



ICSC2024 Imabari Technical Tour Reference materials



CYCLISTS' SANCTUARY SHIMANAMI
Cycle City IMABARI

Imabari City Bicycle Network Plan (formulated in March 2020)

Basic Policy

Ensuring and creating a network of safe, secure, and comfortable bicycle traffic spaces

- Forming a continuous bicycle network that can be used safely and with peace of mind by utilizing existing road space
- Promoting the segregation of pedestrians and bicycles and the establishment of road space that takes into account the safety of pedestrians.

Selection of planned routes

The priority planning area was selected around the city center, and routes that met four or more of the following requirements were included in the network plan.

- (1) Accessibility to facilities by bicycle
- (2) Measures to prevent bicycle-related accidents
- (3) Safety measures for bicycle use
- (4) Routes to promote bicycle use
- (5) Routes where an increase in bicycle use is expected
- (6) Routes with existing bicycle traffic sections
- (7) Routes necessary for network continuity
- (8) Feasibility of implementation

*In accordance with the "Guidelines for Creating a Safe and Comfortable Bicycle Environment".

Planned route map

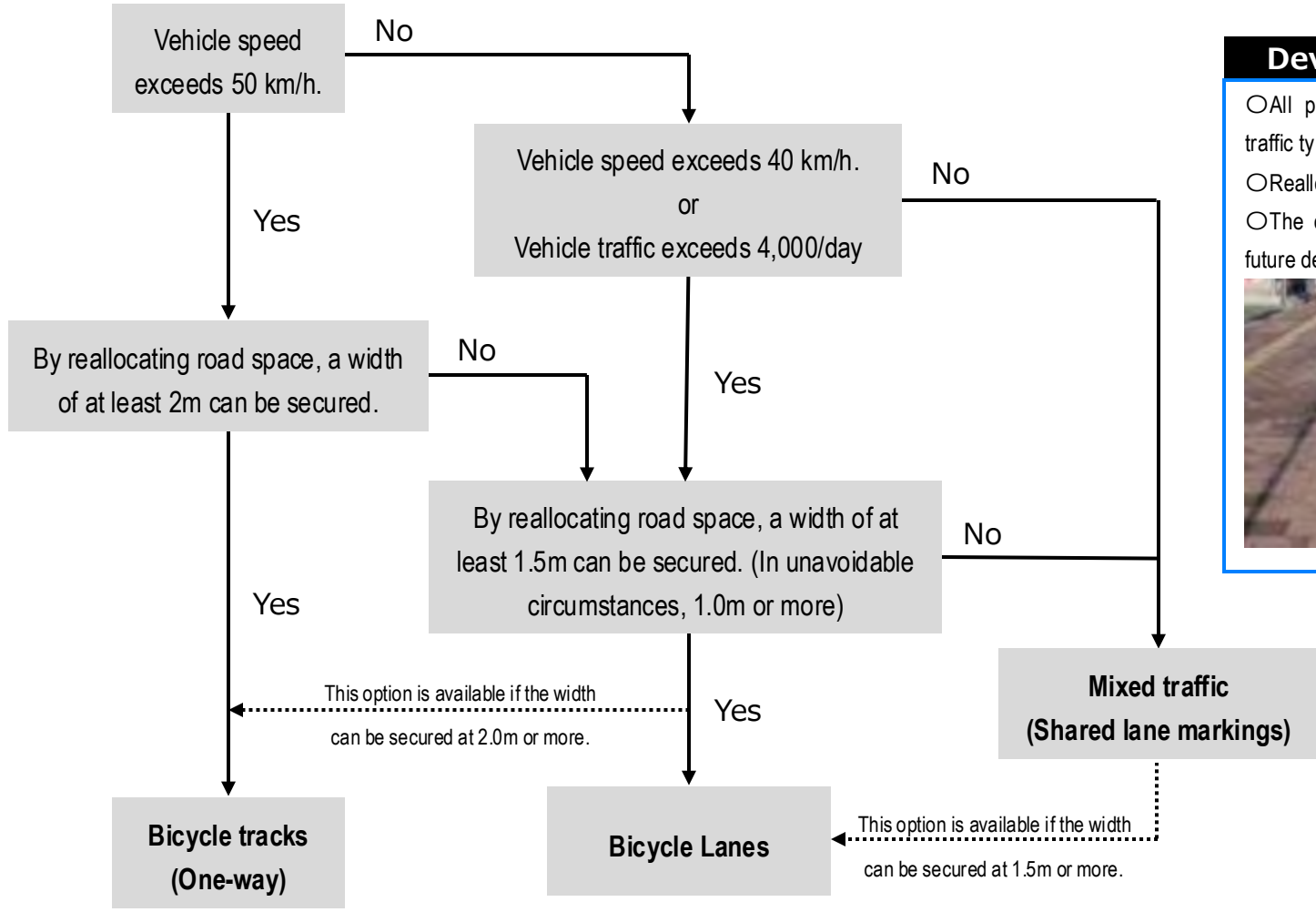


List of planned routes

NO	Type	Route name	Length
1-1	Prefectural road	Imabari-teishajo route	400m
1-2	Prefectural road	Imabari-ko route	640m
2	City road	Hiyoshi-cho route	600m
3-1	City road	Miyawaki-Katayama route	1,100m
3-2	Prefectural road	Imabari-namikatakou route	870m
5	City road	Kurashiki-karakodai route	930m
6	National road	Route 317	810m
9	Prefectural road	Imabari-namikatakou route	750m
10	City road	Imabari-eki-tenposan route	2,350m
12	City road	Imabari-eki-kiitahamacho route	330m
19	National road	Route 317	1,880m
20	City road	Imabari-eki-Takahashi route	190m
26	City road	Kita-Horai-Chikami route	2,800m
28	City road	Rinkoh route	650m
29	National road	Route 317	960m

Flowchart for selecting cycling facility

The selection of cycling facility is based on the flowchart in the “National Guidelines for Creating a Safe and Comfortable Bicycle-Use Environment”, taking into account the status of the road network and the current state of the road space for each route.

