Target year

Around Heisei 42 (2030)

5 Promotion Structure

The transportation measures in this plan cover a wide range of areas, and the entities involved, including citizens, businesses, transportation operators, and government agencies, are diverse.

Citizens and businesses" are expected not only to receive transportation services, but also to proactively support local transportation through efforts to promote the use of public transportation and mutual aid in order to realize the goals of the transportation policy.

Since "transportation operators" have an important role to play in the realization of this plan, they are expected to ensure a sound business structure and provide public transportation services in a stable manner.

The "national, local, and other governments" are expected to present transportation policy goals, deepen understanding among stakeholders, and play a coordinating role.

To this end, the City will operate a forum where citizens, businesses, transportation operators, and government agencies can participate and exchange opinions on transportation policy promotion, etc., so that the various entities involved in this plan can share the goals and principles of transportation policy and strengthen coordination of efforts based on their responsibilities and roles.

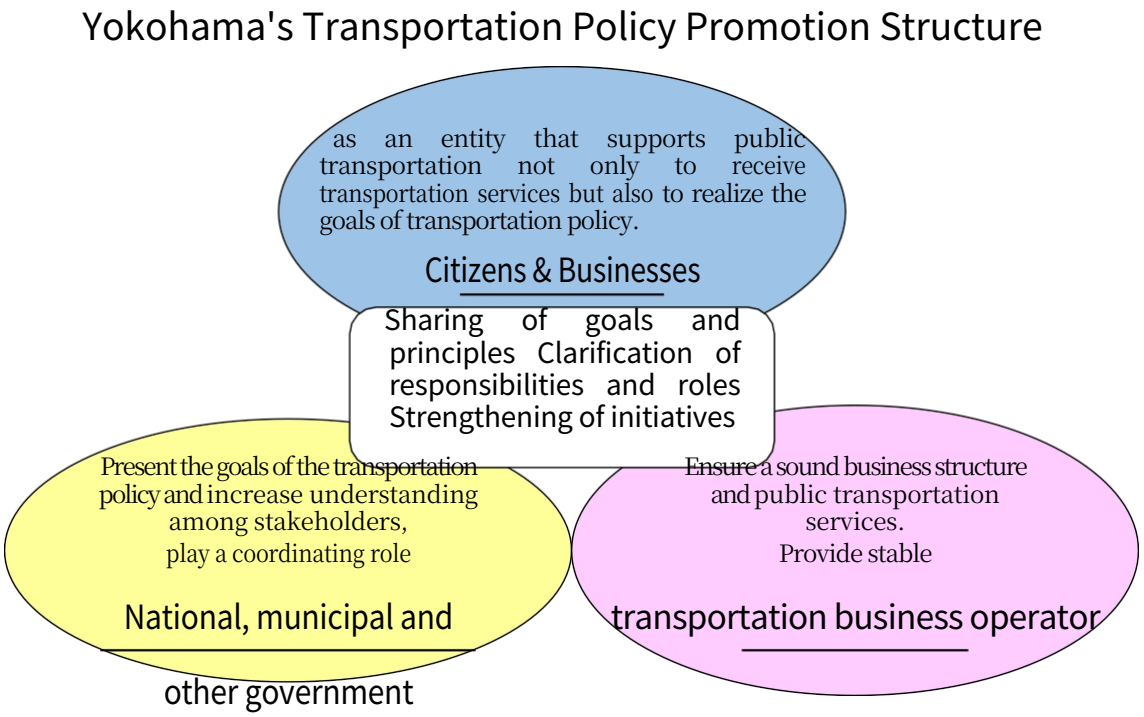


Figure 1-2. Conceptual Diagram of Transportation Policy Promotion Structure

第２章　Situation and Issues Surrounding Transportation in Yokohama

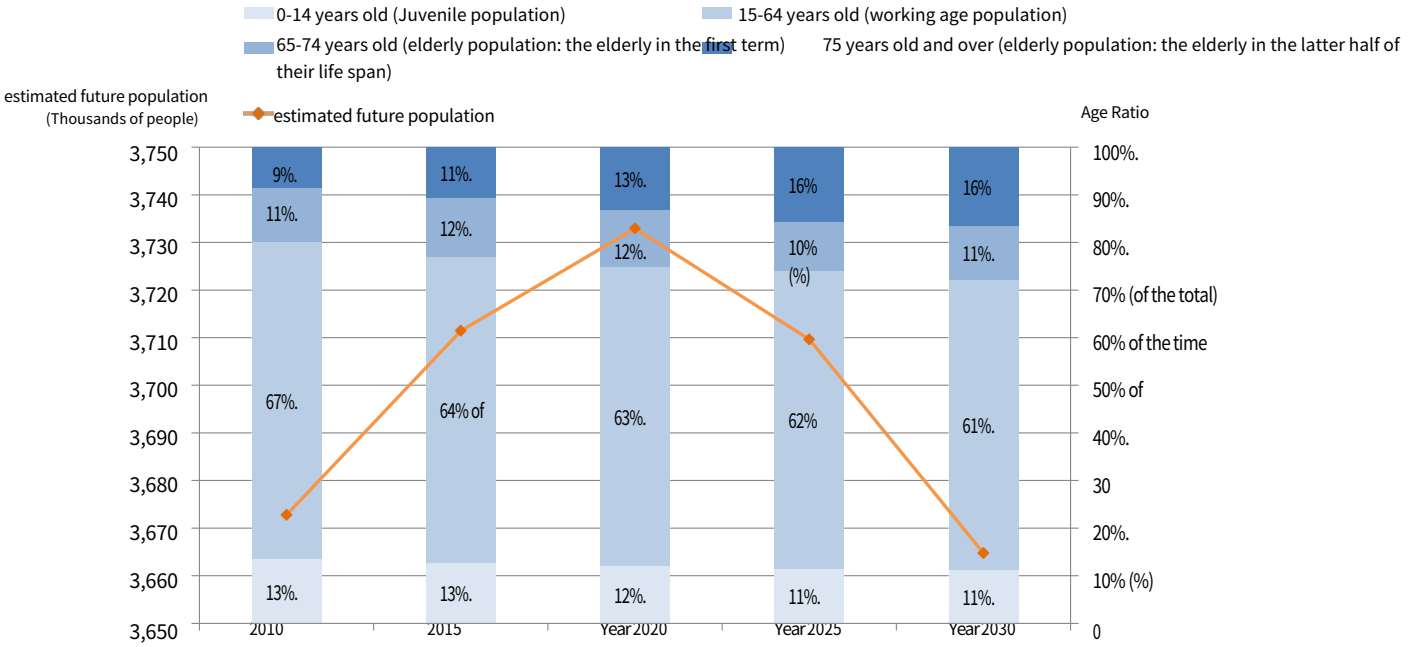
1　Adapting to a Declining Population and Super-Aging Society

（１）Mobility Environment for the Elderly

In 2010, the total population of the city was 3.67 million, with 740,000 aged 65 and over, and the aging rate was 20.1%. In general, as people get older, the range of their mobility on foot becomes narrower, it becomes more difficult for them to drive cars and bicycles, and various other mobility-related restrictions increase as their physical functions decline.

In light of this situation, there is a need to create an environment in which the elderly can go out easily and safely without having to rely on private vehicles in order to lead a vibrant life even in a super-aged society.

☞ Corresponding policies: policy goals 1, 2, 3, 9 (Chapter 4)



*Based on actual measurements for 2010 and 2015, and estimates for 2020 and beyond using 2015 as the base year.

*The composition ratio is the ratio to the "total population not including persons of unknown age".

Figure 2-1.　Future Population Projections for Yokohama City and Age Structure

Source: Prepared by Yokohama City based on Yokohama City Future Population Projections (2017)

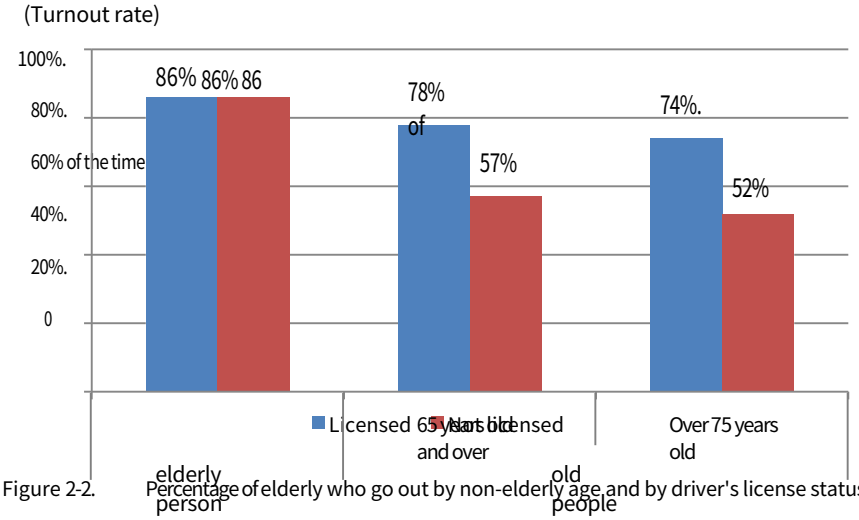


Figure 2-2. Percentage of elderly who go out by non-elderly age and by driver's license status

Source: Compiled by Yokohama City from materials distributed by the Study Group on Securing Means of Mobility for the Elderly, Policy Bureau, Ministry of Land, Infrastructure, Transport and Tourism

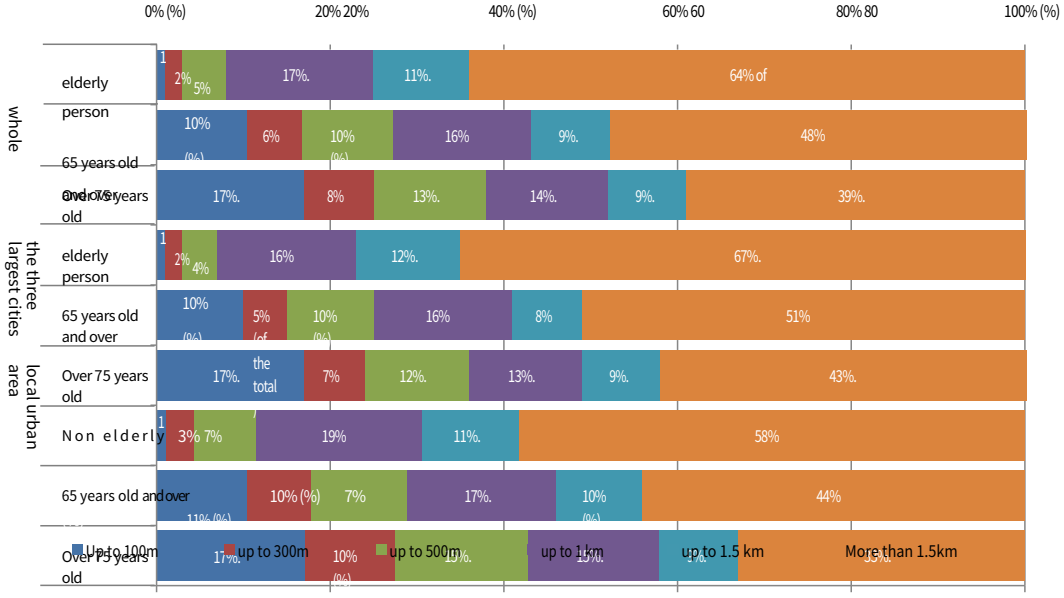


Figure 2-3. Distance that can be walked without strain and rest by nonelderly age group

Source: Compiled by Yokohama City from materials distributed by the Study Group on Securing Means of Mobility for the Elderly, Policy Bureau, Ministry of Land, Infrastructure, Transport and Tourism

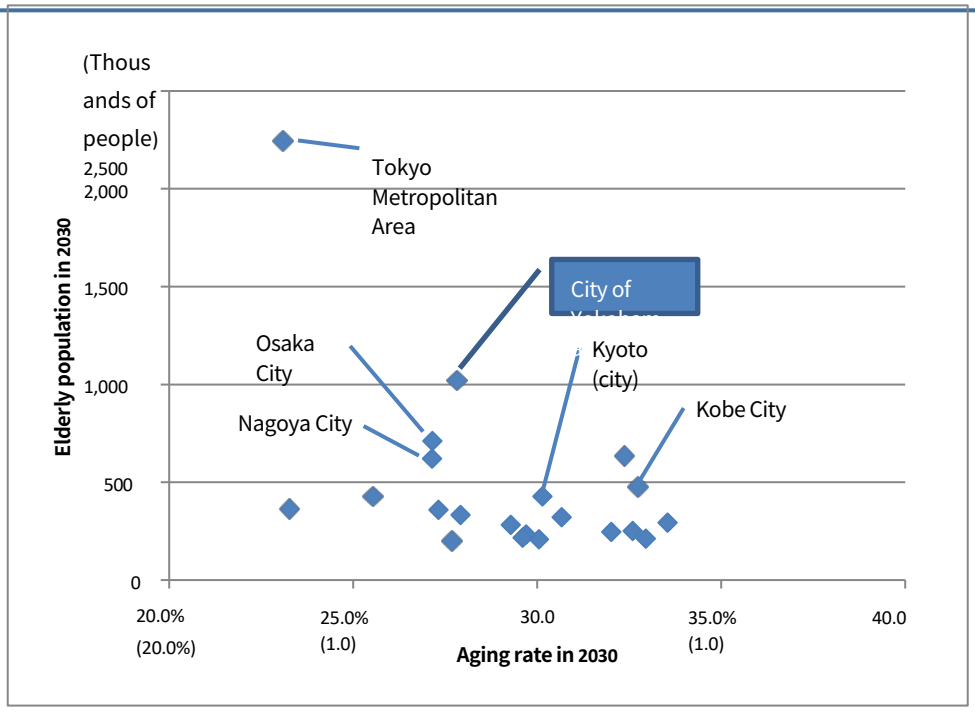
（２）Impact of demographic changes on public transportation services

The city's working-age population term8 is already in a declining trend, and the total population is expected to enter a phase of decline after 2019. In addition, the elderly population will continue to increase and is estimated to exceed 1 million in the near future.

Under these circumstances, it is assumed that, over the long term, demand for morning and evening travel to railroad stations for commuting to work and school will decline, and demand for travel to destinations different from stations, such as hospital visits and shopping, will increase, requiring a response to the diverse mobility needs of the elderly.

In addition, the aging of the population, demand for commuting to and from work and school is expected to decline further in the future, making it difficult for transit operators to maintain routes through their own management efforts alone, and there are fears that the level of public transportation service in the region will decline as a result of service cuts and withdrawals.

☞ Corresponding policies: policy goals 1 and 3 (Chapter 4)



*Aging population ratio More than 7%: Aging society
14% or more: Aging society
21% or more: Super-aging society

Figure 2-4 Elderly Population and Aging Rate in 2030 (Tokyo Metropolitan Area and 20 ordinance-designated cities)

Source: Population Projections for Japan by Region (March 2018 Estimates) (National Institute of Population and Social Security Research)
Prepared by the City of Yokohama from

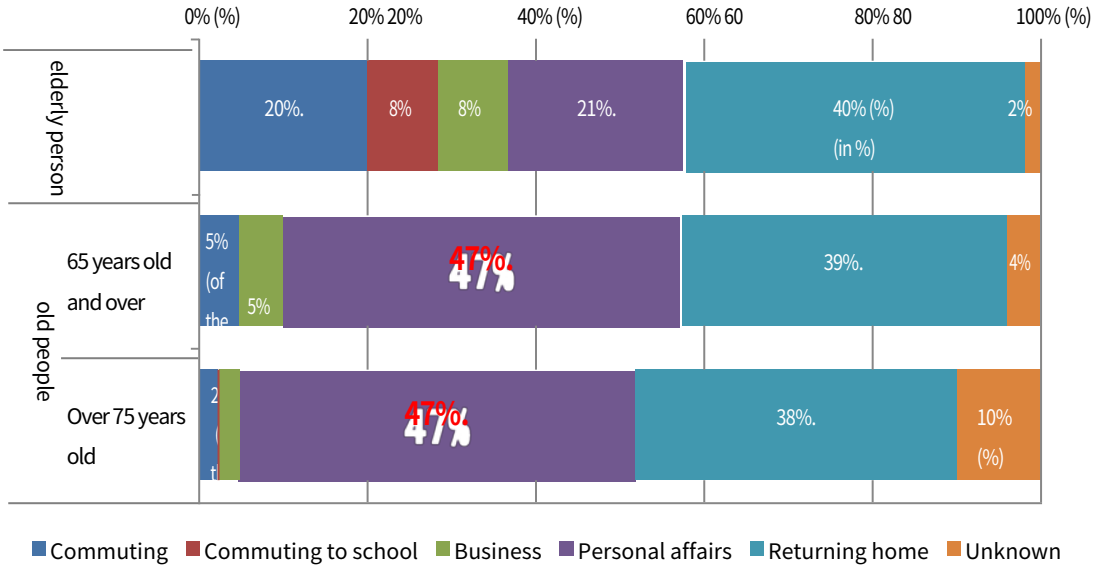


Figure 2-5. Purpose of Going Out by Elderly and Non-Elderly

Source: Compiled by Yokohama City from materials distributed by the Study Group on Securing Means of Mobility for the Elderly, Policy Bureau, Ministry of Land, Infrastructure, Transport and Tourism

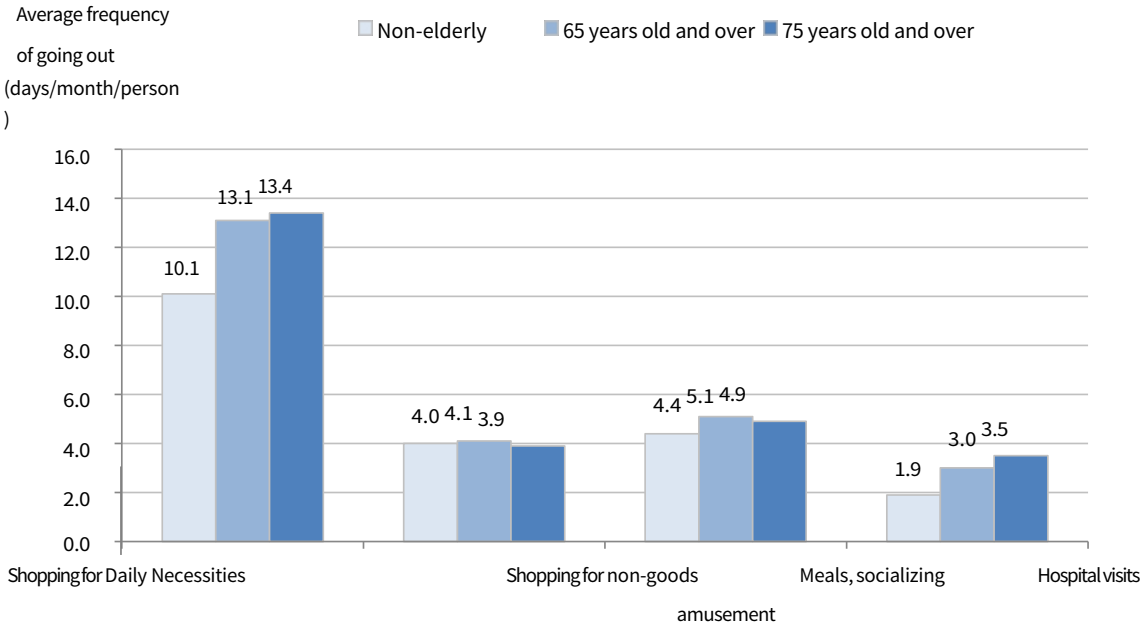


Figure 2-6 Average Frequency of Going Out by Activity for Personal Purposes by Elderly and Nonelderly

Source: Compiled by Yokohama City from materials distributed by the Study Group on Securing Means of Mobility for the Elderly, Policy Bureau, Ministry of Land, Infrastructure, Transport and Tourism

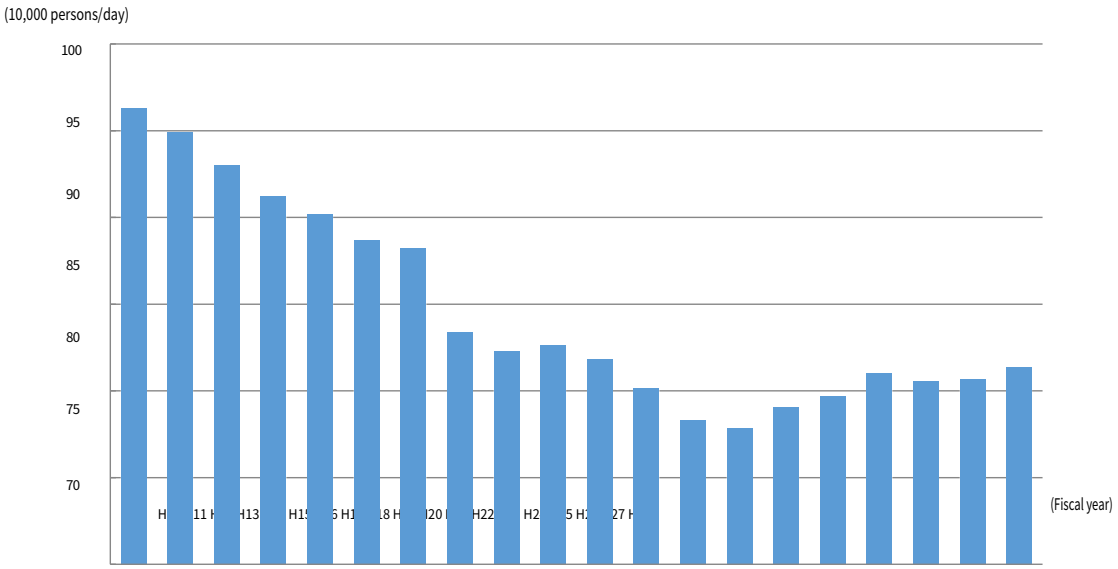


Figure 2-7. Daily Bus Ridership in Yokohama City

Source: Compiled by City of Yokohama from Yokohama City Statistical Portal Site

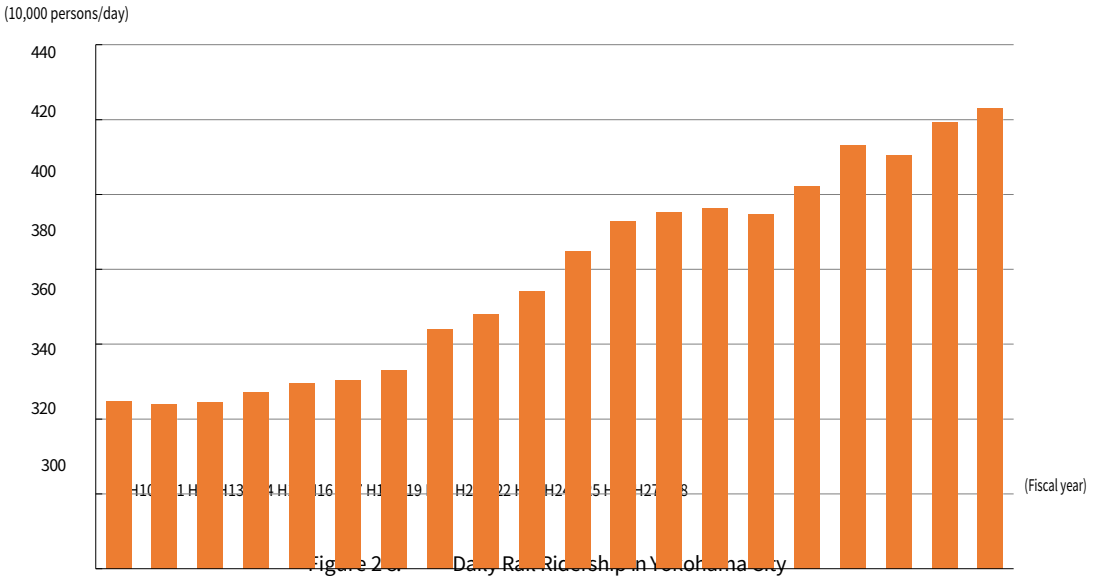


Figure 2-8. Daily Rail Ridership in Yokohama City

Source: Prepared by the City of Yokohama from the Yokohama City Statistics Portal Site

2 Response based on Yokohama's urban structure

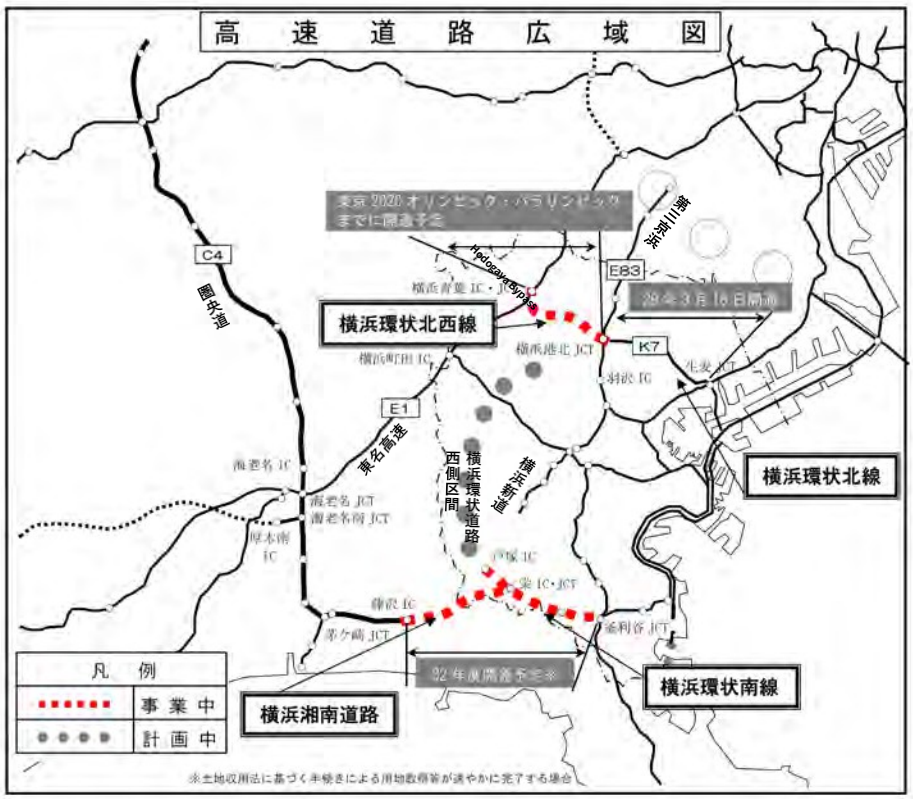
（１）Transportation Network Characteristics

The city's railroad network has been developed mainly for lines to central Tokyo, and currently has approximately 308 km of railroad lines and 157 stations, many of which are barrier-free9. The city's urban planning road network (10) has a total length of approximately 465 km and a maintenance rate of 68.5%, which means that there are more than 100 congested areas.

Along with the development of roads and station plazas, the construction of a local bus network centered on railroad stations has expanded the percentage of the population that can reach the nearest station in 15 minutes to about 90%, but there are differences in the frequency of service and other service levels in each area.

Therefore, it is necessary to develop a network of railroads and roads, the most important transportation infrastructure terms [11] to support the mobility of more than 3.7 million citizens, and to provide transportation services that meet the diverse mobility needs of each individual by offering transportation services that are appropriate to the area.

☞ Corresponding policies: policy goals 4 and 5 (Chapter 4)



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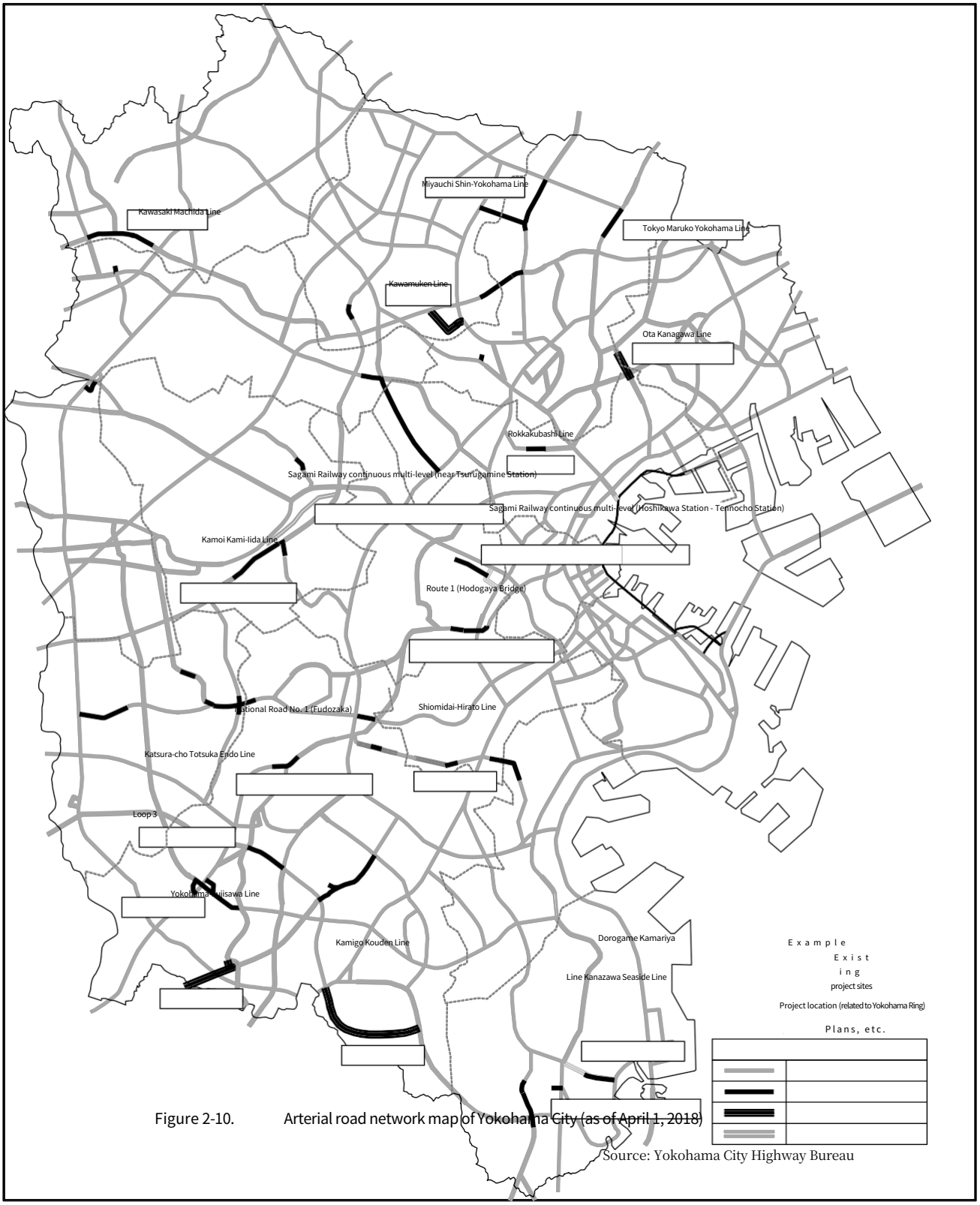
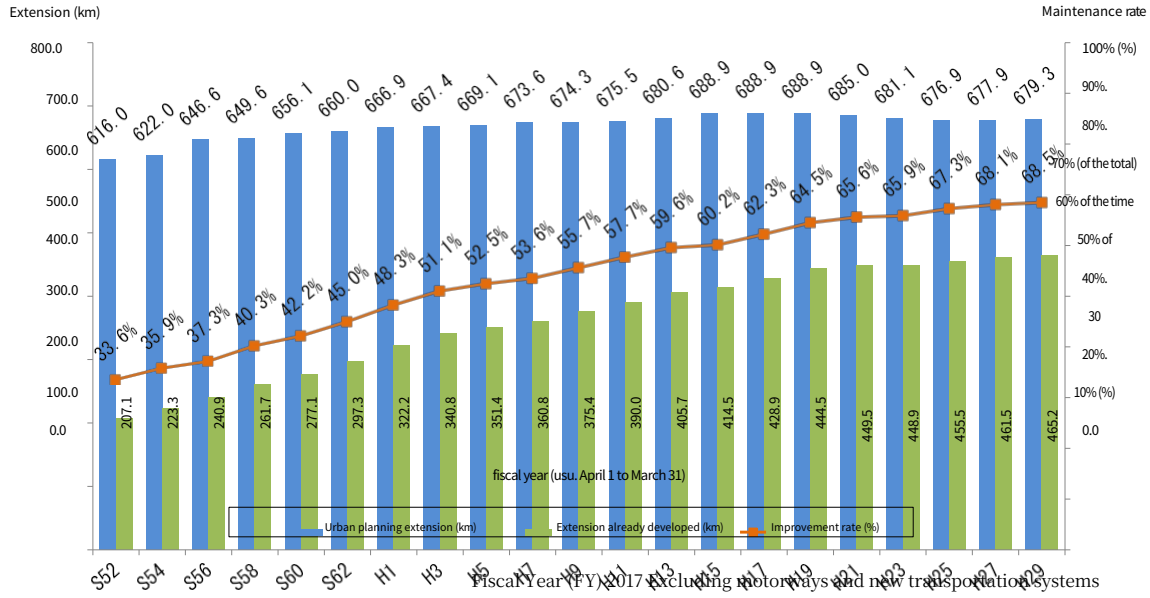


Figure 2-10. Arterial road network map of Yokohama City (as of April 1, 2018)

Source: Yokohama City Highway Bureau



Fiscal Year (FY) 2017 excluding motorways and new transportation systems

Figure 2-11. Trends in the Development Status of Urban Planning Roads in Yokohama City

Source: Yokohama City Highway Bureau

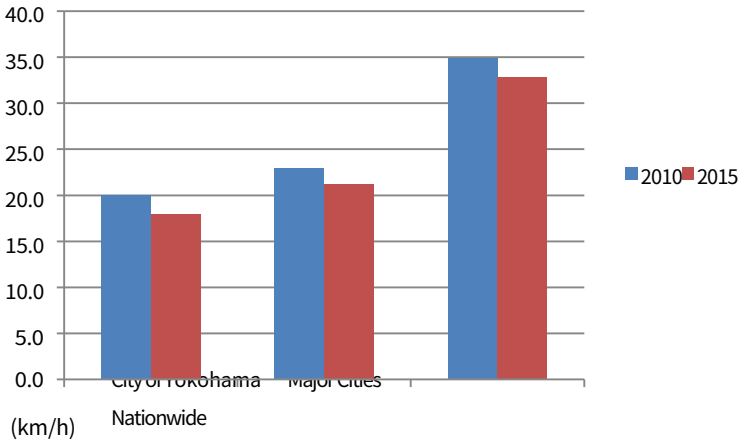


Figure 2-12. Average travel speed during congestion [term 12] (2010 (2010) and 2015 (2015))

Source: Compiled by Yokohama City based on road traffic census survey results.

Transportation Policy Council No. 198 Report Routes

The Council for Transport Policy is a council on transport policy established by the Ministry of Land, Infrastructure, Transport and Tourism.

The 198th Report Route was developed by one of the subcommittees of the Council for Transport Policy, under the title "Future Urban Railways in the Tokyo Metropolitan Area.

The Subcommittee on the Future of the Japanese Market deliberated on this concept, and the report of the Subcommittee on the Future of the Japanese Market in April 2016 placed the concept on the agenda.

