

History of road development in Okinawa Prefecture and future road development plans

**Department of Civil Engineering and
Construction, Okinawa Prefecture
Road and Street Construction Division**

Contents of today's training

○ (Video) "Story of Okinawa Roads"

1. History of Postwar Road Construction

2. History of Road Construction After Reversion to Mainland

3. Future Road Development Plans

Video

"Story of Okinawa Roads"

Theme 1

1. History of Postwar Road Construction

Construction of Postwar Road Network



Bull dozer of road No. 1 construction

Construction of Military road No. 1



Immediately after reversion (1972)

Maintenance Status of Post-war Road Network



Road conditions just before
reversion to the mainland (1971)

Unit: Km

	Usage length	Paved roads	Simple paved roads	Gravel roads
Length of roads in Okinawa ((① to ③)Total)	4, 193	426	435	3, 332
Military roads	223	223	—	—
Ryukyu government roads	902	185	94	623
Local government roads	3, 068	18	341	2, 709

Theme 2

2. History of Road Construction After Reversion to the Mainland

Okinawa Promotion and Development Plan

○ First Okinawa Promotion Development Plan

(FY 1972 to FY 1981)

○ Second Okinawa Promotion Development Plan

(FY 1981 to FY 1991)

○ Third Okinawa Promotion Development Plan

(FY 1991 to FY 2001)

(The text of development was removed)

○ Okinawa Promotion Plan (2002 to 2011 fiscal year)

○ The Basic Plan for 21st Century Vision of Okinawa Plan

(FY 2012 to FY 2021)

(Decided in 2022)

◎ The New Basic Plan for 21st Century Vision of Okinawa Plan (FY 2022 to FY 2031)

[Basic objectives of the plan]

- Correcting the disparity with the mainland
- Improvement of basic conditions of autonomous development

- Improvement as a distinctive area (Added from the third)

- Improvement of basic conditions of autonomous development

- Promotion of frontier creation type

- Building a kind society like Okinawa that enriches and energizes

- Build a strong and flexible independent economy that acts as a bridge between Japan and the world

- Build a generous “Okinawa where nobody is left alone.”

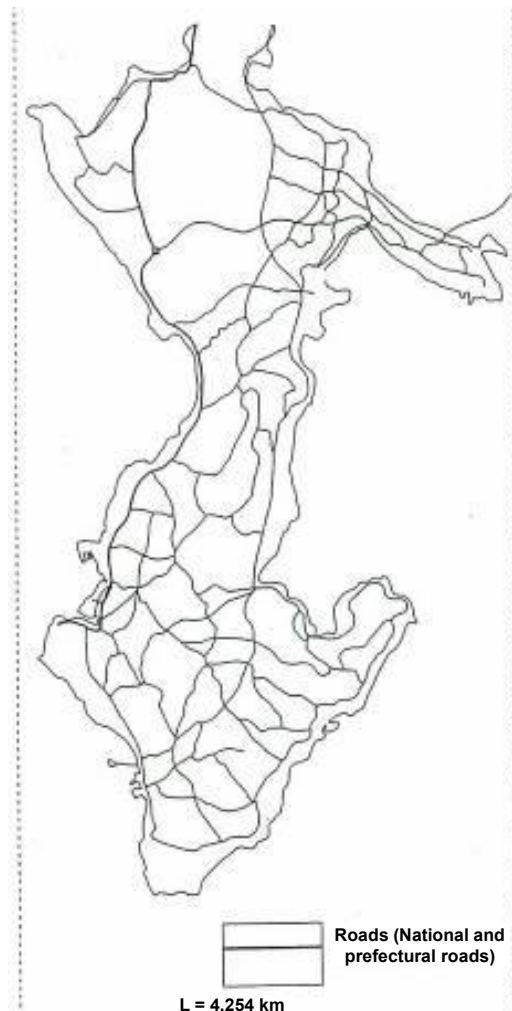
- Build “a strong and flexible independent economy.”

- Build a sustainable Island religion.

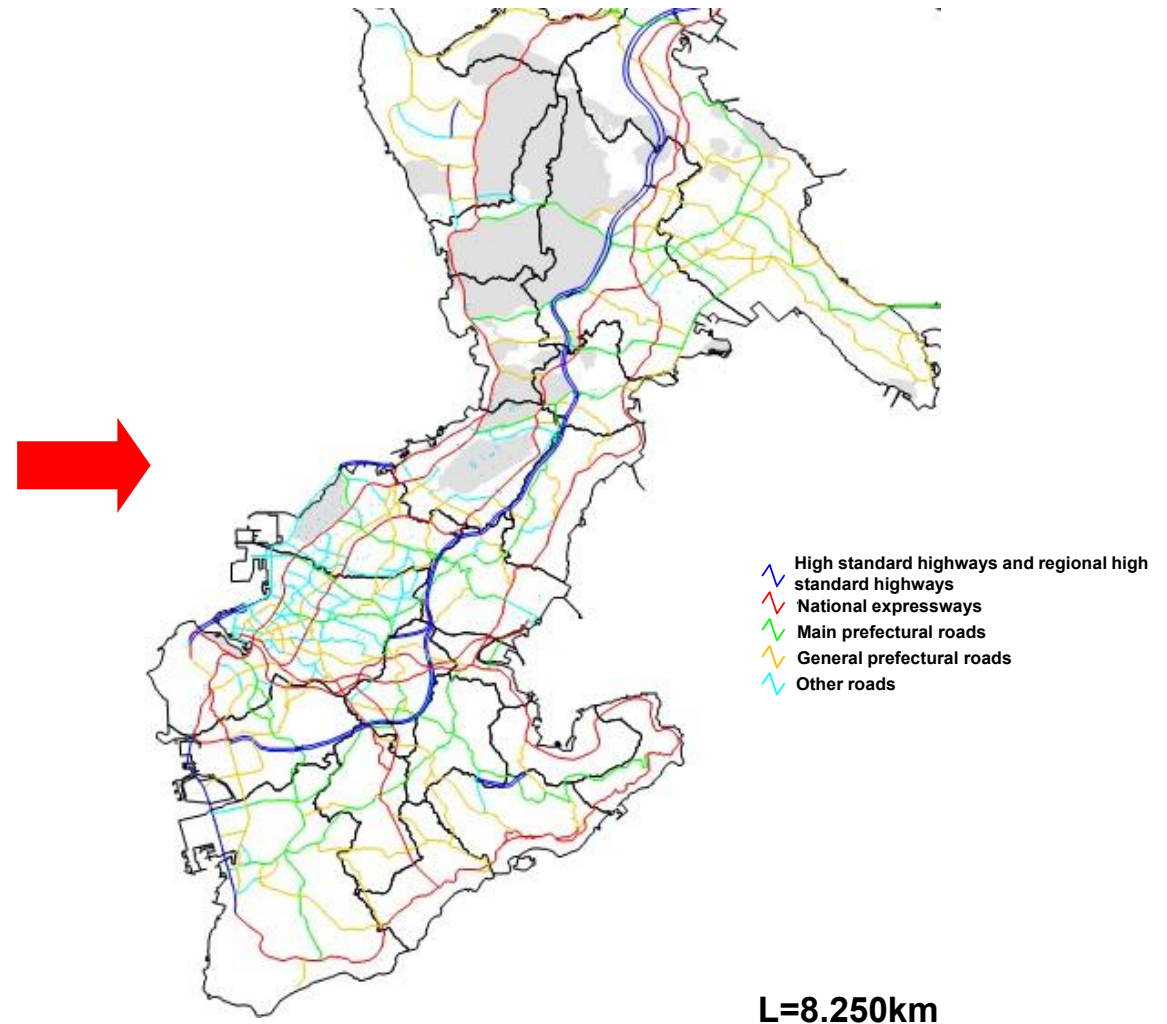
2. History of Road Construction after Reversion to the Mainland