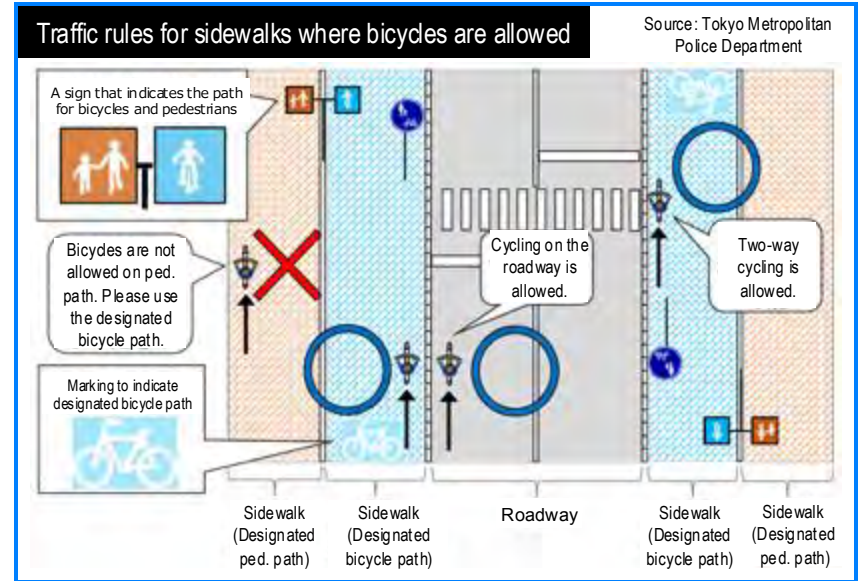
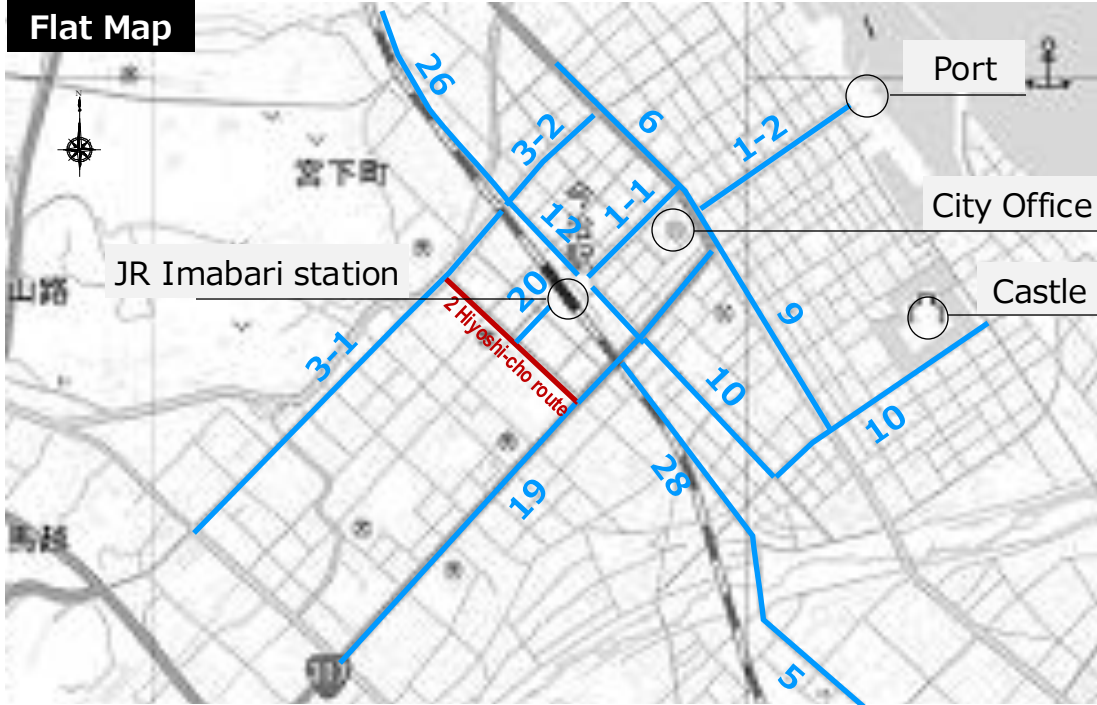


Development of planned routes

- All planned routes have been developed with mixed traffic type (Shared lane markings)
- Reallocation of road widths without land acquisition.
- The composition of the width is determined when the future development is carried out.

Shared lane markings

City road: Hiyoshi-cho route (Also known as Gakuen Dori)



The bicycle modal share in Ehime Prefecture is the third highest after Osaka and Kyoto prefectures, at around 14%, and in particular, around 90% of high school students in the city commute to school by bicycle.

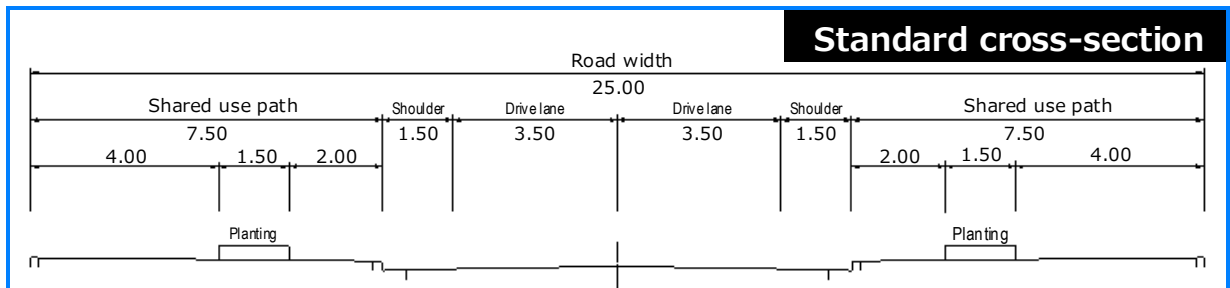
There are five high schools and one junior high school in the area around the relevant route, and many students commute to school by bicycle, mainly using the bicycle and pedestrian shared path while shared lane markings are installed in 2021.