Figure 2-13. Development of the city's rail network and conceptual routes

Source: Yokohama City Urban Development Bureau

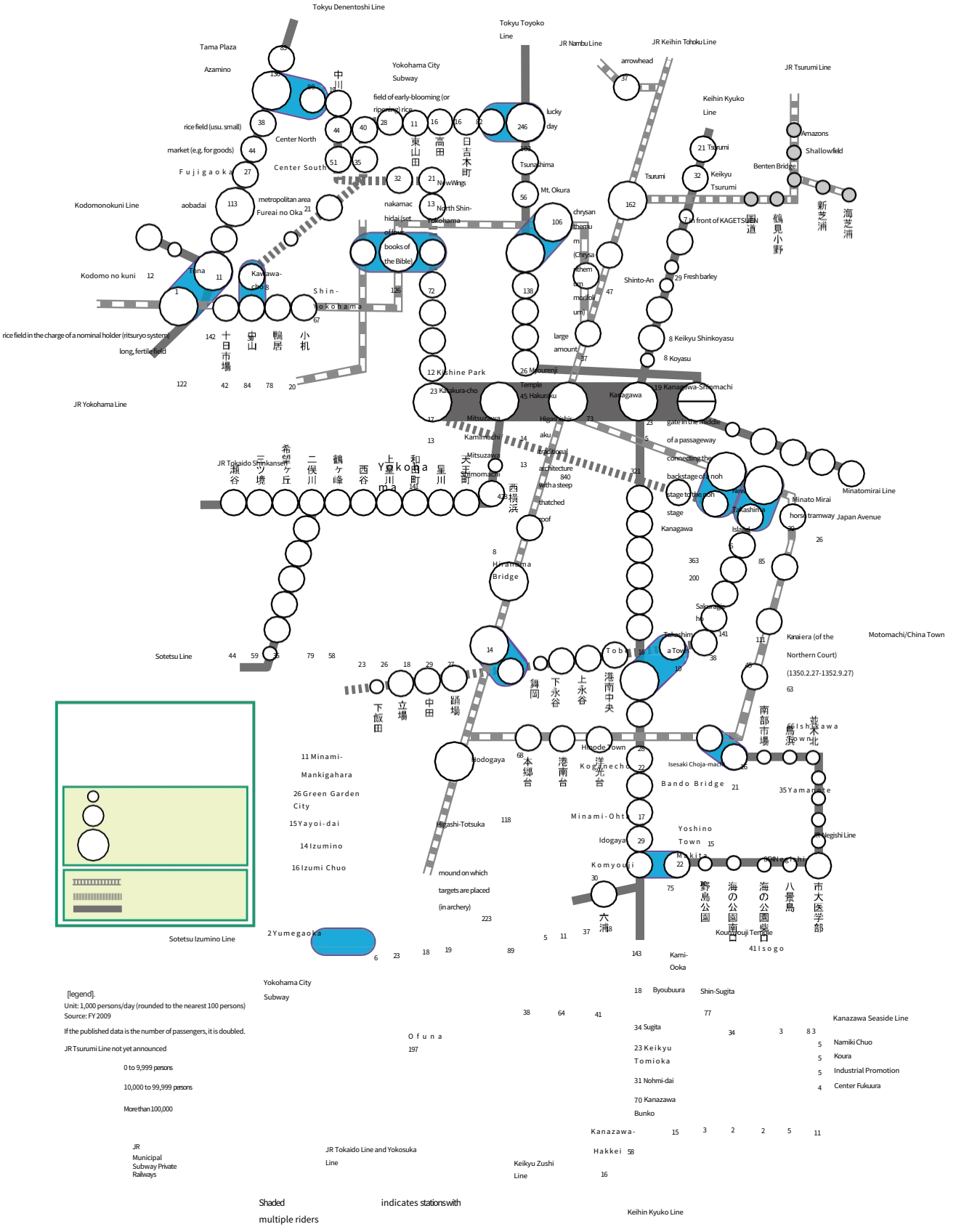


Figure 2-14. Number of Passengers by City Stations

Source: Compiled by City of Yokohama from Yokohama City Statistical Portal Site

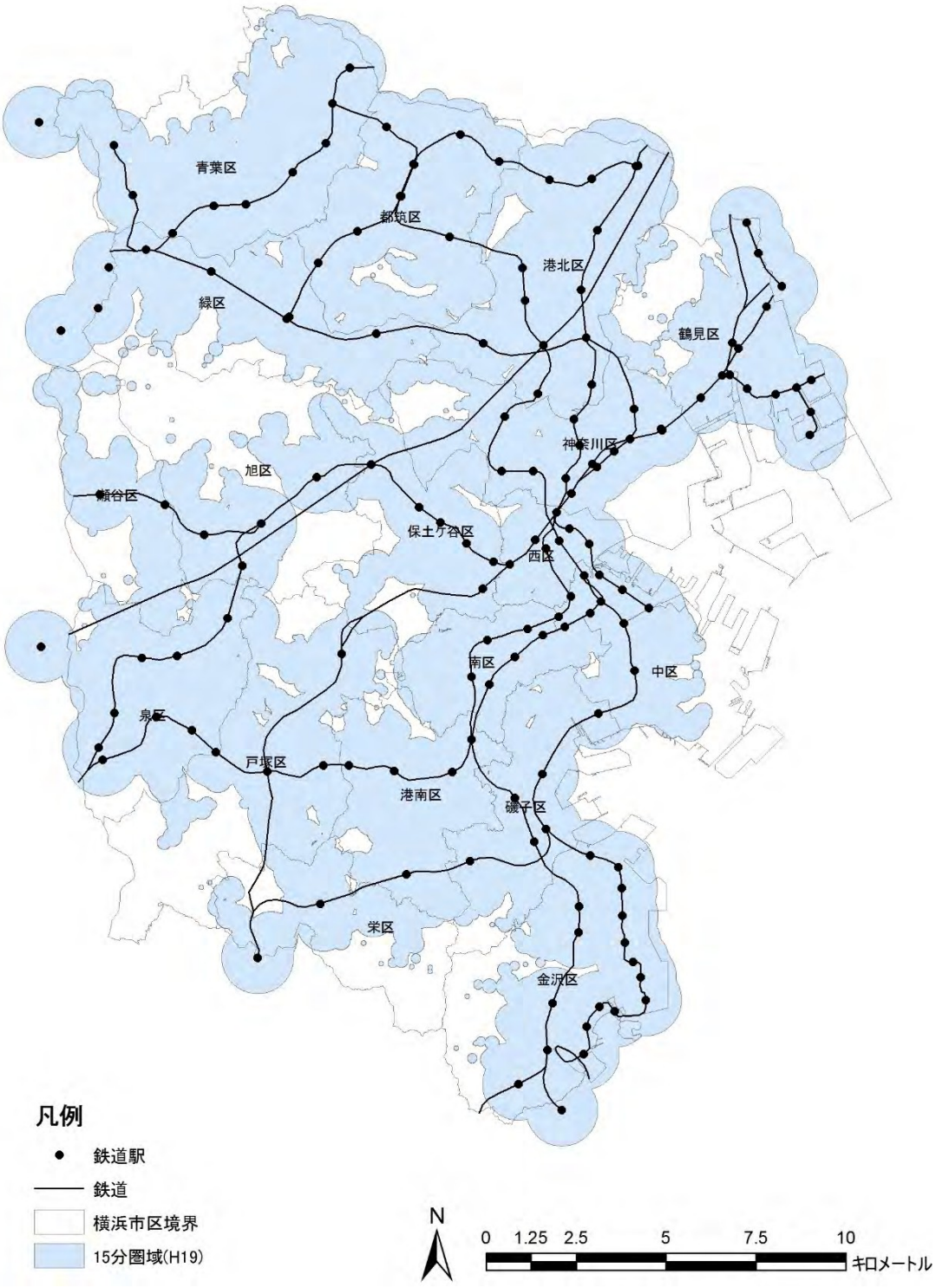


Figure 2-15. Transportation System Areas 15 Minutes to the Nearest Station (2008)

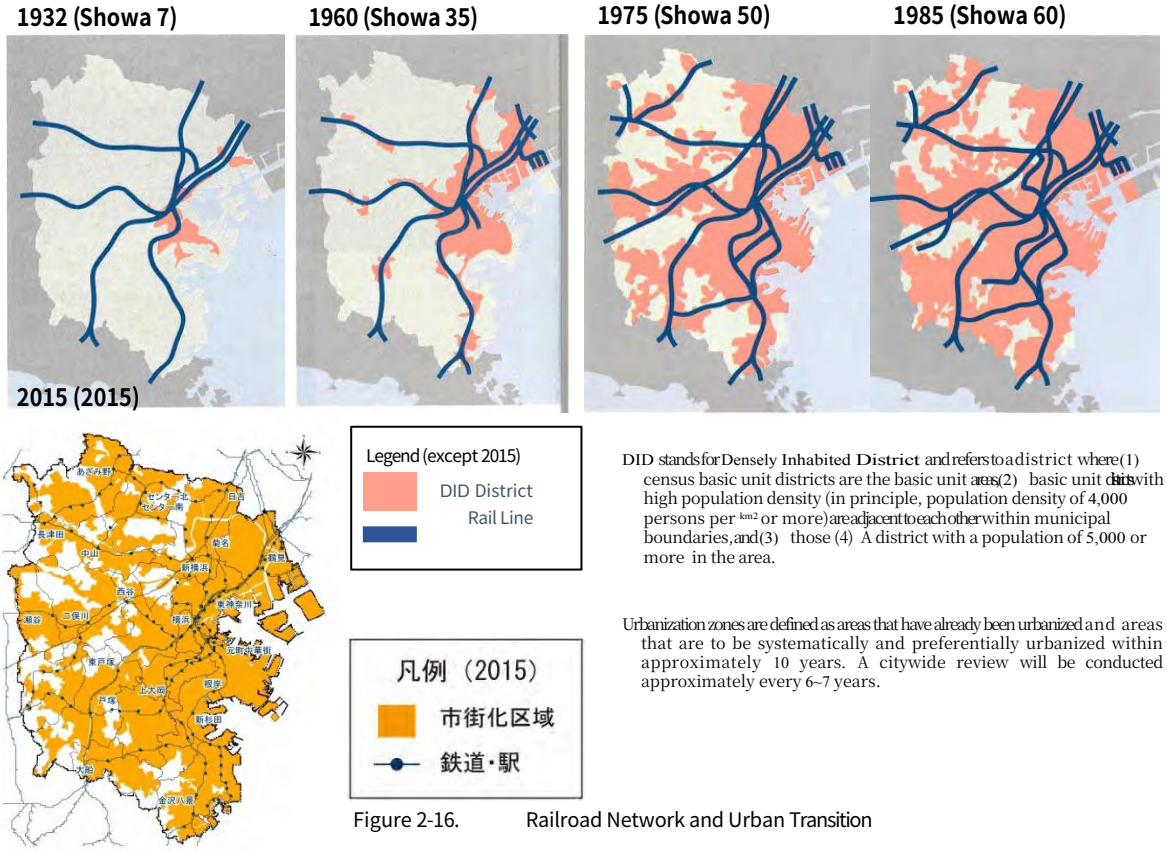
Source: Yokohama City Highway Bureau

（２）Topographic and geographic characteristics

In the course of postwar reconstruction, demand for housing rose sharply along with the formation of a radial transportation network centered in central Tokyo. As a result, the urban sprawl term (13), which refers to the disorderly expansion of urban areas, progressed, and the planned development of urban infrastructure could not keep pace. In addition, with the location of residences on hills and higher ground, suburban residential areas have formed towns with slopes, stairways, and other elevation differences. In many of these areas, the aging of the population is becoming more pronounced, and more and more citizens are faced with numerous restrictions on walkingmaking transportation services increasingly necessary for their daily lives.

While promoting urban development to create a compact urban area centered on the station, Yokohama's geographical characteristics require a meticulous response.

☞ Corresponding policies: policy goals 1 and 4 (Chapter 4)



DID stands for Densely Inhabited District and refers to a district where (1) census basic unit districts are the basic unit areas (2) basic unit districts with high population density (in principle, population density of 4,000 persons per km² or more) are adjacent to each other within municipal boundaries, and (3) those (4) A district with a population of 5,000 or more in the area.

Urbanization zones are defined as areas that have already been urbanized and areas that are to be systematically and preferentially urbanized within approximately 10 years. A citywide review will be conducted approximately every 6~7 years.

Figure 2-16. Railroad Network and Urban Transition

Source: Yokohama City Urban Development Bureau

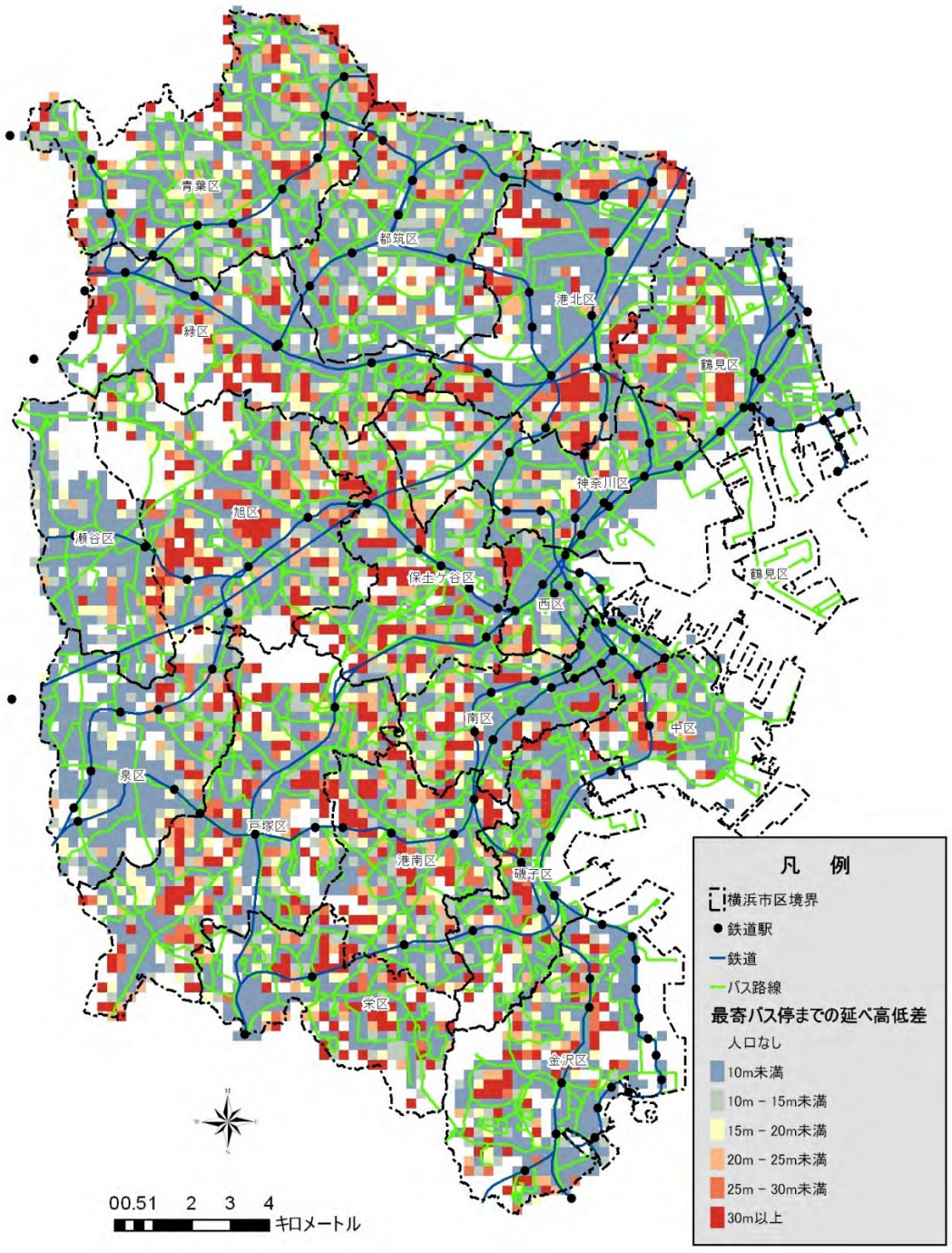


Figure 2-17. Total "Total Elevation Difference" to Nearest Bus Stop

*Total elevation difference to the nearest bus stop = absolute value of the difference in elevation for each mesh passed from the point of departure to the nearest bus stop.

Source: Yokohama City Highway Bureau

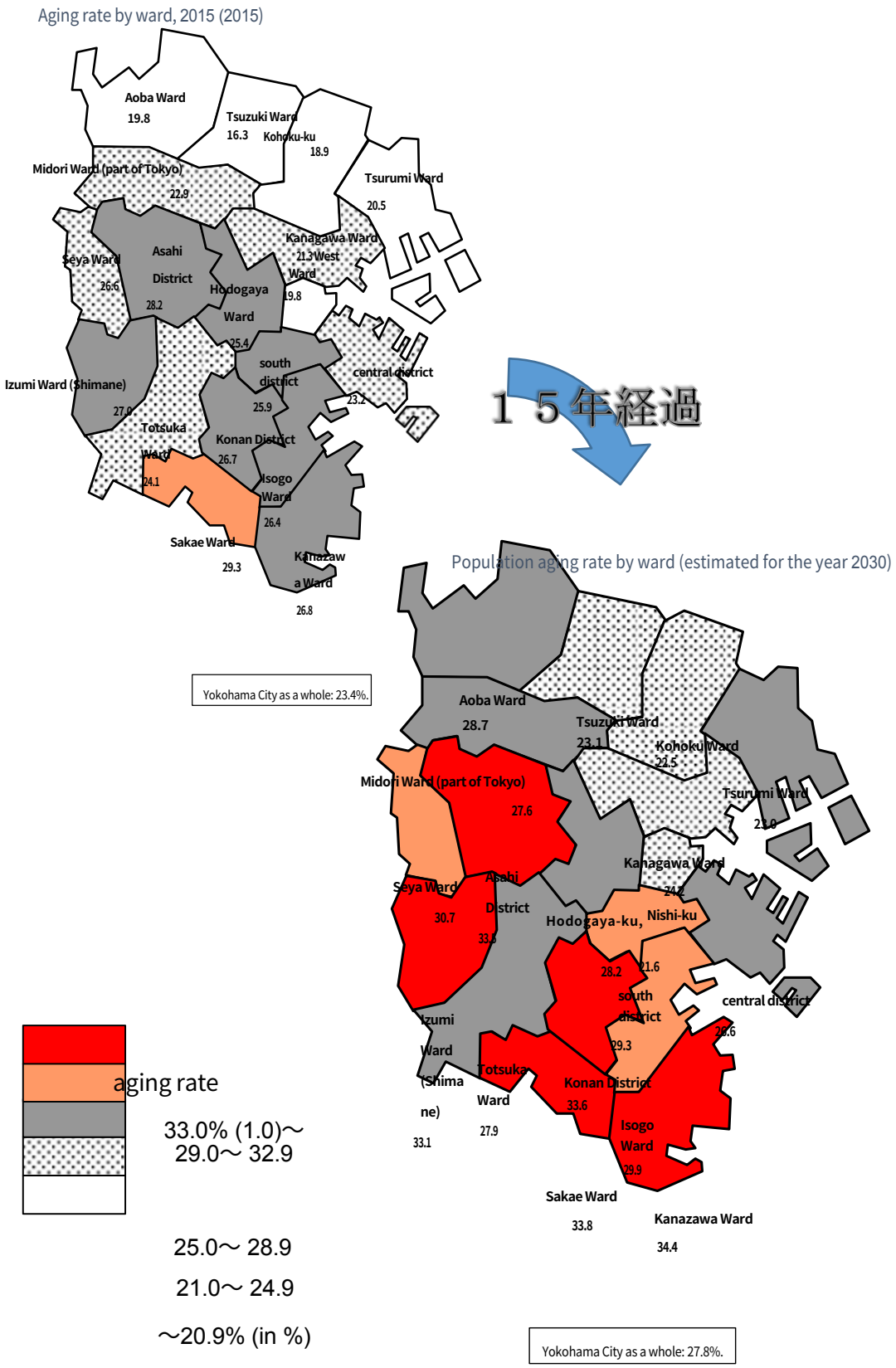


Figure 2-18. Aging Population Ratio by District

Source: Prepared by Yokohama City based on Yokohama City Future Population Projections (2017)

3 Responding to the development of globalization terms[14] and inter-city competition

（１）Widespread changes in the movement of people

With the development of infrastructure such as international airports, cruise ship terminals, and high-speed railroads, and the dramatic improvement in information and communication , international movement of people has become more active in all areas, including business, culture, and tourism. The number of foreign visitors to Japan has been increasing every year, and is expected to continue to increase in the future due to economic development in the Asian region, the internationalization of Haneda Airport, and the relaxation of tourist visas.

In order for Yokohama to become the city of choice for people and businesses and to achieve sustainable urban growth, it is necessary for the city to respond to the advancement of globalization and inter-city competition by creating a transportation environment that is easy to understand and comfortable for all people, both in Japan and overseas.

☞ Corresponding policies: policy goals 4, 5, 6 (Chapter 4)

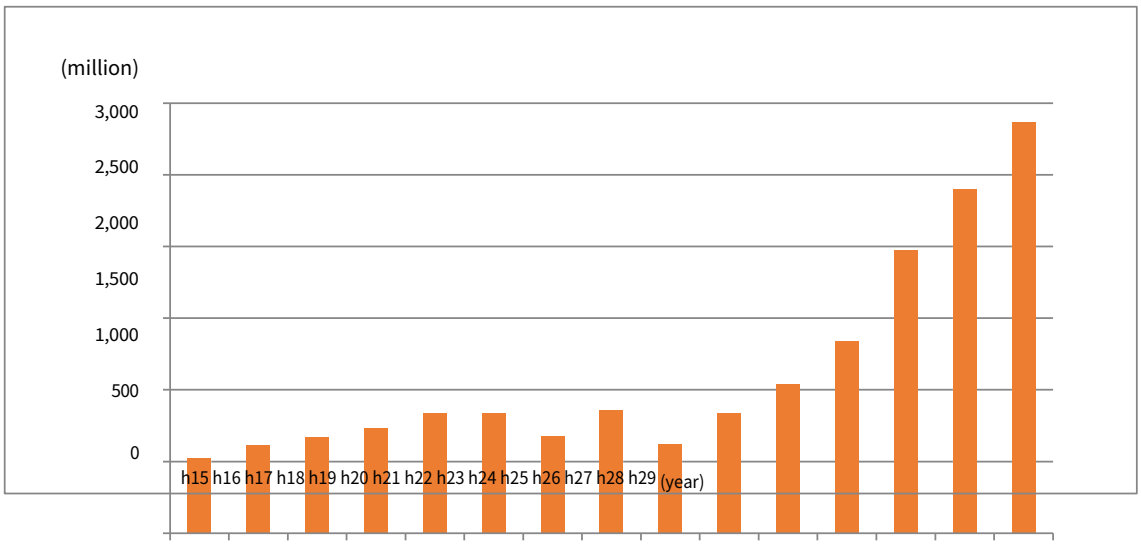


Figure 2-19. Number of Foreign Visitors to Japan

Source: Japan National Tourism Organization (JNTO)

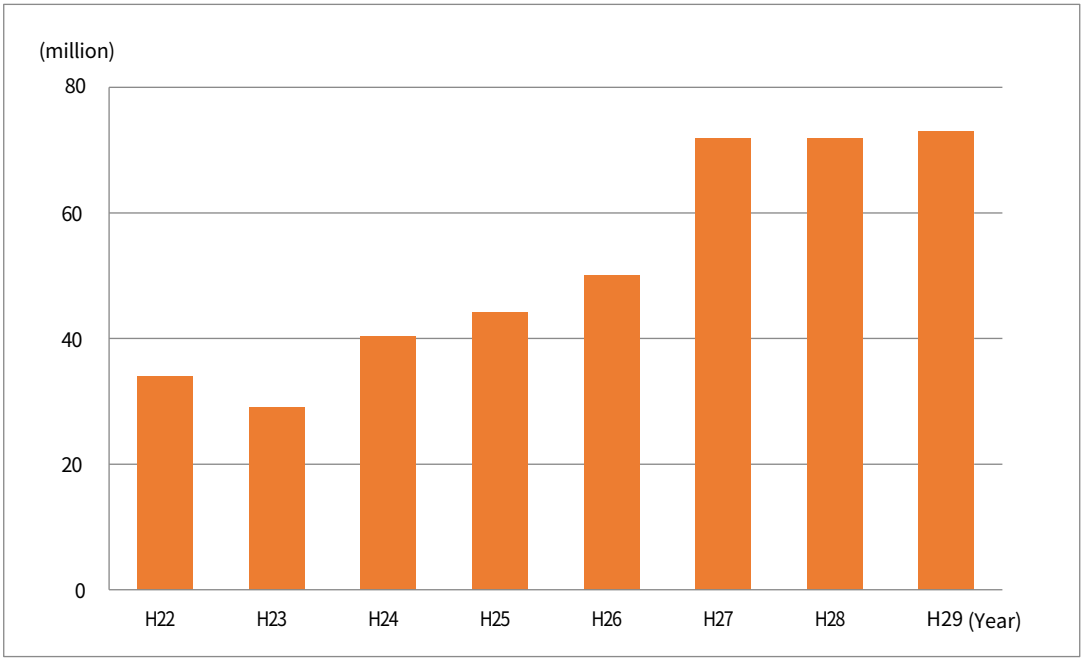


Figure 2-20. Annual change in the total number of foreign overnight guests in Yokohama City

Source: Prepared by City of Yokohama based on Japan Tourism Agency Lodging Travel Statistics Survey

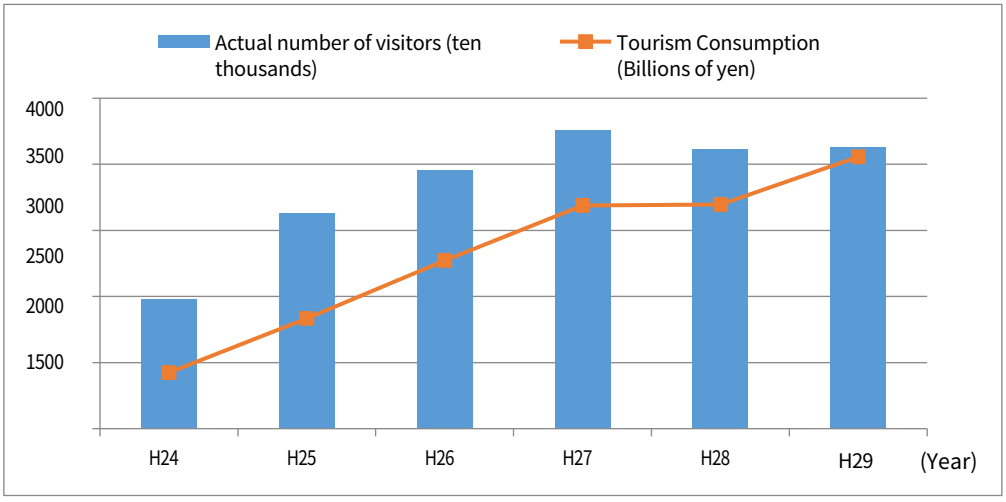


Figure 2-21. Trends in the "actual number of tourists" and "tourism consumption" in Yokohama City

Source: Yokohama City Culture and Tourism Bureau

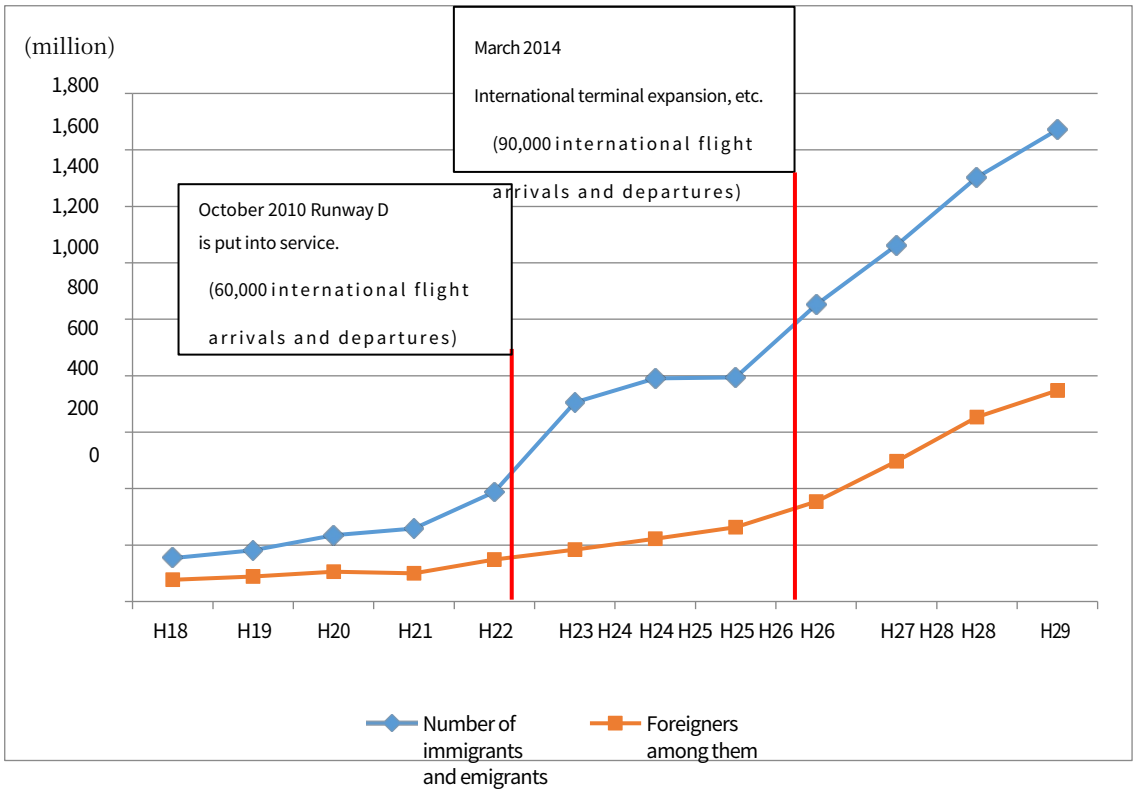


Figure 2-22. Number of passengers arriving at and departing from Tokyo International Airport (Haneda Airport)

Source: Compiled by City of Yokohama from Immigration Statistics, Legal Affairs Bureau

Table 2-1. Number of Port Calls by Cruise Ships Operated by Foreign and Japanese Shipping Companies

order	Year 2010		2011		Year 2012		2013		2014		Year 2015		Year 2008		Year 2009	
	port name	frequency	port name	frequency	port name	frequency	port name	frequency	port name	frequency	port name	frequency	port name	frequency	port name	frequency
1	Yokohama (city)	122	Yokohama (city)	119	Yokohama (city)	142	Yokohama (city)	152	Yokohama (city)	146	Hakata	259	Hakata	328	Hakata	326
2	Kobe (port city near Osaka)	103	Kobe (port city near Osaka)	107	Hakata	112	Kobe (port city near Osaka)	101	Hakata	115	Nagasaki	131	Nagasaki	197	Nagasaki	267
3	Hakata	84	Hakata	55	Kobe (port city near Osaka)	110	stone wall	65	Kobe (port city near Osaka)	100	Yokohama (city)	125	Naha (Japanese name for Okinawa Prefecture)	193	Naha (Japanese name for Okinawa Prefecture)	224
4	Nagasaki	54	Naha (Japanese name for Okinawa Prefecture)	53	Nagasaki	73	Naha (Japanese name for Okinawa Prefecture)	56	Naha (Japanese name for Okinawa Prefecture)	80	Naha (Japanese name for Okinawa Prefecture)	115	Yokohama (city)	127	Yokohama (city)	178
5	Kagoshima	52	stone wall	49	Naha (Japanese name for Okinawa	67	Tokyo	42	Nagasaki	75	Kobe (port city near Osaka)	97	Kobe (port city near Osaka)	104	stone wall	132

					Prefecture)											
6	Naha (Japanese name for Okinawa Prefecture)	52	Nagoya (city)	28	stone wall	52	Nagasaki	39	stone wall	73	stone wall	84	stone wall	95	ordinary	130
7	stone wall	47	seaside shelter	23	Nagoya (city)	43	Hakata	38	small barrel	41	Kagoshima	53	ordinary	86	Kobe (port city near Osaka)	117
8	Nagoya (city)	27	Nagasaki	21	Beppu Oita Prefecture	34	Nagoya (city)	35	Hakodate	36	Sasebo (city)	36	Kagoshima	83	Kagoshima	108
9	seaside shelter	25	Hiroshima (city)	19	Kagoshima	34	forked (road, river) Tokyo, Japan	29	Kagoshima	33	Nagoya (city)	34	Sasebo (city)	64	Sasebo (city)	84
10	Tokyo	22	Kagoshima	18	Osaka	33	Hiroshima (city)	26	Nagoya (city)	30	Hiroshima (city)	32	Hiroshima (city)	47	eight hereditary titles (designated by Empe	66
	Hiroshima (city)	22														
	Other	319	Other	316	Other	405	Other	418	Other	475	Other	488	Other	693	Other	1133
	total amount	929	total amount	808	total amount	1105	total amount	1001	total amount	1204	total amount	1454	total amount	2017	total amount	2765

Source: Ministry of Land, Infrastructure, Transport and Tourism, Port and Harbor Bureau

（２）Yokohama's vitality is driven by the city's waterfront area

The waterfront area of the city center is the symbolic area of Yokohama, where the port of Yokohama was opened to the public and is still visited by many citizens and tourists. It is also the center of Yokohama's economy, including business and commerce, and plays a leading role in the development of Yokohama as a whole. In terms of transportation access, Yokohama Station is one of the largest terminal stations in Japan, and Haneda Airport, with its increasing number of international flights, is less than 30 minutes away, while Shin-Yokohama Station on the Tokaido Shinkansen Line is less than 15 minutes away.

Under these circumstances, in order for the waterfront area of central Tokyo to continue to be chosen by people and companies from Japan and abroad, and to continue to develop as a representative area of Yokohama in the future, it is necessary to create a highly mobile environment that allows people to comfortably move between the entire waterfront area of central Tokyo [15].

