Community Planning
Towards an Eco & User-Friendly Transportation System

Toyota City
Overview of Toyota City

- Population: 421,316 (as of March 1, 2015)
- Area: 918.47 km² (18% of Aichi Prefecture)
- Urban areas and hilly & mountainous areas coexist.

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- Forests: 69%
- Farmland: 8%
- Residential land: 6%
- Roads: 4%
- Aqueous surfaces, rivers, and channels: 3%
- Others: 10%

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Securing the means of moving to regional centers (local transportation)

Play a central role in rural development affairs (tourism promotion, symbiosis of cities and rural areas, settlement, etc.)

Try to secure and maintain medical services and multiple administrative services functions in sparsely populated rural areas (ensuring primary response to medical/welfare services, etc.)

Strengthening of cooperation between the two districts, taking advantage of the transportation infrastructure such as the Aichi Loop Railway Line and National Road 248

Ensuring accessibility to areas around railroad stations (local transportation)

Utilization of railway lines

Expressways and regional high-standard highways
National highways, inner/outer belt lines, etc.
Interchanges (including smart interchanges)
Railroads, etc.
Major bus routes
Regional transportation
Access to combined regional centers

Nagoya area

Nagano area

Shinshiro/Okumikawa area

Tokyo area

Gifu area

Chubu Centrair International Airport/Mie area
Driving Support System Utilizing ITS

- Support safety driving by collecting data such as people or cars in blind spots, traffic signals, etc. with wireless connection
- Toyota Motor Corporation started ITS Connect service in the central area of the city
Construction of a citywide bus network

Number of bus users (FY2014)
About 2.44 million people
Major buses: 2.16 million people
Local buses: 280,000 people

Subsidies for purchases of next-generation automobiles (Maximum of ¥150,000 for EVs and PHVs)
Subsidies for installation of charging facilities (additional ¥50,000)

Construction of public charging facility networks (33 units in 22 locations)
Development of rapid charging and normal charging equipment by private companies

- Solar charging facilities
  21 units in 11 locations (installation in FY2009)
- Normal charging facilities
  24 units at 22 locations
- Park-and-ride parking lot
  Normal charging facilities: Five units at five locations

Urban area
Mountainous areas
10-km mesh
<Target>
1. Promote public transportation use while ensuring the convenience of users
2. Contribute to community energy management by controlling battery charging

Light and Eco driving with the ultra compact EV’s

Drop off near your destination

Trip with motor assisted bicycles for short distances

Usual navigation service

By car
By train
On foot

Combining car and public transportation including park & ride or Ha:mo RIDE

Search route “by ecology” not only “by cost” or “by time”
Optimization of Energy Use at Home

Demonstration Area
(Higashiyama Housing Development)

$\text{CO}_2$ Reduction Target: 70% cut per household (comparing with 2005)
FCV’s are expected to play an active role as a running power station when natural disasters strike or at the peak of electricity demand.
Start a New Community Planning Utilizing the Result of the Verification Test

- Start constructing the “Smart Eco Town Toyota Kakimoto” utilizing the result of the verification test
- Realization of a *Net Zero Energy Town* with 21 houses and 27 apartment houses
- Scheduled to start occupancy by the end of 2016

- Visualization of energy use of the whole living sphere
- Energy supply to security lights from the solar power generation system or EVs
Thank you for your kind attention!