In the future, the bicycle traffic space will be upgraded by reallocating the width of the road (the timing is undecided).

Road Profile

Length: $L=0.6\text{km}$

Width: $W=25\text{m}$



Cycling Terminal (Imabari Station Cycling Terminal)

Imabari Station Cycling Terminal (i.i.imabari! Cycle Station)

1. Understanding demand for rental bicycles at JR Imabari Station and response

- For 9 years from 2011, we verified the demand for the “JR Imabari Station Temporary Rental Bicycle Terminal”.
 - The number of rental bicycles has increased by about 3.3 times, and the percentage of foreign users is also high.
- ⇒ Permanent cycling terminal construction to begin in 2016 (to open on July 20, 2020)

2. Development of the facility

- Art director Mr. Kashiwa Sato supervised the design and developed facilities that are easy for cyclists to use.



【 About the expanded facilities 】

- ◆ Construction costs (building only)
⇒ 191 million yen(1.15 M EURO). (Use of special bonds for municipal mergers)
- ◆ Site area
1,132.35m²
- ◆ Floor area
591.03m² (Steel-framed, one-story building)
- ◆ Development period (including land development and planning) FY2016 - FY2020



Cycling Terminal (Imabari Station Cycling Terminal)

Bicycle assembly space (free of charge)

Cyclists can use the free space on the wooden deck as a bicycle assembly area.
 *During business hours, floor pumps and tools are available for free.



Changing rooms and shower rooms

200 yen per person per use (30 minutes)
 Facilities:
 Shower (please bring your own soap, towel, etc.)
 Changing rooms
 Toilets (with bidet function)
 Powder room

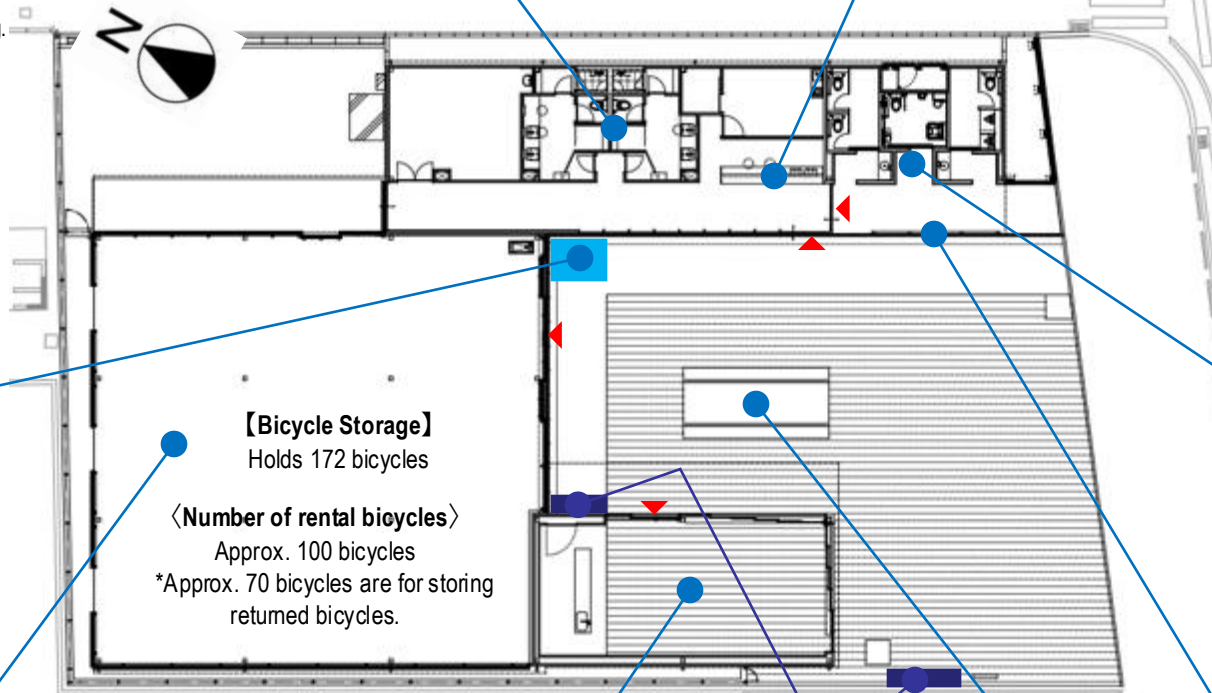


Reception counter

- Rental bicycle reception
- Local products for sale (Imabari towels, etc.)
- Luggage storage (500 yen per day)
- ※Only for rental bicycle users and cyclists
- ※There is a separate service partnership for luggage storage.

Bicycle wash area (free)

- Please ask a staff member when using.
- Free loan of brushes, etc.
- ※No loan of detergents.



Bicycle Storage



【Bicycle Storage】

Holds 172 bicycles

〈Number of rental bicycles〉

Approx. 100 bicycles

*Approx. 70 bicycles are for storing returned bicycles.

Public restroom

Available hours:
 Men's and women's: All day
 Multipurpose toilet: 8:00 - 20:00



Face cutout panel



Common Space

(April 1, 2022 - Tourist Information Center opens)



Cycle stand for visitors

The common space (part of it) and the wooden deck plaza (part of it) will be available for rent for events that contribute to creating a liveable space in front of the station. (There will be a charge.) *Please enquire at the reception desk for details.