☞ Corresponding Policy: Policy Objective 6 (Chapter 4)

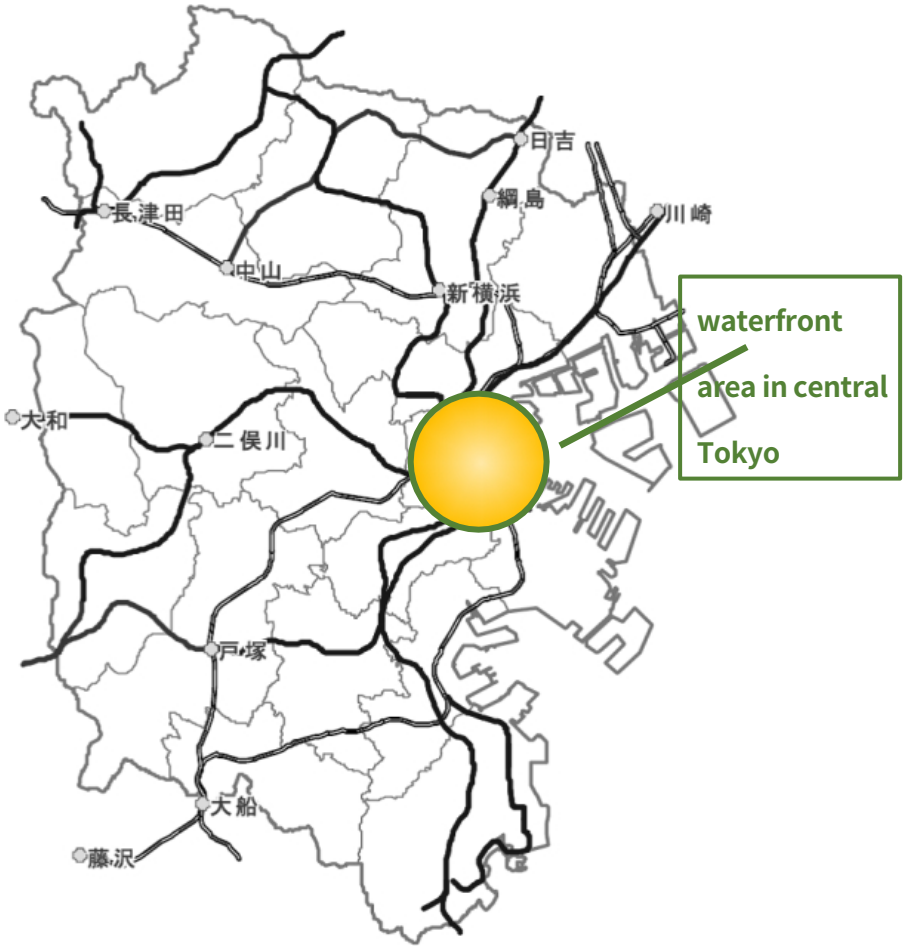


Figure 2-23. Approximate location of the Tokyo waterfront area

Source: Yokohama City Urban Development Bureau, from the Master Plan for the Revitalization of the Waterfront Area in the City Center of Yokohama

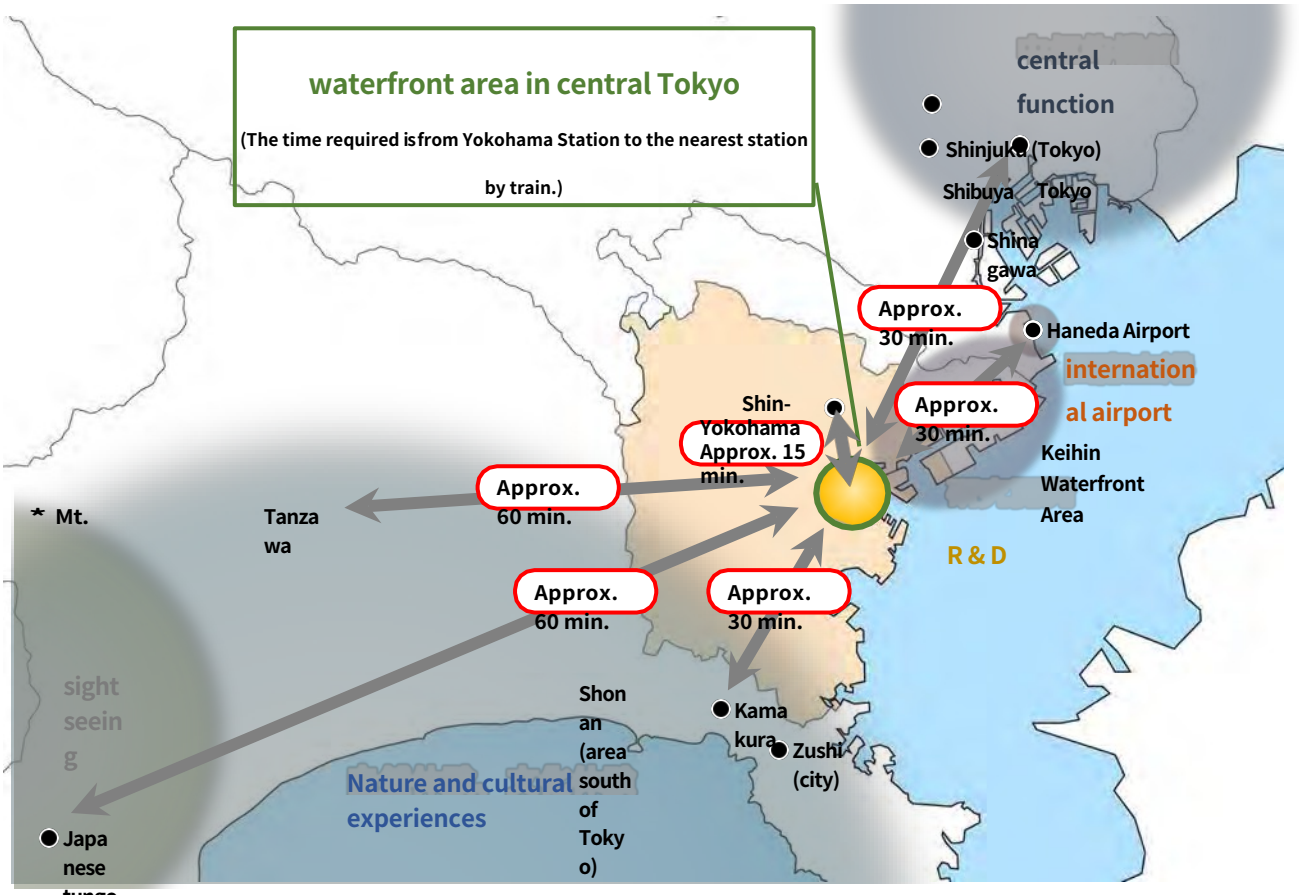


Figure 2-24. Location of waterfront area in central Tokyo

Source: Yokohama City Urban Development Bureau, from the Master Plan for the Revitalization of the Waterfront Area in the City Center of Yokohama

Table 2-2. Statistical Data for Tokyo Waterfront Area and Yokohama City

	waterfront area in central Tokyo	generally past 10-year transition (Tokyo waterfront area)	City of Yokohama	Percentage of Tokyo waterfront area accounted for (Tokyo waterfront area/Yokohama) (City)
area	Approx. 942 ha	-	Approx. 43,738 ha	Approx. 2.2
Population *1	Approx. 110,000	Increase of approx. 30,000	Approx. 3.7 million	Approx. 3.0
population density	Approx. 117 persons/ha	Increase of approx. 1.4 times	Approx. 85 persons/ha	Approx. 1.4 times
Number of households *1	Approximately 70,000 households	Approx. 20,000 more households	Approximately 1.7 million households	Approx. 4.1
Foreign population *2	Approx. 7,000	Increase of approx. 500	Approx. 53 thousand people	Approx. 13.2
Number of offices *3	Approx. 18,000 companies	Approx. 600 more companies	Approx. 123,000 regional Chinese god of the earth (or a village built in its honour)	Approx. 14.6
Number of employees *3	Approx. 350,000	Increase of approx. 70,000	Approximately 1.55 million people	Approx. 22.6
Annual sales of merchandise *4	Approx. 3.0 trillion yen	Decrease of approx. 1.1 trillion yen	Approx. 9.8 trillion yen	Approx. 30.6
Sales floor space *4	Approx. 530,000 m2	Approx. 110,000 m2 Increase	Approx. 2.88 million m2	Approx. 18.4

*1: From Yokohama City Basic Resident Ledger (January 31, 2003 and January 31, 2013

*2: From the census (2000 and 2010

*3: Based on the Survey of Establishments and Businesses (2001) and the Basic Survey of Economic Census (2009.

*4: From the Survey of Commercial Statistics (1997 and 2007, Ministry of Economy, Trade and Industry

Source: Yokohama City Urban Development Bureau, from the Master Plan for the Revitalization of the Waterfront Area in the City Center of Yokohama

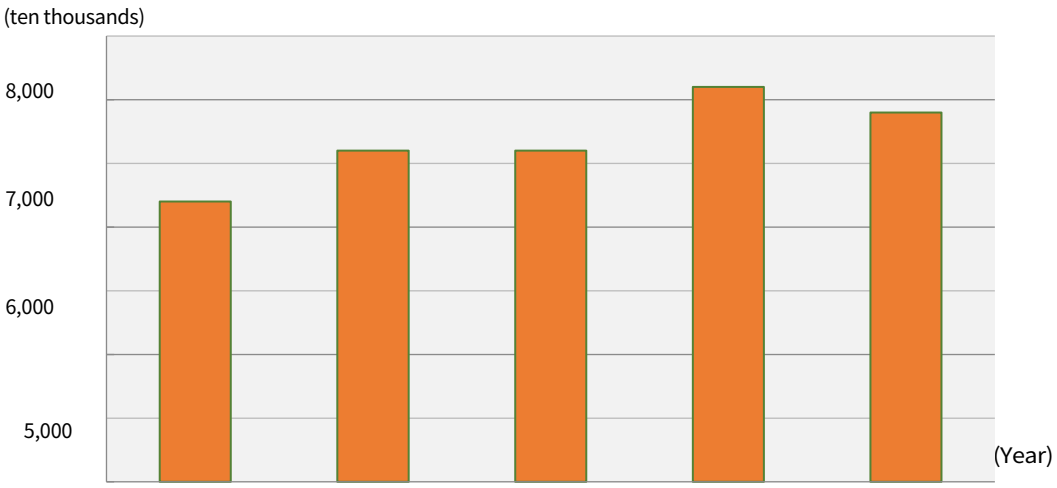


Figure 2-25. Annual Number of Visitors to Minato Mirai 21 District

Source: Yokohama City Urban Development Bureau

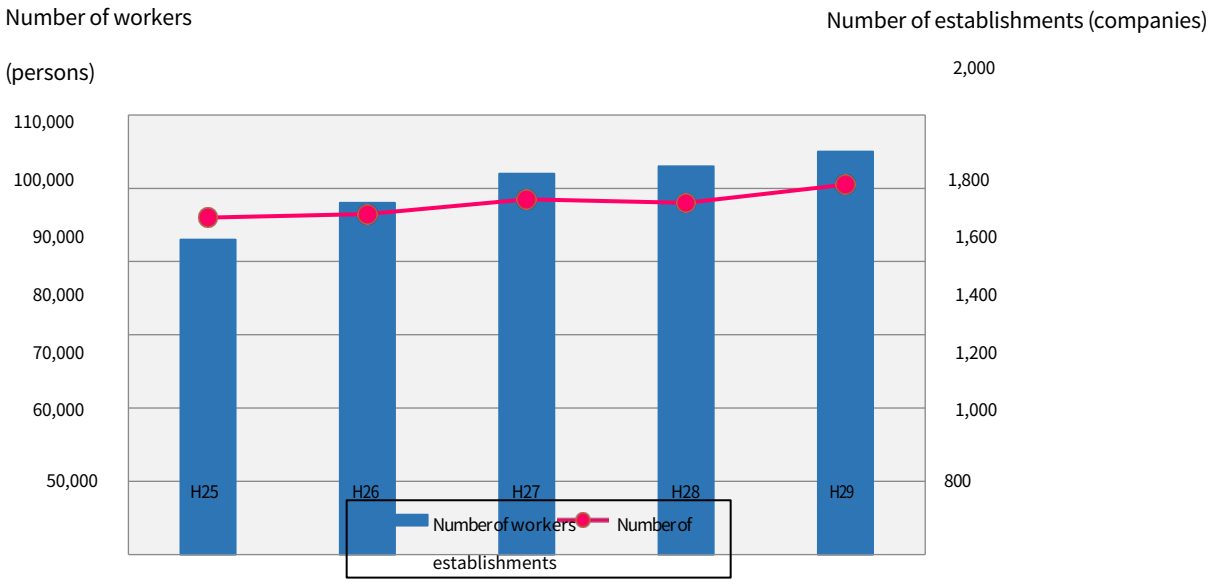


Figure 2-26. Number of workers and establishments in the Minato Mirai 21 area

Source: Yokohama City Urban Development Bureau

4 Responding to social demands for disaster prevention and mitigation measures and safety and security

（１）Increased awareness of disaster prevention and mitigation

The Great East Japan Earthquake reminded us that transportation infrastructure, such as roads and railroads, plays an important role in recovery efforts, including smooth rescue and relief efforts and the transport of emergency supplies. In addition, many people, especially in large cities, had difficulty returning home due to railroad service suspensions and road congestion in the immediate aftermath of the earthquake. Early restoration of transportation functions in the event of an earthquake is an extremely important issue that affects human lives, and social demands for disaster prevention and mitigation measures in the transportation sector are increasing.

In order to prevent roads and railroads from being paralyzed for a long period of time in the event of a major earthquake, transportation operators and the government are required to cooperate with each other in implementing not only hardware measures such as earthquake-resistant road structures and station facilities, but also software measures such as providing appropriate information and guidance at the time of a disaster and securing temporary evacuation sites, etc. In addition to hard measures such as earthquake-resistant road structures and station facilities, transportation operators and governments are required to cooperate on soft measures such as appropriate information dissemination and guidance at the time of a disaster, and securing temporary evacuation sites.

☞ Corresponding Policy: Policy Objective 8 (Chapter 4)

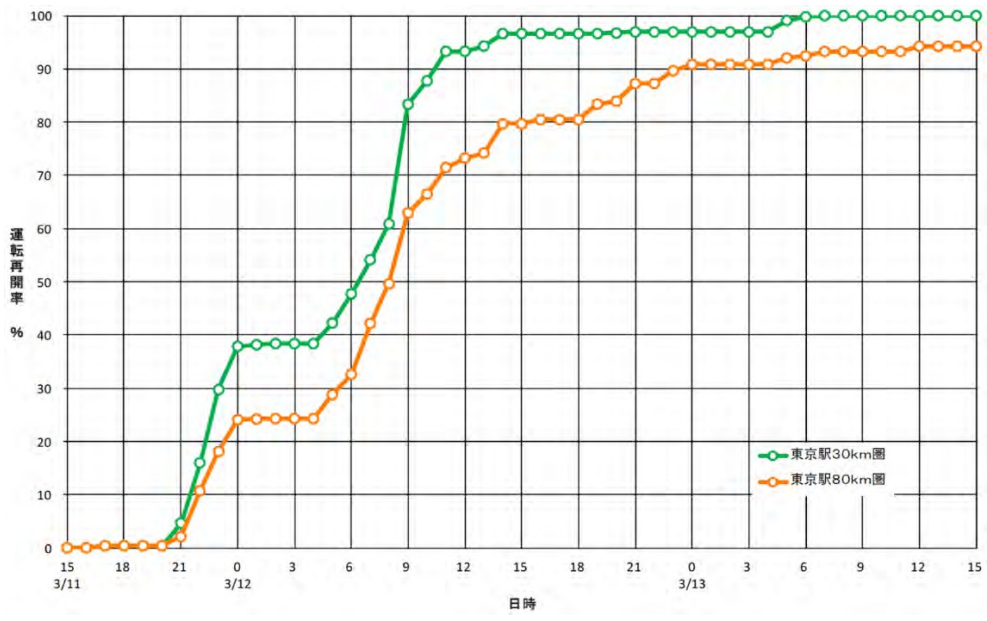


Figure 2-27. Percentage of Tokyo Metropolitan Area Railways Resuming Operation after the Great East Japan Earthquake (30 km and 80 km from Tokyo Station)

Source: Ministry of Land, Infrastructure, Transport and Tourism, Report of the Council on the Resumption of Metropolitan Area Railway Operations in the Event of a Major Earthquake

Figure 2-28. Damage in the city after the Great East Japan Earthquake

Source: Yokohama City Highway Bureau

（２）Aging transportation infrastructure

Much of the transportation infrastructure that supports our daily lives was intensively developed during the period of high economic growth and the bubble economy, and there is concern that serious accidents such as collapses may occur due to damage caused by aging and fatigue.

In order for transportation infrastructure to continue to function soundly into the future, it is important to promote systematic repair, reinforcement, and renewal from a long-term perspective.

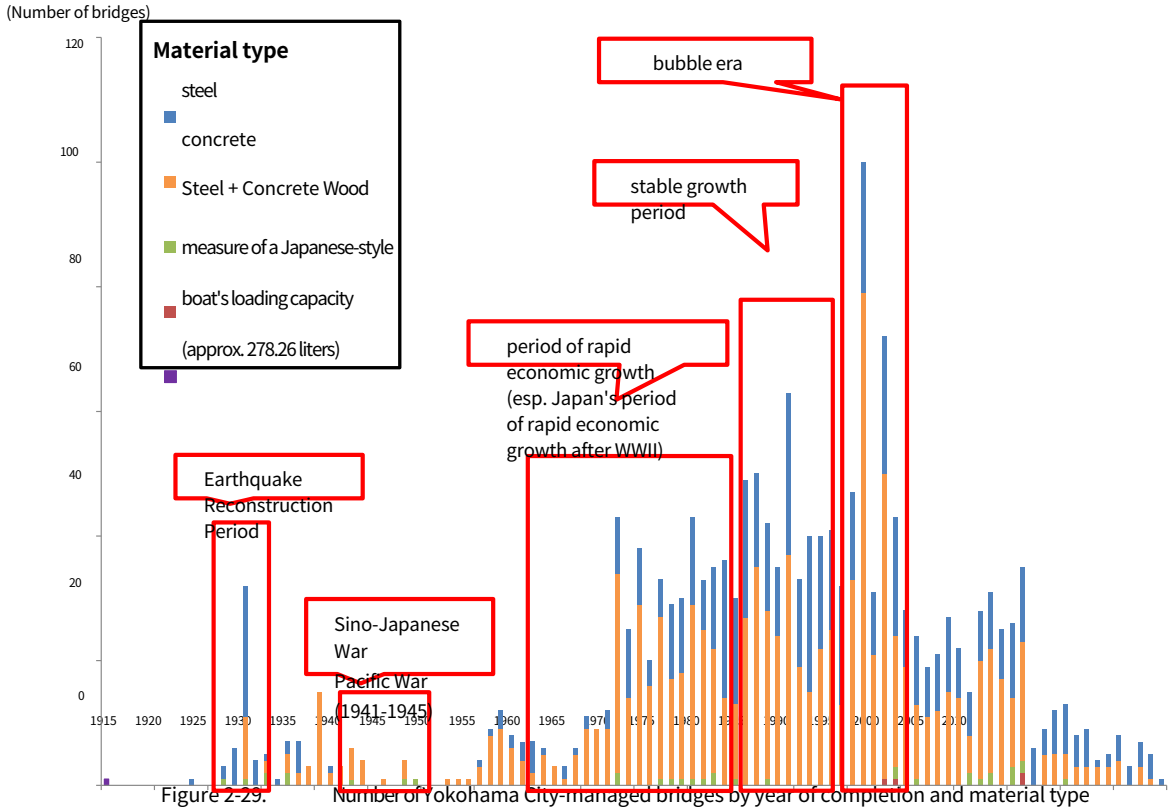


Figure 2-29. Number of Yokohama City-managed bridges by year of completion and material type

Source: Yokohama City Highway Bureau

（３）Need to prevent traffic accidents

The number of fatalities due to motor vehicle accidents in the City decreased from 189 in 1989 to 49 in 2016 through various efforts by various stakeholders. On the other hand, the percentage of fatal accidents in which elderly drivers are the perpetrators is on the rise. In addition, tragic accidents such as traffic accidents involving children as victims on their way to school and accidents involving visually impaired people falling from station platforms have been reported in the media, and there is a social demand for early countermeasures by the various entities involved.

In addition to creating a safe and secure environment for the elderly, people with disabilities, and children to move around, there is an urgent need for both hardware and software measures to prevent people from becoming perpetrators of traffic accidents.

☞ Corresponding policies: policy goals 1 and 9 (Chapter 4)

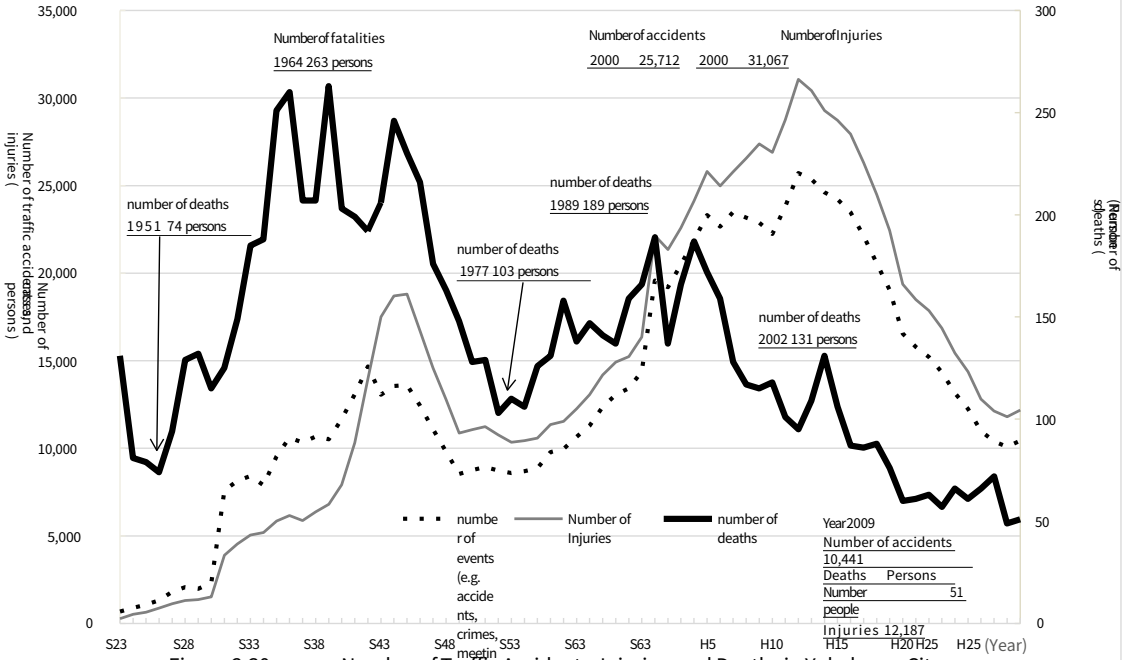


Figure 2-30. Number of Traffic Accidents, Injuries, and Deaths in Yokohama City

Source: Yokohama City Traffic Safety Council, 10th Yokohama City Traffic Safety Plan (FY2016-FY2012)

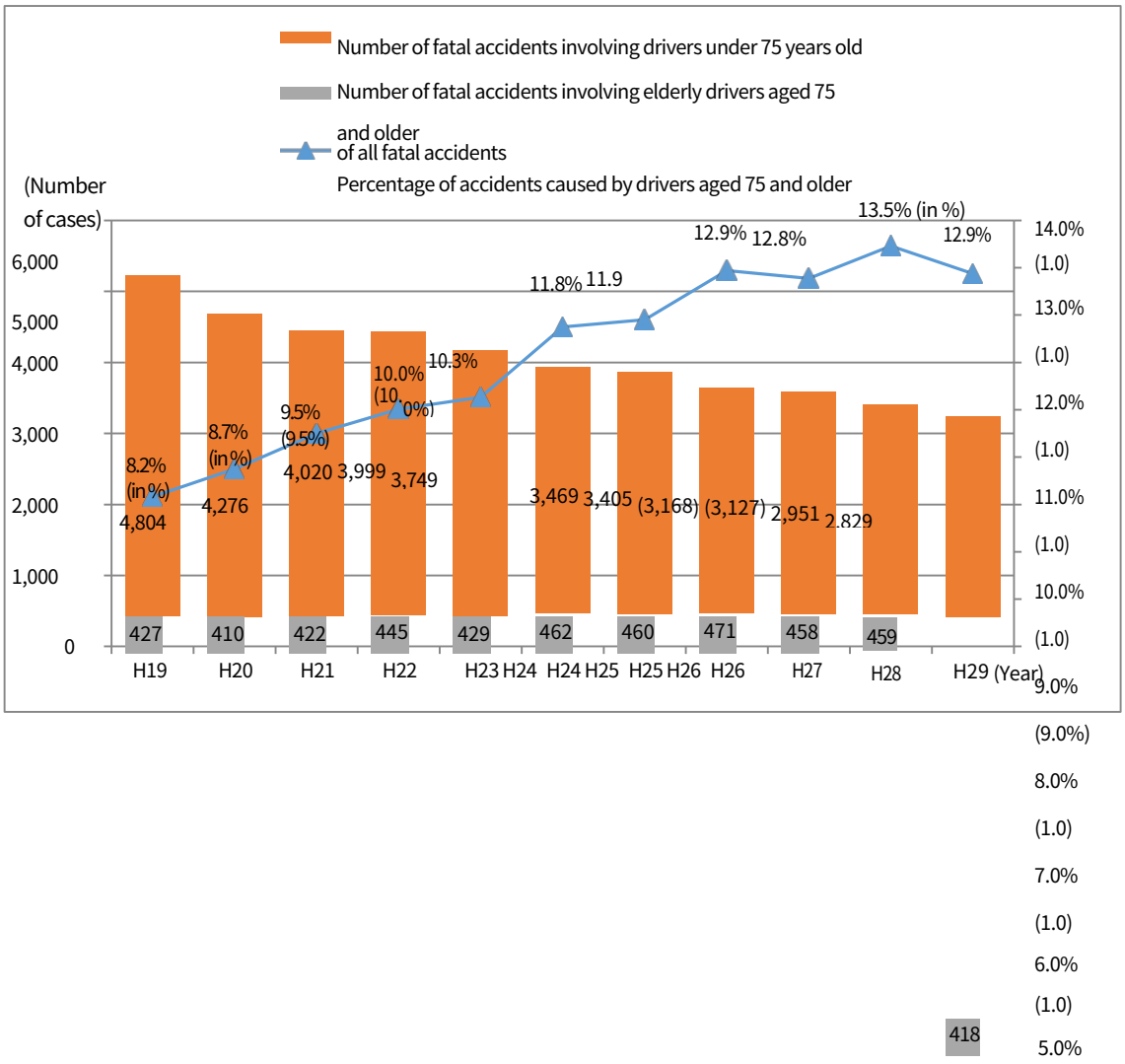


Figure 2-31. Trends in the number of fatal accidents in Japan and the number and composition of fatal accidents involving drivers aged 75 and older

Source: Compiled by Yokohama City from "Traffic Accident Statistics," National Police Agency

5 Responding to global warming and the local environment

(1) Necessity of Global Warming Countermeasures

The Intergovernmental Panel on Climate Change (IPCC) (terminology 16) concluded that "there is no doubt about the warming of the climate system," and the Paris Agreement, a new international framework for greenhouse gas reduction, was adopted in 2015. The Paris Agreement, a new international framework for reducing greenhouse gas emissions, was adopted in 2015.

The transportation sector accounts for about 20% of the city's total greenhouse gas emissions, of which personal cars account for half of the total emissions.

Therefore, it is necessary for the public and private sectors to work together to promote the spread and use of automobiles with lower environmental impact terms [17], to encourage people to switch from automobiles to public transportation with lower environmental impact, and to realize lifestyles and work styles that do not overly rely on personal cars.

It is also important to take actions in anticipation of the rapid spread and technological innovation of next-generation vehicle terms (18) in the future.

☞ Corresponding Policy: Policy Objective 7 (Chapter 4)

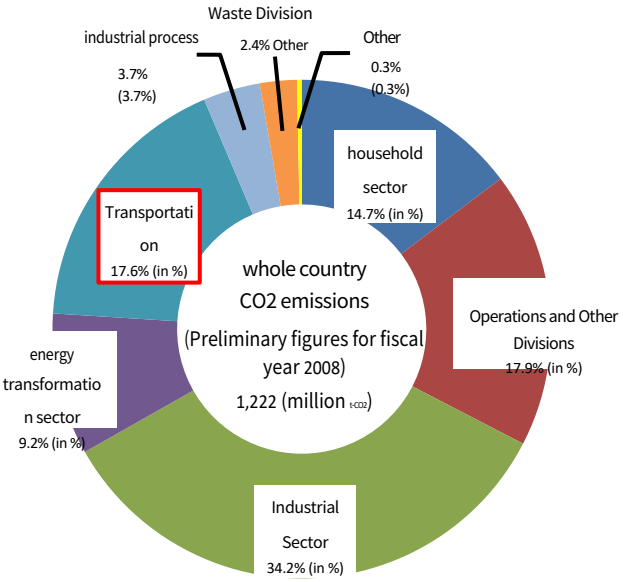


Figure 2-32. Breakdown of National CO_2 Emissions

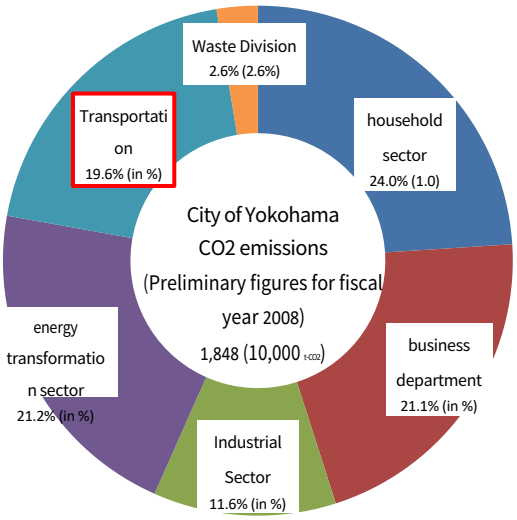


Figure 2-33 Breakdown of Yokohama City CO_2 Emissions by Sector

Source: Yokohama City Global Warming Prevention Headquarters

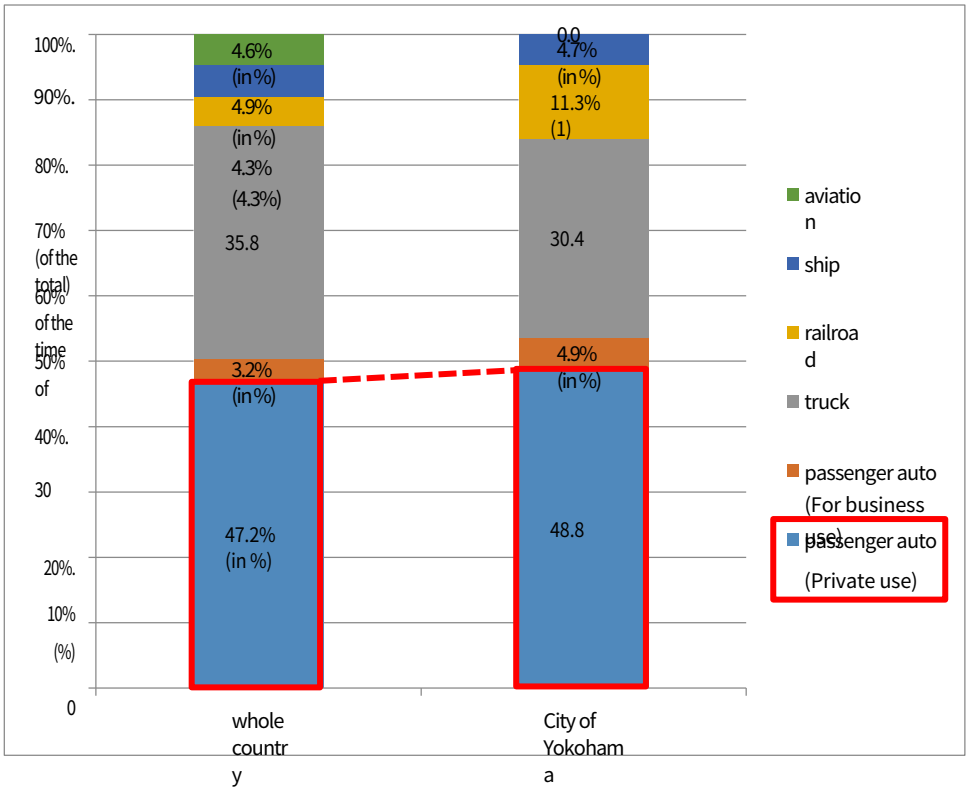


Figure 2-34. Breakdown of CO2 emissions in the transportation sector in Yokohama City (FY 2015)

Source: (Nationwide) Carbon dioxide emissions in the transportation sector (Source: Environmental Policy Division, Policy and Management Bureau, Ministry of Land, Infrastructure, Transport and Tourism)

(City of Yokohama) Compiled by City of Yokohama from Yokohama City Greenhouse Gas Emissions (Yokohama City Global Warming Prevention Headquarters data)

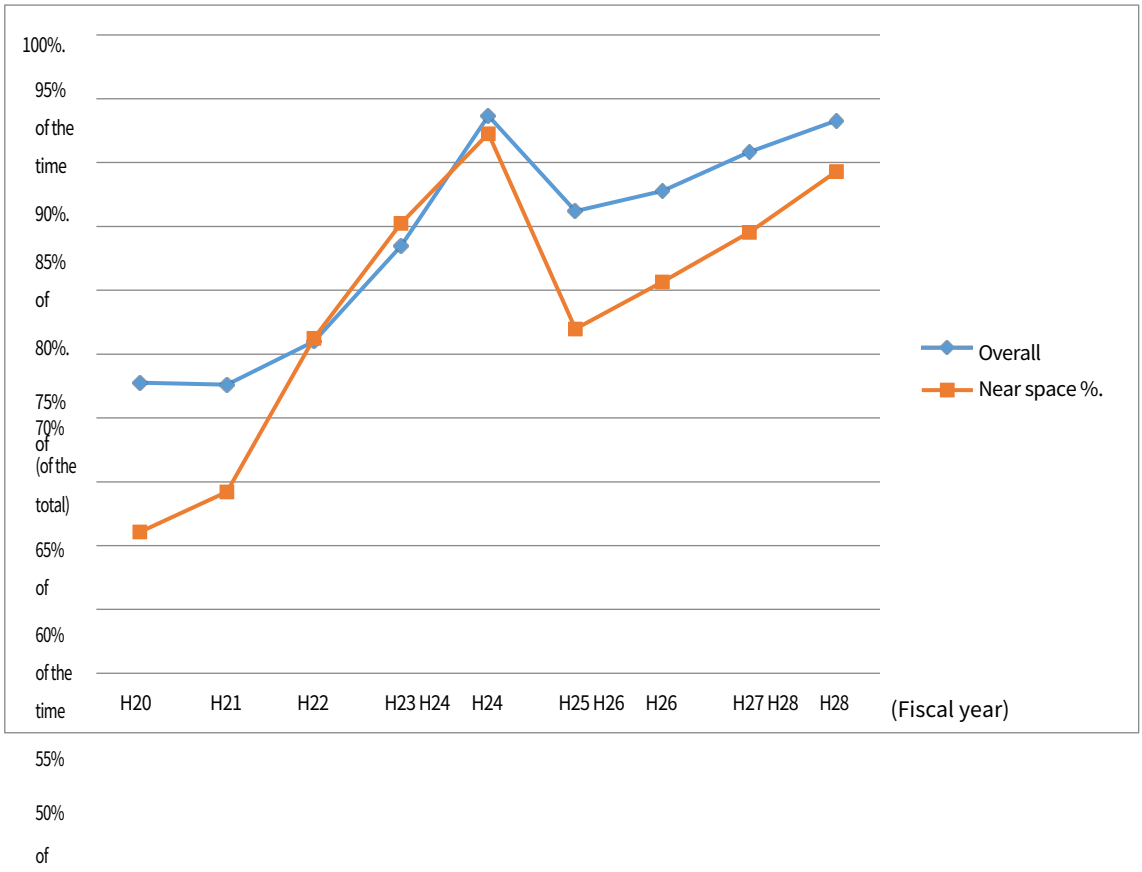
（２）Need for local environmental measures

In recent years, the gradual tightening of regulations on automobile emissions and noise, as well as the development of technologies for low-pollution vehicles, have led to measures to reduce the various environmental burdens caused by automobiles.

As a result of these efforts, nitrogen dioxide (NO_2) [term 19] and suspended particulate matter (SPM) [term 20] have improved to the point of achieving environmental standards. On the other hand, road traffic noise has been improving, but continues to exceed environmental standards in some areas.