Transition Diagram of Road Network (Central and Southern Regions)

Before and after Okinawan reversion (1972)

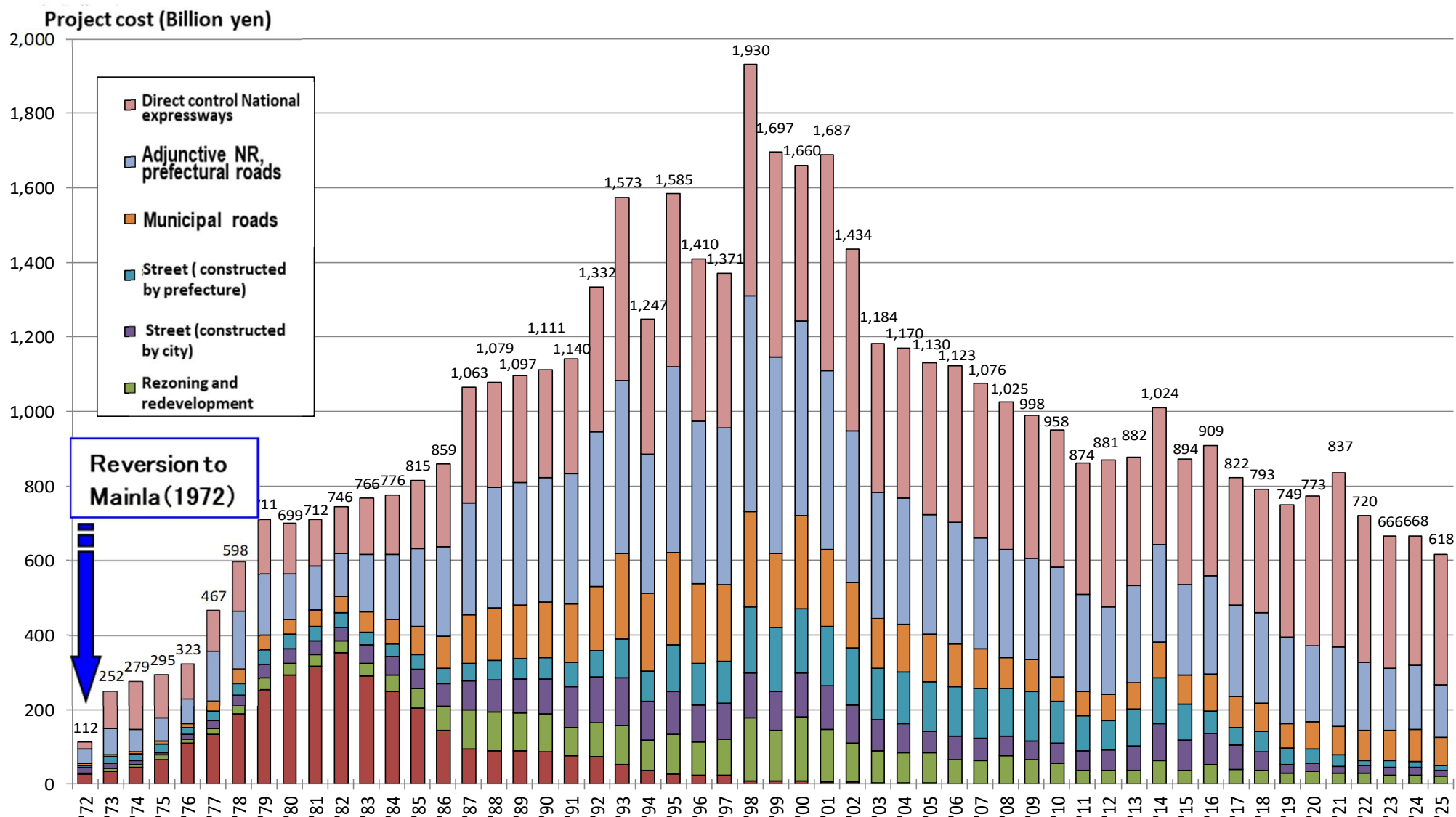


Present (2023)