Wooden deck table



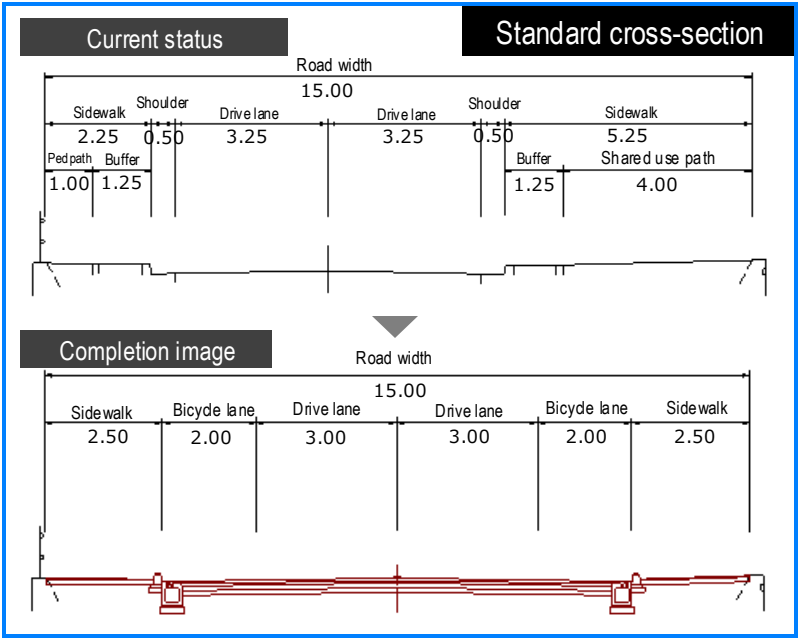
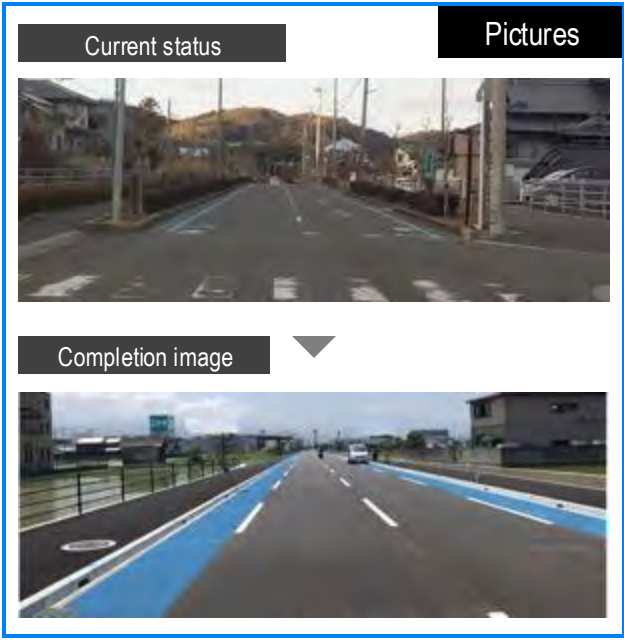
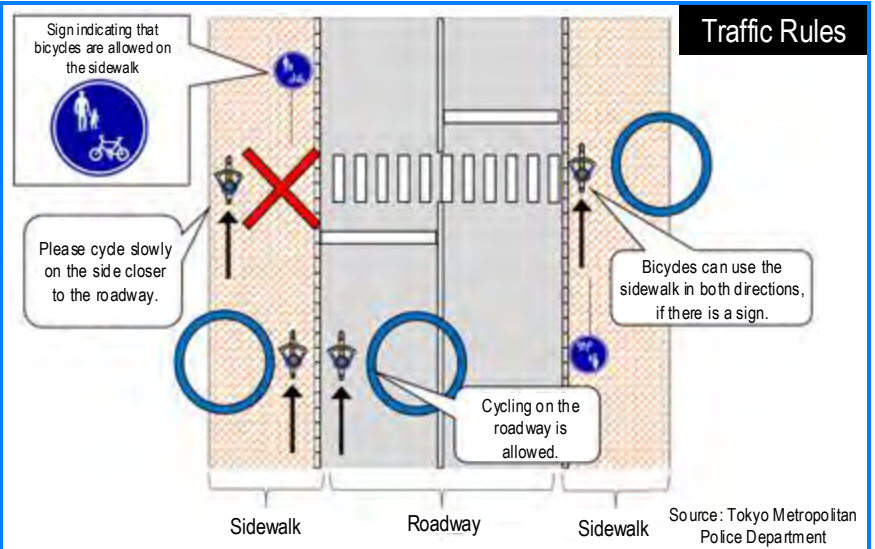
City Road Kitahorai-chikami Route: Bicycle Traffic Space Improvement Project

As the main route of the bicycle network connecting the Shimanami Kaido and Imabari Station, the existing road width will be redistributed to secure a dedicated bicycle lane, and the road space will be improved to allow safe and comfortable passage for cars, bicycles, and pedestrians.