As the issue is closely related to the lives of each and every citizen, further transportation measures that maintain and improve the local living environment, such as air pollution and noise problems in the transportation sector, are still needed to fulfill our responsibility to the next generation.

☞ Corresponding Policy: Policy Objective 7 (Chapter 4)



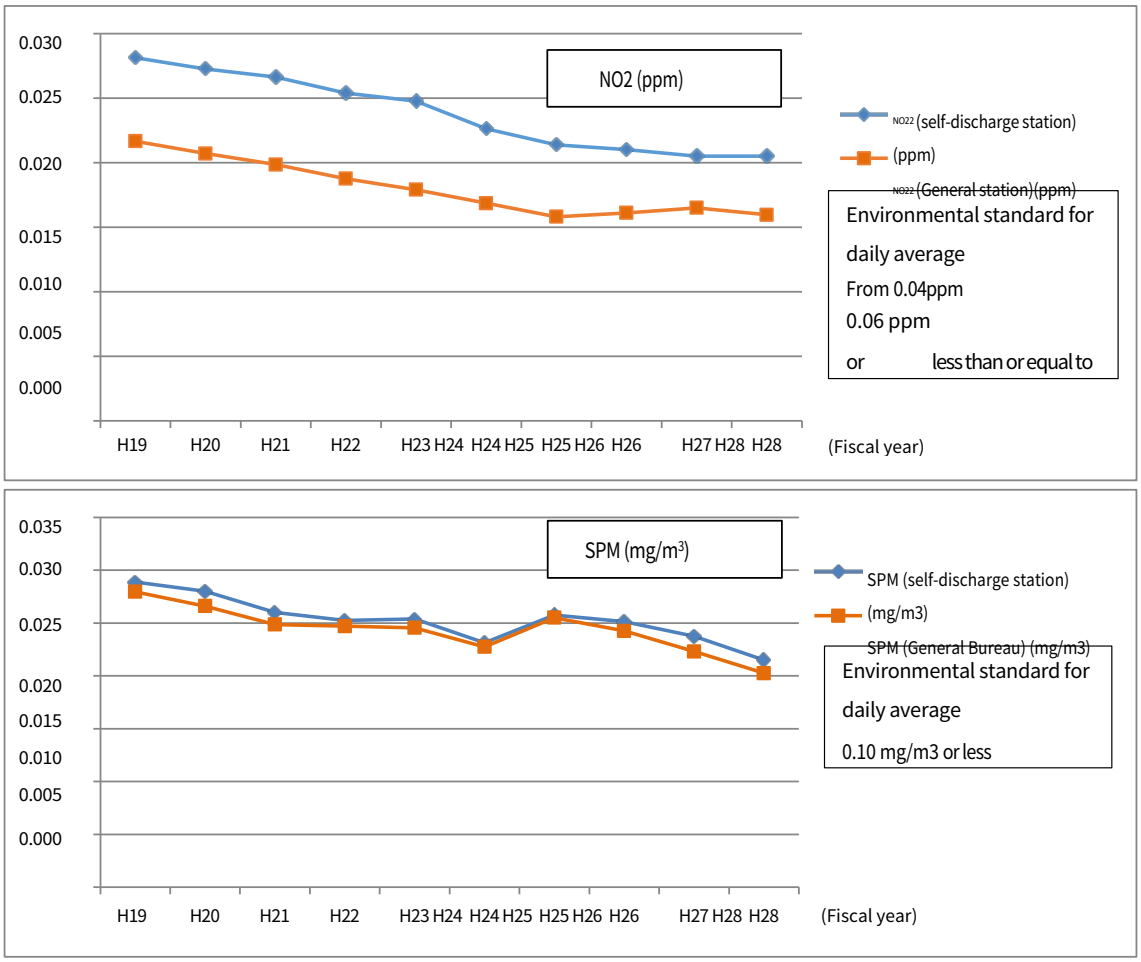
*About Proximity Space

Arterial roads with two or fewer lanes: 15 m from the edge of the road

Arterial roads with more than two lanes: 20 m from the road edge

Figure 2-35. Compliance rate with automobile noise environmental standards in Yokohama (number of compliant units/number of units to be evaluated x 100%)

Source: Compiled by City of Yokohama, Yokohama City Environmental Creation Bureau, based on road traffic noise trends over time.



General stations (general ambient air pollution monitoring stations): measuring stations that constantly monitor pollution of the atmospheric environment by vehicle emissions, other than self-exhausting stations.

Figure 2-36. Annual average values of air pollutants at measuring stations in Yokohama City

Source: Compiled by City of Yokohama from Trends in Air Pollutants Over Time, Yokohama City Environmental Creation Bureau

第３章　Yokohama's Vision for the Future

The Yokohama Medium-Term Four-Year Plan 2018-2021 presents six medium- to long-term strategies looking ahead to the year 2030 (Heisei 42) to overcome the challenges the city faces, such as the arrival of a declining population and the development of a hyper-aged society, and to achieve sustainable growth and development for the city.

The Yokohama Urban Transportation Plan, based on the Yokohama City Medium-Term Four-Year Plan 2018-2021, looks ahead to the year of 2020, and states that "the future image Yokohama should aim for" is "a sustainable transportation system from all aspects, including environmental, economic, functional, and financial perspectives.

For reference, the following are the six medium- and long-term strategies of the Yokohama City Medium-Term Four-Year Plan 2018-2021.

Strategy 1　Realization of a city of strong economic growth and

creative arts and culture" Strategy 2　　An environmentally

advanced city overflowing with flowers and greenery

Strategy 3　The Challenge of a Super-Aging Society.

Strategy 4　Create a town where people and businesses gather and thrive.

(1) Urban centers that generate growth and vitality

(2) Suburban areas where everyone wants to live and continue to live

Strategy 5　Creating a Diverse Workforce that Builds

the Future Strategy 6　　Building Resilient Cities

that Create the Future

(1) Safe and secure cities that are resilient to disasters

(2) Urban infrastructure that supports the lives of citizens and economic activities

Strategy 1: "Achieve strong economic growth and become a cultural, artistic and creative city".

Strategic Business Attraction

Sustainable growth and development of companies in the city

To address the pressing issues facing small and medium-sized enterprises in the city, we will promote support for securing human resources and smooth business succession, and enhance basic support such as management consultation and company visits. We will also promote open innovation by developing business from platforms such as I▫TOP Yokohama and LIP. Yokohama*1 , and by enhancing the functions of centers where R&D personnel, entrepreneurs, students, etc. can interact. Furthermore, we will support the overseas expansion of local companies through the Y-PORT*2 project and the strategic use of overseas bases, as well as promote the development and support of globally capable human resources and the attraction and retention of foreign human resources. **Strengthen industrial bases and strategically attract companies**

We will promote the strategic attraction of companies to the Keihin Waterfront Area and the Kanazawa Waterfront Area, strengthen business functions in the Kannai area, and create an attractive environment that facilitates the creation of new businesses, in conjunction with the city's urban development policies. We will also promote the establishment of research and development , foreign companies, and venture companies to expand business opportunities and employment opportunities for companies in the city.

Promotion of Vigorous Urban Agriculture

In addition to the introduction of advanced technologies and the development of high-value-added products through 6th industrialization, we will also work to revitalize urban agriculture by enhancing the agricultural platform in collaboration with various entities engaged in local production for local consumption, actively promoting "Yokohama Farm*3 ," and supporting various bearers of agriculture.

Creation of attractiveness and liveliness

A cultural and artistic creative city that creates new values and enhances its attractiveness.

Aiming to become a city that attracts people from all over the world, we will create new attractions such as a full-fledged theater where people can experience high quality culture and the arts. We will also promote the attractiveness of Yokohama both nationally and internationally through the organization of art festivals with a unique Yokohama character and international exchange through the East Asian Cultural City.

We aim to create a culturally and culturally rich life for the city by creating new values through the creation of a lively atmosphere and businesses that make use of the creativity of historical buildings, and by supporting cultural and artistic activities carried out by the citizens, and by developing facilities that will serve as a base for such activities.

Promotion of customer attraction and local economic revitalization

Vibrant tourism and MICE city

Aiming to increase the number of visitors by taking advantage of the Rugby World Cup 2019™, Tokyo 2020 Olympic and Paralympic Games, the 7th African Development Conference, the increase in cruise ship calls and the increase in flights to and from Narita Airport, etc., in order to improve the attractiveness of the surrounding areas for people using the city center and the sea, and promote data-based tourism measures with the public and private sectors in common. We will promote data-driven tourism measures. We aim to increase the prosperity and vitality of city by strengthening domestic and international promotions, collaborating with other cities, creating attractive tourist contents that capture the change in consumer trends from things to services, and improving the reception environment based on the needs of tourists.

We will use the development of new MICE facilities as an opportunity to attract international conferences and other events with high economic ripple effects, strengthen MICE-related industries, and enhance our functions as a "Global MICE City".

Promoting Yokohama as a Sports City

Yokohama will also work to create a legacy by using the Games as an opportunity to increase the city's sports motivation, enhance opportunities for participation, and foster and establish a culture of volunteerism. The city will also work with tourism to attract more people to the city by linking up with professional sports and holding major sporting events. We aim to create an environment where everyone, regardless of age or disability, can enjoy sports in a familiar place, and to enrich the lives of the city's residents and revitalize the city through sports.

1 I▫TOP Yokohama ：IoT Open Innovation Partners, LIP. Yokohama ：Yokohama Life Innovation Platform

2 Y-PORT (International Technical Cooperation through Public-Private Alliance): Project aimed at solving urban issues in emerging countries and supporting overseas expansion of companies in the city.

3 Yokohama Farm: A term used to describe the entire agricultural landscape of Yokohama as a farm, including the diversity of people involved in agriculture, food and livestock products, and the agricultural landscape.

Strategy 2 "Environmentally advanced city overflowing with flowers and greenery

Creating Cities of Coexistence

Realization of an attractive and vibrant city with flowers, greenery, agriculture, and water

We will promote the "Garden City Yokohama" where various entities such as citizens and companies collaborate to develop a wide range of activities utilizing flowers, greenery, agriculture, and water, such as creating places where comfort and interaction are generated, creating attractive spaces, and utilizing parks through collaboration between the public and private sectors. We will also promote the "Garden City Yokohama", where a wide range of initiatives are being developed using flowers, greenery, agriculture and water.

Preservation and creation of water and green environment

In order to pass on the irreplaceable natural environment to the next generation, we will promote the conservation of forested areas and farmland, such as the 10 major green centers, the creation of greenery that takes advantage of local characteristics, the creation of waterside environments where people can get close to water, the creation of places for people to get close to agriculture, the conservation of vegetation diversity, and the creation of rich seas.

Consideration and practice of utilizing the various functions of green infrastructure

We will promote the use of green infrastructure*1 with various functions such as good landscaping, water infiltration and storage, mitigation of the heat island effect, and a place for people to interact and engage in activities, leading to the creation of an attractive urban environment and an affluent lifestyle.

Creating a recycling-oriented city

Realization of SDGs Future Cities

As an "SDGs Future City*2" that will develop the initiatives of the "Future City" to a new stage, the city will develop various initiatives, including the municipal SDGs model project, that will lead to integrated development from the three aspects of environment, society and economy, in cooperation with municipalities and businesses, aiming to realize a city that continues to create new value and prosperity through economy and culture, with the environment at its core. Aim to achieve a city that continues to create new value and liveliness through its economy and culture, with the environment at its core.

Realization and dissemination of a megacity model for global warming countermeasures and energy policies

We will promote energy conservation, renewable energy, energy management and other initiatives that take advantage of the city's high level of municipal power, corporate concentration, and diverse urban resources to realize a sustainable megacity model and communicate it to the world.

Realization of a sustainable recycling-oriented society and a clean city

The city will also work to improve and strengthen facilities that support resource recycling, such as the construction of new incineration plants, energy creation and energy conservation at facilities, and extending the life of final disposal facilities, in order to build a sustainable recycling society. We will build a sustainable recycling-oriented society.

In addition, we will expand the circle of cleanliness and cleanliness supported by the citizens' voluntary beautification activities to further enhance the attractiveness of Yokohama city.

information domestically and internationally

Practice and establishment of environmentally friendly lifestyles

We aim to preserve biodiversity, combat global warming, implement the 3Rs (3Rs: Reduce, Reuse, Recycle), reduce waste by practicing and establishing environmentally friendly lifestyles such as sales and consumption reduction, and pass on the natural environment to the next generation to create a sustainable society where people and nature coexist. We aim for a sustainable society where people and nature coexist.

Disseminating environmental initiatives domestically and internationally

In cooperation with international organizations and companies in the city that have excellent technologies in the environmental field, we will cooperate to solve urban issues that are emerging in various parts of the world and utilize international events and conferences to promote Yokohama's excellent environmental initiatives in Japan and abroad to enhance the presence of Yokohama.

1 Green infrastructure: Social capital to promote sustainable and attractive urban development by utilizing the various functions of the natural environment.

2 SDGs Future Cities: Cities that promote excellent efforts to achieve the SDGs (selected by the Japanese government on June, 2018)

Strategy 3: "The Challenge of an Aged Society

Creating a community where everyone can live in peace and comfort, in their own way and in good health.

We aim for a community where people can live comfortably and not be isolated from society even when they have various difficulties by recognizing each other and connecting with each other regardless of their location or background.

In addition, together with the Council of Social Welfare and Community Care Plazas, we will promote social participation by creating a system for participation in community welfare and health activities, such as volunteer work and opinion exchanges, so that all residents and groups in the community can support each other and be active with vitality. In addition, local residents, related organizations, businesses, NPOs, schools, and other groups will work together to address daily life issues and community problems as "issues in our community.

We will promote the creation of a community that can solve the problems by taking advantage of its own capabilities.

Maintaining the health of all who support a vibrant Yokohama

The program aims to promote healthy and self-sufficient lifestyles by encouraging healthy behaviors such as exercise and improving lifestyle habits from the younger generation, preventing serious lifestyle-related diseases by encouraging people to take health and cancer examinations, and systematically supporting health promotion and nursing care prevention activities.

In order to promote health promotion from the working and child-rearing age, we support the health management efforts of companies and other organizations. In addition, through the provision of health information and support for community activities, we will promote health promotion and care prevention in an integrated manner, increase the number of healthy and self-reliant residents at any age, and extend healthy life expectancy*1.

Establishment and promotion of a comprehensive community care system to live as one's own person where one wants to live.

~ Positive Aging

We will build and promote a "community-based comprehensive care system" in which nursing care, medical care, preventive care, residential care, and housing services are provided in an integrated manner so that young people can continue to live their own lives to the end of their lives in the community in which they have lived for as long as possible.

We will enhance services supporting home residence, such as 24-hour community-based services and support for daily living, and strengthen cooperation with other services, while securing and supporting nursing care workers and improving their expertise. In addition, we will promote a proper understanding of dementia and create a community where people with dementia can continue to live. Furthermore, we will promote the development of facilities and housing that meet diverse needs and conditions, such as accelerating the development of special nursing homes for the elderly.

Improvement of medical care delivery system to ensure access to appropriate medical care

We will establish an efficient, effective, and high-quality medical care delivery system and promote seamless coordination of health, medical care, and nursing care to realize a and trustworthy society.

Details of Consultation and Assistance

Medical care and long-term care centered on the enhancement of home medical care and home medical care coordination centers

Strengthening the coordination of the In addition, ensure that the future function

of the hospital beds required

In addition, we will work on the construction of a medical care delivery system and a collaborative system, secure and train medical personnel who support such a system, improve primary and perinatal care, promote comprehensive cancer control, and improve the emergency medical care system, including emergency medical care. Furthermore, we will promote the redevelopment of hospitals that serve as the backbone of the medical care delivery system.

Support for a life that meets your needs and for your subsequent provision

In order for people to make their own choices about where to live and what kind of treatment to receive, we will provide support for self-determination by the person himself/herself, and start initiatives to receive care and medical treatment according to his/her wishes. In addition, to ensure that people can spend the final stage of their lives with peace of mind, we will promote the spread and enlightenment of home medical care and end-of-life care to promote understanding among the citizens of Japan. Furthermore, in order to meet the increasing demand for cremation services and cemeteries, we will develop new funeral halls and cemeteries.

1 Healthy life expectancy: The period during which daily life can be lived without being restricted by health problems.

rategy 4 (1) "Creating a city where people and businesses gather and thrive

~ Urban centers that generate growth and vitality~.

Attractive town development in the Keihin waterfront area, etc.

Yokohama Station Area

Through the redevelopment of the station building at the air strip on the south side, the redevelopment of the national strategic housing development project*1 in the Tsuruya district, and the stationfront development at the east side, excite Yokohama 22*2 will create a base for business and exchange suitable for the gateway to the international city of Yokohama, and promote urban development in a unified manner with an eye on the entire metropolitan area of the surrounding seaside area. **Minato Mirai 21 District**

As a center for international business and MICE, we will create a virtuous circle that attracts more companies by creating new business through the concentration of head office functions and R&D centers, etc. We will also create a bustling atmosphere for the entire city through the utilization and concentration of MICE facilities and entertainment facilities, etc.

Kannai/Kangai Area

In the area around Kannai Station, we will promote new town development under the themes of "international industry-academia collaboration" and "tourism and customer attraction" by utilizing the current City Hall area, etc. In addition to the existing "culture and arts" and "business", we will promote town development under the theme of "sports and health" by redevelopment of the Yokohama culture and art center and renovation of Yokohama Stadium, etc., to create a synergistic effect and revitalize the entire district. In addition to the "social, cultural and artistic" and "business" aspects, a synergistic effect will be generated by the redevelopment of the social, cultural and artistic center and the renovation of the Yokohama Stadium.

Yamashita Pier Area

Aiming to create a new attraction in the center of the city, we will promote redevelopment to create a harbor resort, including the introduction of large scale and attractive facilities to attract visitors.

Higashi-Kanagawa Waterfront Area

In addition to promoting the redevelopment of the Higashi-Kanagawa Station area, we will promote the comprehensive reorganization of the Higashi-Yashimae Station North District as a new hub, and the creation of a bustling area around Yamanouchi Wharf in cooperation with the Central Wholesale Market.

Shin-Yokohama, Minato, and the surrounding area

We will promote urban development along the Kanagawa East Directional Route by taking advantage of the improved convenience of traffic due to the construction of the new line. In the Shin-Yokohama area, commercial and business functions will be concentrated and urban development will be promoted to enhance the functions of the city. In the Natsuyoshi and Tsunashima areas, which will be directly connected to Shin-Yokohama, urban development around Shin-Tsunashima station will be promoted to make use of the potential of the area.

Keihin Waterfront Area

Promote urban development that is linked to economic policies, such as the creation of an environment that promotes innovation, and create attractive new urban spaces that drive cutting-edge industries.

Promotion of community development utilizing public-private partnerships, etc.

In order to create liveliness and vitality in each district, we will promote the study of public-private partnerships (PPP) and other methods. In addition, we will review integrated resorts (IR) based on national trends.

Creating an environment where people and companies can come together and play an active role

We will promote the renovation of existing buildings in Kannai and the concentration of new value-generating industries in the Keihin waterfront area, and we will promote the attraction and concentration of new companies by maximizing the characteristics and attractiveness of the district.

In addition, urban housing such as national strategic housing, medical care, education, and other work and living environments will be developed in response to the advancement of globalization and the lifestyles of working people, while improving transportation accessibility and

Promote safe and practical community development, such as by improving residential roads.

Creating a lively town that generates human interaction and circulation

To enable visitors to enjoy the city and to enjoy their stay in the city for tourism, MICE, sports, culture and art, etc., we will improve the reception environment for visitors at the cruise ship terminal, railroad station, etc., and promote urban development to connect attractive resources such as flowers, greenery, waterfront, roads, historical buildings, etc.

In addition to improving the convenience of existing railroads and buses, we will also promote the use of interconnecting buses. We will promote a variety of transportation systems, such as a high-altitude bus system, water transportation, and new technology, to create a town that encourages interaction and circulation.

1 National Strategic Housing Development Project in Tsuruya District: A project to promote the development of housing necessary to strengthen the international competitiveness of industries in the National Strategic Housing Development Project for foreigners.

Plans include a facility to provide support for child care and serviced apartments in support of the residents' support for their daily lives, as well as a facility to provide support for child care.

2 Excite Yokohama 22: A plan that summarizes various initiatives aimed at realizing the future vision of the Yokohama Station area.

Strategy 4 (2) "Creating a city where people and businesses gather and thrive

Promote compact suburban community development

Community development around railroad stations

In the area around the stations, we will form a hub supporting local livelihood and economy, responding to changes in diverse lifestyles and work styles in accordance with the characteristics of each area. We will promote urban development centered on major stations and urban infrastructure improvements such as roads and transportation in the surrounding areas, and we will also use district planning and other regulatory guidance methods in cooperation with private businesses to create a concentration of business, commercial, residential, and other functions to create a town that is chosen by multiple generations.

Revitalization and attraction of residential areas

In residential areas, in cooperation with various entities such as private enterprises and universities, we will introduce functions supporting daily life such as medical care, welfare, shopping,子育, education, etc., and secure a place of work nearby,
We will promote the development of a living environment that takes advantage of the rich natural environment, including water and greenery, to create a residential area that is easy for multiple generations to live in.

In addition, through the "Consortium for Residence Renewal" and other initiatives in cooperation with public housing organizations, we will promote support for rebuilding and revitalizing the community.

Maintenance and enhancement of the transportation network, etc., close to the city.

Efforts will be made to maintain and enhance public transportation services such as buses that connect the station area with residential areas. In addition, in order to meet the needs of shopping, medical care, welfare, and child-rearing, we will promote efforts to introduce new transportation services, such as strengthening cooperation with various players, including local residents and private businesses, and considering the use of ICT, such as automatic driving.

Based on the concept of universal design, we will promote the installation of movable platform fences at stations and barrier-free access at and around stations, as well as safety measures for school routes and railroad crossings, in order to realize safe and easy-to-use transportation for everyone.

Promotion of City Planning

Community development that takes advantage of opportunities for urban infrastructure development, etc.

In areas where urban land use is expected, such as around stations and interchanges, we will promote urban development by strategically guiding the use of land to attract people and businesses by attracting and concentrating medical and academic research institutions, logistics industry, commerce and housing, while maintaining a balance with the preservation of greenery and agricultural land. We will also seize opportunities for large-scale land use change in the urban area and guide the use of land according to regional characteristics such as convenient functions for residential life, while maintaining harmony with the surrounding environment. At the same time, we will promote the use of land in accordance with regional characteristics, such as convenient functions for daily life.

We will review and revise the Land Use Regulations in response to changes in the municipal environment.

Promotion of the use of former military facilities

The former military facility is a valuable asset that remains in the city, and we will promote the use of the site to revitalize the region and city area and to solve wide-area issues by taking advantage of the large area and local characteristics of the site. The former Kamisegaya communications facility will be used in conjunction with the International Horticultural Exposition.
In addition, we will promote comprehensive urban development, including agricultural promotion, new urban land utilization, and the development of new transportation systems. In the former Fukami Communication Center, we will aim to create a base for health and sports activities while taking advantage of the lush green environment.

In addition, we will consider the use of the former site of the Negishi residential district, etc., in the future.

Former Fukaya News Agency

Strategy 5: "Creating a diverse workforce that builds the future

Supporting Children and Childcare and Promoting Education

Creating an environment where people can safely give birth and raise their children in the future

In order to meet the diversifying needs of 子子育,we offer a wide range of services to meet your needs throughout pregnancy, childbirth, and child-rearing period without any interruption.

We will promote comprehensive measures for children on waiting lists by enhancing support for child support, expanding the number of places and securing human resources, realizing high-quality childcare and early childhood education, and creating places for after-school children.

At the same time, in order to reduce the financial burden on families and create an environment where it is easier for children to receive medical care, we are also working to expand the coverage of the child health care subsidy system, so that all children can be cared for comfortably in the community.

We will promote the creation of an environment where people can have and raise children.

Promote education that expands the potential of children and create attractive schools

Aiming to nurture "those who learn themselves, connect with society, and create the future together*", we will promote education that expands the potential of each and every child by creating new classes based on the revised Courses of Study and improving the quality of education.

We will address issues such as bullying, non-attendance, and the change in the way teachers and staff work, as well as promote the creation of attractive schools with excellent facilities by systematically rebuilding dilapidated schools and improving the "choice" system for junior high school lunches.

Promotion of initiatives to protect the healthy upbringing of children

At the same time, we will support the foundation for the growth of the next generation through measures against child abuse, promotion of social foster care, measures against child poverty, detailed support for school attendance and education, and support for children and youth with problems such as withdrawal from school, etc. Supporting children and youths with problems such as withdrawal from school, etc.

Supporting the activities of everyone in the company

Support for the Advancement of New Generations

Support for employment and career development of female naves and support for entrepreneurship, as well as further promotion of initiatives unique to Yokohama, such as environmental improvement at companies in the city, cooperation with economic organizations, and support for diverse and flexible work styles.

In addition, we will realize a society in which everyone can lead a richer life by engaging in work, childcare, nursing care, and community activities in accordance with their own lifestyles.

Exercise of Senior Power and Support for Young People's Activities

We aim to create a society where each person can fully demonstrate his or her strengths and abilities.

Realization of a society where each person can live with peace of mind

Realization of a society that recognizes diversity and respects human rights

To deepen awareness of various human rights issues and to raise awareness of human rights among citizens and city employees, By enhancing support for the municipality, we aim to realize "a society where people respect each other's human rights and live together".

Realization of a society in which children and persons with disabilities can make their own choices and decisions

We will realize a society where people with disabilities and their families can grow up, learn, and live comfortably in their own neighborhoods by improving functions that take care of the anxieties and worries of the disabled and their families, and by creating a system that allows them to choose places for employment and social participation.

Supporting those with difficulties in their lives

We promote comprehensive support according to each person's situation so that those in need and those who have difficulties due to various reasons can lead a stable life without being isolated from others.

Promoting multicultural cohabitation

We aim to achieve a multicultural and cohabiting society by enhancing the support for foreign residents in the city and for children with foreign backgrounds, as well as by strengthening the bonds in the community and promoting social and social activities that make use of social and cultural diversity.

*who learn from themselves, connect with society, and create the future together - the people Yokohama education aims for in the "Yokohama Education Vision 2030 (February, 2018)

Strategy 6 (1) "Building Resilient Cities for the Future

～Safe and secure city that is resilient to disasters

Strengthen crisis response capabilities

Strengthening disaster preparedness by enhancing functions

Based on the lessons learned from the recent large-scale natural disasters and the progress of communication technology, we will utilize existing facilities and strengthen the functions of the information transmission system in order to promptly and accurately convey necessary information on disasters to citizens and visitors to the city, etc. We will also study various means of transmitting disaster information.

The city will enhance its disaster medical system by strengthening its disaster response capability and activity system through the construction of a fire headquarters building, which will serve as the center of firefighting and disaster prevention activities, and by providing medical care for the injured mainly at the city's 13 base hospitals for disaster relief, and by establishing a support system for local medical institutions. In addition, in order to accurately respond to the further increase in demand for emergency medical services, we will promote the enhancement of the emergency lifesaving system by examining the transportation system based on public/private partnerships, etc., in order to realize a safe and secure city that protects the lives and properties of its citizens.

Building human resources and community building

Promotion of self-help and mutual aid

We will enhance disaster prevention awareness among citizens and businesses by promoting disaster prevention training and education for people of all ages through the Yokohama Citizens Disaster Prevention Center's content enhancement and other measures.

We will promote the development of disaster-resistant people and communities by achieving and maintaining a 100% fill rate of firefighters, who are the key to community disaster prevention, training disaster prevention and disaster mitigation promoters who will take the initiative in disaster prevention and disaster mitigation efforts in the community, and supporting disaster prevention activities promoted mainly by the community.

Enhancement of Disaster Response

Based on the lessons learned from the recent large-scale natural disasters, we will improve disaster response in the community by enhancing support for local initiatives supporting those in need of assistance in the event of a disaster, and strengthening the functions of local disaster prevention centers.

Building a Disaster-Resilient City

Creating a city that is resistant to earthquakes and earthquake disasters

In preparation for a major earthquake that is feared to occur in the near future, we will enhance disaster prevention and mitigation functions to support the lives of students and the Yokohama economy, and create a safe and prosperous urban area by improving emergency transportation routes, upgrading urban infrastructure facilities such as water and sewage systems, making buildings earthquake resistant, widening narrow roads, and promoting the use of electricity poles in emergency transportation routes, among other measures. We will realize an earthquake-resistant city by promoting the formation of safe urban areas and enhancing disaster prevention and mitigation functions in support of the city's livelihood and economy.

In addition, the "Yokohama City Ordinance on Promoting Noncombustibility of Buildings in Noncombustibility Promotion Areas (2014)

In order to realize a fire-preventive city, we will promote various fire-preventive measures, such as the creation of firebreak zones by promoting the noncombustibility of buildings and the construction of city planning roads, etc., in order to prevent fires from spreading, mainly in fire-restricted areas based on the "Fire Prevention Regulations (enacted on December 12, 1949)".

Urban development resistant to localized heavy rainfall, etc.

In response to the increasing number of localized heavy storms and large typhoons caused by climate change and other factors, we will promote disaster mitigation measures to achieve "zero delay in evacuation" and "minimization of socio-economic damage" by implementing comprehensive flood control measures that link rivers, sewage systems, parks and green spaces, roads, and other urban development projects, as well as storm surge countermeasures in coastal areas, utilizing green infrastructure and sewage facilities, and improving education for local residents in river basins. We will promote disaster mitigation efforts to achieve "zero delay in escape" and "minimization of socio-economic damage" by enhancing awareness-raising activities, etc., to realize a city that is resilient to localized heavy rainfall and other disasters.

In addition, in areas such as the Yokohama Station area, where people and urban functions are concentrated, we will promote initiatives to increase disaster prevention functions, including flood control measures, through public- private partnerships.

We will promote the improvement of privately-owned cliffs and steadily promote safety measures for roads, parks and green spaces, school sites and other cliffs by utilizing the results of field surveys of cliffs.

Strategy 6 (2) "Building Resilient Cities for the Future

～Urban Infrastructure to Support Citizens' Lives and Economic Activities

Improvement of urban infrastructure facilities economy

Formation of a transportation network supporting the movement of people and goods

Yokohama will form a wide-area road network through the construction of the Yokohama Loop Road, etc., and promote the construction of urban planning roads and a continuous intersection of roads and railroads to improve the convenience and safety of road traffic in the city, thereby forming a road network that supports the lives of residents and the Yokohama economy. In addition, we will promote the construction of the Eastern Kanagawa Directional Line and the extension of High Speed Rail Line No. 3 (Azamino to Shin
We will study the city's railroads, such as the Yokohama Loop Railway (Yurigaoka) and the Yokohama Loop Railway, to facilitate transportation between the city and other locations, improve convenience, and attract people and businesses to the city.

Realization of an internationally competitive port

Enhanced East Asian hub port functionality

We will work to create a comprehensive logistics base by integrating container terminals and logistics facilities at the Minami Honmoku Wharf and Shin Honmoku Wharf, and to attract cargo in cooperation with Yokohama Kawasaki International Port Corporation, which was established as an organization to promote an international container strategic port*1.

In addition, we will strengthen the functions of the East Asian hub port by constructing a quay for large vessels as a base for handling auto cargos and promoting efforts to create an LNG bunkering base*2 response to stricter international emission regulations for ships.

Enhancement of the environment for receiving and attracting cruise ships

In addition to the construction of the Shinko Wharf Cruise Terminal and the Oosanbashi Wharf CIQ facility*3 , the entire port, including the existing Oosanbashi Wharf, will be made ready for the increasingly diverse cruise ships, and the reception environment for tourists and other visitors will be improved. In addition, we will promote initiatives to make the port a place where many people can feel close to, and aim to be a port that the citizens of the city can be proud of.

Maintenance and renewal

Promote steady maintenance and renewal of public facilities

In response to the deterioration of public facilities, including urban infrastructure and public buildings supporting residential and economic activities, we will conduct reliable inspection and maintenance of public facilities based on the "Yokohama City Basic Policies for Public Facility Management (March, 2015)'.
We will promote the creation of a strong city that supports the foundation for growth by steadily promoting systematic and effective maintenance and renewal based on prioritization of longevity, ensuring safety and resilience in the future, and ensuring the sustainable provision of necessary functions and services.

Rebuilding of public buildings and rehabilitation of complexes, etc.

Seizing the opportunity of rebuilding public buildings such as Yokohama City primary and secondary schools and municipal housing, we will work to equalize project costs, reduce costs, and increase the number of buildings in accordance with the "Yokohama City Policy for Reorganization and Improvement of Public Buildings (February 2008)."

The project will be redeveloped into a public building that takes into account regional characteristics and the needs of the times, while taking into consideration the need to be more specific and complex.

We will try to create a student.

Efforts to ensure the quality of public works projects and to secure and foster the bearers of public works projects

In order to promote the stable maintenance and renewal of high quality public facilities, we will secure and train small and medium-sized enterprises in the city and improve their productivity through the use of new technologies and appropriate construction periods.

1 International Container Strategic Ports: Keihin Ports (Yokohama, Tokyo and Kawasaki) and Hanshin Ports were selected by the government based on selection and concentration in order to accommodate the increasing size of container vessels and to achieve cost and service comparable to those of major Asian countries.

2 LNG bunkering base ：LNG (liquefied natural gas) with low environmental impact is supplied as fuel for ships.

3 CIQ facility: Acronym for Customs, Immigration and Quarantine, a facility for customs, entry control and quarantine.

第４章　Basic Policy, Policy Objectives

Based on the "Situation and Issues Surrounding Yokohama's Transportation" in Chapter 2 and the "Future Vision Yokohama Should Aim for" in Chapter 3, the basic policies of this plan were established in line with the city's urban development and regional characteristics, while also aligning with the three basic policies of the national basic transportation policy plan.