Note: Roads extension throughout Okinawa Prefecture

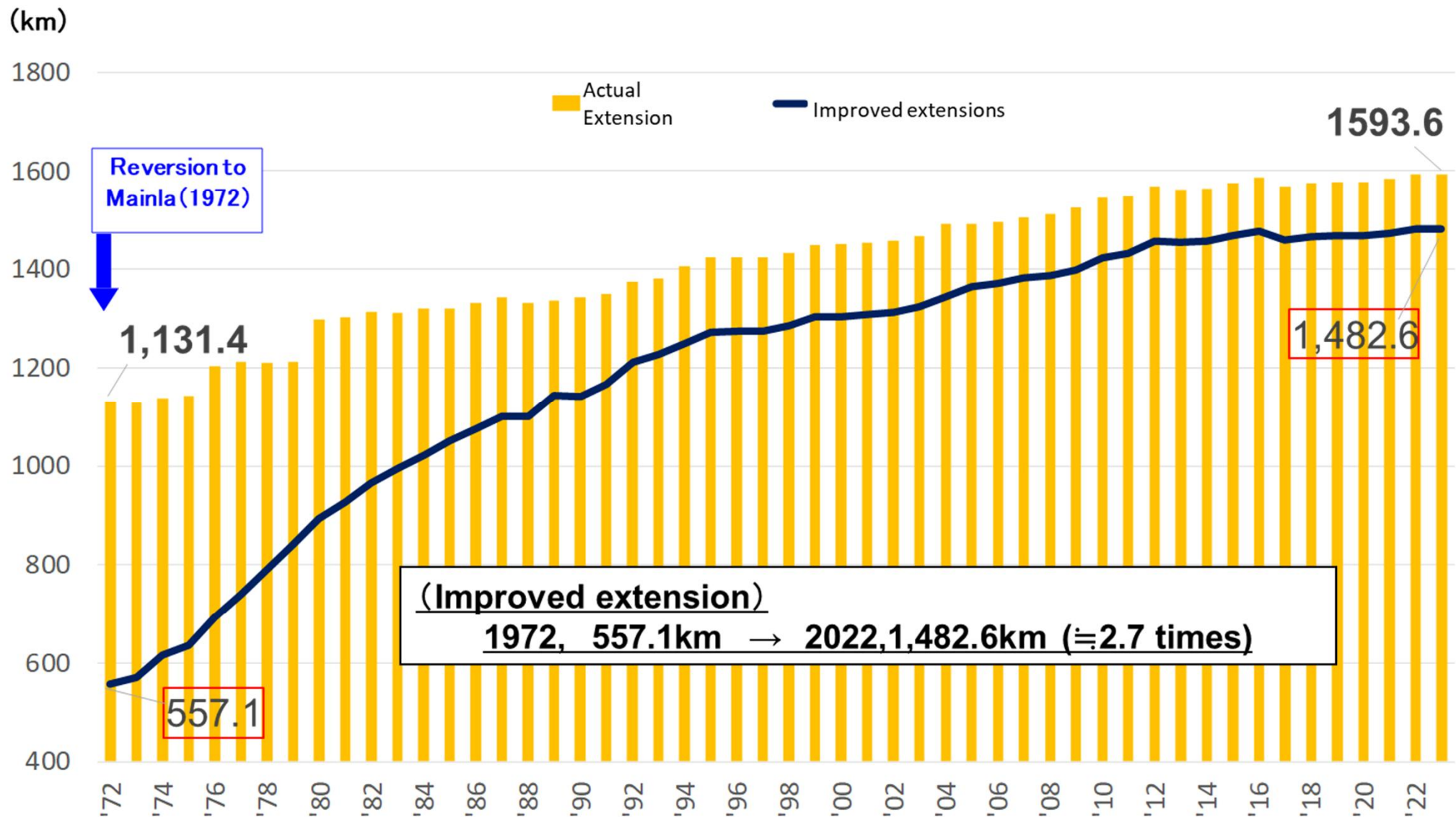
Transition of Road Budget



Invested about 5 trillion yen in 50 years.

2. History of Road Construction after Reversion to Mainland

Changes in road construction length (National Expressways, General National Highways, and Prefectural Roads)



2. History of Road Construction after Reversion to the Mainland (Maintenance example)

Okinawa Expressway (Arterial High-standard Highway)

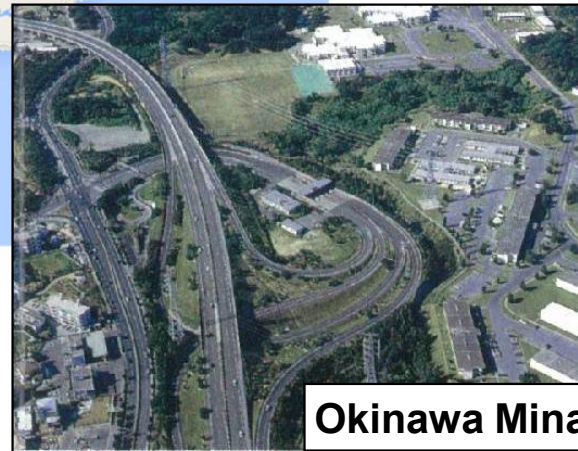


Sign boards in English

Extends about 60 km
Expressway for motor vehicles only
connecting central and southern
metropolitan regions with the northern
region (Nago)

Okinawa Expressway

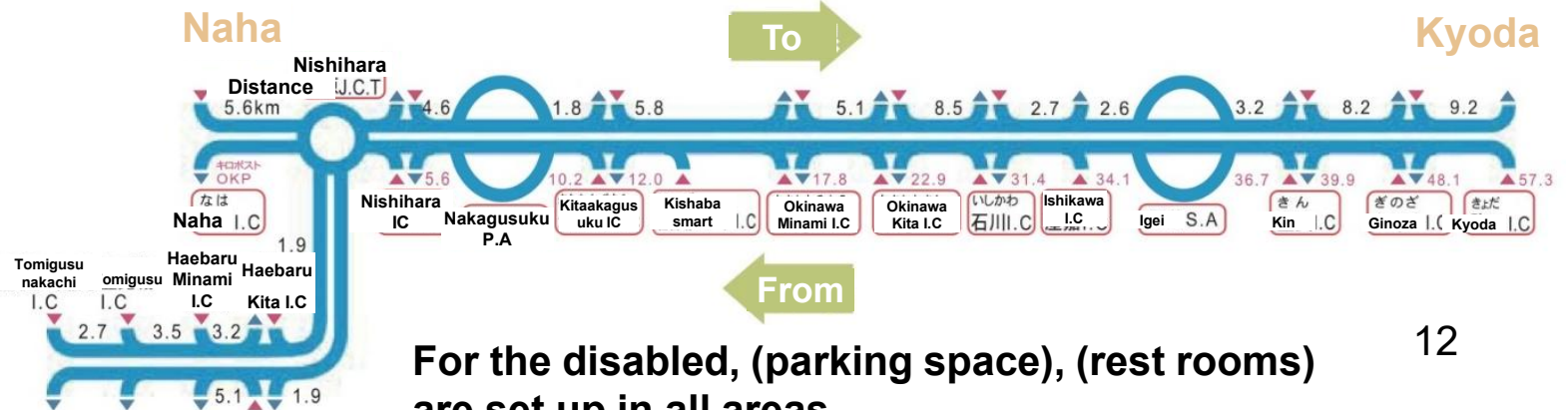
Ishikawa IC
(Uruma City)