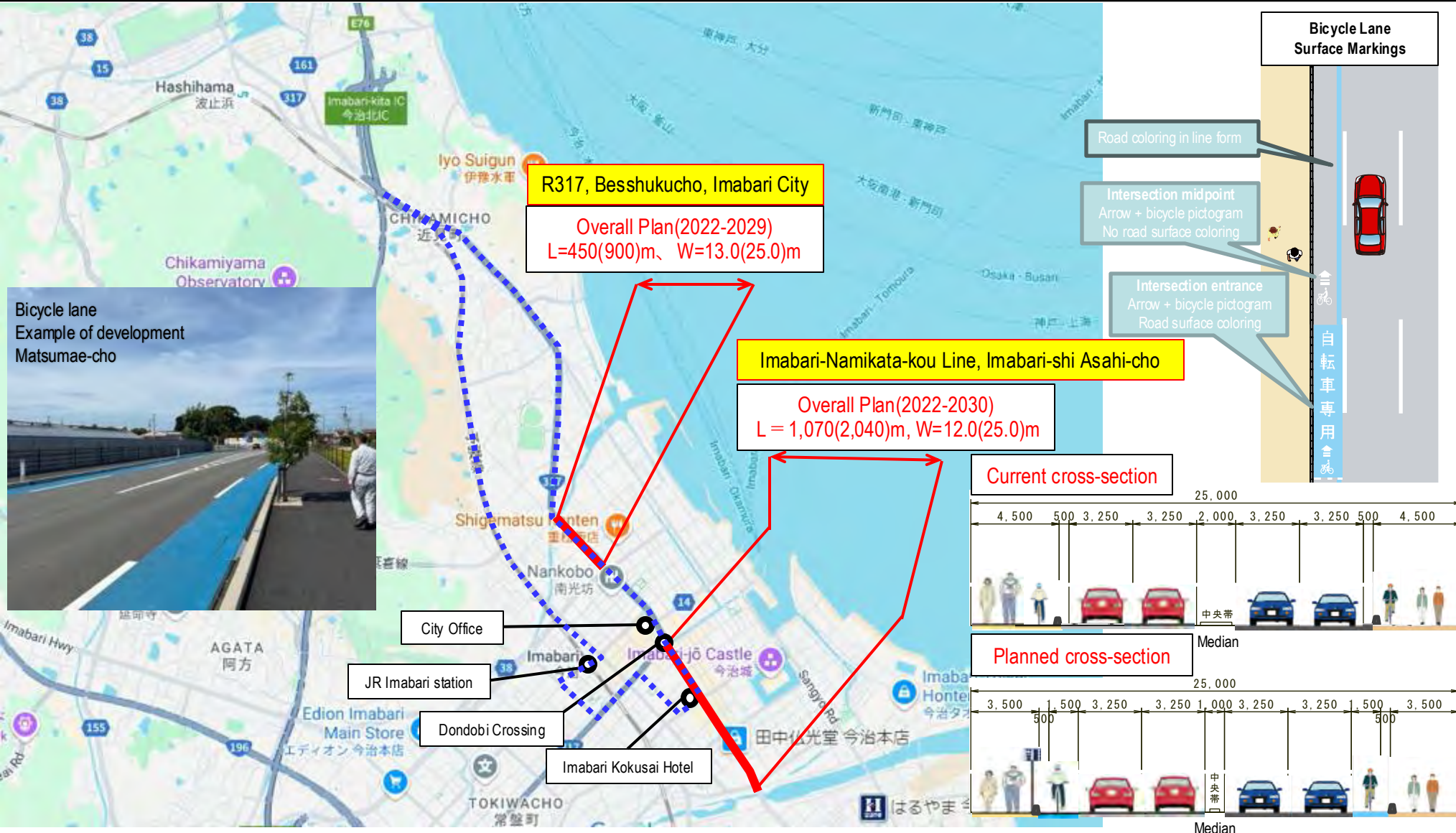


Overview

Route length: L=2.8km
 Road width: W=15m
 Period: FY2022 - FY2028
 Details: The sidewalk and tree-planting strip will be reduced, and a bicycle lane will be created on both sides of the road.



National Route 317 and Prefectural Route Imabari-Namikata-kou Line: Plan for the development of bicycle lanes



History of Imabari Port

【The origins of the former Imabari Port】

The Taiheiki (a historical chronicle) mentions “ships gathered at the present port”, and the name “Imabari” has been recorded as a port since ancient times. Later, the history of Imabari Port began in 1600 (Keicho 5) when Lord Todo Takatora, who had distinguished himself at the Battle of Sekigahara, built Imabari Castle and created ship town “Funairi-Sendou-machi”.

【Construction of Imabari Port】

The port developed rapidly from the Meiji to Taisho periods. The efforts of Ichu Shichi, a pioneer in the Imabari shipping industry, to attract large ships in 1876 (Meiji 9) led to the development of Imabari's industry, particularly the textile industry, which produced Iyo cotton flannel (the origin of Imabari towels)) and other textile industries. In 1921, it was designated as an important port by the national government, and the following year it was designated as the first port in Shikoku to be opened to foreign trade.

【Post-war reconstruction and the car ferry era】

After the war, Imabari Port began to attract attention not only as a trading port, but also as a tourist port. In 1959, the first privately-run car ferry in Japan began service between Imabari and Mihara. The number of routes expanded, with large ferries linking Kyushu and the Hanshin area also calling at the port, and the “era of large car ferries” arrived. In addition, the routes connecting the islanders' daily lives with Imabari Port and the islands were also improved, and the number of passengers using Imabari Port reached a peak of about 3 million people per year in 1974.

【Opening of the Setouchi Shimanami Kaido】

Imabari Port, which had been developing steadily, reached a turning point with the opening of the Setouchi Shimanami Kaido in 1999. The bridge, which made it possible to travel between Imabari and Onomichi at any time without worrying about the time, brought about major changes in the flow of goods and people. The shift in transportation from ships to cars gradually reduced the number of regular shipping routes.

【From a port of transportation to a port of exchange】

100 years after the port was opened, the area around Imabari Port is gradually changing. Starting with the completion of the “Harbor Exchange Center Haabari” as a new base for the port in 2015, the “6 00m “Marine Concourse” and “KATAHARA WOOD BASE” in 2021 (2021). In October 2022, a commemorative ceremony was held to celebrate the 100th anniversary of the opening of Imabari Port.

Imabari Port, which was once a “port of transportation” with large ships and ferries coming and going, is now at another turning point as it aims to become a “port of exchange” where people come together.



▲ Imabari Castle and the statue of Todo Takatora



▲ Completed in 1934, panoramic view of Imabari Port



▲ The ferry boat “Aki” that runs between Imabari and Mihara



▲ Minato Community Center, completed in 2015 9

Minato Community Center “Harbor + (Ima)bari: Harbari”



Port Revitalization

With the basic concept of transforming the port from a “transportation” port to a “cultural exchange” port, work began in 2013 to rebuild the old port building, and it was opened to the public in July 2016. In June 2020, the 600-meter sea concourse was completed, and all construction work on the Minato Revitalization Project was completed.

Overview of the Facility

Minato Hall (1st floor)
Capacity: approx. 150 people, 248m², Wi-Fi available
Rental offices (1st, 2nd and 3rd floors)
Meeting rooms ① and ② (3rd floor)
Capacity: ① approx. 12 people, 24m² ② approx. 8 people, 18m²
Kitchen studio (4th floor)
Capacity: 20 people, 85m², 5 cooking tables, 5 tables, 24 chairs
Observation deck (4th floor) *Part of the deck is rented out to private businesses



Event Information



Setouchi Port Marche

This market began in November 2022 to coincide with the 100th anniversary of the opening of Imabari Port. It is held on the second and fourth Sundays of every month, and offers a wide range of Imabari specialties, including freshly caught fish, locally grown fresh vegetables, towels, and sweets.