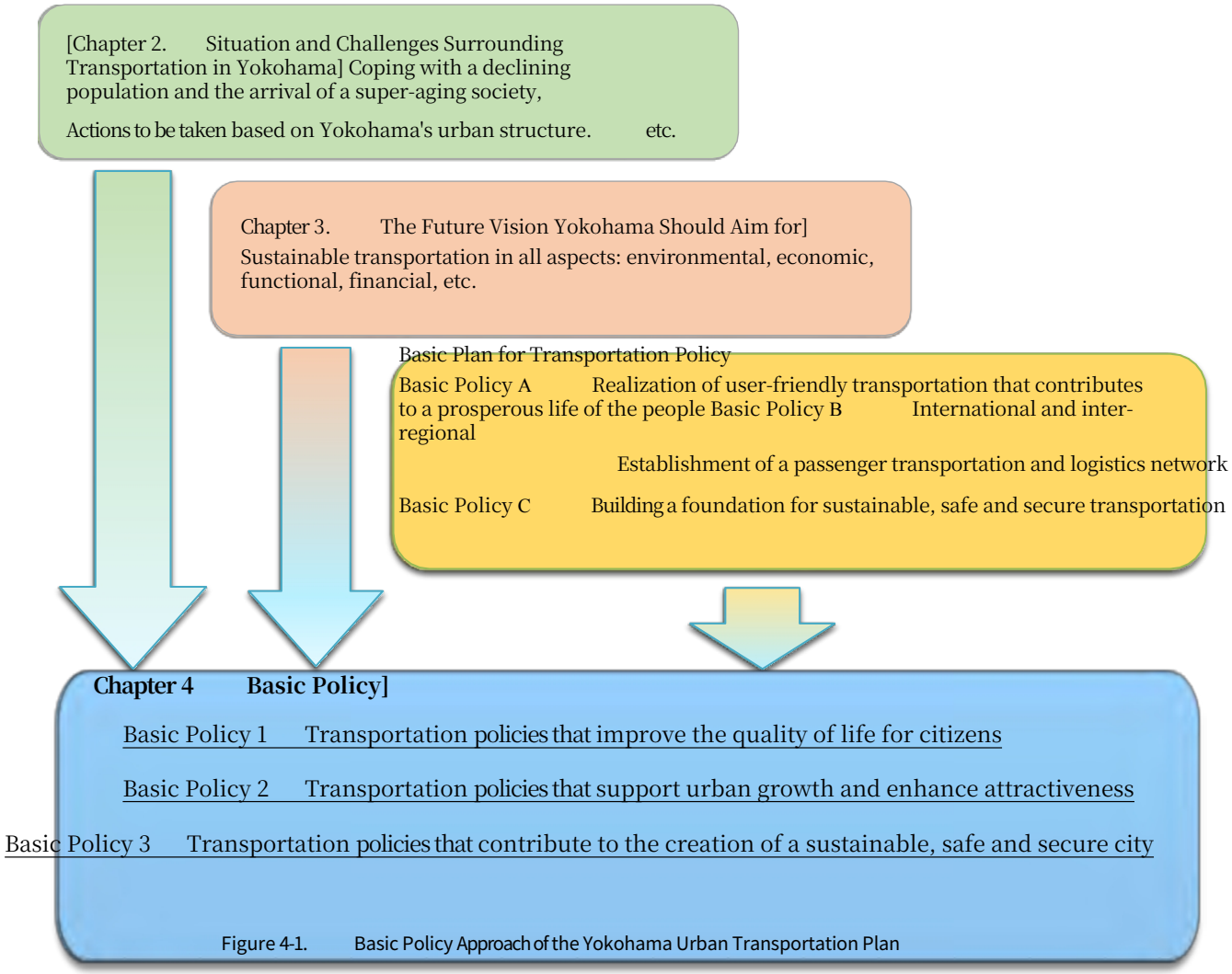


Figure 4-1. Basic Policy Approach of the Yokohama Urban Transportation Plan

Basic Policy 1　Transportation policies that improve the quality of life for citizens

* indicates measures that were newly listed or expanded in content compared to the previous plan

Policy Goal 1　Realization of regional transportation that is easy for everyone to get around

As social conditions change, including population decline and the arrival of a hyper-aged society, it is expected that public transportation will become difficult to maintain the level of service in some areas, and that it will become more difficult to meet diverse mobility needs with public transportation alone. There is a need for local mobility environments and transportation services that are safe and convenient for everyone, including the elderly and people with disabilities, and that lead to increased opportunities to go out.

Therefore, in cooperation with transit operators and others, we will maintain and enhance bus routes, which are the cornerstone of regional transportation and provide transportation access from residential areas to stations.

In addition, in order to meet the diverse needs of medical care, welfare, childcare, etc., in addition to the current outing support measures, we will promote the convenience of cabs that enable door-to-door transportation, and introduce transportation services by various players, including cooperation with entities involved in welfare.

Furthermore, we will develop an environment where bicycles, a familiar and convenient means of transportation, can be used more safely and comfortably.

<Direction of measures 1-1　Maintain and enhance local bus services

*<Direction of measures 1-2　Revitalization of cab service

* <Measure Direction 1-3>.　Realization of new transportation services by diverse actors

<Measure Direction 1-4　Improvement of Pedestrian Space and Bicycle Usage Environment

Policy Goal 2　Further promotion of barrier-free access

As the population is expected to age further, it is important to realize a healthy and vibrant society through the independence and participation of the elderly, as well as to create an environment in which they can move around freely and engage in activities regardless of whether they have disabilities.

Therefore, it is essential for the elderly, the disabled, and others to have access to transportation that enables them to lead independent daily and social lives. Therefore, it is necessary to remove barriers in the field of transportation and create a transportation environment that allows everyone to move smoothly.

Therefore, we will further promote the construction and improvement roads and facilities that facilitate mobility in the transportation sector, and the introduction of barrier-free vehicles. We will also promote both hardware and software initiatives, such as the dissemination and awareness-raising of mental barriers so that citizens and businesses will have greater understanding and cooperation toward the elderly, disabled, and other people.

<Direction of measures 2-1　Improvement of facilities and vehicles for barrier-free access

＜Direction of Policies 2-2　Support for the dissemination and awareness of mental barrier-free access

Policy Objective 3 Promote conversion from private car transportation to public transportation, etc.

Excessive dependence on personal cars may lead to negative impacts on both society and individuals, such as environmental burdens from vehicle emissions, economic losses due to traffic congestion, and adverse health effects.

Therefore, it is necessary to change lifestyles that excessively rely on private cars and promote travel by walking, bicycles, and public transportation to reduce environmental burdens, improve health, and achieve sustainable public transportation services.

Therefore, we will promote the creation of a town that is easy to get around without relying on the personal car, through both hardware and software measures, such as the development of an environment that facilitates the use of public transportation and bicycles, and the active development of educational activities for citizens.

<Direction 3-1> Establish an environment that promotes the use of public transportation and bicycles.

＜Educational activities to encourage people to switch from private cars to public transportation, etc.

Basic Policy 2　Transportation policies that support urban growth and enhance attractiveness

* indicates measures that were newly listed or expanded in content compared to the previous plan

Policy Objective 4 Formation of a systematic transportation network to facilitate mobility

In today's world, where the value of time has increased in the lives of citizens and in the activities of businesses, further improvement in the speed and timeliness of the movement of people and goods is an extremely important factor in supporting daily life and economic activities.

For this reason, it is important to resolve automobile traffic congestion in the city, and a drastic measure, the enhancement of the road network, is required. In addition, railroads, the main mode of transportation for commuting to work and school, have high transportation capacity and are high-quality public transportation in terms of speed, timeliness, and environmental friendliness, and there is a continuing need to form a rail network and improve transportation node terminology (21).

Therefore·road traffic should be smoothed by improving roads to enhance the road network and eliminate bottlenecks based on the characteristics and roles of roads. (24), and facilitating transfers between railways and other public transportation.

＜Direction of Policies 4-1　Promote the development of the city's road network

<Direction of Measures 4-2　Promote the development of the railroad network and increase transportation capacity

<Measure Direction 4-3　Improvement and seamlessness of transportation nodes

Policy Goal 5　Formation of a wide-area transportation network that contributes to strengthening Yokohama's competitiveness

In addition to competition with other domestic cities, competition among cities around the world to acquire human resources, companies, and assets from each other is becoming even more intense. Under these circumstances, our city, which has established itself as an international city, needs to further develop its international competitiveness to drive the development of the entire metropolitan area together with Tokyo.

Therefore, in order to become a city of choice for people and businesses, it is necessary to develop a strategic transportation policy that enables not only economic but also cultural and tourist exchanges, and to establish a transportation infrastructure that facilitates wide-area travel to and from Japan and abroad.

Therefore, we will form a wide-area transportation network that will contribute to strengthening Yokohama's competitiveness, including the development of a wide-area trunk road network such as the Yokohama Loop Road that connects the industrial hubs of the Port of Yokohama and the waterfront area with the surrounding area, the enhancement of the road network in the waterfront area, the strengthening of international cruise center functions, and the improvement of international airport and Shinkansen line access.

<Direction of Policies 5-1　Enhancement of wide-area road and rail network

<Direction of Measures 5-2　Enhancement of international cruise base functions

<Measure Direction 5-3　Strengthen access to international airports

Policy Objective 6 Provide a variety of transportation means that enable enjoyable and comfortable travel around the waterfront area of central Tokyo The waterfront area of central Tokyo, the site of the opening of the port of Yokohama, has become a representative area of Yokohama with a compact concentration of various central city functions such as business, commerce, history, culture, and sightseeing. In recent years, people around the world are increasingly choosing cities against a backdrop of dramatic advances in information and communication technology and improved transportation convenience. Under these circumstances, for Yokohama to continue to develop in the future, it is necessary to aim to create a new urban center that attracts the world's attention and makes Yokohama a destination.

Therefore, it is important to create an attractive transportation environment in the waterfront area of the city center that attracts visitors and creates liveliness by improving accessibility between major stations and major facilities, and by improving circulation to enable smooth movement between multiple destinations.

Therefore, we will enhance the transportation system centered on walking, bicycles, and public transportation to improve the circulation of the entire region, and promote town development and network building, including water transportation, so that people can enjoy the experience of moving around the city while viewing the city itself. In addition, to further increase the number of visitors to the city, including tourists, we will improve hospitality by creating a comfortable stay environment.

Improvement of the circulation in the waterfront area of the city center.

Improvement of the environment for visitors to stay in the city.

Basic Policy 3　Transportation policies that contribute to the creation of a sustainable, safe and secure city

* indicates measures that were newly listed or expanded in content compared to the previous plan

Policy Goal 7　Promote transportation policies in harmony with the environment

In addition to environmental problems that directly affect our daily lives, such as air pollution and noise, global warming caused by greenhouse gases has become a serious problem, and the control of emissions and noise from automobiles continues to be an issue to be addressed.

To this end, we will promote infrastructure development that will help reduce the burden on the environment, such as the development of a systematic road network to facilitate automobile traffic, road improvements that will help eliminate bottlenecks, road facilities that will help prevent noise pollution, and the promotion of road greening.

In addition, in order to steadily reduce the environmental burden caused by vehicle emissions, we will work to expand the introduction of clean energy, fuel-efficient, and low-emission vehicles, and promote the spread of infrastructure facilities for the popularization of next-generation vehicles. Furthermore, we will promote educational activities to encourage each citizen to view environmental issues as their own problem and to engage in environmentally friendly transportation behavior.

<Measure Direction 7-1> Facilitation of Automobile Traffic and Road Greening

<Direction 7-2> Promote and educate the public about environmentally friendly vehicles

Policy Goal 8　Strengthening and extending the service life of transportation infrastructure

In the near future, it has been pointed out that there is a risk of an earthquake directly under the Tokyo metropolitan area or a huge earthquake in the Nankai Trough. In addition, due in part to the effects of climate change, so-called guerrilla torrential rains are occurring more frequently, and rainfall is becoming more localized, concentrated, and intense, causing damage beyond conventional expectations.

It is important for a well-functioning transportation infrastructure to protect the lives and property of citizens from natural threats that cannot be escaped, to minimize the impact on the lives of citizens, and to ensure the rapid recovery and reconstruction of a city after an earthquake disaster. In addition, since most of the existing transportation infrastructure was intensively developed during the period of high economic growth and the bubble economy, it will simultaneously age and become a serious social problem.

Therefore, in addition to efforts to minimize damage by ensuring that traffic functions are maintained without fatalities through disaster prevention and mitigation, we will also promote soft measures such as cooperation with transportation operators in addressing the needs of those who have difficulty returning home. In addition, we will promote strategic maintenance and renewal of transportation infrastructure, etc. that will reduce total costs over the medium to long term and equalize budgets.

Promote measures to prepare for large-scale disasters, such as securing transportation in the event of a disaster.

＜Appropriate maintenance, management, and operation of transportation infrastructure

Policy Goal 9 Improve the transportation environment for safe and secure movement in daily life

Although the number of traffic accidents has been decreasing in recent years, traffic accidents that kill or injure children on their way to school, serious traffic accidents involving elderly drivers, and accidents involving falls from station platforms have become problems, and social demands for traffic safety are increasing.

Therefore, based on the principle of respect for human life, it is necessary to protect children from accidents, to create a traffic environment in which the elderly and disabled can move around safely, and to acquire correct knowledge about traffic safety in order to achieve a society free of accidents caused by automobiles and railroads.

Therefore, we will promote the development of pedestrian and bicycle spaces where everyone can move around safely, as well as curb the occurrence of personal injury accidents caused by railroads. In addition, we will promote efforts to raise citizens' awareness of their responsibilities as members of the transportation society by, for example, promoting traffic safety education.

*<Direction of measures 9-1> Establishment of a safe environment for moving around

＜Direction of Policies 9-2 Promote traffic safety education and awareness

第５章　Direction of Policies, Main Policies and Projects

Basic Policy 1　Transportation policies that improve the quality of life for citizens

Policy Goal 1　Realization of regional transportation that is easy for everyone to get around

Policy Bureau, Health and Welfare Bureau, Urban Development Bureau, Road Bureau

As social conditions change, including population decline and the arrival of a hyper-aged society, it is expected that public transportation will become difficult to maintain service levels in some areas, and that it will become more difficult to meet diverse mobility needs with public transportation alone. There is a need for local mobility environments and transportation services that are safe and convenient for everyone, including the elderly and people with disabilities, and that lead to increased opportunities to go out.

Therefore, in cooperation with transit operators and others, we will maintain and enhance bus routes, which are the cornerstone of regional transportation and provide transportation access from residential areas to stations.

In addition, in order to meet the diverse needs of medical care, welfare, childcare, etc., in addition to the current outing support measures, we will promote the convenience of cabs that allow door-to-door transportation, and introduce transportation services by various players, including cooperation with welfare-related entities.

Furthermore, we will develop an environment where bicycles, a familiar and convenient means of transportation, can be used more safely and comfortably.

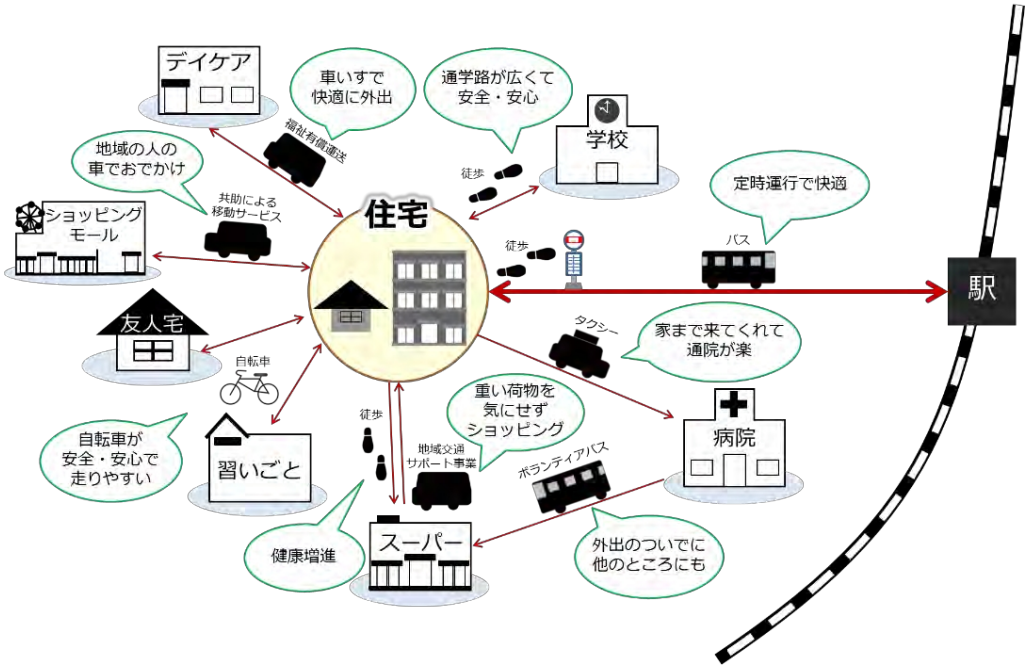
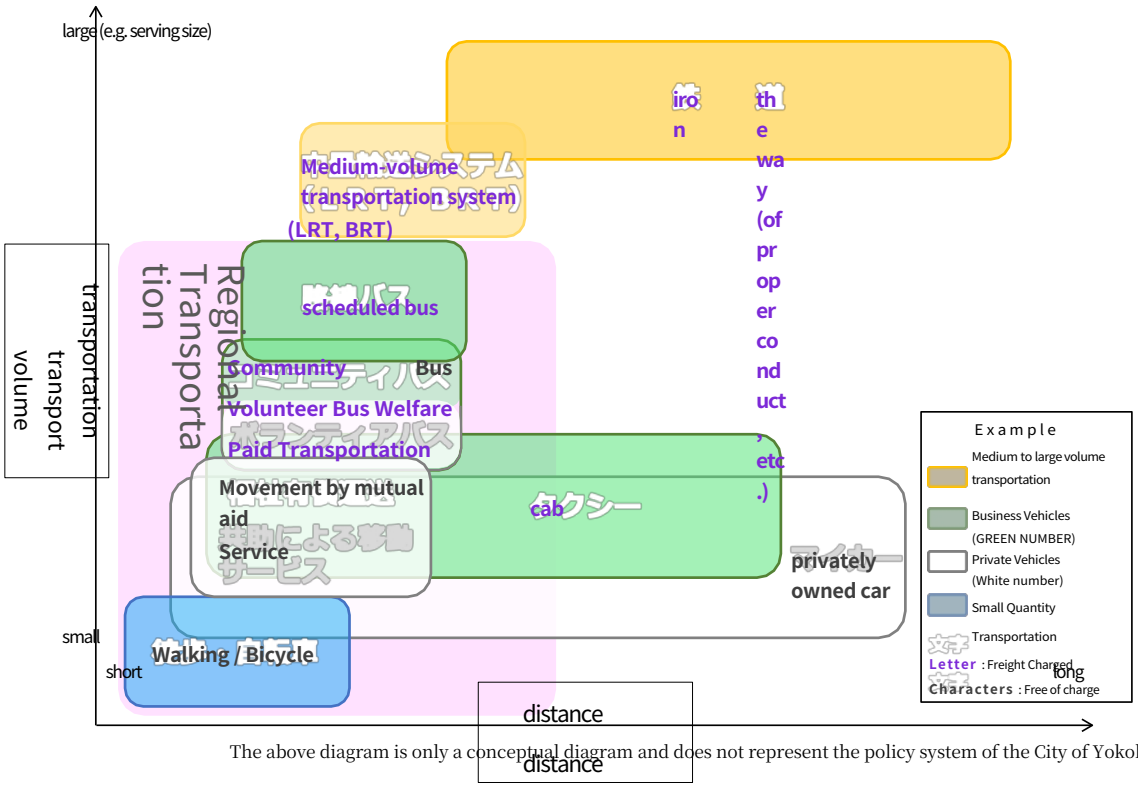


Figure 5-1.　Regional Transportation Diagram

Source: Yokohama City Urban Development Bureau



The above diagram is only a conceptual diagram and does not represent the policy system of the City of Yokohama.

Figure 5-2. Conceptual Diagram of Transportation Roles

Source: Yokohama City Urban Development Bureau

*Regional Transportation In this plan, transportation is defined as transportation to move around the daily life areas of citizens, such as shopping, commuting to work or school, and hospital visits, and generally from home to train stations and areas around home.

Medium-volume transportation systems: Transportation systems (LRT, BRT, etc.)that accommodate the volume of traffic demand between railroads and buses

Community bus: Although there is no clear definition of "community bus," bus routes in which the local government takes the initiative in planning and involving in the operation of the bus routes, such as by having the local government take the initiative in directly operating the buses or outsourcing the operation to transit operators to make up the deficit, are generally referred to as "community buses. For convenience, however, buses operated by small buses or wagon-type vehicles are sometimes referred to as "community buses.

Volunteer buses: Buses operated free of charge by volunteers as a means of transportation through mutual aid in the community.

Welfare Transportation for Charged Rides In principle, NPOs provide door-to-door transportation for members with physical disabilities who have difficulty getting around without assistance from others and who have difficulty using cabs or other public transportation alone, using private vehicles with a seating capacity of less than 11 .

Mutual aid transportation services: Transportation services by acquaintances and local residents using their own cars or shuttle buses to and from commercial facilities, etc.

<Measure Direction 1-1 Maintenance and enhancement of bus routes>

Bus routes are the main means of transportation in the region, connecting railroad stations and residential areas, and must be maintained in the future as an essential transportation service for the daily lives of citizens. However, in the long term, there is a risk that some bus routes may be reduced or discontinued due to a decrease in the number of commuters. However, in the long term, some bus routes may be reduced or eliminated due to a decline in commuting.

Therefore, in order to avoid the occurrence of areas with inconvenient transportation due to the discontinuation of bus routes, etc., and to ensure the convenience of daily life for citizens, the city will maintain bus routes necessary for daily transportation, and will support the introduction of new bus services, etc., and the reorganization of bus routes through the initiative of local communities. In addition, in suburban areas, the city will support efforts to efficiently allocate management resources of bus operators, such as the introduction of articulated buses on routes with a large number of services, and maintain and enhance bus routes.

We will collect and utilize basic data on the actual status of regional mobility, including an accurate grasp of demand through the use of big data terminology [24], etc., and share this data with bus operators in order to create a sustainable bus route network.

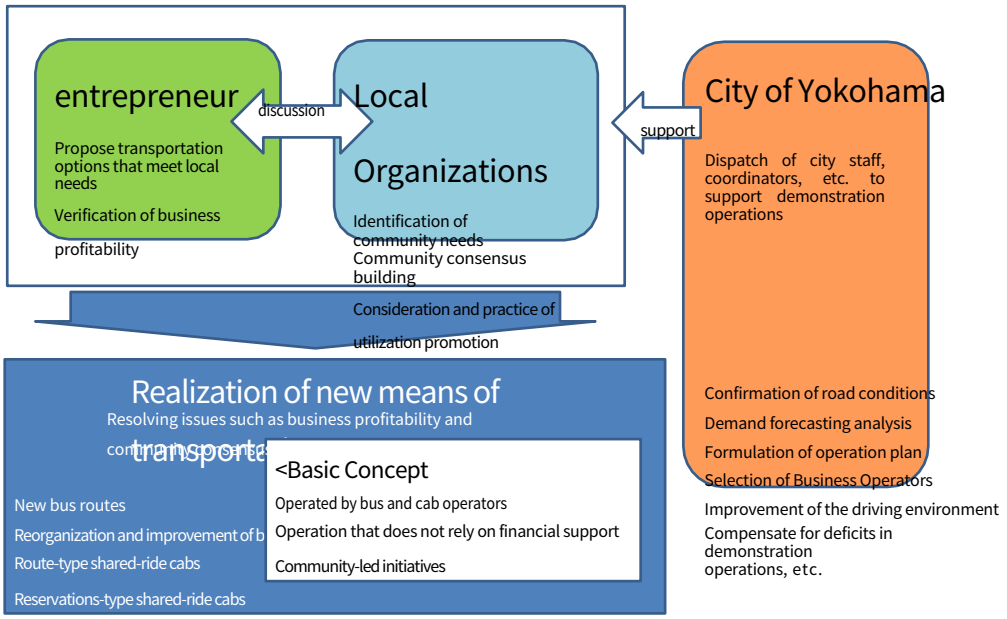


Figure 5-3. Structure of Regional Transportation Support Program

Source: Yokohama City Highway Bureau

Figure 5-4. Kosuzume-go (regional transportation support project)

Source: Yokohama City Highway Bureau

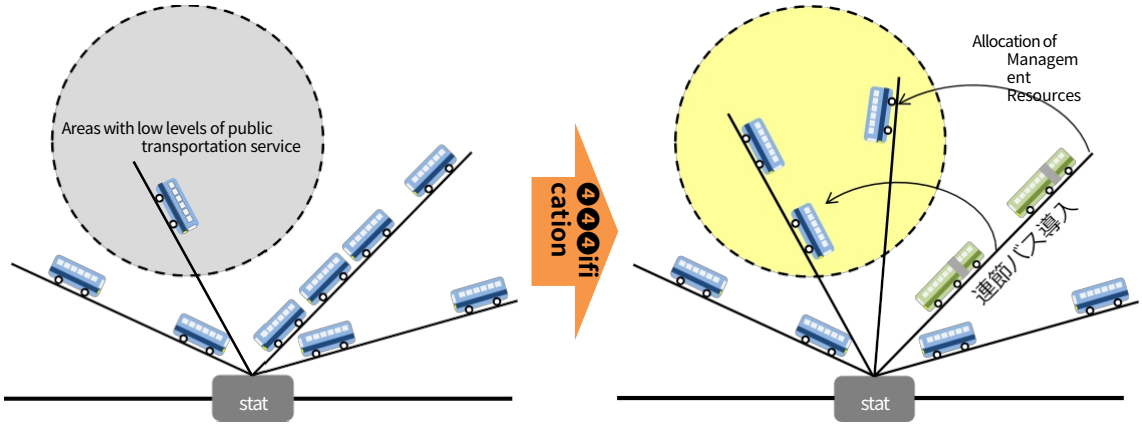


Figure 5-5. Diagram of efficiency gains in management resources through the introduction of articulated buses

Source: Yokohama City Urban Development Bureau

<Direction of measures 1-2 Revitalization of Taxi Service>

Cabs are a form of public transportation that offers door-to-door transportation and 24-hour service, and can provide a fine-tuned service tailored to the user's purpose. On the other hand, cab services face a number of challenges, such as higher fares compared to railroads and buses, fares not being fixed until arrival at the destination, and not always being available when the user wants to use the service.

In order to solve these issues and improve services that take advantage of the characteristics of cabs, we will promote the introduction of ICT-based taxi dispatch services in cooperation with cab associations and other organizations, aiming to realize services that enable users to use cabs when they want to use them. We will also promote efforts by cab operators to improve convenience for users, such as simplifying payment by introducing online payment and electronic money, and providing multilingual tablets for foreign visitors to Japan.

In addition, we will actively support the implementation of measures being discussed by cab associations and others to revitalize the cab industry, such as the introduction of shared-ride cabs that transport an unspecified number of passengers at the same time, and advance fixed fares where fares are determined based on destination alone, regardless of traffic congestion or detours.

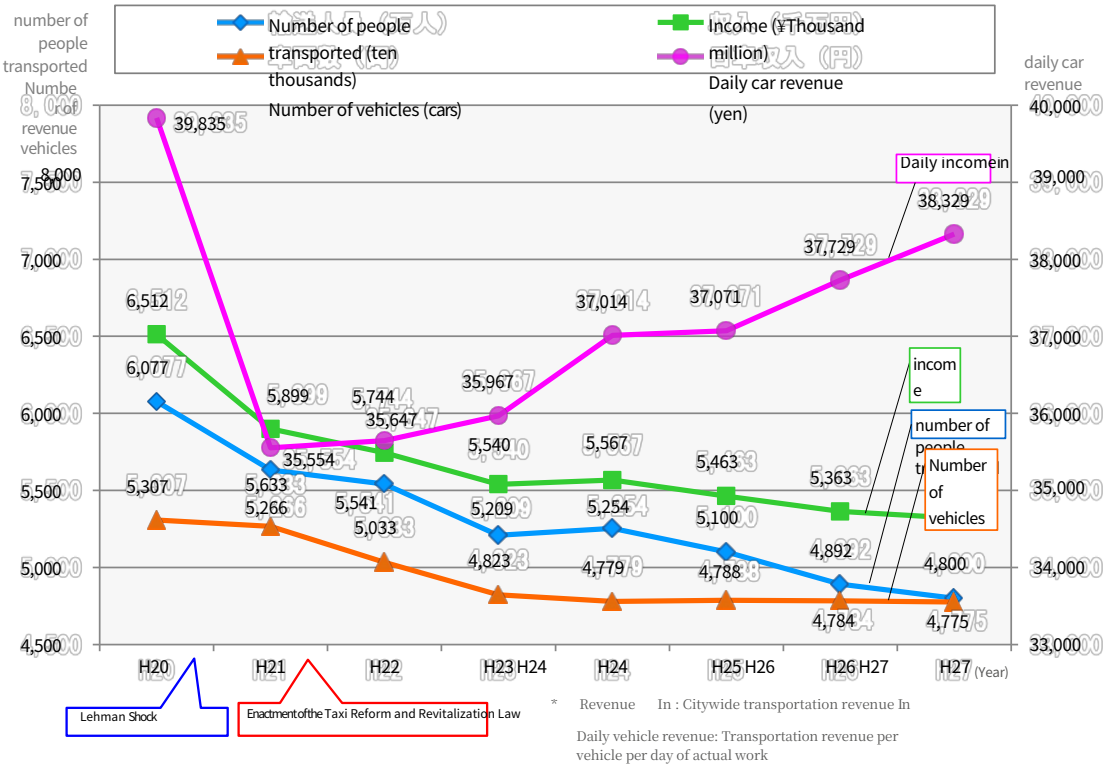


Figure 5-6. Number of Taxis Transported, Revenue, Number of Vehicles, and Daily Revenue of Taxis in Yokohama City

Source: Yokohama Branch, Kanagawa Prefecture Taxi Association Prepared by City of Yokohama based on Yokohama City Transportation Results (H20 - H27)

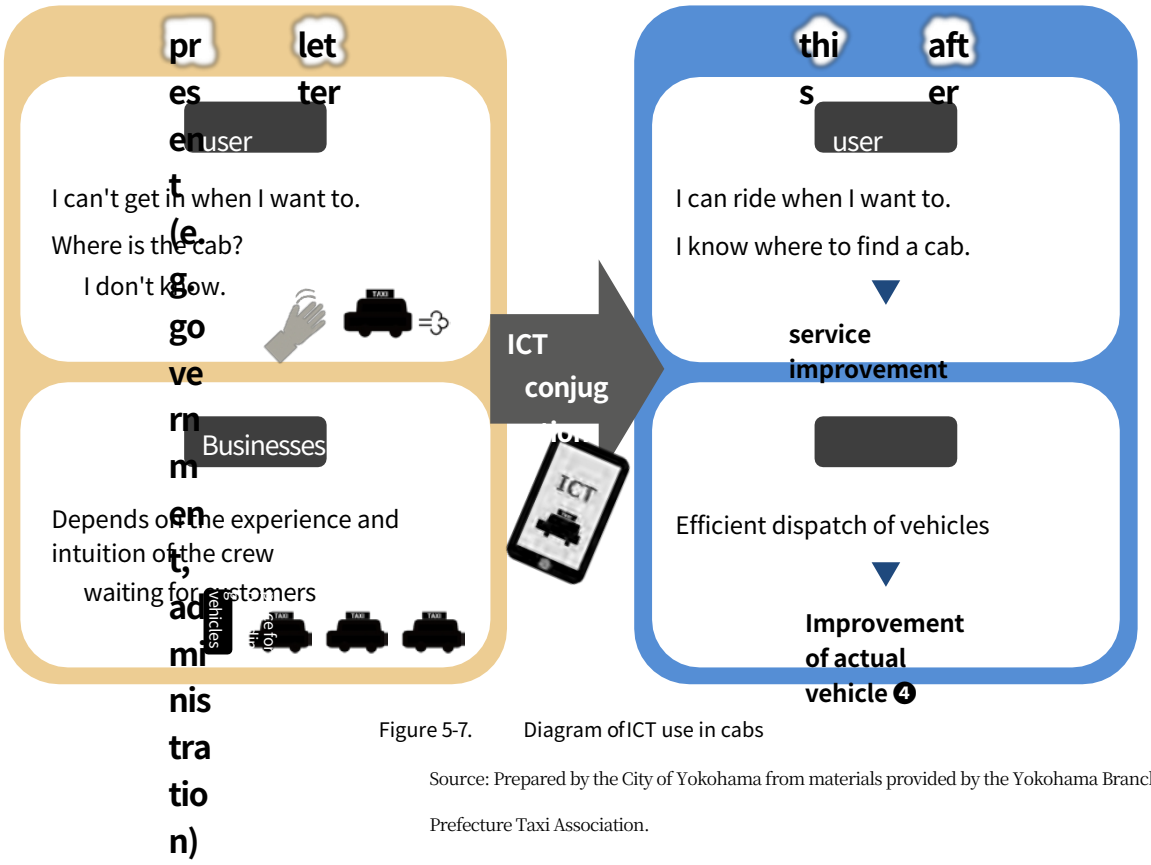


Figure 5-7.　Diagram of ICT use in cabs

Source: Prepared by the City of Yokohama from materials provided by the Yokohama Branch of the Kanagawa Prefecture Taxi Association.

<Measure Direction 1-3 Realization of new transportation services by diverse actors>

With the arrival of a super-aged society and other changes in social conditions, there is a growing demand for transportation services that cannot be provided by public transportation, in addition to the conventional transportation based on public transportation, as a means for citizens to carry out their daily lives, regardless of age or place of residence. These mobility services include various issues such as securing service providers and legal problems with transportation using white license plates, and there is no sufficient system in place.

Therefore, in order to ensure that the increasing number of elderly, disabled, and other people with mobility limitations have the mobility they need in their daily lives, we will provide support for the revitalization of existing services and the realization of new transportation services, such as welfare paid transportation operated by NPOs [terms 25] and others, transportation support through social contribution activities by social welfare corporations, and transportation services utilizing the long-term care insurance system, while strengthening coordination between welfare policies and transportation policies. While strengthening coordination between welfare policy and transportation policy, we will promote support for the revitalization of existing services and the realization of new transportation services.

In addition, we will also consider the development of volunteer-run transportation services and private transportation services using shuttle buses to and from commercial facilities through social experiments, targeting areas that are not well served by public transportation services.

Furthermore, we will actively cooperate with the demonstration tests and study the possibility of introducing new transportation services through technological innovation, while fully taking into account the trends in automotive technology development being promoted by the government and private sector in cooperation with the national government, including automated driving technology, and the status of social systems, including related laws and regulations. We will also consider the possibility of introducing new transportation services through technological innovations.