Okinawa Minami IC



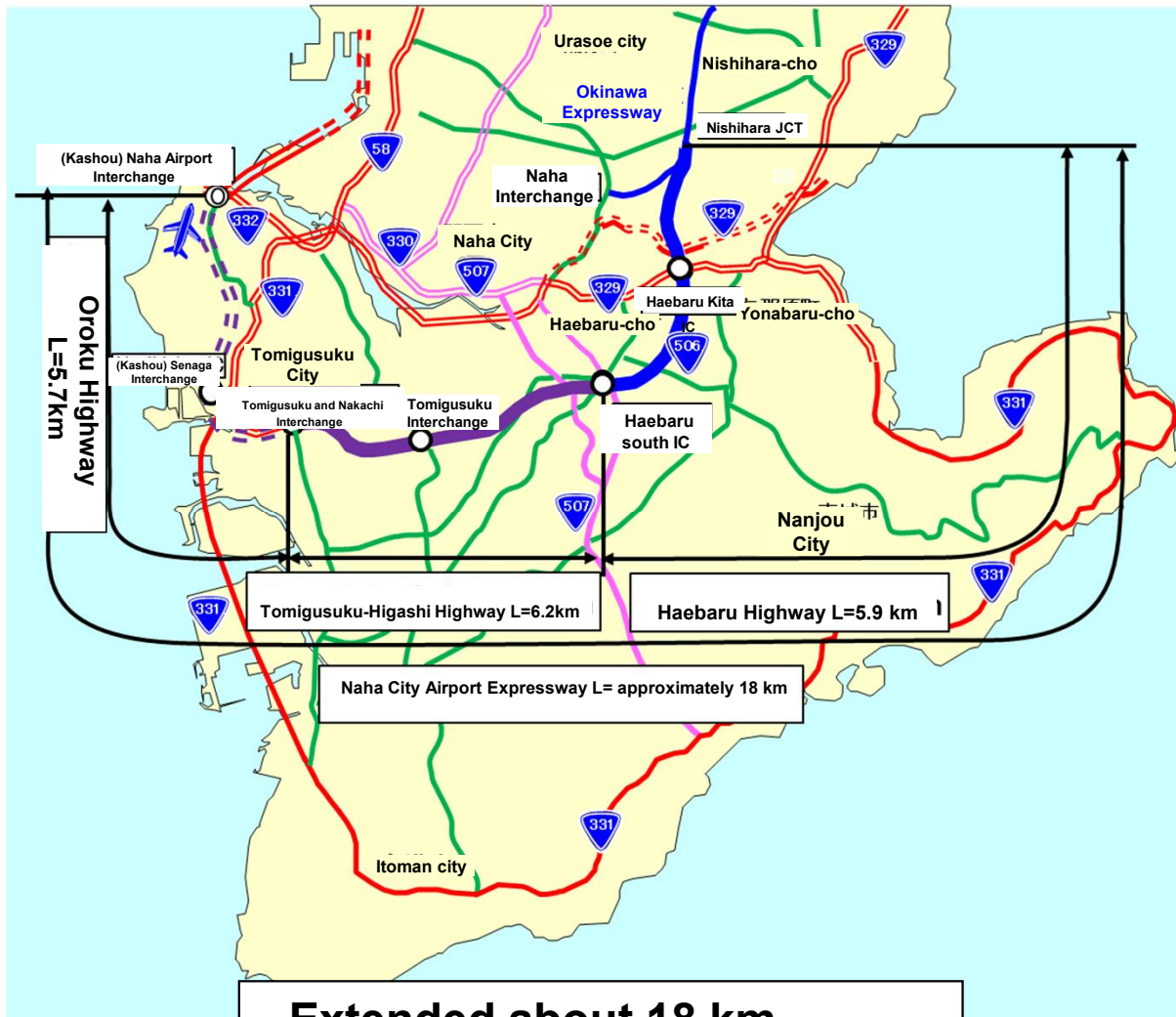
Naha IC tollgate



For the disabled, (parking space), (rest rooms)
are set up in all areas.

2. History of Road Construction after Reversion to the Mainland (Maintenance example)

Naha Expressway (Arterial High-standard Highway)



**Extended about 18 km
(Exclusive road for vehicles)
Connects Naha airport and
Okinawa expressway**

Tomigusuku Higashi road



**Naha Airport
Expressway**

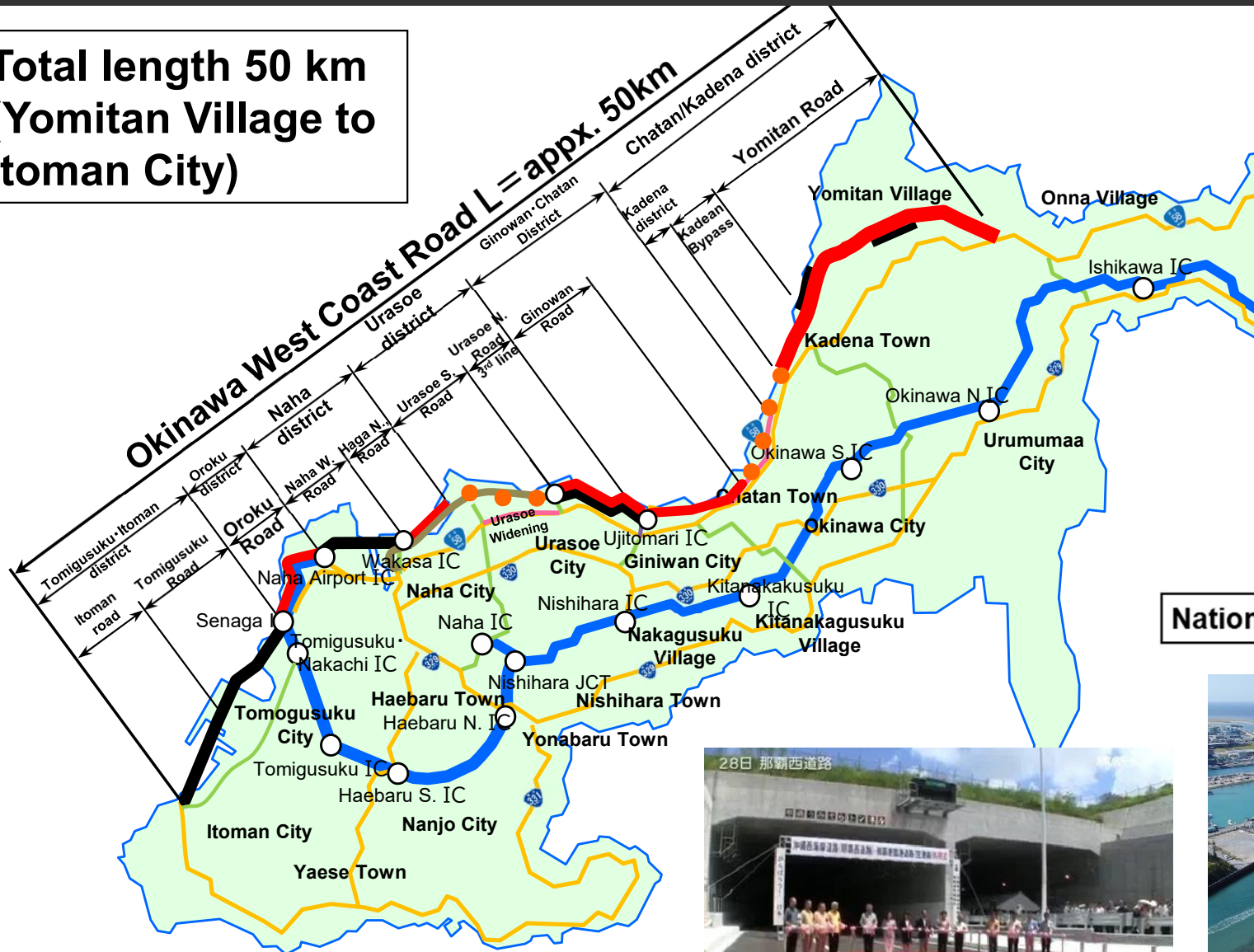


1999 Nishihara JCT under construction

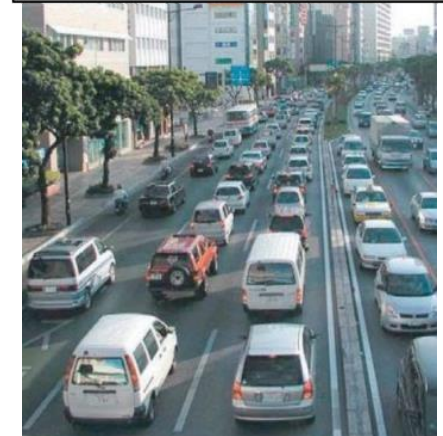
2. History of Road Construction after Reversion to the Mainland (Maintenance example)

