Location
Main traffic facility

Hakata International Terminal

Fukuoka Air Port

JR Hakata Station

Nishitetsu Tenjin Station

5km

10km
The Y-shaped city structure around the inner city, The broadening of the place of residence ⇒ Spur traffic congestion
Establishment of a Radial-Ring Traffic Axis

To adapt to multi-nucleate urban planning

Establish a public transport system which also links various transportation means

Hardware (infrastructure)

○ Strengthening rail networks with establishing subway.
○ Establish networks of radial-ring trunk road system.
○ Establish bicycle parking space at and around the station

Software

○ Promote traffic management which can enhance public transportation use
Vision

- Citizens enjoy safe and comfortable living environment through a harmonious blend of urban and natural lifestyles in a compact urban area surrounded by sea and mountains.

- A Fukuoka version ‘compact city’ is materialized through an accumulation of creative and active growth focal points and regional focal points in the east, south, and west of the city. Diverse layers of urban functions accumulate around those focal points and are connected by smooth transportation networks.
Directions of the transit system for realizing the use of space targets

1. Basic directions of the transit system
   - Enhance and reinforce public transport and the highway network.
   - Establish a comprehensive transport system where diverse transportation modals are mutually connected.

2. Directions for a transit system supporting "the growth of the city"
   - Enhance and reinforce a wide area transportation covering land, sea and air.
   - Improve accessability to the city centers and the vitality creation focal points.

3. Directions for transit system supporting "a high quality life"
   - Secure transportation services which assist the daily living of the people by linking and cooperating among city, citizens, and transport services.
JR
- 55.3km, 23 station
- about 230,000 person/day

Nishitetsu
- 17.0km, 16 station
- about 150,000 person/day

Subway
- 29.8km, 35 station
- about 360,000 person/day
Trunk road network

計画延長（km）

H10 (1998年) 509.9 km
H15 (2003年) 364.4 km
H20 (2008年) 406.4 km
H23 (2012年) 406.4 km

(平成23年度末現在)
Bus line network

Nishitetsu bus users
• about 380,000 person/day (2011)
The range of public transportation in 30 minutes
Present conditions of traffic

Trends of Traffic flows into Tenjin District

The chart shows the trends of traffic flows into Tenjin District. It includes various projects and their implementation dates.

- H5.3 博多～福岡空港開業
- H13.都市高速道路
  - 博多～天神
  - 天神～福岡
- H11.都市高速道路
  - 月隈～博多
- H12.都市高速道路
  - 博多～天神
- H13.都市高速道路

The chart also includes the year of investigation and the total traffic volume. The data is presented in terms of traffic volume (vehicles per 2 hours) and population.
### Changes in the primary means of transportation in Fukuoka city

<table>
<thead>
<tr>
<th>Year</th>
<th>Changes in Transportation Use</th>
<th>Unit (thousand trips/day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1972</td>
<td>6.6% 17.3% 3.3% 30.6% 4.9% 37.3%</td>
<td>4,978.0</td>
</tr>
<tr>
<td>1983</td>
<td>9.8% 11.8% 2.0% 30.8% 10.1% 5.4% 30.1%</td>
<td>5,930.3</td>
</tr>
<tr>
<td>1993</td>
<td>13.4% 8.0% 1.5% 37.8% 11.7% 3.4% 24.1%</td>
<td>6,585.7</td>
</tr>
<tr>
<td>2005</td>
<td>14.1% 8.3% 1.1% 42.2% 12.5% 3.1% 18.6%</td>
<td>6,657.1</td>
</tr>
</tbody>
</table>

(注1: S47のバスには路面電車も含む)

### Share of transportation means by travel distance

- **Decrease in walk**
- **Increase in car**
Present conditions of traffic

Drivers license holders % by generation groups

The number of car-license holders in age groups 65-74
Increased 3.6 times

Changes in share of transportation means of elderly people

Car; about 12% increase
Walk; about 12% decrease
博多口駅前広場の再整備
地下の駅前広場へのアクセス車路の整備
2階デッキの整備
地下の歩行者用通路の整備
地下の駅前広場へのアクセス車路の整備
JR Hakata Station
Extension plan of subway Nanakuma line

- **Section**: South-Tenjin～Hakata
- **Construction distance**: about 1.4km (Sales: about 1.6km)
- **Construction costs**: about ¥45 billion
- **Opening schedule**: H.32 (2020)
- **Rider**: about 6.8 (ten thousand)／day (New Rider: about 2.1 (ten thousand)／day)
Transportation management

- Park and Ride
- Mobility Management
  (The public transport guide distributed at the ward office window)
- Ticket for foreign travelers
Regional transportation

Solutions

Current Regional Situations
- public transport uncovered areas
- public transport inconvenient locations

Level of Activity in the Area

Designated by the city as “special transportation services measures area”

City supports to secure special transportation services
Present conditions of traffic accident

■ the number of traffic accidents related to elderly people in the city

![Graph showing the number of traffic accidents related to elderly people in the city]

- **1993年1.6倍**
- 2.4 times than 1993

**Yearly Increase of Traffic Accidents - Compare 1993 and 2005**

- 1993: 1,209
- 2005: 1,985

**Data Sources:** Transportation Yearbook, Resident Basic File

■ the number of traffic accidents per ten thousand children in major cities

![Graph showing traffic accidents per ten thousand children in major cities]

- **Worst 2 in Japan**

**City-wise Traffic Accidents Rate per 10,000 Children**

- **North Kyushu City**: 63.3
- **Fukuoka City**: 51.0

**Data Sources:** Municipal Comparison Statistics Yearbook, Population Census
Traffic safety for walker

Separation of sidewalks and roadway on school roads

Improvement of road and pavement marking
Thank you for your attention