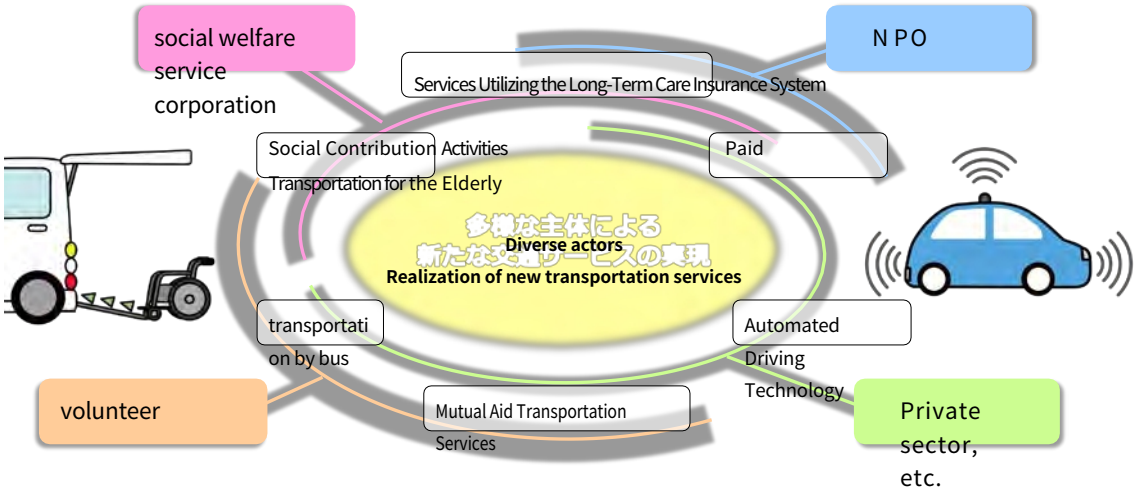


Figure 5-8. Diagram of new transportation services by various actors

Source: Yokohama City Urban Development Bureau

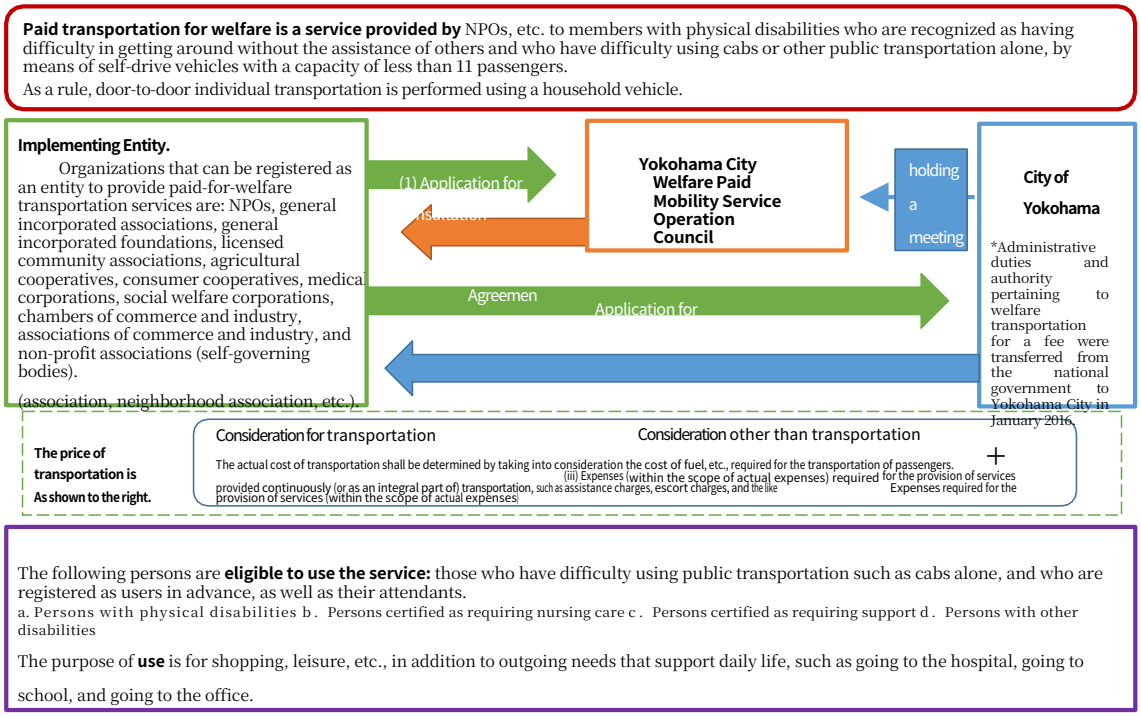
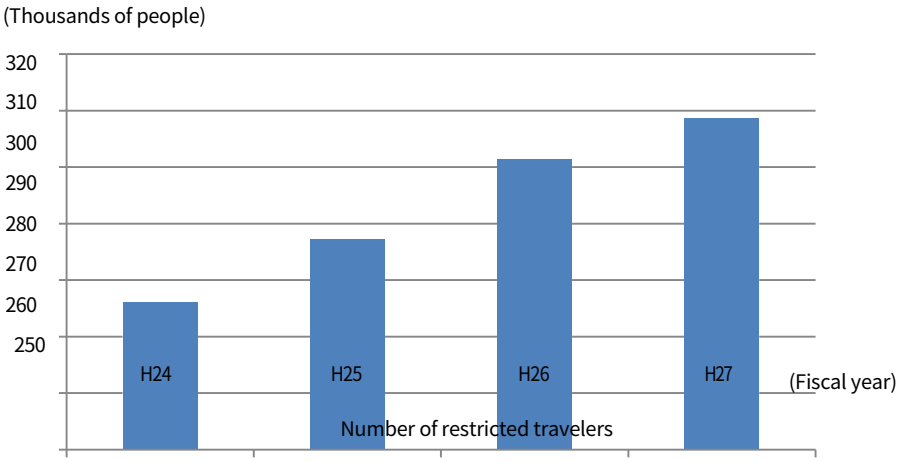


Figure 5-9. Registration Procedures and Characteristics of Paid-for-Welfare Transportation

Source: Prepared by the City of Yokohama based on data from the Yokohama City Health and Welfare Bureau



*Persons with mobility restrictions: Total number of persons certified as requiring support or nursing care, number of persons issued physical disability certificates, and number of mentally retarded children grasped.

Figure 5-10. Number of mobility constrained persons in Yokohama City

Source: Prepared by the City of Yokohama based on data from the Kanagawa Prefectural Health and Welfare Bureau

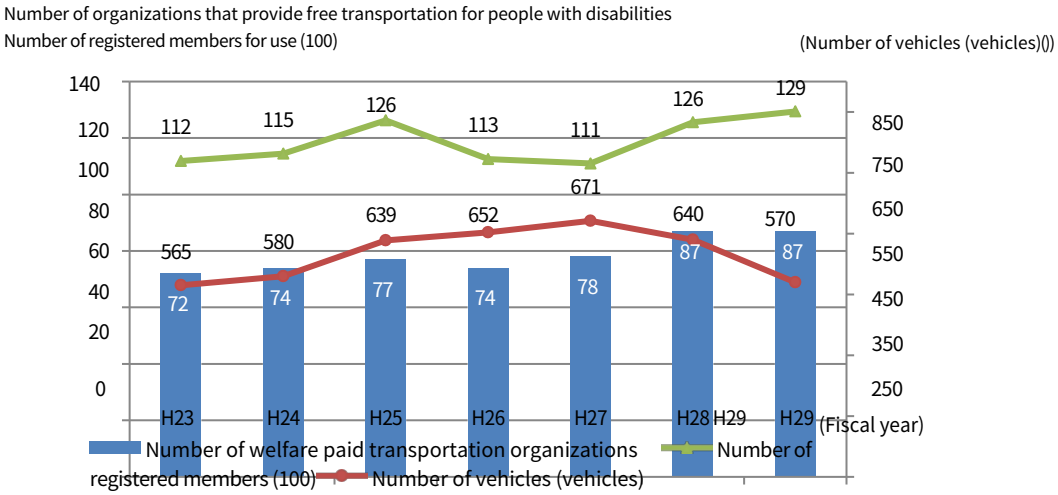


Figure 5-11　Number of NPOs and Other Organizations Providing Paid Welfare Transportation in Yokohama City, Number of Vehicles, and Number of Users

Source: Prepared by the City of Yokohama based on data from the Yokohama City Health and Welfare Bureau

<Measure Direction 1-4 Improvement of Pedestrian Space and Bicycle Usage Environment>

Walking is the basis for all forms of transportation, but currently there are many roads without sidewalks or with narrow sidewalks, which do not always provide a safe and secure environment for walking. Therefore, we will create safe and comfortable spaces for everyone to walk by installing or widening sidewalks, especially around stations and along routes to school. In addition, by creating walking spaces that promote health and encourage people to get out and about, we will create an environment where people can enjoy their health and fitness.

Bicycles are a familiar and convenient means of transportation that has less impact on the environment and improves health, and there is a need for bicycles to coexist with other modes of transportation in the city in a well-balanced manner as safe and secure vehicles. For this reason, in areas where bicycle use and accidents are common, mainly around railroad stations, we will promote the development of bicycle traffic space on existing roads so that bicycles can be used safely and comfortably and the safety of pedestrians and other pedestrians can be ensured. In addition, we will promote the development of bicycle parking environments at facilities that are frequently used by bicycles.

Figure 5-12. Diagram of Health Road Development

Source: Yokohama City Highway Bureau

Figure 5-13. Installation of sidewalks

Source: Yokohama City Highway Bureau

Figure 5-14. Bicycle Dedicated Traffic Zones

Source: Yokohama City Highway Bureau

Basic Policy 1　Transportation policies that improve the quality of life for citizens

Policy Objective 1　Realization of regional transportation that is easy for everyone to get around".
Main Policies and Projects
Bus route maintenance system for daily life transportation Term [26]
Promote and expand regional transportation support projects
Improve efficiency of cab dispatching by utilizing ICT technology.
Simplify cab fare payment by introducing online payment and electronic money.
Improve cab service for foreign visitors to Japan by introducing multilingual tablets
Provide mobility services in coordination with welfare needs
Development of safe and secure pedestrian spaces
Promote the use of no power poles.
Promotion of Healthy Road Development Project Terminology [27]
Creating a safe and comfortable space for bicycling
Appropriate use of terminology [(28).]

Policy Goal 1　Realization of regional transportation that is easy for everyone to get around".
Major measures and projects to be considered for implementation in the future
Maintain and enhance the route network by introducing intermodal buses in suburban areas
Reorganization of bus routes by understanding and utilizing travel demand using big data, etc.
Demonstration of efficient, demand-driven bus and cab operation using ICT technology
Introduction of Shared Ride Taxis
Pre-fixed cab fares
Dynamic pricing of cabs Term [29]
Introduction of new transportation services through technological innovation (e.g., self-driving technology)
Cab service by self-driving cars

Policy Goal 2 Further promotion of barrier-free access

Health and Welfare Bureau, Building Bureau, Urban Development Bureau, Road Bureau

As the population is expected to age further, it is important to realize a healthy and vibrant society through the independence and participation of the elderly, as well as to create an environment in which they can move around freely and engage in activities regardless of whether they have disabilities.

Therefore, it is essential for the elderly, the disabled, and others to have access to transportation to lead independent daily and social lives, and it is necessary to remove barriers in the field of transportation and create a transportation environment that allows everyone to move smoothly.

Therefore, we will further promote the construction and improvement of roads and facilities that facilitate mobility in the transportation sector, and the introduction of barrier-free vehicles. We will also promote both hardware and software initiatives, such as the dissemination and awareness-raising of mental barriers, so that citizens and businesses will have greater understanding and cooperation with the elderly, disabled, and other people.

Figure 5-15. Welfare Community Development

Source: Yokohama City Health and Welfare Bureau

<Direction of measures 2-1 Improvement of facilities and vehicles for barrier-free access>

With the advent of a super-aged society, there is an increasing need to create a town where everyone, including the elderly and people with disabilities, can move freely and live comfortably at their own will.

Therefore, in order to promote barrier-free access to stations and the surrounding area in an integrated manner, we will work with operators to eliminate steps in routes from station entrances and exits to platforms by installing elevators, etc., and to improve multifunctional restrooms, etc., and to provide easy-to-understand information. On the roads around stations, we will install blocks to guide the visually impaired, semi-flatten sidewalks, and provide easy-to-understand information.[30], and road grade optimization.

In addition, to promote the spread of non-step bus terminology[(31)], which eliminates physical steps at bus stops, and universal design cab terminology[(32)], which allows wheelchair-accessible boarding and exiting, we support the introduction of such vehicles by transportation operators.

Figure 5-16. Barrier-free vehicles (nonstep buses and universal design cabs)

Source: (Upper) Yokohama City Transportation Bureau, (Lower) Kanagawa Prefecture Taxi Association

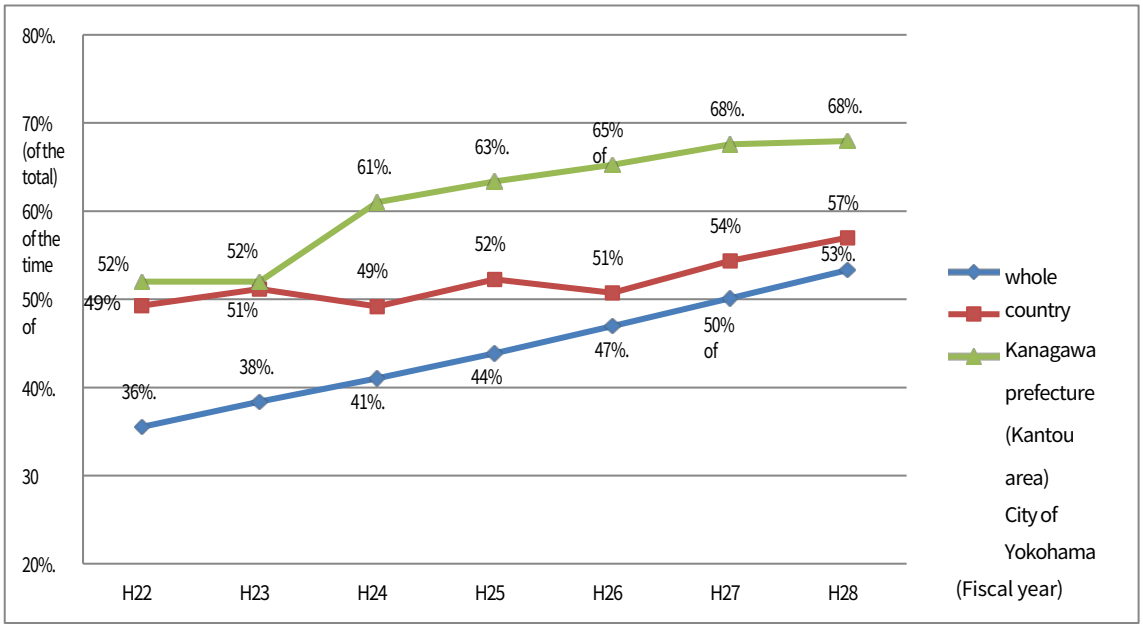
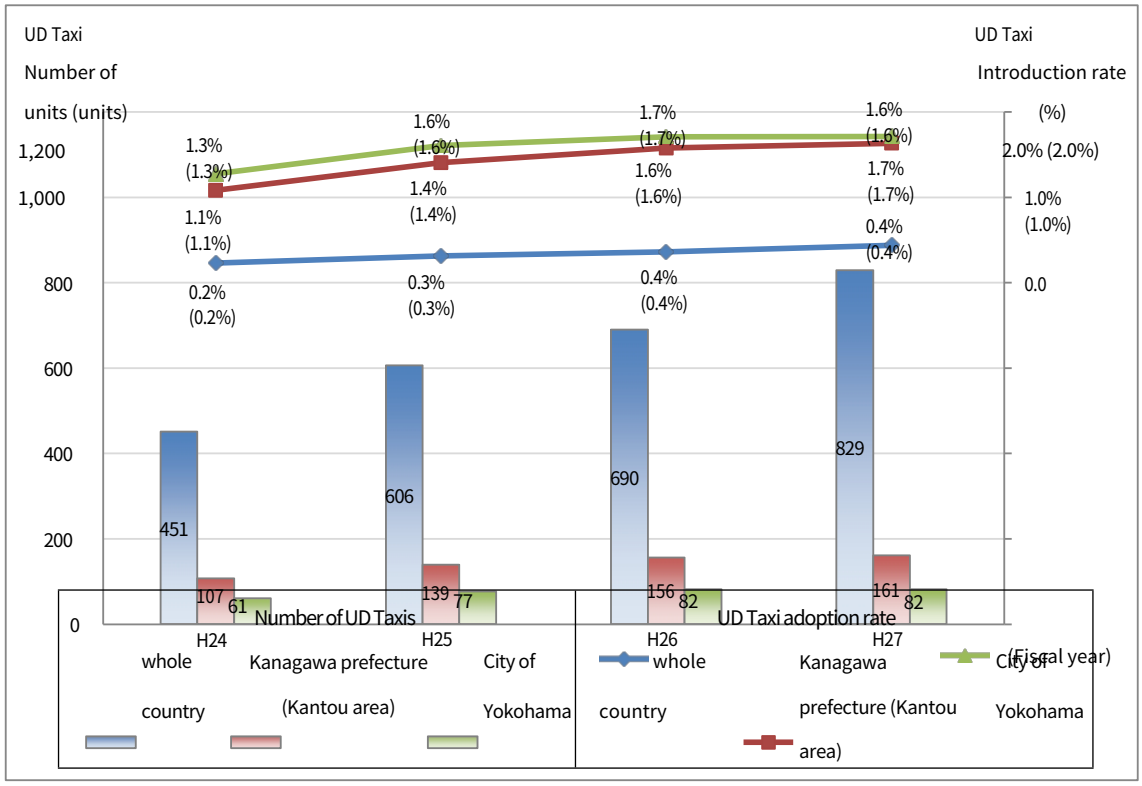


Figure 5-17. Percentage of Non-Step Buses Installed by Yokohama City Bus Operators

Source: Compiled by Yokohama City from Yokohama City Statistical Portal and Ministry of Land, Infrastructure, Transport and Tourism data.



*Nationwide figures are for cabs belonging to the National Federation of Taxi and Hire Taxi Associations only. Values for Kanagawa Prefecture and Yokohama City are for cabs belonging to the Kanagawa Prefecture Taxi Association only.

Figure 5-18. Percentage and Number of Universal Design Taxis Introduced in Yokohama City

Source: Prepared by the City of Yokohama from materials provided by the Kanagawa Prefecture Taxi Association.

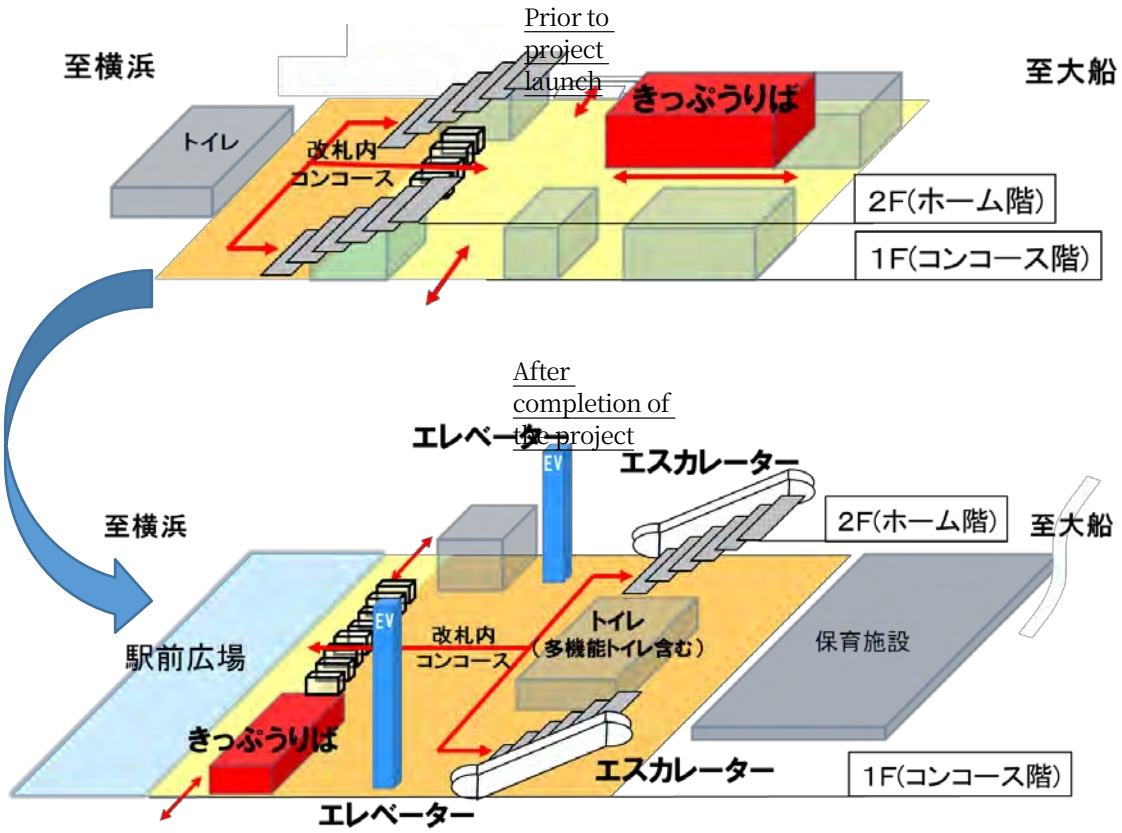


Figure 5-19. Barrier-free facilities at stations (JR Kannai Station)

Source: Yokohama City Urban Development Bureau

＜Policy Direction 2-2 Support for the dissemination and awareness of mental barrier-free access＞

In order for the elderly, the disabled, and expectant and nursing mothers to be able to lead their daily lives and social lives with peace of mind, it is important not only to improve facilities (hardware), but also to remove mental barriers by recognizing the difficulties of these people as their own problems and actively cooperating with their social participation.

To this end, we will provide opportunities for citizens and users to experience simulated barrier-free transportation, assistance, and rides in barrier-free vehicles through the Transportation Barrier-Free Classroom. In addition, we will widely promote barrier-free transportation to citizens through educational activities such as distribution of pamphlets. In addition, we will spread the "voice and support" campaign [33] among station staff, train crews, and other users to promote barrier-free mindedness.

Figure 5-20. Transportation Barrier-Free Classroom

Source: Yokohama City Urban Development Bureau

Figure 5-21. Barrier-Free Awareness Activities

(Source) (Left) Data from each railway-related company and bureau, (Right) Data from Kanto District Transport Bureau, Ministry of Land, Infrastructure, Transport and Tourism

Basic Policy 1 Transportation policies that improve the quality of life for citizens

Policy Objective 2 Further promotion of barrier-free access" to Main Policies and Projects
New Barrier-Free Basic Concept Terminology [34]
Barrier-free roads
Barrier-free access at train stations
Improvement of bus stops
Improve cab stand
Promote the use of parking spaces for wheelchair users.
Support for introduction of nonstep buses
Support for introduction of universal design cabs and welfare vehicle cab terminology [35]
Conducting transportation barrier-free classes
Barrier-Free Awareness Activities

Policy Objective 3 Promote conversion from private car transportation to public transportation, etc.

Urban Development Bureau, Highway Bureau, (Global Warming Prevention and Countermeasures Headquarters)

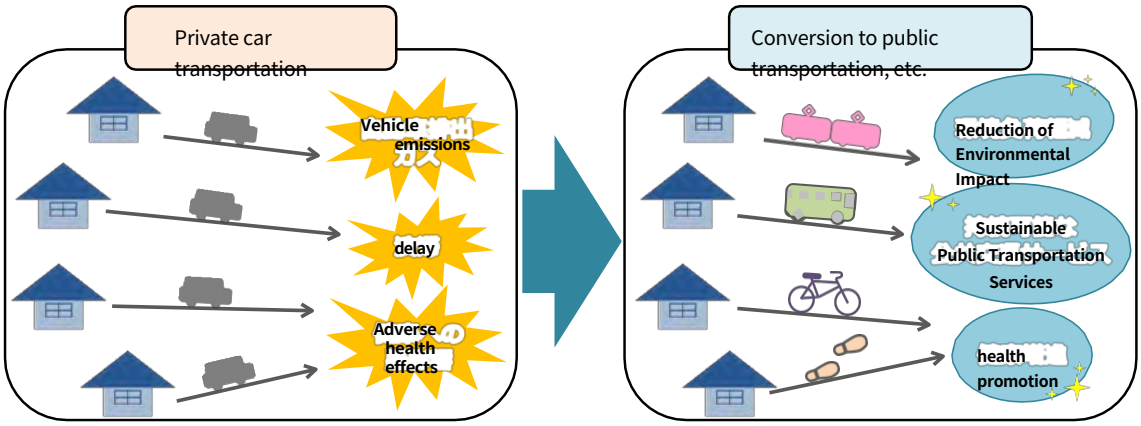
Excessive dependence on personal cars may lead to negative impacts on both society and individuals, such as environmental burdens from vehicle emissions, economic losses due to traffic congestion, and adverse health effects.

Therefore, it is necessary to change lifestyles that excessively rely on private cars and promote travel by walking, bicycles, and public transportation to reduce environmental burdens, improve health, and achieve sustainable public transportation services.

Therefore, we will promote the creation of a town that is easy to get around without relying on the personal car, through both hardware and software measures, such as the development of an environment that facilitates the use of public transportation and bicycles, and the active development of educational activities for citizens.

Figure 5-22. Diagram of conversion from private car transportation to public transportation

Source: Yokohama City Urban Development Bureau



＜Policy Direction 3-1 Establish an environment that promotes the use of public transportation and bicycles ＞

In order to promote the shift from private car transportation to public transportation, it is necessary to improve the use environment of public transportation, which is not always easy to use, and make it more attractive, and it is important to seamlessly connect various modes of transportation.

To this end, the city will work with operators to create spaces that facilitate transfers between railroads and buses/taxis station plazas and other locations where various public transportation functions are concentrated, as well as promote improvements to the waiting environment for buses and cabs. In addition, the city will promote the creation of spaces that facilitate transfers between railroads and buses/taxis, real-time bus operation status, and the improvement of cab and bus waiting environments.

In addition, the city will consider "Advanced Bus System Terminology [36]," which utilizes articulated buses, the introduction of free-ride tickets in specific areas, and credit boarding, which shortens boarding and alighting times by eliminating the need for fare settlement by the bus crew.

Furthermore, to improve the environment for bicycle use, we will promote the development of a bicycle parking environment where users can park their bicycles safely and comfortably, and work to improve bicycle traffic space where bicycles can ride safely, securely, and comfortably.

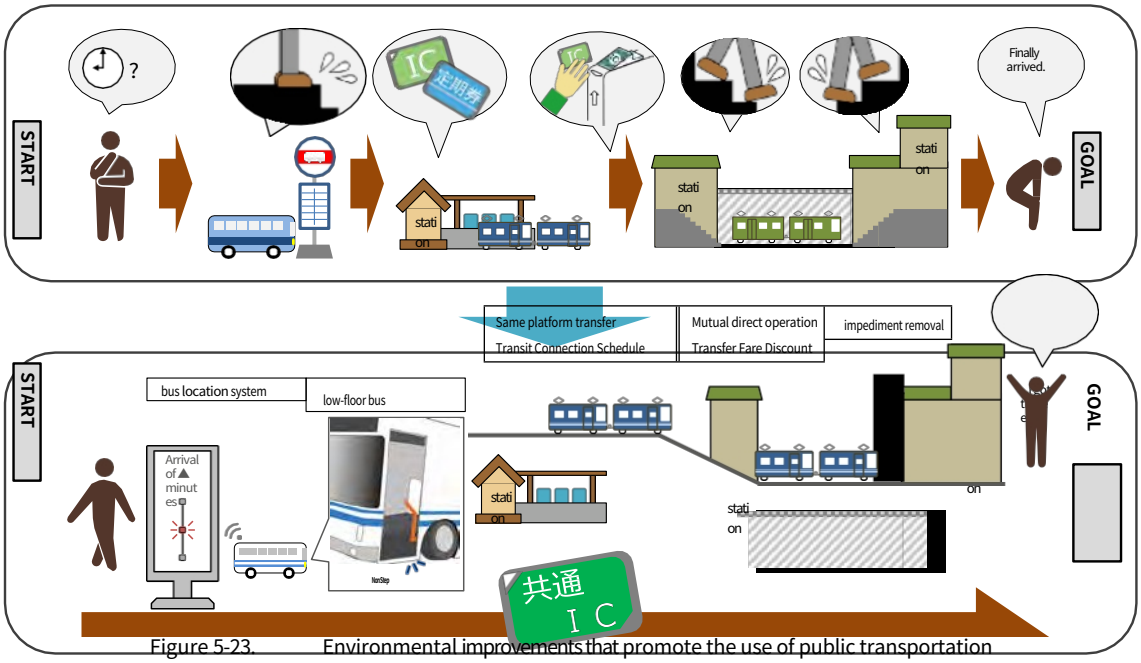


Figure 5-23. Environmental improvements that promote the use of public transportation

Source: Yokohama City Urban Development Bureau

＜Direction of Measures 3-2 Educational activities to encourage people to switch from private cars to public transportation, etc.＞

In order to curb excessive car traffic and promote the use of public transportation and bicycles, it is necessary for each citizen to think about changing his or her awareness and lifestyle regarding transportation behavior itself.

To this end, we will provide information on public transportation, such as bus maps, to encourage a voluntary shift in transportation behavior to walking, bicycling, and public transportation, by giving classes at schools and creating and distributing educational goods to show in detail the various problems caused by excessive car use, such as the impact on the environment and health, and the elimination or reduction of bus routes due to a decrease in the number of users. Mobility management terminology [37] will be promoted to encourage a voluntary shift in transportation behavior to walking, bicycling, and public transportation.

In addition, we will support citizen groups' proactive efforts to hold events and operate websites that promote the use of public transportation and bicycles.

Figure 5-24. Visiting elementary school

Source: Yokohama City Urban Development Bureau

Figure 5-25. Educational goods (bus map by area)

Source: Yokohama City Urban Development Bureau

Basic Policy 1 Transportation policies that improve the quality of life for citizens

Policy Objective 3 Promoting the shift from private car transportation to public transportation, etc.
Main Policies and Projects
Improvement of bus stops
Improve cab stand
Improvement of transfer information at transportation nodes
Support for introduction of bus location system terminology [38]
Improvement of the environment that leads to faster bus service, such as bus priority lanes and PTPS [term 39]
Improve efficiency of cab dispatching by utilizing ICT technology.
Introduction of "Advanced Bus System" utilizing articulated buses
School mobility management (delivery of lessons)
Implement mobility management in cooperation with transportation operators
Mobility Management Event Held
Creation and distribution of mobility management educational goods
Distribution of bus maps by area
Support for events by civic groups and transportation operators
Support for citizen groups' independent efforts, such as website management
Creation of a safe and comfortable space for bicycles to pass through
Appropriate operation of the mandatory bicycle parking system

Policy Objective 3 To "Promote the shift from private car transportation to public transportation, etc.
Major measures and projects to be considered for implementation in the future
Introduction of a credit boarding system to improve speed and convenience of local buses
Common train tickets in specific areas using IC cards.

Basic Policy 2 Transportation policies that support urban growth and enhance attractiveness

Policy Objective 4 Formation of a systematic transportation network to facilitate mobility

Related Bureau: Urban Development Bureau, Road Bureau

In today's world, where the value of time has increased in the lives of citizens and in the activities of businesses, further improvement of speed and timeliness in the movement of people and goods is an extremely important factor in supporting daily life and economic activities.

For this reason, it is important to resolve automobile traffic congestion in the city, and a drastic measure, the enhancement of the road network, is required. In addition, railroads, the main mode of transportation for commuting to work and school, have high transportation capacity and are high-quality public transportation in terms of speed, punctuality, and environmental friendliness, and there is a continuing need to form a rail network and improve transportation nodes.

Therefore, we are working to facilitate road traffic by improving road networks and eliminating bottlenecks based on the characteristics and roles of roads, as well as to facilitate transfers between railroads and other public transportation by creating a railroad network that is integrated with urban development and seamless transportation nodes. We will also facilitate transfers between railways and other forms of public transportation by creating a seamless transportation node.

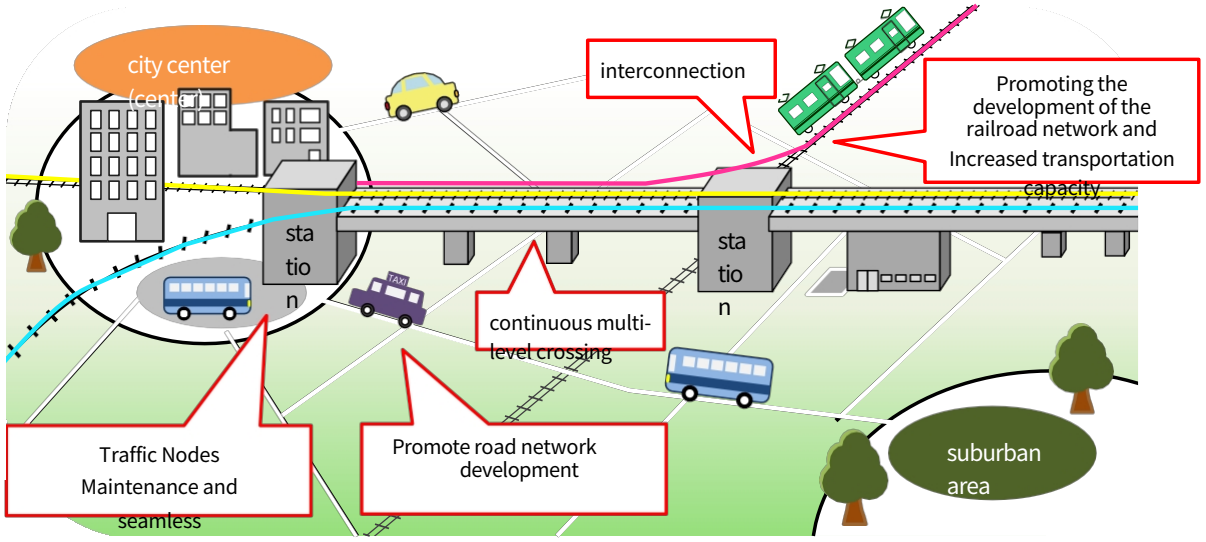


Figure 5-26. Systematic transportation network to facilitate mobility

Source: Yokohama City Urban Development Bureau

＜Direction of Policies 4-1　Promote the development of the city's road network＞

In order to enhance the road network that facilitates road traffic, we will concentrate on routes that are nearing completion and those that are highly effective so that the project can be effective as soon as possible. In addition, for routes that have not yet been started according to urban planning, priority routes will be designated and systematic maintenance will be promoted.

In addition, we will promote the systematic development of roads and transportation access to areas where large-scale land use conversion will be promoted in the future, such as former U.S. military facilities, while ensuring consistency with land use plans, etc.

In addition to installing right-turn lanes and bus bays (40) as a countermeasure for localized traffic congestion in daily life areas, we will promote a continuous multi-level intersection [41] between railroads and roads on the Sagami Railway Main Line (near Tsurugamine Station) as a countermeasure for traffic congestion caused by railroad crossings.

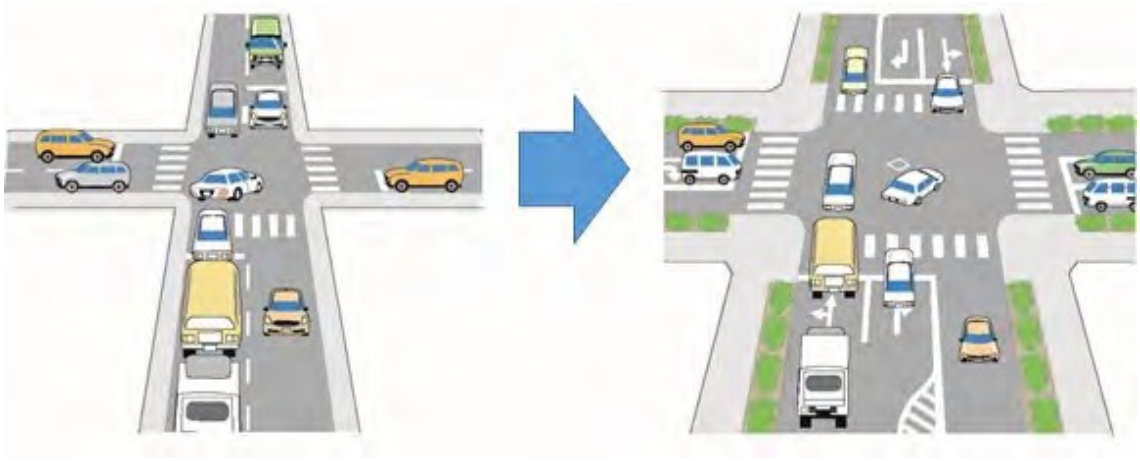


Figure 5-27.　Diagram of intersection improvements

Source: Yokohama City Highway Bureau

Figure 5-28.　Road Widening and Improvement (Asahi Ward)

Source: Yokohama City Highway Bureau

Figure 5-29. Image of the completed continuous railroad intersections project (Sagami Railway Main Line (Hoshikawa - Tennocho Station))

Source: Yokohama City Highway Bureau

＜Direction of Policies 4-2　Promote the development of the railroad network and increase transportation capacity＞

In order to enhance access to central Tokyo and the Shinkansen bullet train, we will promote the construction of the Kanagawa East Area Line, while considering the extension of High Speed Rail Line 3, the Yokohama Loop Railway, and the conversion of the Tokaido Freight Branch Line to a freight/passenger combined line, based on the report of the National Transport Policy Council. In considering these projects, we will proceed with a clear order of priority, taking into consideration factors such as land use and business profitability.