Okinawa West Coast Road (Regional High-Standard Highways)

Total length 50 km
(Yomitan Village to
Itoman City)



- 西海岸道路 (調査中)
- 西海岸道路 (事業中)
- 西海岸道路 (完了)
- 沖縄自動車道
- 那覇空港自動車道
- 一般国道
- 一般国道 (事業中)
- その他幹線道路



National Route 58 Traffic congestion



Naha Umi-Sora Tunnel opened



Urasoe north highway

2. History of Road Construction after Reversion to the Mainland (Transition)



1955

**Kokusai Street
before reversion**



1959



2. History of Road Construction after Reversion to the Mainland (Transition)

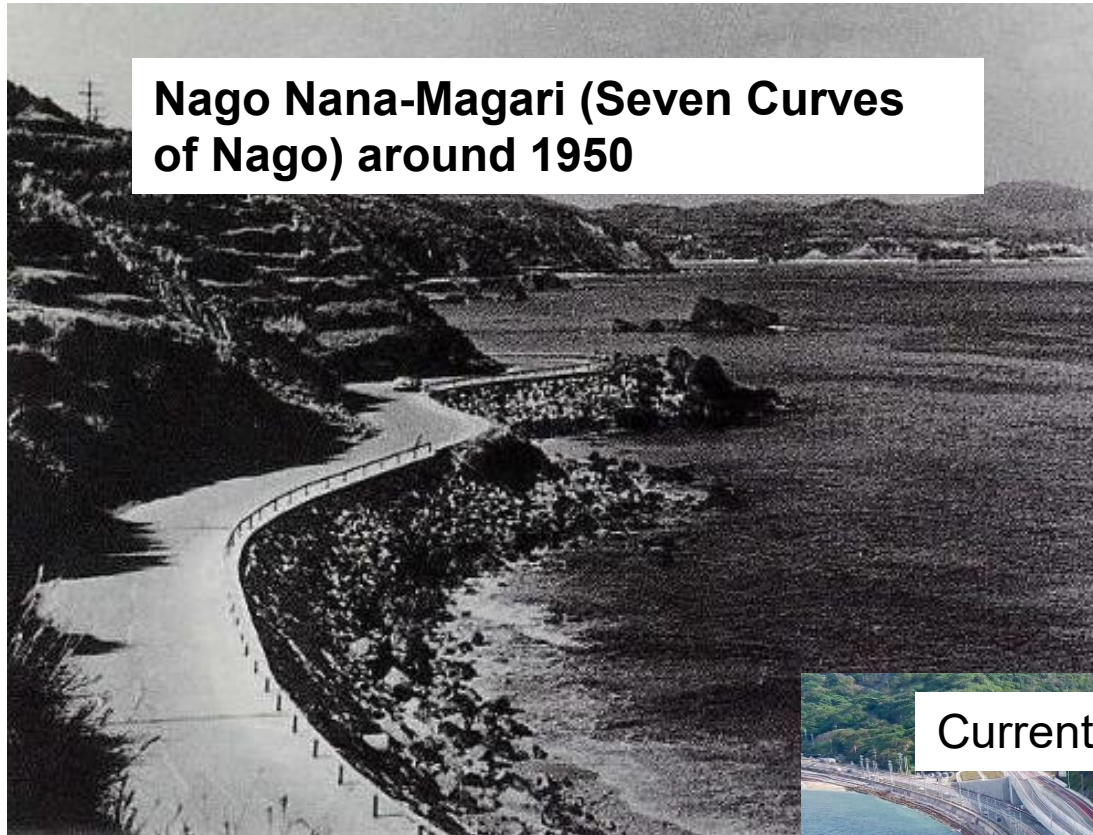


Current Kokusai Street



Event taking place on Kokusai Street

2. History of Road Construction after Reversion to the Mainland (Transition)



**Nago Nana-Magari (Seven Curves
of Nago) around 1950**

**NR 58
(Kyoda, Nago City)**



Current NR 58 (Sukuta IC)

July 2021, Nago East
Expressway (Nago - Sukuta)
temporally in service

2. History of Road Construction after Reversion to the Mainland (Transition)

Around 1972



**National Route 58
(Aja intersection)**

Aja intersection



2007

18

2. History of Road Construction after Reversion to the Mainland (Transition)

Bridges to Isolated Islands



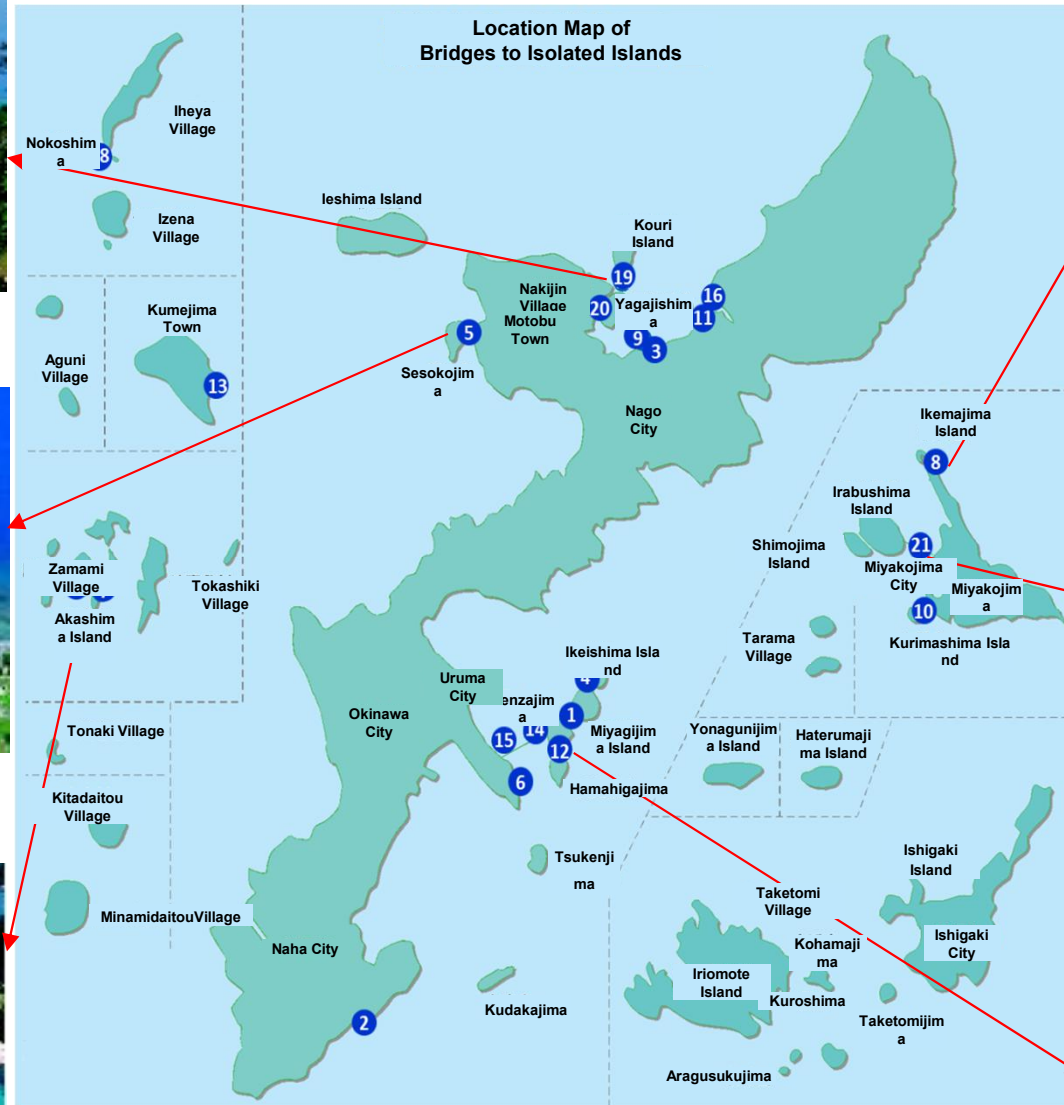
Kouri bridge (1960 m)
Opened February 8, 2005