Let's go to the Shimanami by bicycle! SINCE 2009

Specified Nonprofit Corporation
Cyco-tourism Shimanami

Location: Imabari, Ehime. <http://www.cyco-shimanami.com/>

Introduction

A private non-profit organization that aims to create sustainable communities through the promotion and proposal of a new style of travel called “cyco-tourism” (cycling travel). It is working to strengthen the brand of cycling travel destinations through community-led initiatives and is promoting the creation of local networks and exchange mechanisms. Recently, it has been working to expand the scope of cycling use, including through health promotion projects and the creation of women's cycling communities.

Detailed program

① Regional travel agency

Offering exchange tours that beginners can join with peace of mind.

② Accommodation business/Management of guesthouses “Cyco no le” and “Nami to Minato”

Accommodation business/Management of guesthouses “Cyco no le” and “Nami to Minato”

③ Publishing business/Publication of maps and guidebooks to support bicycle travel

Production of guidebooks and other publications that provide information on how to travel slowly through the local area.

④ Sustainable community development using bicycles

Development of a welcoming environment and network with resident participation.

Expansion of bicycle use and promotion of safe and secure rides.

Creation of a community through collaboration with local leaders. etc.

Full support for bicycle travel!

Creating sustainable towns using bicycles

① Localized travel agency

We offer tours with plenty of interaction and safe, reliable support.



② Lodging business

Shimanami Guesthouse “Cyco no le” and “Nami to Minato. Convenient location - in front of JR Imabari Station - and recommended for long-term stays in Namikata



③ Publishing business

A guidebook and map created based on actual travel along the Shimanami Kaido. Perfect for preparing for your trip.



④ Cyclo-Cafe



The cafe you can stop by while cycling is also OK for training, meetings, etc.!

⑤ Cyclo Farm



We run programs where you can play and learn in the satoyama. It's also a place for local children to hang out.

⑥ Creating landscapes that suit bicycles



A human-shaped stand in the midst of Shimanami. Take a picture with your bicycle.

⑦ Making people more aware of safety and security



Bicycle Hiroba & Smart Ride!
Practical activities to familiarize yourself with cycling while having fun, tailored to your life stage

⑧ Industry, government, and academia work together to develop and promote new ideas



Initiatives such as “Cycle Oasis” and “Cycle Train” are the result of regional collaboration in the creation of the Shimanami brand.

Cycle Oasis Supporting the “Journey of the Line”

Trigger

If we could support bicycle trips, which are more likely to encounter problems than car trips...

Introduction

The area was developed with the participation of local residents as a place where cyclists can stop and take a break or interact with local residents while cycling in the Shimanami area.

Each oasis is equipped with air pumps and maintenance tools. You can also fill up your own bottle and get cycling information.

FY2011-

Shimanami Cycle Oasis construction begins

FY2012-

Shimanami Island Run Rescue Program Begins

FY2013 -

Expansion work in Imabari City has begun.

FY 2014 -

Hamakaze Cycle Oasis development begins
expansion to Minamiyo

FY 2016 -

Expansion to Toyo
Expansion to Chuyo

As of January 31, 2024

Imabari/Shimanami Area (107 locations in the prefecture)

*There are also locations in Onomichi City

Imabari City: 86 locations

Kamijima Town: 21 locations

Nanyo Area (43 locations)

Uwajima City: 17 locations

Matsuno Town: 6 locations

Onikita Town: 11 locations

Ainan Town: 9 locations

Yawatahama area (50 locations)

Yawatahama City: 10 locations

Ozu City: 11 locations

Seiyo City: 10 locations

Uchiko Town: 10 locations

Ikata Town: 9 locations

Toyo East Area (84 locations)

Niihama City: 24 locations

Saijo City: 41 locations

Shikokuchuo City: 19 locations

Chuyo Area (90 locations)

Matsuyama City: 34 locations

Iyo City: 13 locations

Toon City: 14 locations

Kuma Kogen Town: 15 locations

Matsumae Town: 5 locations

Tobe Town: 9 locations

【Tapestry (Displayed in certified facilities)】



Cycle Oasis General Hub

An information hub connecting travellers with local communities



SHIMANAMI GUEST HOUSE
CYCLONOLE

1 minute walk from the East Exit of JR Imabari Station
Shimunami Guesthouse Cyclo-no-le
Tel: +81-898-35-4496
E-mail: cyclo@cyclonole.com
1-1-12 Kitahorai-cho, Imabari City, Ehime Prefecture 794-0028, JAPAN



Document your Shimanami trip with a "digital travel notebook"!



dormitory-style beds



Shower and washing machine



Bicycle Storage and Maintenance



Cycling Information



Serving local produce



Cycling Souvenirs



Exchange of information



Luggage storage

About the Blue Line ①

The aim is to make it easier for cyclists (bicycle enthusiasts) to enjoy the Shimanami region without getting lost, by using a unified blue line on the Ehime and Hiroshima sides from JR Imabari Station to JR Onomichi Station.

【Purpose of Installation】 A guide for cyclists from around the world

- ❖ Clearly indicate recommended cycling routes and provide easy-to-understand guidance for many people.
- ❖ Clearly indicate the principle of driving on the left.
- ❖ Raise awareness of bicycle traffic among motorists.

【Overview of Blue Line Installation】

<Hiroshima Prefecture side>

- ❖ Construction period: October 2010 to March 2011

<Ehime Prefecture side>

- ❖ Construction period: January 2012 to March 2012

【Construction Information】

- ❖ The road surface is paved with a “melted anti-skid pavement” that makes it difficult for bicycle tires to slip even on rainy days (when it is wet), so that the slip resistance when it is wet is the same as that of the road surface.
- ❖ (Reference) W=20cm, approx. 1,000 yen/m *White lines: approx. 225 yen/m (approx. 4 times the price)



About the Blue Line② (including road surface guidance pictograms)



- ❖ Distance markers: Every kilometer between Imabari and Onomichi
- ❖ Directional markers: - installed at places where there is an influx of traffic from other directions, such as at intersections, or where it is easy to get lost
- ❖ Distance sign: Displays the distance and direction to the main point.