For existing railroad lines with high ridership and high congestion, we will encourage railroad operators to take measures to increase transportation capacity, such as increasing the frequency of services during peak hours and increasing the number of priority trains, and we will also consider soft measures, such as raising awareness of staggered commuting, as necessary.

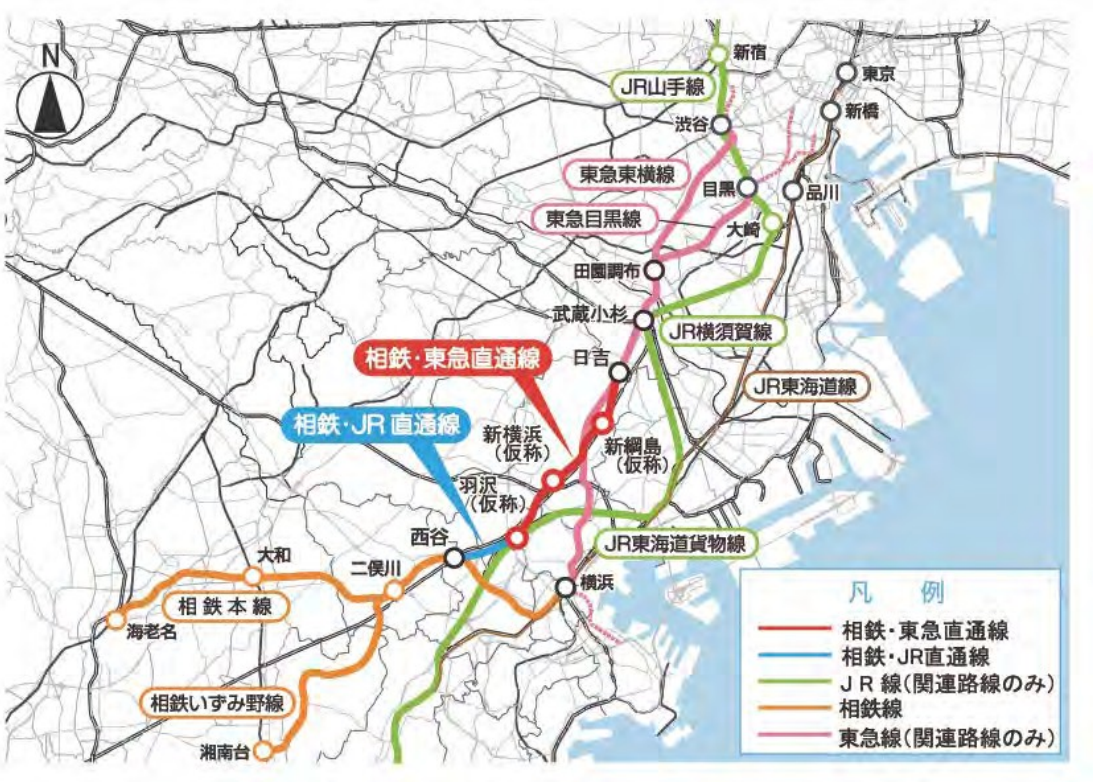


Figure 5-30.　Kanagawa Eastern Route Project Route Map

Source: Yokohama City Urban Development Bureau

<Measure Direction 4-3: Improvement and Seamless Transportation Nodes

In order to strengthen the function of stations as transportation nodes between railroads, which provide essential transportation, and buses and cabs, which are the main means of transportation from railroad stations to destinations, we will work with related parties to create an environment that allows seamless travel by providing transfer information from the user's perspective and by developing and rationally operating station plazas.

In addition to its function as a transportation node, the station will also promote efforts to revitalize the community by developing functions that play a public role so that the station will serve as a hub for compact urban development.

Yokohama Station is one of the largest terminal stations in Japan, served by six railroad operators and used by approximately 2 million passengers per day. Therefore, we will ensure convenient transfers, pedestrian flow lines, and promote universal design appropriate for the gateway to Yokohama.

In addition, Shin-Yokohama Station, a stop on the Tokaido Shinkansen Line, will be a stop on the Kanagawa Eastern Route after the completion of the line.

As the station will be the hub of a wide-area network of five railway companies, we will work with railroad operators to provide signage and other measures to enable seamless transfer between the Shinkansen and conventional lines.

Figure 5-31. Example of rail and bus transfer information (in front of the ticket gates of Kannai Station, Yokohama Municipal Subway)

Source: Yokohama City Urban Development Bureau

Station building before improvement

Completed image

Development of childcare facilities at stations

Figure 5-32. Railroad Station Improvements (JR Kannai Station)

Source: Yokohama City Urban Development Bureau

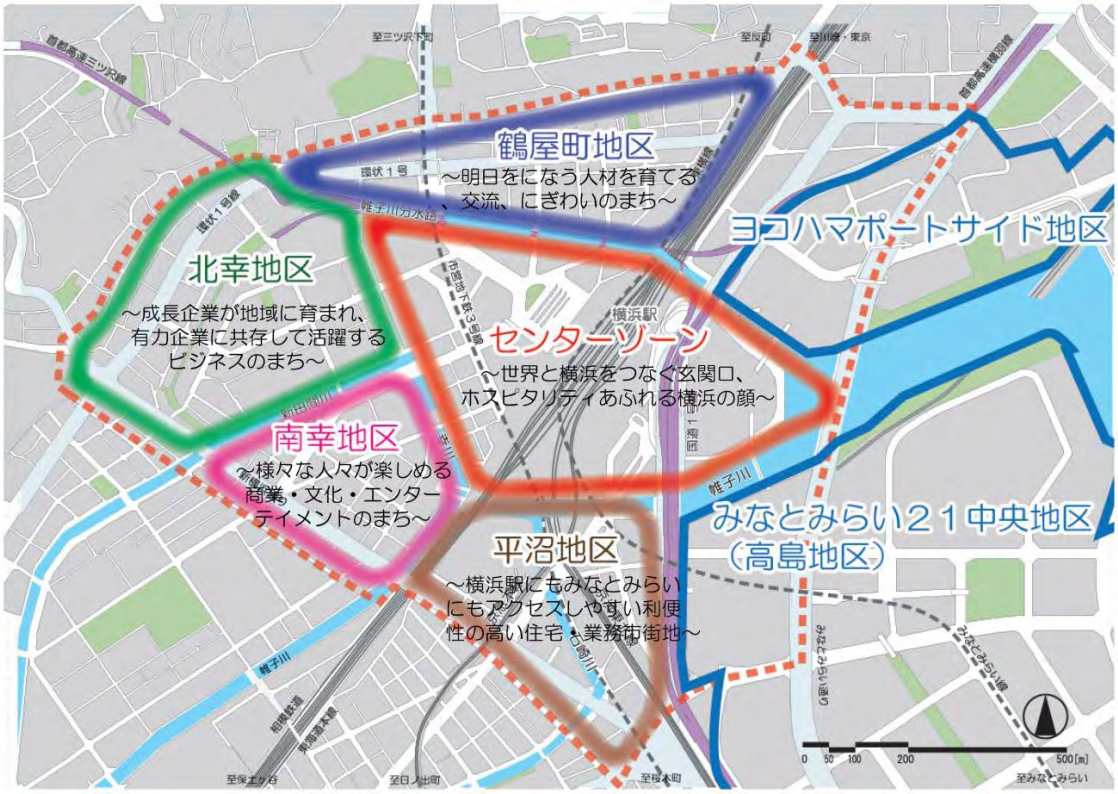


Figure 5-33. The base development district that forms the gateway to Yokohama (area of Excite Yokohama 22)

Source: Yokohama City Urban Development Bureau

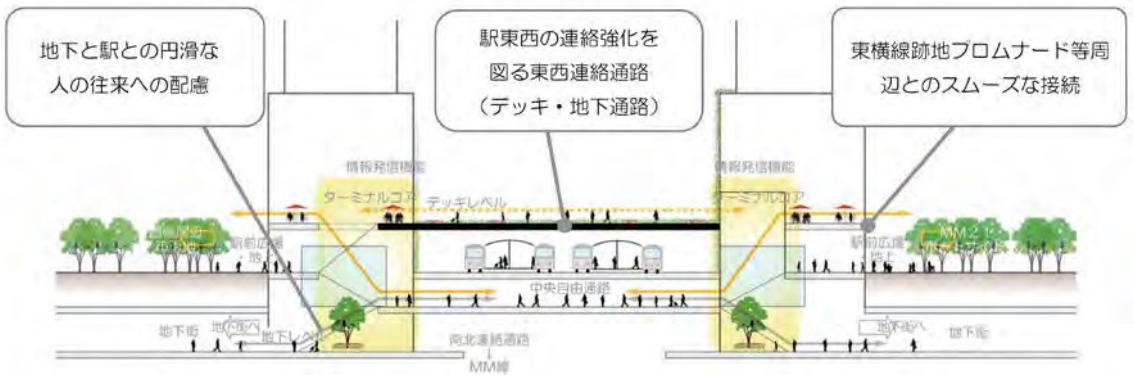


Figure 5-34. Image of smooth network formation in the vicinity of Yokohama Station

Source: Yokohama City Urban Development Bureau

Basic Policy 2 Transportation policies that support urban growth and enhance attractiveness

Policy Objective 4. Formation of a systematic transportation network to facilitate mobility "
Main Policies and Projects
Improvement of urban planning roads
Widening of roads in chronically congested areas
Improvements to bottleneck intersections
Installation of right turn lanes and bus bays
Continuous Intersection Project (Sagami Railway Main Line (Hoshikawa Station - Tennocho Station, near Tsurugamine Station)
Road maintenance for large-scale land use conversion
New traffic to accommodate the land use plan for the former Kamiseya telecommunications facility.
Promote Kanagawa Eastern Route project
Study on commercialization of high-speed rail line 3 extension (Azamino to Shin-Yurigaoka)
Yokohama Loop Railroad Project Study
Consideration of the Tokaido Freight Branch Line for freight and passenger use.
Consider stopping mid-distance trains at JR Tsurumi Station.
Study on revitalization of JR Tsurumi Line
Station improvements to enhance station functions (JR Sakuragicho Station, JR Kannai Station, etc.)
Consideration of station congestion reduction and safety measures (e.g., Higashi-Totsuka Station)
Promote the Excite Yokohama 22 project.
Improvement of information on the Shinkansen and conventional lines at Shin-Yokohama Station to facilitate transfers.
Provide appropriate information on rail and bus transfers.
Temporary operation of public transportation during large-scale events, etc.
Improvement of free passageways and traffic plazas at train stations

Policy Goal 5 Formation of a wide-area transportation network that contributes to strengthening Yokohama's competitiveness

Policy Bureau, Culture and Tourism Bureau, Urban Development Bureau, Road Bureau, Port and Harbor Bureau

In addition to competition with other domestic cities, competition among cities around the world to acquire human resources, companies, and assets from each other is becoming even more intense. Under these circumstances, our city, which has established itself as an international city, needs to further develop its international competitiveness to drive the development of the entire metropolitan area together with Tokyo.

Therefore, in order to become a city of choice for people and businesses, it is necessary to develop a strategic transportation policy that enables not only economic but also cultural and tourist exchanges, and to establish a transportation infrastructure that facilitates wide-area travel to and from Japan and abroad.

Therefore, we will form a wide-area transportation network that will contribute to strengthening Yokohama's competitiveness, including the development of a wide-area trunk road network such as the Yokohama Loop Road that connects the industrial hubs of the Port of Yokohama and the waterfront area with the surrounding area, the enhancement of the road network in the waterfront area, the strengthening of international cruise center functions, and the improvement of international airport and Shinkansen line access.

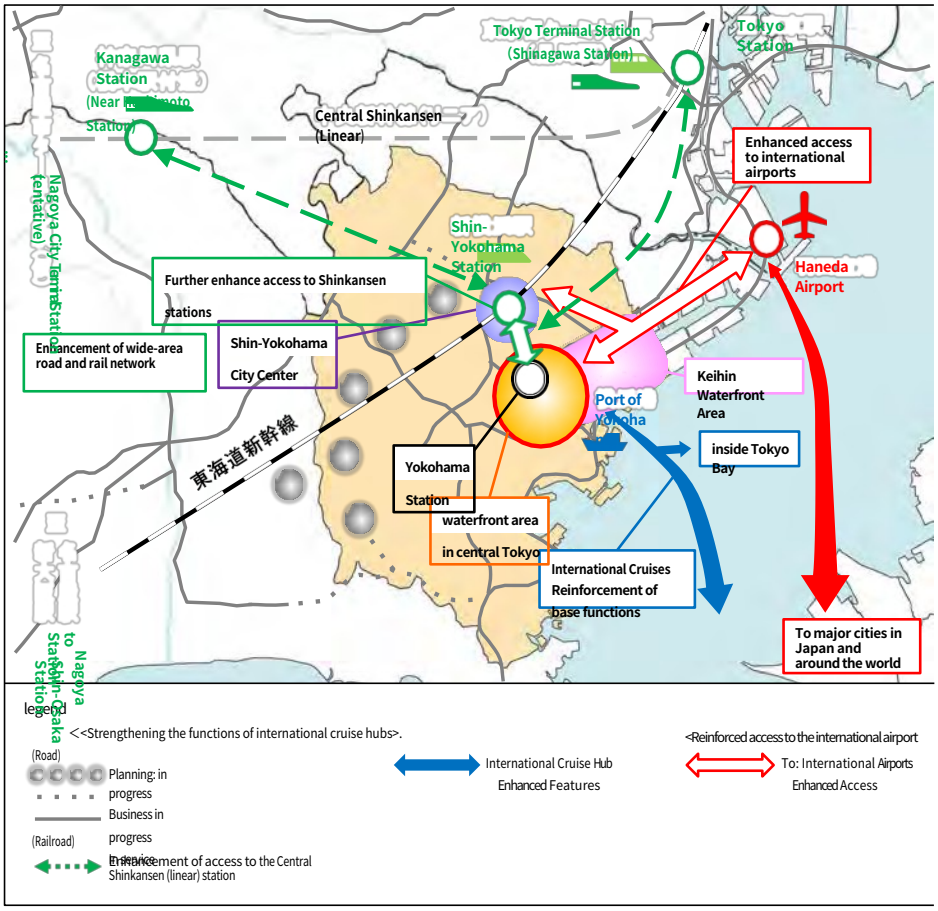


Figure 5-35. Wide-area transportation network diagram

Source: Yokohama City Urban Development Bureau

＜Direction of Policies 5-1　Enhancement of wide-area road and rail network＞

The Port of Yokohama is one of Japan's leading logistics hubs, having been designated as an International Container Strategic Port, and the Keihin waterfront area is an industrial hub where many manufacturing and logistics companies are located. In order to facilitate the flow of goods generated and concentrated in the waterfront area, we will promote the construction of the Yokohama Loop Northwest and South Lines and the Yokohama Shonan Road to strengthen access between the Yokohama waterfront area and the Tomei Expressway, the national land axis, as well as the construction of road networks such as the waterfront trunk road to enhance communication to the entire Tokyo metropolitan area.

In addition, when the Chuo Shinkansen, now under construction, fully opens, it will connect the three metropolitan areas in about one hour, creating a new national land axis that will have a significant impact on the flow of people and the location of companies.

Therefore, while assessing future user demand, we will consider enhancing access to the Chuo Shinkansen from the city, including improving convenience to the Shinagawa area, and we will encourage railroad operators to make the Tokaido Shinkansen, which will contribute to Yokohama's future development, more convenient for citizens.

Figure 5-36 Yokohama Loop Northwestern Route (Model near Kohoku JCT/IC)

Source: Yokohama City Highway Bureau

＜Direction of Policies 5-2　Enhancement of international cruise base functions＞

The arrival and departure of cruise ships is expected to lead to tourism and regional development, as many passengers visit the port of call and a large economic impact can be expected.

In order to keep the Port of Yokohama as a leading cruise port in Japan and to keep it busy with more cruise ships, we will work to strengthen the cruise ship reception functions of the entire Port of Yokohama.

The Port of Yokohama has also been designated by the Japanese government as an "International Passenger Ship Terminal Port" to promote the acceptance of international passenger ships through public-private partnership, and aims to become an international cruise hub that can accept and meet the needs of all types of passenger ships, from luxurious small passenger ships to casual super-large passenger ships.

To this end, we will increase the number of berths available for receiving passengers by repairing the wharf, and we will also work to improve service facilities and other facilities that will lead to greater passenger convenience.

In addition, we will improve accessibility to major facilities in the city for the many passengers and visitors to the Port of Yokohama.

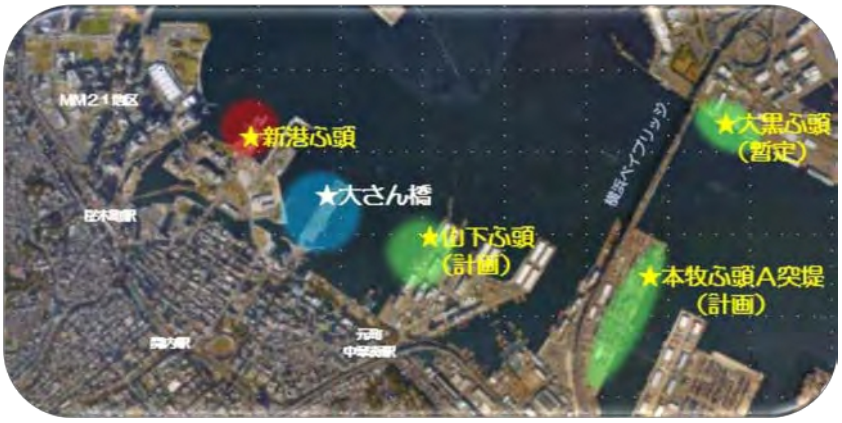


Figure 5-37.　Port of Yokohama Passenger Ship Receiving Plan

Source: Yokohama Port and Harbor Bureau

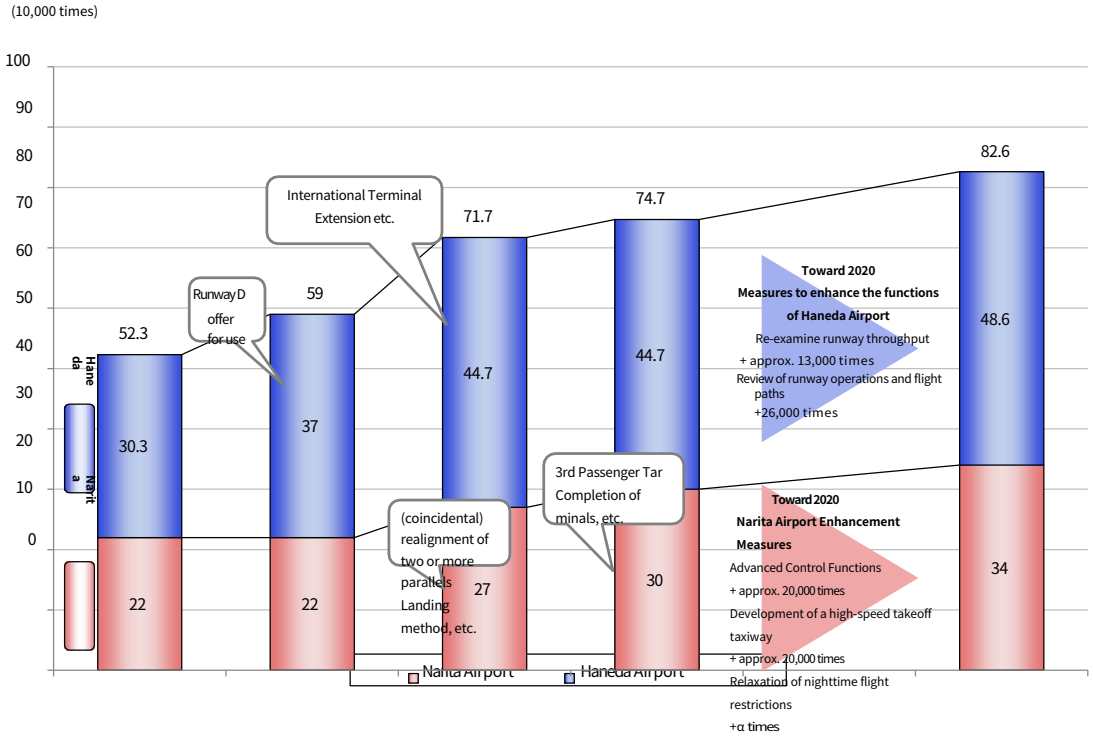
Figure 5-38.　Perspective view of a cruise ship landing

Source: Yokohama Port and Harbor Bureau

<Measure Direction 5-3 Strengthen access to international airports>

In order to promote tourism, MICE, international sporting events, and the attraction of international companies to Yokohama and to spread Yokohama's attractiveness throughout the world and Japan, it is essential to improve accessibility to and from the international airport, which is the foundation for domestic and international exchange.

In order to respond to the strengthening of the functions of the international airport, such as an increase in the number of international flights, we will expand airport access in cooperation with related parties, such as improving rail service between the airport and the city, and improving bus and cab service during late-night and early-morning hours.



1. All of the above are the number of times per year.
2. The count of times is one takeoff and one landing, so one takeoff and landing is counted as two times.

Figure 5-39. History and Future Prospects of Increase in International Airport Departure and Arrival Slots

Source: Prepared by the City of Yokohama from materials provided by the Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism

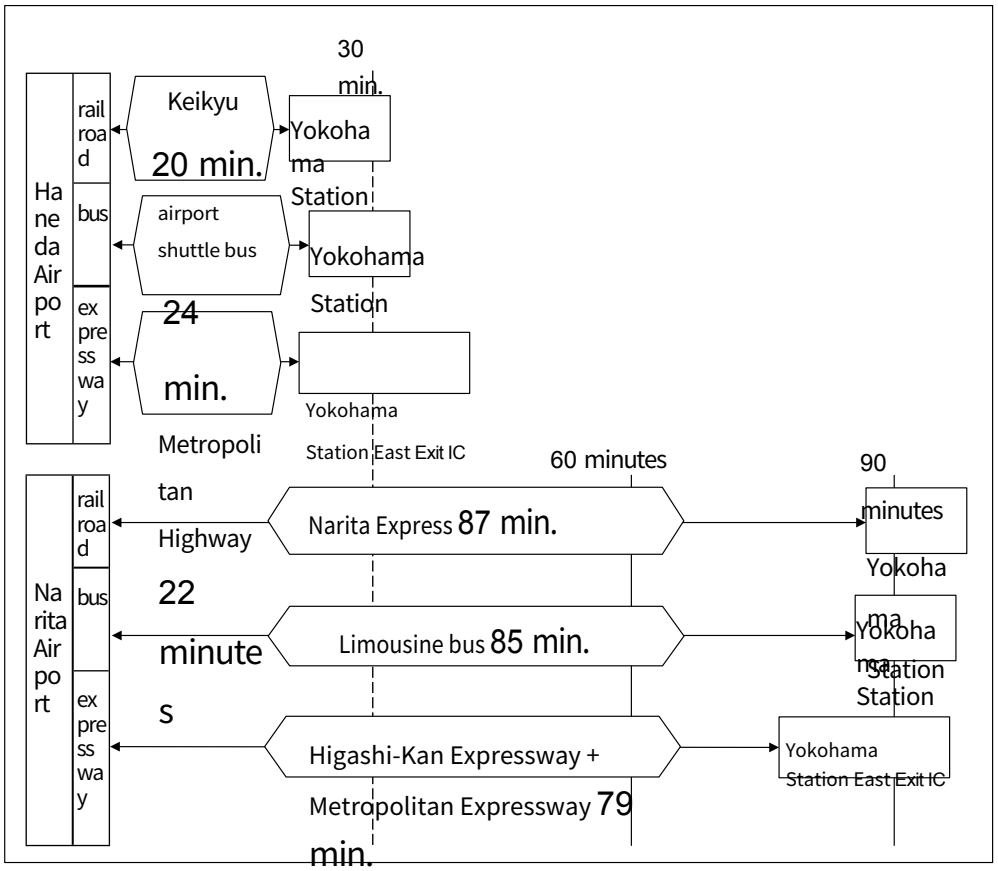


Figure 5-40. Approximate access times from Haneda and Narita to Yokohama

Source: Prepared by the City of Yokohama from the HPs of transportation operators, expressway companies, etc.

Basic Policy 2 Transportation policies that support urban growth and enhance attractiveness

Policy Goal 5 Formation of a wide-area transportation network that contributes to strengthening Yokohama's competitiveness" towards
Main Policies and Projects
Development of the Yokohama Loop Northwest Route
Yokohama Loop Road South Route and Yokohama Shonan Road
Development of waterfront arterial roads
Promote the development of an international cruise hub through public-private partnerships
Home port for foreign cruise ships
Driving cruise promotion
Easy access from the Port of Yokohama to tourist facilities in the city
Enhanced airport access services
Strengthen access to Haneda Airport during late-night and early-morning hours

Policy Goal 5 Formation of a wide-area transportation network that contributes to strengthening Yokohama's competitiveness
Major measures and projects to be considered for implementation in the future
Improved access to and from the Chuo Shinkansen
Improvement of waiting area for sightseeing buses
Enhancement of public transportation to accommodate the enhanced functions of the international airport
Enhancement of transportation services between international airports and the city to accommodate foreign visitors to Japan

Policy Goal 6 Provide a variety of transportation options that enable enjoyable and comfortable travel around the waterfront area of central Tokyo

Culture and Tourism Bureau, Environment and Creation Bureau, Urban Development Bureau, Roads Bureau, Ports and Harbors Bureau

The waterfront area of the city center is the site of the opening of the port of Yokohama and has become a representative area of Yokohama with a compact concentration of diverse city center functions such as business, commerce, history, culture, and tourism. In recent years, people around the world are increasingly choosing cities against a backdrop of dramatic advances in information and communication technology and improved transportation convenience. Under these circumstances, for Yokohama to continue to develop in the future, it is necessary to aim to create a new urban center that attracts the world's attention and makes Yokohama a destination.

Therefore, it is important to create an attractive transportation environment in the waterfront area of the city center that attracts visitors and creates liveliness, for example, by improving accessibility between major stations and major facilities, and by improving circulation to enable smooth movement between multiple destinations.

Therefore, we will enhance the transportation system centered on walking, bicycles, and public transportation to improve the circulation of the entire region, and promote town development and network building, including water transportation, so that people can enjoy the experience of moving around the city while viewing the city itself. In addition, to further increase the number of visitors to the city, including tourists, we will improve hospitality by creating a comfortable stay environment.

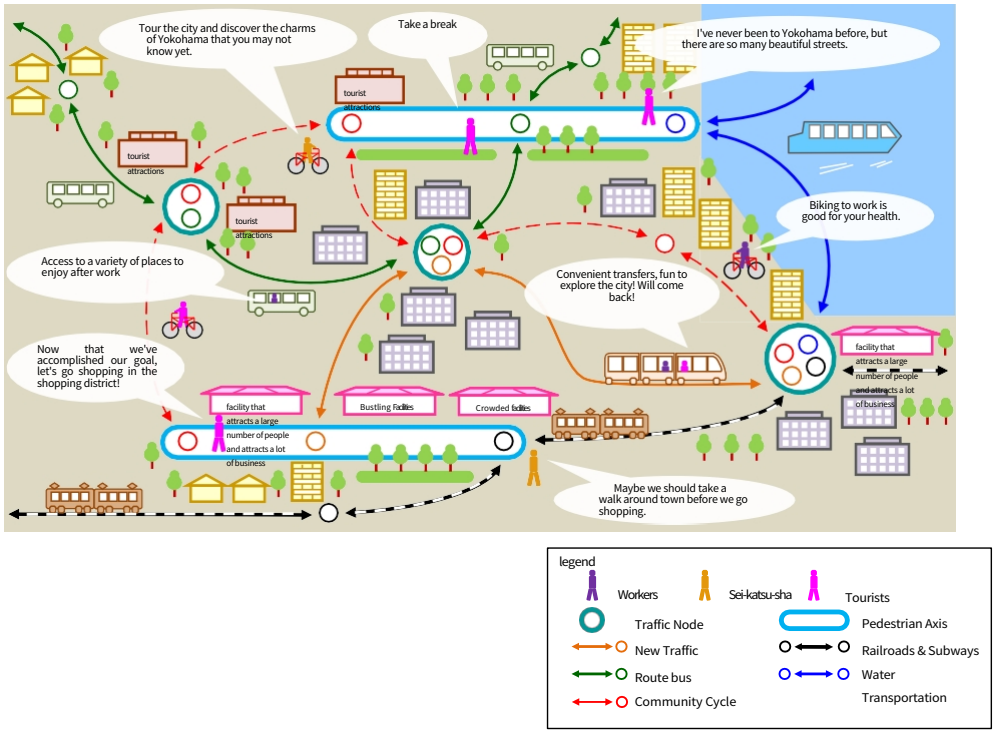


Figure 5-41. Diagram of the Tokyo waterfront area

Source: Yokohama City Urban Development Bureau

＜Direction 6-1: Improvement of Migration in the Waterfront Area of the Tokyo Metropolitan Area

The Tokyo waterfront area, with its compact concentration of diverse urban functions and many unique facilities and neighborhoods, attracts domestic and international visitors for business, shopping, sightseeing, conventions, and other purposes, and thus has a wide variety of transportation needs.

Therefore, a smooth transportation environment will be developed as a whole by seamlessly connecting pedestrian traffic lines and transportation nodes while creating comfortable walking spaces, and by supplementing public transportation with sharing mobility terminology [43], such as community cycle terminology [(42),] etc. The overall transportation environment will be developed to facilitate smooth movement.

In addition, in order to make the city a place where people can enjoy moving around, the use of articulated buses is being promoted.

The "Advanced Bus System," water transportation utilizing the seashore and rivers, and the introduction of transportation services based on the ingenuity of private operators will create one of the most highly-traveled areas in Japan, offering a wide variety of transportation options.

Figure 5-42. Community Cycle (Bay Bike)

Source: Yokohama City Urban Development Bureau

Figure 5-43. Sightseeing spot excursion bus (AKADOKU)

Source: Yokohama City Transportation Bureau

＜Direction of Measures 6-2 Improvement of the environment for visitors to stay in town＞

The Tokyo waterfront area attracts many visitors from Japan and abroad, and with plans for new facilities with tourism and MICE functions, it is necessary to create an environment in which everyone can stay comfortably.

To this end, we will promote efforts centering on the development of an information and communication environment that is easy for everyone to use, including foreign visitors to Japan, the maintenance and management of information signs on roads, the distribution of maps that provide a list of traffic information in the waterfront area of central Tokyo, and the development of accommodation environments that enable appropriate information provision, such as devising various information dissemination at transportation centers, tourist and MICE facilities. We will promote efforts centered on these measures.

YOKOHAMA Free Wi-Fi logo

Figure 5-44. Image of the environment for visitors to the city

Source: Yokohama City Urban Development Bureau

Figure 5-45. Map listing traffic information in the waterfront area of the city center (Yokohama Bay City Traffic Map)

(Source) Yokohama Bay City Traffic Map ©NDC Graphics

Basic Policy 2 Transportation policies that support urban growth and enhance attractiveness

Policy Goal 6 Provide a variety of transportation means that enable enjoyable and comfortable trips around the waterfront area of central Tokyo".
Main Policies and Projects
Expansion of community cycle business in the downtown area
Expansion of planned bicycle network routes in the waterfront area of central Tokyo
Enhancement of shared mobility
Introduction of "Advanced Bus System" utilizing articulated buses
Promote networking of water transportation
Enhancement of a variety of transportation systems to enjoy the city based on proposals from the private sector
Development of a promenade at the site of the former Toyoko Line
Enhancement of circulation in the area surrounding Kannai Station (traffic plaza, pedestrian network to the Inner Harbor and Outer Harbor Districts, etc.)
Improve maintenance of information signs on roads.
Improvement of Wi-Fi environment
Strengthen information dissemination via the Web and tourist information centers.
Distribution of transportation maps of the waterfront area in the center of Tokyo
Road signs in foreign languages
Creation of comfortable walking space with greenery and flowers

Policy Goal 6 To "provide a variety of transportation means that enable enjoyable and comfortable travel around the waterfront area of the city center
Major measures and projects to be considered for implementation in the future
Introduction of a medium-volume transportation system in the city center waterfront area
Introduction of measures to control the influx of private cars
Flexible parking management based on demand
Common train tickets in specific areas using IC cards.

Basic Policy 3 Transportation policies that contribute to the creation of a sustainable, safe and secure city

Policy Goal 7 Promote transportation policies in harmony with the environment

Global Warming Prevention and Countermeasures Headquarters, Environment and Creation Bureau, Urban Development Bureau, Road Bureau

In addition to environmental problems that directly affect our daily lives, such as air pollution and noise, global warming caused by greenhouse gases has become a serious problem, and the control of emissions and noise from automobiles continues to be an issue to be addressed.

To this end, we will promote infrastructure development that will help reduce the burden on the environment, such as the development of a systematic road network to facilitate automobile traffic, road improvements that will help eliminate bottlenecks, road facilities that will help prevent noise pollution, and the promotion of road greening.

In addition, in order to steadily reduce the environmental burden caused by vehicle emissions, we will work to expand the introduction of clean energy, fuel-efficient, and low-emission vehicles, and promote the spread of infrastructure facilities for the popularization of next-generation vehicles. Furthermore, we will promote educational activities to encourage each citizen to view environmental issues as his or her own problem and to engage in environmentally friendly transportation behavior.

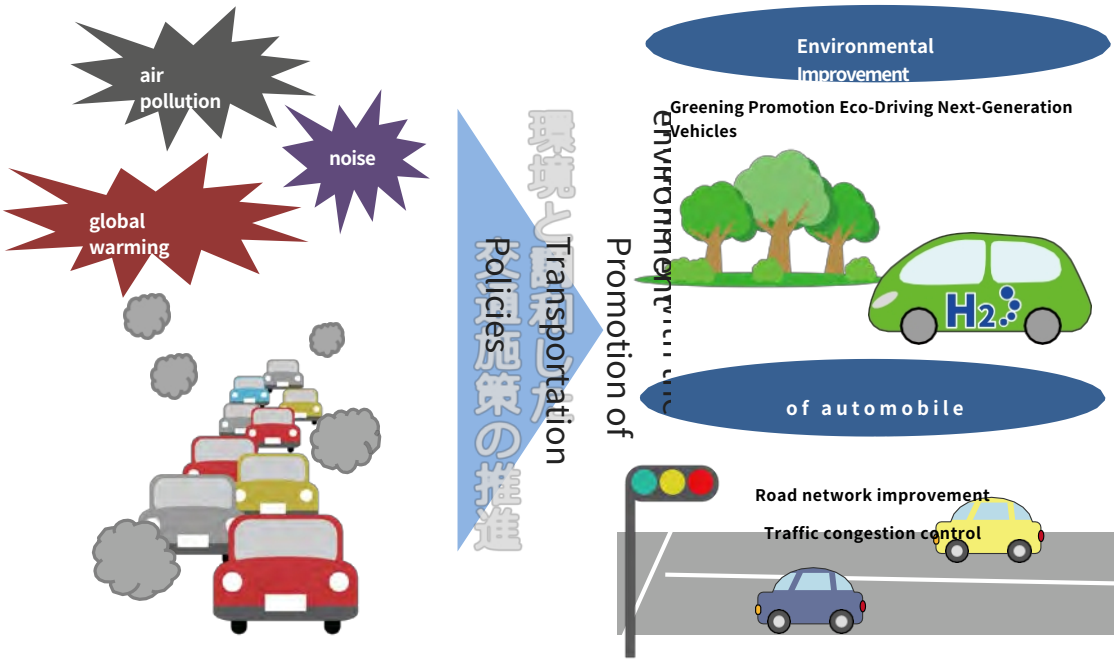


Figure 5-46. Diagram of Transportation Policies in Harmony with the Environment

Source: Yokohama City Urban Development Bureau

Basic Policy 3　Transportation policies that contribute to the creation of a sustainable, safe and secure city

＜Direction of Policies 7-1　Facilitation of automobile traffic and road greening＞

Emissions of carbon dioxide (CO_2), carbon monoxide (CO) nitrogen oxides (NO_X) particulate matter (PM), and other air pollutants that are emitted from automobiles and contribute to global warming, tend to increase when driving speed is reduced due to traffic congestion. For this reason, we will promote the development of a systematic network of trunk roads that will lead to the elimination of traffic congestion, and at the same time comprehensively promote road widening and intersection improvements in chronically congested areas, the development of bus bays, and the construction of multi-level intersections with railroads.