Sesoko bridge (762 m)
Opened February, 1985



Akao bridge (530 m)
Opened May, 1998



Ikema bridge (1,425 m)
Opened February, 1992



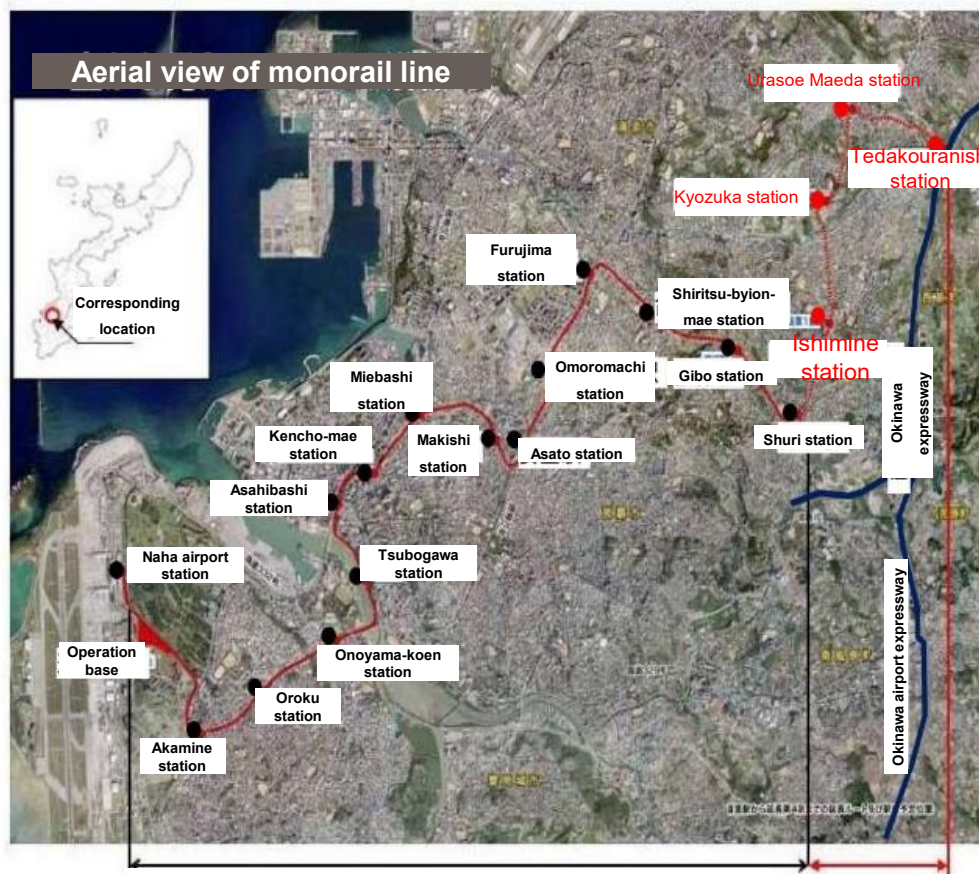
Irabu bridge (3,540 m)
Opened January, 2015



Hamahiga bridge (900 m)
Opened February, 1996

2. History of Road Construction after Reversion to the Mainland (Transition)

Okinawa City Monorail



<<Opening business section (August 2003)
Naha Airport station to Shuri station (15 stations =
Approximately 13 km)

<<Current extension
section>>
(4 stations L =
Approximately 4.1 km)

【概要】

- 区 間 那覇市鏡水（那覇空港）～浦添委前田
（建設キロ 17.2km 営業キロ 17.0km）
- 構 造 跨座型：台風襲来地域のため絶えず塩害の恐れのあるこ
とから、コンクリートを主体とした跨座型に決定
- 駅 数 19 駅（平均駅間距離 0.94km）
- 開 業 那覇空港駅～首里駅間 平成15年8月10日
首里駅～だこ浦西駅間 令和元年10月1日

Okinawa city monorail transportation enhancing project



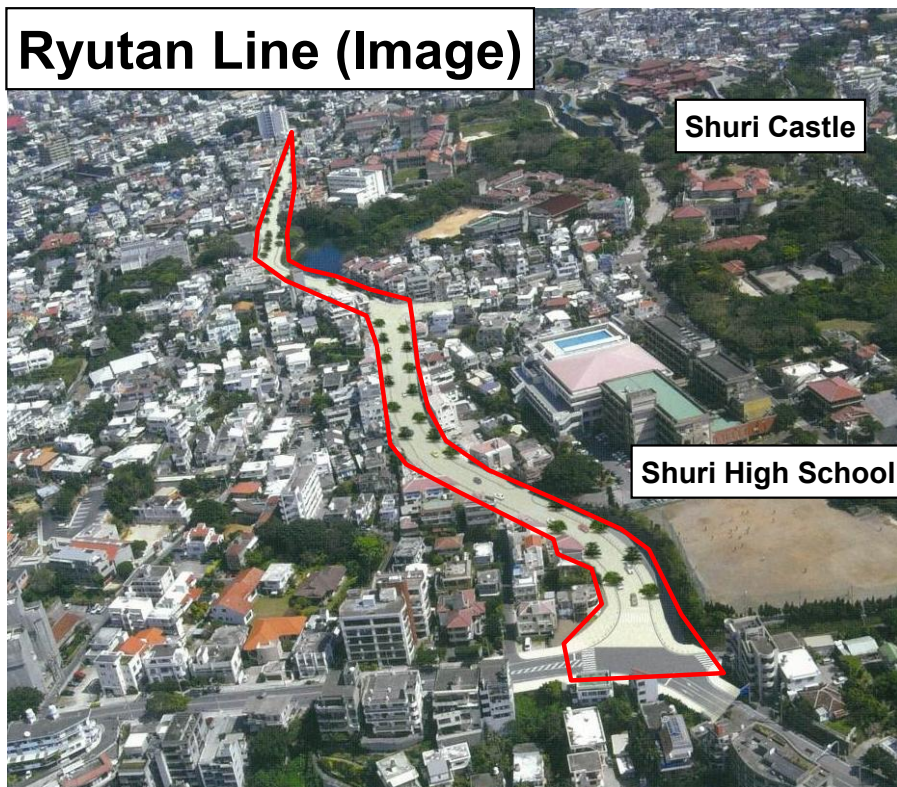
Image of new monorail train of
three as one set