Cycling Terminal (Itoyama Cycling Terminal)

Phase 1 construction

(1) Opening: April 20th, 1999

(2) Facility Overview

Site area: Original: 6,451.84m², Expansion: 2,972.59m²
Total: 9,424.43m²

Structure: Original: Reinforced concrete with steel frame, 2 stories
 Extension: Steel-frame, single-story

Total floor area: original: 2,152.79m²; extension: 485.52m²
Total: 2,638.31m²

Guest rooms: 19 rooms (14 Western-style, 5 Japanese-style)

Accommodation capacity: 70 people maximum

Parking: 85 cars (including expansion part)

Other facilities: Restaurant, Bicycle storage, Outdoor public toilets,
 Bicycle Assembly area, Bicycle washing area,
 Shower rooms, Changing rooms, Wood deck terrace, etc.

(3) Project cost:

Initial: approx. 1,028 million yen

Expansion: approx. 158 million yen (only for building-related costs)

(4) Management and operation (Designated management)

Imabari Labor Welfare Corporation

Category	Price (per room, per person *tax included)			
	Number of people	Adult	Junior high school students	Elementary school students and children aged 4 and over
Western-style room / Japanese-style room / Large room	1 person	4,400 Yen	3,960 Yen	3,520 Yen
	2 or 3 people	3,300 Yen	2,970 Yen	2,640 Yen
	4 or more people	2,750 Yen	2,530 Yen	2,200 Yen



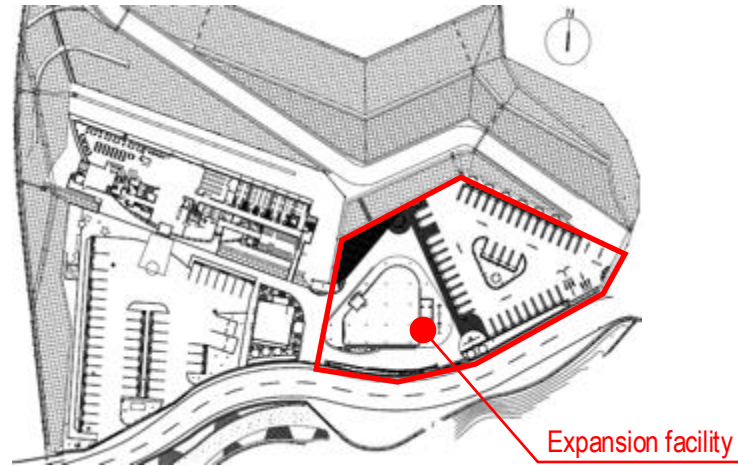
Cycling Terminal (Itoyama Cycling Terminal)

Phase 2 construction

As the facilities initially built became too small, they were expanded to the adjacent land. (The new facilities will be available from June 19, 2020.)

【 About the expansion facility 】

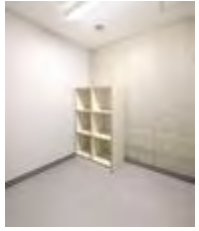
- ❖ Construction costs (building only)
⇒ Approximately 158 million yen
- ❖ Site area
 - ❖ Initial: 6,451.84m²
 - ❖ Expansion: 2,972.59 m²
 - ❖ Total: 9,424.43 m²
- ❖ total floor area
 - ❖ Initial: 2,152.79 m²
 - ❖ Expansion: 485.52 m²
 - ❖ Total: 2,638.31 m²
- ❖ Construction period (including land development and planning)
 - ❖ FY2015–FY2020



Cycling Terminal (Itoyama Cycling Terminal)

Changing rooms

The existing locker room has been converted into separate changing rooms for men and women.