In addition, road greening will be promoted to create beautiful scenery, preserve the roadside environment, and improve the comfort of road users, while ensuring road traffic functions.

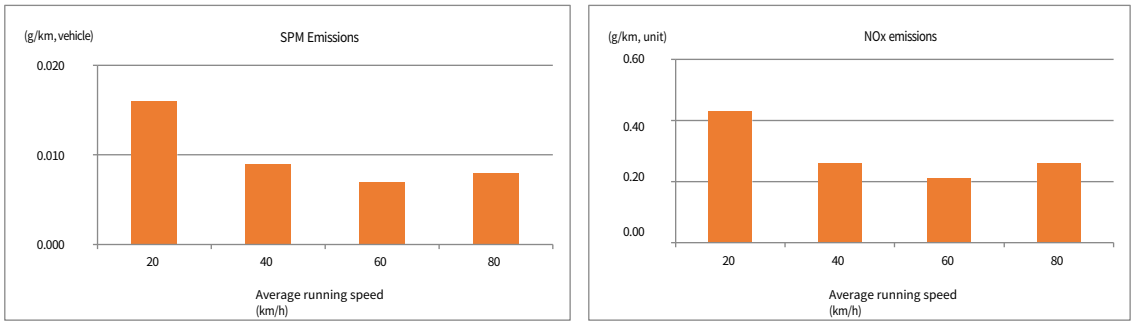


Figure 5-47.　Relationship between Vehicle Speed and Emissions Emissions

Source: Ministry of Land, Infrastructure, Transport and Tourism, FY 2017 White Paper on Land, Infrastructure, Transport and Tourism

Figure 5-48.　Image of road greening

Source: Ministry of Land, Infrastructure, Transport and Tourism, Green Infrastructure (Examples of Initiatives, etc.)

Basic Policy 3　Transportation policies that contribute to the creation of a sustainable, safe and secure city

＜Direction of Policies 7-2　Promote and educate the public about environmentally friendly vehicles＞

In order to reduce emissions from each vehicle, we will promote the spread of clean energy, fuel-efficient, low-emission vehicles and infrastructure facilities. In addition, we will promote educational activities to practice the eco-driving term [44], such as workshops on environmentally friendly driving methods.

In addition, we will promote mobility management that discourages excessive use of private cars and encourages a shift to moderate use of public transportation and bicycles, which have less impact on the environment, as well as actively promote the use of public transportation during large-scale events.

Figure 5-49.　Ultra-compact electric vehicle (Choimobi Yokohama)

Source: Yokohama City Global Warming Prevention Headquarters

Figure 5-50.　Eco-Driving Classes

Source: Yokohama City Environmental Creation Bureau

Basic Policy 3 Transportation policies that contribute to the creation of a sustainable, safe and secure city

Policy Objective 7. Promotion of Transportation Policies in Harmony with the Environment" for Main Policies and Projects
Promote the development of a systematic network of arterial roads
Widening of roads in chronically congested areas
Improvements to bottleneck intersections
Installation of right turn lanes and bus bays
Improve road infrastructure to improve the road environment
Promote effective use of parking facilities in harmony with urban development by shifting from quantity to quality
Promote the use of public transportation (mobility management)
Promote the spread of car sharing terminology [45]
Promote, utilize, and promote next-generation vehicles (FCVs, EVs, PHVs, etc.) and infrastructure facilities, etc.
Promote the introduction of next-generation vehicles in official vehicles
Car sharing by ultra-compact EVs
Promote eco-driving
Promote greening of roads, station plazas, etc.

Basic Policy 3 Transportation policies that contribute to the creation of a sustainable, safe and secure city

Policy Goal 8 Strengthening and extending the service life of transportation infrastructure

Policy Bureau, General Affairs Bureau, Finance Bureau, Building Bureau, Urban Development Bureau, Road Bureau

In the near future, it has been pointed out that there is a risk of an earthquake directly under the Tokyo metropolitan area or a huge earthquake in the Nankai Trough. In addition, due in part to the effects of climate change, so-called guerrilla downpours are occurring more frequently, and rainfall is becoming more localized, concentrated, and intense, causing more damage than previously expected.

It is important for a well-functioning transportation infrastructure to protect the lives and property of citizens from natural threats that cannot be escaped, to minimize the impact on the lives of citizens, and to ensure the rapid recovery and reconstruction of a city after an earthquake disaster. In addition, since most of the existing transportation infrastructure was intensively developed during the period of high economic growth and the bubble economy, it will simultaneously age and become a serious social problem.

Therefore, in addition to efforts to minimize damage by ensuring that traffic functions are maintained without fatalities through disaster prevention and mitigation, we will also promote soft measures such as cooperation with transportation operators in addressing the needs of those who have difficulty returning home. In addition, we will promote strategic maintenance and renewal of transportation infrastructure, etc. that will reduce total costs over the medium to long term and equalize budgets.

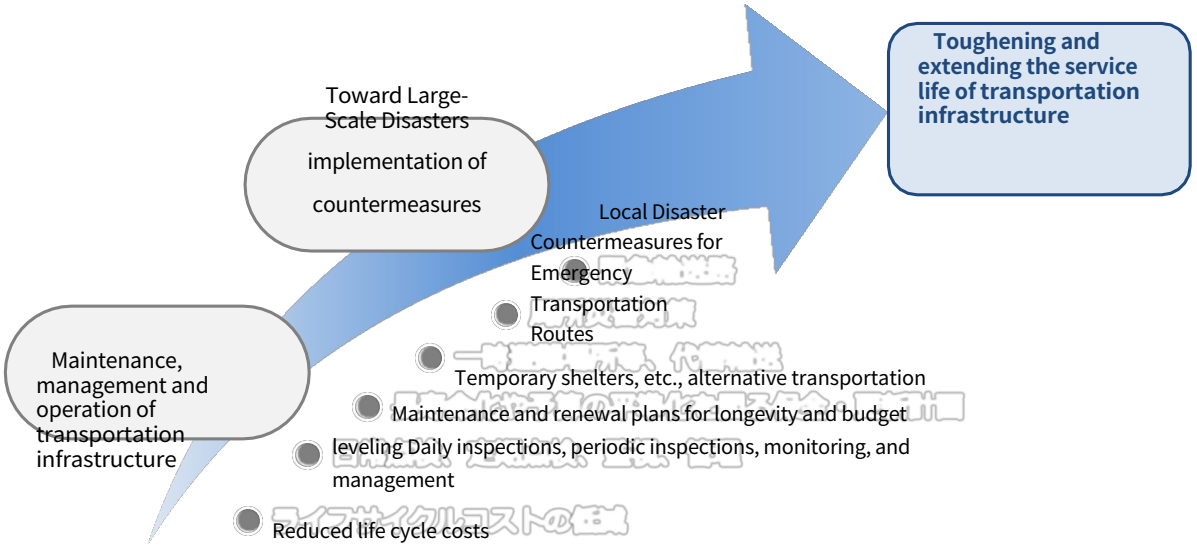


Figure 5-51. Conceptual Diagram of Transportation Infrastructure Resilience and Longevity

Source: Yokohama City Urban Development Bureau

＜In order to ensure rapid rescue and smooth restoration activities in the event of an earthquake, the following measures should be taken: construction of expressways and trunk roads with four or more lanes, earthquake-proofing of bridges, replacement of old bridges, seismic reinforcement of pedestrian bridges, promotion of the elimination of utility poles, road maintenance and management using road surface hollow surveys, etc., and road maintenance and management using road surface hollow surveys, etc. Maintenance and management of roads utilizing underpass cavity surveys, etc., and road

We will promote the strengthening of emergency transportation routes [46] by providing support for the earthquake resistance of buildings along the route. In response to localized heavy rains and typhoons, we will also prevent road and rail disruptions caused by landslides and other disasters.

We will promote measures to prevent and mitigate cliffs and flooding of subways.

In addition, as a countermeasure for people who have difficulty returning home in the event of a large-scale disaster, a system for cooperation between transportation companies, businesses near stations, and the local government will be established to ensure temporary evacuation sites and alternative means of transportation, and to promote the use of water transportation and bicycles in the event of a disaster.

Figure 5-52. Seismic Strengthening of Bridges (Isogo Bridge)

Source: Yokohama City Highway Bureau

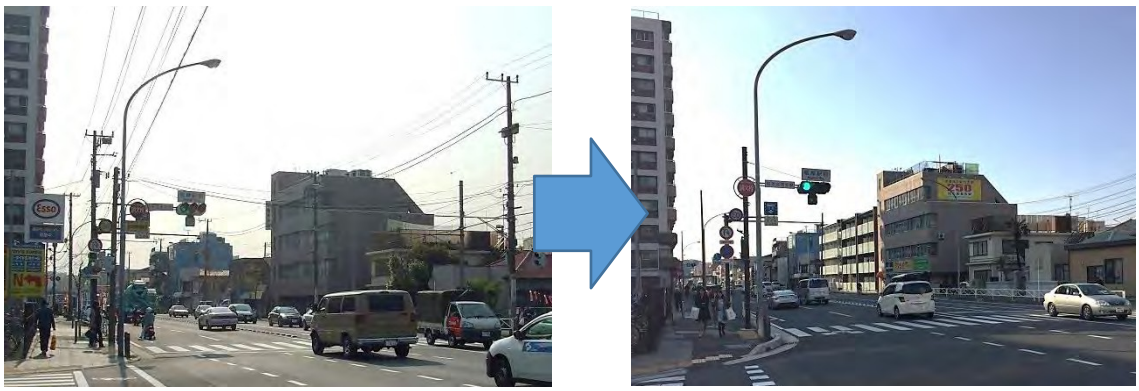


Figure 5-53. No power poles along emergency transportation routes (Isogo Ward)

Source: Yokohama City Highway Bureau

<Measure Direction 8-2 Appropriate maintenance, management and operation of transportation infrastructure>

In order to ensure the future safety and resilience of the transportation infrastructure that supports the daily lives of citizens and economic activities, we will steadily promote systematic and effective maintenance and renewal of aging infrastructure based on reliable inspections and prioritization, with the aim of providing necessary functions and services in a sustainable manner. In addition, we will consider the reduction of life cycle cost terms [47] when renewing and repairing the facilities.

In order to improve inspection management and reduce environmental impact while flexibly adapting to future changes in conditions, we will proactively work to utilize new technologies and methods and private-sector know-how, secure new funds through advertising projects and naming rights terms(48), and provide necessary functions on a sustainable basis.

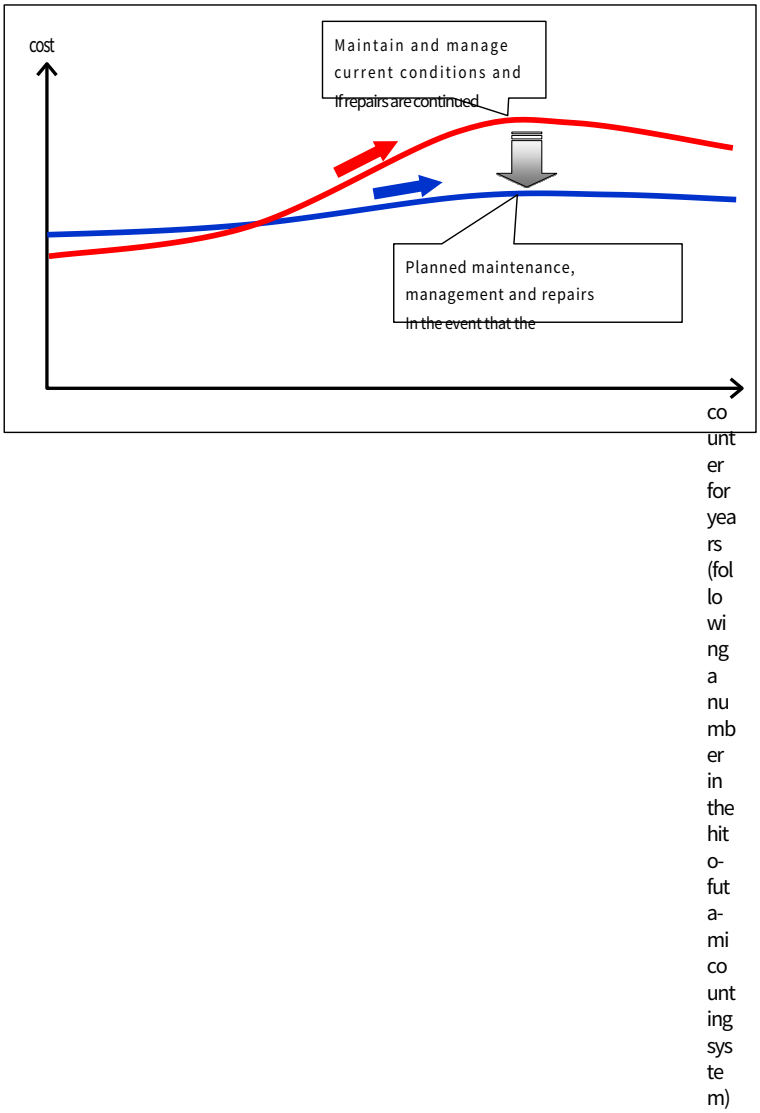


Figure 5-54. Conceptual Diagram of Future Maintenance Costs

Source: Yokohama City Urban Development Bureau

Figure 5-55. Naming rights for road facilities

Source: Yokohama City Highway Bureau

Basic Policy 3 Transportation policies that contribute to the creation of a sustainable, safe and secure city

Policy Goal 8. Toughening and extending the service life of transportation infrastructure".
Main Policies and Projects
Improvement of trunk roads to secure emergency transportation routes, earthquake resistance of bridges and pedestrian bridges, and the elimination of power poles.
Support for earthquake resistance of buildings along roads
Measures for people who cannot return home after a disaster by train, bus, or cab, and securing alternative means of transportation
Measures for people who have difficulty returning home through the use of water transportation
Study on the use of mobile bicycles in times of disaster
Slope protection against localized heavy rainfall and typhoons
Daily and periodic inspections, monitoring, and management of transportation infrastructure
Utilize and periodically review maintenance and renewal plans
To pass on maintenance and inspection techniques and train technicians.

Basic Policy 3　Transportation policies that contribute to the creation of a sustainable, safe and secure city

Policy Goal 9　Establish a transportation environment that enables safe and secure movement in daily life

Related Bureau: Urban Development Bureau, Road Bureau, Building Bureau

Although the number of traffic accidents has been decreasing in recent years, traffic accidents that kill or injure children on their way to school, serious traffic accidents involving elderly drivers, and accidents involving falls from station platforms have become problems, and social demands for traffic safety are increasing.

Therefore, based on the principle of respect for human life, it is necessary to protect children from accidents, to create a traffic environment in which the elderly and disabled can move around safely, and to acquire correct knowledge about traffic safety in order to achieve a society free of accidents caused by automobiles and railroads.

Therefore, we will promote the development of pedestrian and bicycle spaces where everyone can move around safely, as well as curb the occurrence of personal injury accidents caused by railroads. In addition, we will promote efforts to raise citizens' awareness of their responsibilities as members of the transportation society by, for example, promoting traffic safety education.

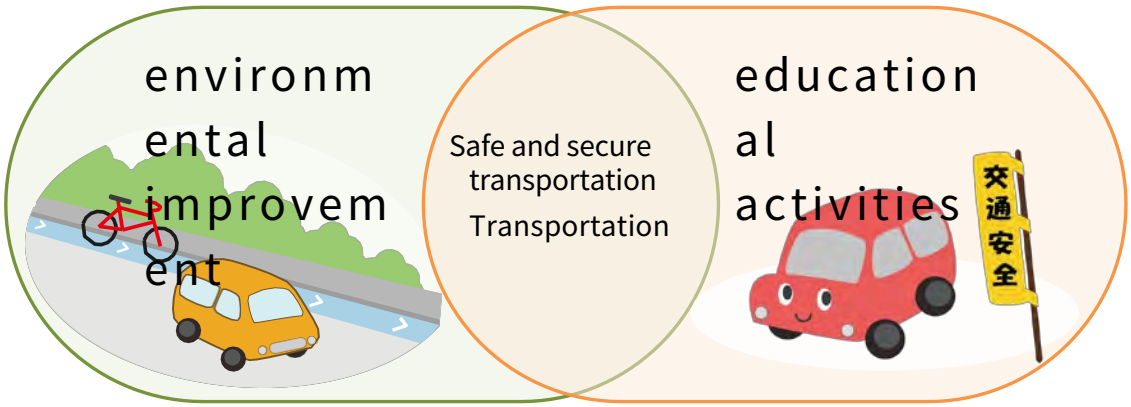


Figure 5-56.　Image of Traffic Safety

Source: Yokohama City Urban Development Bureau

＜Direction 9-1 Establishment of a safe transportation environment＞

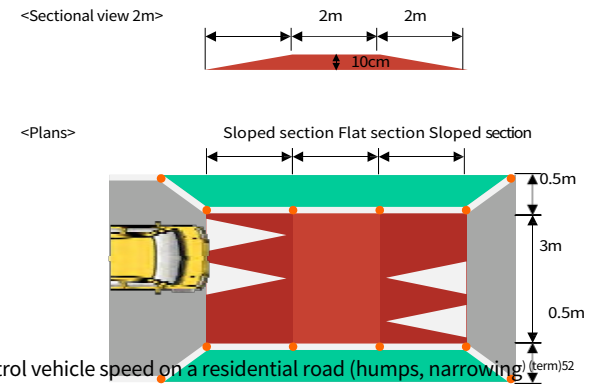
In order for everyone to be able to move around safely and securely, the spatial separation of pedestrians and automobiles will be promoted by installing new and widened sidewalks and guardrails on residential roads and level crossing roads, and colored pavement will be promoted on roads where spatial separation is difficult on school routes. In addition, the city will promote the study of physical measures to control the speed of automobiles on roads used for daily life.

For bicycle use, the term "bicycle path" [49], the term "bicycle lane" [50], and the term "mixed roadway" [51] are used (arrow feathers), etc. to promote safe and comfortable bicycle traffic space.

In order to prevent accidents such as collisions with trains and falls of visually impaired persons caused by crowding on platforms at railroad stations, we encourage railroad operators to install platform doors and support the installation of platform doors mainly at stations with a very large number of station passengers and stations nearest to facilities used by the visually impaired.

Figure 5-57. Safety Measures for School Routes

Source: Yokohama City Highway Bureau



trol vehicle speed on a residential road (humps, narrowing) (term)52

Source: Yokohama City Highway Bureau

Figure 5-59. Mixed-roadway type (arrow vane)

Source: Yokohama City Highway Bureau

Figure 5-60. Platform Door (Yokohama Station, Minatomirai Line)

Source: Yokohama City Urban Development Bureau

＜Direction of Policies 9-2　Promote traffic safety education and awareness＞

In order to raise traffic safety awareness and develop good traffic manners, we will promote traffic safety education appropriate for each generation, and take various opportunities, mainly during the seasonal traffic safety campaign periods and the month of reinforcement, to spread traffic safety ideas and raise awareness.

Furthermore, to ensure that bicycles are used as safe and secure vehicles, we will work to raise awareness of the need to observe driving rules and improve driving manners.

Figure 5-61.　Traffic Safety Classes

Source: Yokohama City Highway Bureau

Figure 5-62.　Bicycle Safety Awareness

Source: Yokohama City Highway Bureau

Basic Policy 3 Transportation policies that contribute to the creation of a sustainable, safe and secure city

Policy Goal 9 To "improve the transportation environment for safe and secure movement in daily life
Main Policies and Projects
Installation of new sidewalks, widening of sidewalks, and installation of guardrails on roads for daily life and railroad crossings
Widening and improvement of narrow roads
Establishment of safety collar belts [53] on school routes, etc.
Measures to control vehicle speeds on roads used for daily life
Safety Measures for Railroad Crossing Roads
Creation of a safe and comfortable space for bicycles to pass through
Installation of platform doors at railroad stations
Traffic safety education
Promote safe bicycle use
Conducting traffic safety awareness activities

[Explanation of Terms].

use term		explanation theory
Term 1	(super) ageing society	Based on the definitions of the World Health Organization (WHO) and the United Nations, an aging society is one in which the proportion of the population aged 65 and over (the elderly population) to the total population (excluding persons of unknown age) exceeds 21%. An "aging society" is defined as one in which the percentage of the population aged 65 and over exceeds 7%, and an "aged society" is defined as one in which the percentage of the population aged 65 and over exceeds 14%. U.
Term 2	ICT	Abbreviation for Information and Communications Technology. It has the same meaning as that of IT, which has been used for a long time. However, due to the expansion of the concept of IT, this term has come to be used more frequently instead. General The term "information and communication technology" is often translated as "information and communication technology" in
Term 3	Basic Transportation Policy Act	Basic legislation that defines the basic principles of transportation policy, measures to realize these principles, and the roles to be played by the national government, local governments, etc. And.
Term 4	Basic Transportation Policy Plan	The plan defines the transportation policies to be taken by the government in the future, based on the long-term direction of the transportation policy presented in the Basic Act on Transportation Policy. The period of the plan is from FY2014 (the first year) to FY2020 (the second year), with an eye on the 2020 Tokyo Olympics and Paralympics, etc. The plan includes the "basic policy" of the transportation policy, "goals" to be achieved within the plan period, and "targets" to be achieved within the plan period. The plan sets forth a "basic policy" for transportation measures, "targets" to be achieved within the plan period, and the measures to be taken for each of the targets. The three-tiered structure of the "measures" is as follows.
Term 5	door-to-door	of travel from the doorstep of the place of departure (home) to the doorstep of the place of arrival. Things to do.
Term 6	MICE	An acronym for Meeting, Incentive Travel, Convention, Event, Exhibition, and Trade Show, all of which are business events that are expected to attract a large number of visitors. A generic term for business events that are expected to attract a large number of visitors and promote exchange. of the
Term 7	disaster reduction	Focus on proactive response rather than post-disaster response, and do what you can to help. The company will work systematically to mitigate damage as much as possible.

[Explanation of Terms].

Term 8	working age population	Population between the ages of 15 and 64, as classified by the "Age-Separated Population" of the Statistics Bureau of the Ministry of Internal Affairs and Communications. The population aged 0 to 14 is called the "juvenile population" and the population aged 65 and over is called the "elderly population. U.

Term 9	Barrier-free	This refers to removing barriers that hinder the activities of the elderly and people with disabilities in their daily lives, and creating living spaces that are friendly to the elderly and people with disabilities (e.g., eliminating steps in sidewalks). In addition to physical barriers, it also refers to the creation of a space in which the elderly and persons with disabilities can participate in society. It is also intended that there will be no mental barriers to participation in the program.
Term 10	urban planned road	In accordance with Article 11 of the City Planning Law, the route, width, etc., are determined in advance, and it serves as the backbone of the city and urban development. A road that is significantly related to the
Terminology 11	infrastructure	Abbreviation of "infrastructure," it refers to the foundation that supports the maintenance and development of urban activities such as society, economy, and industry, and is the backbone of the urban structure. In urban planning, infrastructure includes roads, parks and green spaces, water supply and sewage systems, rivers, etc. Transportation infrastructure includes roads, railroads, etc. Refers to the transportation infrastructure.
Terminology 12	Average travel speed during congestion	Refers to the travel speed during the busiest weekday hours. Travel speed is the value obtained by dividing the distance of a given section of road by the travel time (time required to travel). This travel time includes the time taken to reach the destination, the time it takes to reach the destination, and the time it takes to get there. Including stop time due to waiting for No. 1 or traffic congestion.
Term 13.	sprawl	Prior to the development of social infrastructures and other urban planning measures, unregulated Urbanization is worming its way toward the suburban areas.
Terminology 14	globalization	The changes and processes in society that accompany the strengthening of ties between multiple societies and their components on a global scale. And.
Term 15.	migration characteristics	The flow of people moving through a city. In the waterfront area of the city center, it can be said that citizens and visitors are highly mobile when they can move around the city for a variety of purposes, and that they can walk, ride bicycles, and use public transportation. A transportation environment that facilitates mobility, such as commuting, is needed.
Term 16.	Intergovernmental Panel on Climate Change (IPCC)	The World Meteorological Organization (WMO), established in 1988 to provide a comprehensive assessment of anthropogenic climate change, impacts, adaptation and mitigation measures from scientific, technological and socioeconomic perspectives. (WMO) and the United Nations Environment Programme (UNEP). An organization that is not a member of any other organization.
Term 17.	environmental burden	The burden that people place on the environment. It includes those that do not have an adverse effect on the environment by themselves, but have an adverse effect when aggregated. The Basic Environment Law defines environmental burden as "the impact on the environment caused by human activities that supports the conservation of the environment. . that may cause disability." The Act states that "[i]t is not necessary to

[Explanation of Terms].

Term 18.	next-generation automobile FCVs EV PHV	Hybrid, electric, plug-in hybrid, fuel cell, clean diesel, and natural gas vehicles. (FCV: fuel cell vehicle, EV: electric vehicle, PHV: plug-in hybrid vehicle) (Lag-in Hybrid Vehicles)
Termino logy 19	nitrogen oxide (NOx)	Nitrogen monoxide (N O) and nitrogen dioxide (NO_2) are produced when nitrogen (N) and oxygen atoms (O_2) in the air combine when a substance burns at high concentrations. Nitrogen dioxide ($NO_{(2)}$), in particular, is highly toxic and can adversely affect the human respiratory system (lungs, throat, trachea, etc.) at high concentrations, so environmental standards have been set. The main sources are automobiles, factories, etc. The main sources are automobiles and factories.
Term 20	suspended particulate matter (SPM)	Particulate matter (PM) is generally solid or liquid particles on the micrometer scale, and exists mainly as soot and dust from combustion, soil dispersion such as yellow sand, and natural phenomena such as sea salt. Particulate matter (PM) with a particle size of 10 micrometers （Particulate matter (PM) smaller than 10 micrometers (0.01 mm) is called suspended particulate matter (S PM), and environmental standards are set and constantly monitored. The particulate matter (PM) emitted from diesel vehicles is mostly fine particles of 10 micrometers or less, which can remain suspended in the air for long periods of time and deposit in the airways and lungs of humans, adversely affecting their health. The following is a summary of the results of the survey.
Termino logy 21	traffic node	A transfer/transit facility that interconnects different modes of transportation (or in some cases, the same mode of transportation). It is one important element in a series of transportation movements, and has the role of "connecting space" and "hangout space". Specific facilities include train stations, bus terminals, free passageways and stairways, and station-front plazas. place, bus traffic plaza, sidewalks, etc.
Term 22.	bottleneck	Locations with reduced number of lanes or intersections that cause traffic congestion A place that is a rubbing factor.
Term 23.	seamless	Multiple transportation services, such as public transportation, Smooth use of the system without resistance to transfers, etc.
Term 24.	Big Data	Big data refers to a large amount of data that can be generated, collected, and accumulated easily in order to derive knowledge that is useful for business. In recent years, the use of big data has made it possible to services that meet the needs of individual users, improve the efficiency of business operations, and create new industries through the detection of abnormalities and predictions for the near future. There are.

[Explanation of Terms].

Term 25.	nonprofit organization	Abbreviation for Non-Profit Organization, a generic term for organizations that engage in various social contribution activities and are not for profit. Private Non-Profit Organization It is translated as something like
Term 26.	Bus route maintenance system for daily life transportation	In avoid the occurrence of inconvenient traffic areas due to the discontinuation of existing bus routes and to ensure the convenience of daily life for citizens, subsidies are provided for bus routes that are deemed necessary and maintained. The system is designed to
Term 27.	Health Road Development Promotion Project	The purpose of the project is to create a place where people can enjoy their health by developing a walking space that contributes to improving their health and motivating them to get out and about, and to create a vibrant Yokohama where people can enjoy their lives by extending their healthy lifespan and having fun. The project was designed to be a
Term 28.	System of obligatory bicycle parking attached to a bicycle parking lot.	In the case of building a new or additional customer-attracting facility (amusement facility, retail store, restaurant, sports facility, bank, hospital, etc.) or apartment house, etc., which creates a large demand for bicycle parking above a certain size, within the designated area specified in the "Yokohama City Ordinance Concerning Bicycle Parking Lot Attachment, etc.", the city may request the building owner to provide a bicycle parking lot within the site or within 50 meters from the facility. 施設から50メートル以内の場所に、条例で定められた基準に従い算定した台数以上の自転車駐車場 The system mandates the installation of
Term 29.	dynamic pricing -ing	Determine seasonal and time-of-day demand and price accordingly. Varying.
Term 30.	semi-flattening	The sidewalk surface should be higher than the roadway surface and lower than the top of the curb. The structure of a building.
Term 31.	low-floor bus	The floor of the bus vehicle is ultra-low, allowing not only wheelchair users, but also people with canes, the elderly, and people with baby strollers to use the bus. Bus vehicles allow people of all shapes and sizes to smoothly get on and off the bus.
Term 32.	Universal Design Universal Design Taxi	Universal design is a combination of the words "universal" and "design," and refers to the concept of designing cities and living environments so that they are accessible to a diverse range of people regardless of disability, age, gender, race, etc. A universal design cab is a general cab that is easy for everyone to use, with wide openings, sliding steps, wheelchair access, and other features that make it easy for people with disabilities and the elderly to get in and out of the cab. The cab is available at the standard cab fare.

Term 33.	Voice and Support" campaign	In order to ensure the safety and security of rail passengers, we actively ask for help from those who are in trouble, and ask for the cooperation of those around them. The campaign is aimed at the goal, and is implemented by transportation operators.
Term 34.	Barrier-Free Basic Concept	In accordance with the "Law Concerning the Promotion of Smooth Mobility for the Elderly and Persons with Disabilities, etc.", in order to promote barrier-free access to public transportation facilities such as railroad stations, public facilities such as roads and parks, and public buildings used by the elderly and persons with disabilities in priority improvement areas in a focused and integrated manner, the scope of the priority improvement areas, the routes to be made barrier-free, the routes to be made barrier-free, and the measures to be taken to make them barrier-free. The contents of the business to be conducted are to be stipulated.
Term 35.	Special Needs Vehicle Taxi	Designed to make it easier for people who have difficulty walking to get in and out of their wheelchairs. Husbanded cabs provide support during outings and transfers.
Term 36.	enhanced bus system	Yokohama City is introducing a bus system with the basic concept of "improving the circulation of the entire city center waterfront area and making it easy to understand, easy to use, and comfortable for not only residents but also tourists and other visitors to enjoy the area," with the aim of improving circulation in the city center waterfront area and creating a lively atmosphere. The transportation system that has been developed in the past.
Term 37.	Mobility Management	While targeting the mobility of each individual, these measures are expected to voluntarily change them in a socially and individually desirable direction, gradually changing "the state of excessive car use to the state of appropriate use of public transportation, bicycles, etc.". The company's efforts to promote the development of the new business model.
Term 38.	bus location sys tem (unit of distance, 109.09 m)	Collect location information of buses using GPS, etc., and display the bus stops. A system that provides information to display boards, cell phones, and computers.
Term 39.	public vehicle priority system (PTPS)	When an optical beacon installed on the roadside receives a signal from a bus-mounted device, the traffic signal in the direction of travel is changed to give priority to buses (shortened red, extended blue, etc.), making it easier for buses to pass. The system to do so.
Term 40.	bus bay	A bus stop zone separated from the main roadway for bus riders, and because it is separated from the main lane, it can be used for following buses. Easier to overtake cars.

[Explanation of Terms].

Term 41.	(highway) grade crossing	As part of road maintenance in urban areas, the railroad will be elevated or undergrounded at the intersection of roads and railroads to eliminate many railroad crossings at once, thereby eliminating traffic congestion and accidents at railroad crossings, and facilitating urban traffic. A project that promotes the integration of urban areas that have been divided by the urbanization of the city.
Term 42.	community cycle	An urban bicycle rental system that is easy for anyone to use, with a variety of rental locations that employ a self-service rental and return system based on IT technology, making it easy and inexpensive for people of all backgrounds to rent bicycles. In Europe, this system has been deployed in large cities as well as small and medium-sized cities, and has become a global phenomenon. The efforts are attracting attention from around the world.
Term 43.	sharing mobility	Sharing the use of cars and bicycles as a means of transportation, and The "service" refers to the service or system that is used to provide the service.
Term 44.	Eco-drive	It refers to environmentally friendly driving practices such as avoiding sudden acceleration and acceleration and encouraging drivers to stop idling their vehicles. This method has the effect of improving the environment by reducing carbon dioxide, which is considered a cause of global warming, and exhaust gas emitted from automobiles, and also saves on fuel bills. Effectiveness.
Term 45.	car sharing	A form of automobile use in which automobiles are shared by multiple members in a certain area. Users do not own their own vehicles, but rather "share" and "use" them. Since they do not own their own cars, it is both economical and environmentally friendly. A new way to use the car that is also friendly to the environment.
Term 46.	emergency route	Immediately after the occurrence of a large-scale disaster such as an earthquake, road administrators, etc., should be involved in the emergency transportation of rescue personnel and supplies to ensure smooth and reliable operations. A route that is pre-designated by the
Term 47.	life cycle cost	Price (construction cost), repair (management) cost, and cost of disposal of the structure at the end of its useful life (life span). The total amount of expenses.
Term 48.	naming right	The City and a private organization, etc. contract with a city facility, etc. to give a nickname, etc. to a city facility, etc. in exchange for compensation from the organization, etc, Methods that contribute to the sustainable operation of the facility.
Term 49.	bicycle path	Bicycles only, structurally separated by curbs or other structures The passage space of the
Term 50.	special zone for cyclists (esp. in Japan)	Vehicles designated by traffic regulations for the exclusive use of bicycles Both traffic zones.

Term 51.	Mixed roadway type	Traffic indicating that bicycles and motor vehicles mix on the roadway by clearly indicating the location and direction of bicycle traffic on the roadway. Space.
Term 52.	Hump. stenosis	Humps are trapezoidal-shaped bumps on the road to control the speed of passing vehicles. Narrowing is a measure to control the speed of passing vehicles. A structure in which the width of the traffic portion of both sides is narrower than that of the other side.
Term 53.	Safety collar belt	On routes to school for elementary school students where pedestrian space such as sidewalks is not secured and it is difficult to maintain sidewalks in the future, the roadside strip will be widened by removing the center line in coordination with the police station, local neighborhood associations, and schools, and the roadside strip will be colored. The pedestrian space is to be secured by the use of a pedestrian walkway.

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