2. History of Road Construction after Reversion to the Mainland (Transition)

Ryutan Line (Kitanakagusuku line, Naha)

Ryutan Line (Image)



Ryutan Line
(Kitanakagusuku line, Naha)

Development status of Ryutan Line



To create landscapes, areas for landscape were designated and set standards to maintain them.

Neighborhood cultural assets



Shuri Castle



Shureimon

Change of Traffic Rules (730 (Nana-San-Maru))

Kokusai Street with traffic on the right side



Day of changing traffic rules



Ishigaki city (730 intersection)
Left: Memorial



Left: Warning signs for change of traffic rules

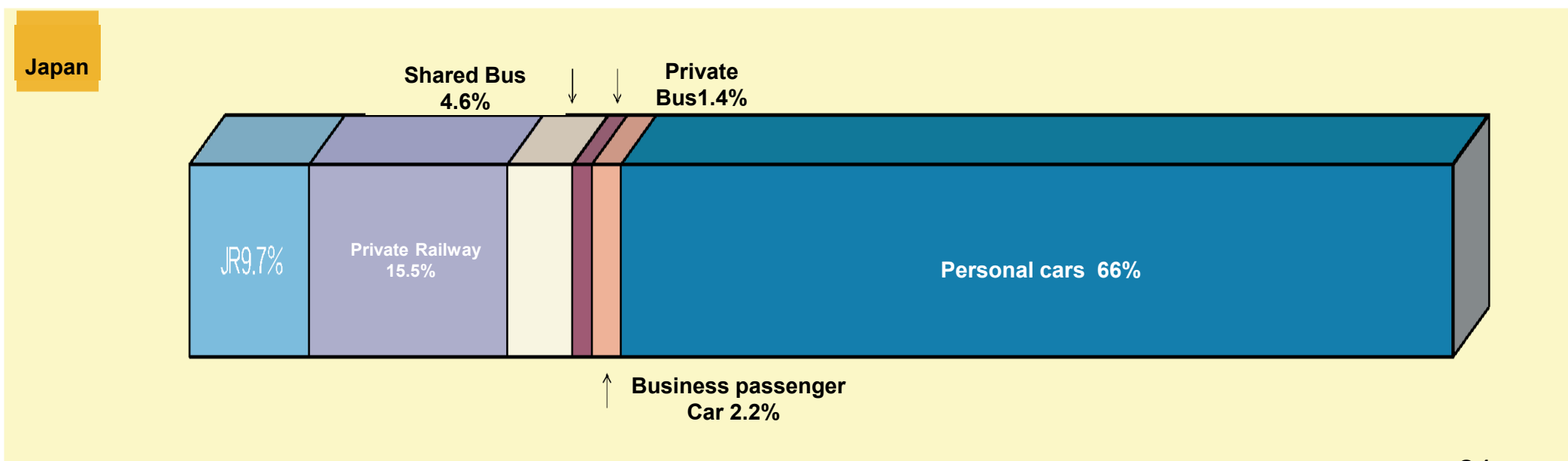
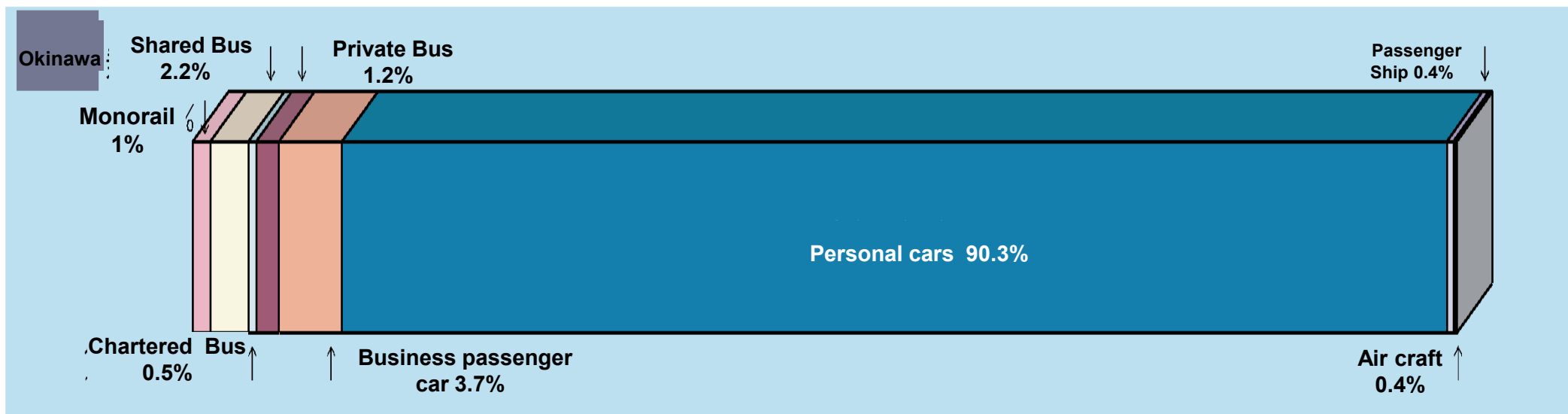
Change of traffic rules (July 30, 1978)