Wooden deck



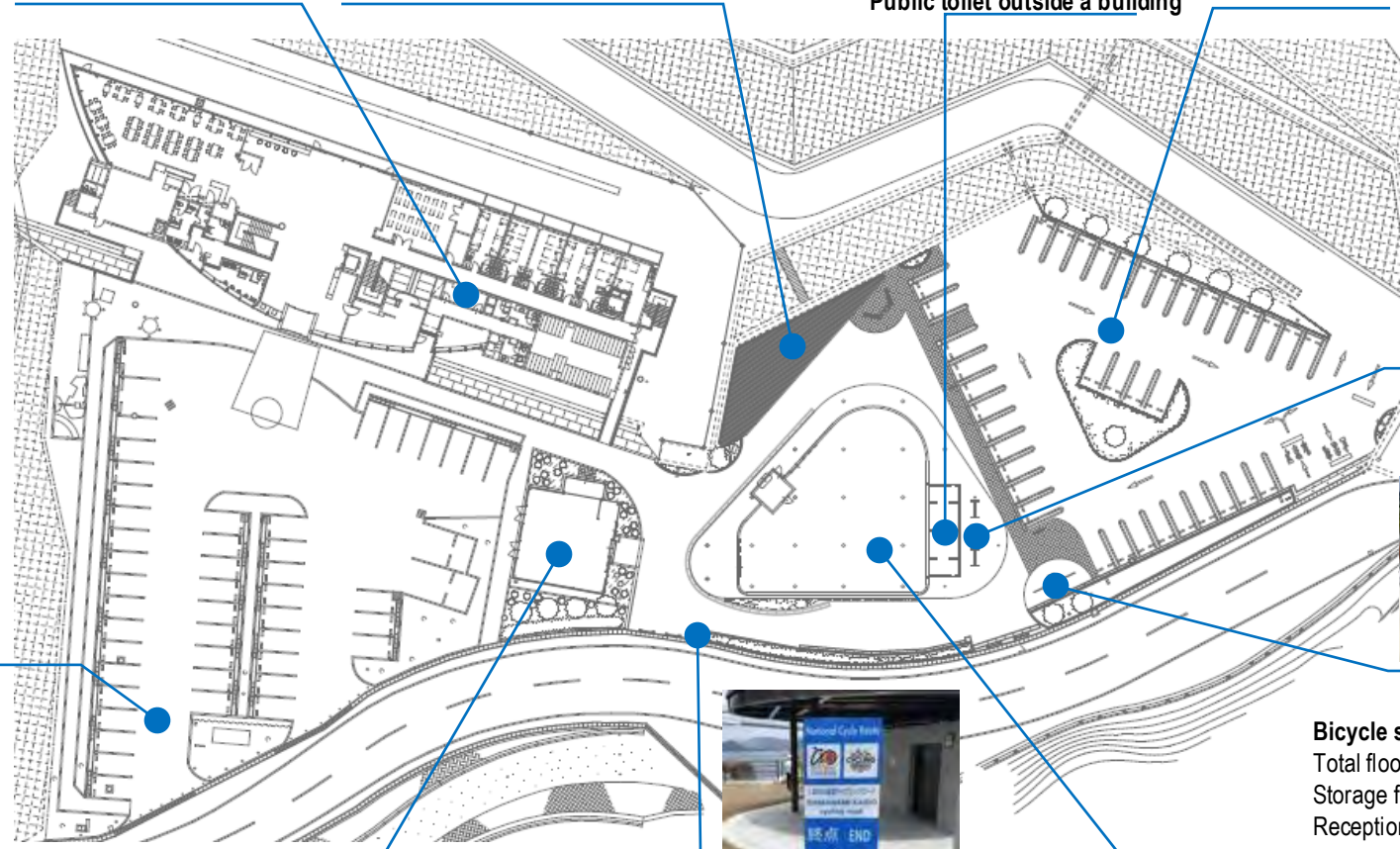
Public toilet outside a building

Bicycle assembly space

The cycle stands were donated by the Imabari Lions Club. The workstations were purchased by the city.



Parking lot (new)
38 cars



Parking lot (existing)
47 cars

自転車洗車スペース



Bicycle storage (newly built)

Total floor area: 485.52 m²
Storage for approx. 326 bicycles
Reception (office)



Bicycle storage (existing)
*Partially renovated this time
Total floor area: 115.22 m²
Storage for approx. 186 bicycles



National Cycle Route starting and ending point signboards

Traffic safety measures on the Shimanami Kaido Bikeway (Kurushima Kaikyo Bridge)

Traffic safety measures on the Shimanami Kaido Bikeway and Kurushima Kaikyo Bridge (including approach roads)

▼ Warning sign pole



▼ Audio guidance (Share the Road, Hospitality)



▼ Road surface marking for two-way traffic (slow down)



▼ Multilingual warning sign (pedestrian warning)



Michi-no-Eki Yoshiumi Iki-Iki-Kan (managed by: Shimanami Co., Ltd.)



【Facility Overview】

A roadside station located by the Shimoda-mizu Port at the southern tip of Oshima Island. It sells seafood from the Kurushima Straits and local produce, and also offers seafood barbecues and charcoal-grilled dishes cooked on portable charcoal braziers.

The information corner in the building provides information on the Kurushima Straits Shimanami Cruise, road information, and tourist information for the surrounding area.

- ◆ Management company: Shimanami Co., Ltd.
- ◆ Opening: April 1999
- ◆ Total floor space: Approx. 8,589 m²
- ◆ Annual visitors: 106,870 (FY2023)



▲ Yoshiumi Ikiiki-kan



▲ Promotional video

Cycle Ship (Shimanami Co., Ltd.)

Shimanami, a company that manages and operates roadside stations along the Shimanami Kaido, operates a cycle ship (chartered boat) that can be used for cruises tailored to the needs of tourists, etc., without being restricted to regular routes.

◆ Date of service launch: March 22, 2021 (date of unveiling ceremony)

◆ Outline

Maximum number of passengers

73 (passenger capacity: 70 / crew capacity: 3)

* 48 passengers can be accommodated inside the cabin

Onboard facilities

- Bicycle storage (approx. 50 bicycles can be stored on the 1st and 2nd floors)
- Rooftop open deck
- Bicycle maintenance tools
- Outlets (20 outlets)
- All seats in the cabin have USB outlets
- Air conditioning in the cabin
- Wi-Fi on board
- Toilets
- Barrier-free spaces, etc.



Imabari Station Bicycle Parking Lot

In order to ensure a good environment around Imabari Station, as well as to promote convenience for cyclists and beautification of the city center, a bicycle parking lot has been set up under the elevated railway tracks around Imabari Station, and a bicycle parking business (including motorized bicycles) is being carried out.

Imabari Station North Bicycle Parking Lot (774-2, 2-chome, Kitahorai-cho, Imabari City) - Paid, capacity for 325 bicycles

Steel-framed, 2 stories, built on January 6th, 1992, total floor area 729.99m²

Imabari Station South Bicycle Parking Lot (726-2, 1-chome, Kitahorai-cho, Imabari City) - Free, capacity 277 bicycles

Concrete floor ribbed split block retaining wall construction, built on March 19, 1992, total floor area 542.26m²

【Outline of the Imabari Station North Bicycle Parking Lot (Pay Parking Lot)】

- Opening hours: 6:00am - 10:00pm (entrance locked outside these hours)
- Usage fee

Use Category		Classification	
		Bicycle	Mopeds and vehicles other than bicycles that have been specially permitted by the mayor
One-Time Use	Once a day	100 yen	160 yen
	1 month	1,820 yen	2,150 yen
Regular use	3 months	4,930 yen	5,790 yen
	6 months	9,110 yen	10,730 yen

For one-time use, you can use a ticket book depending on the type. A book of 11 tickets is sold for the price of 10 tickets.

- Usage record (usage fees)

FY2021: 5,746,280 yen, FY2022: 5,538,810 yen, FY2023: 5,164,750 yen