Theme 3

3. Future Road Plan

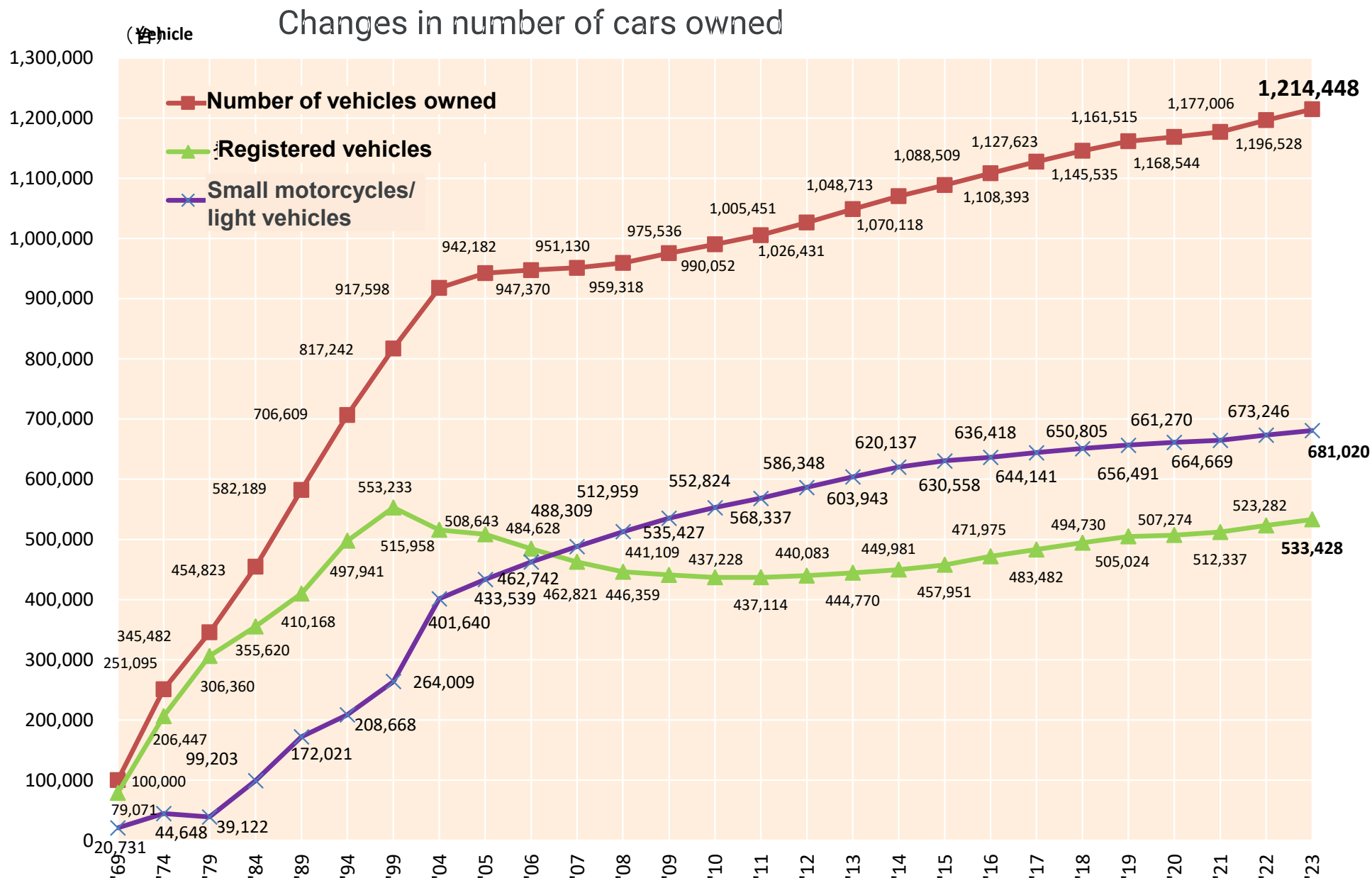
3. Future road development plans

Comparison of Passenger Sharing Ratio



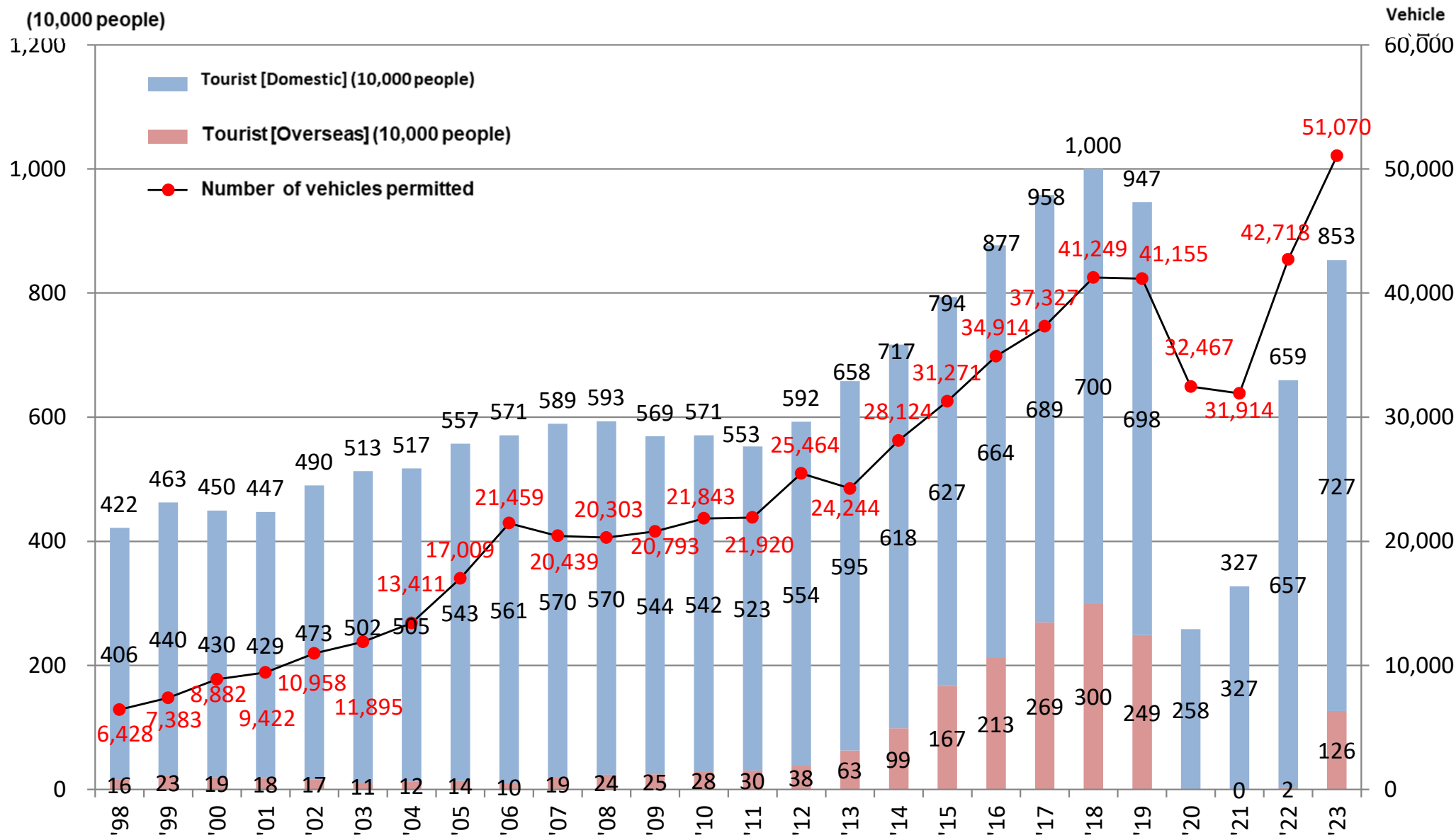
3. Future road development plans

Changes in number of cars owned in Okinawa Prefecture



3. Future road development plans

Number of tourists and rental cars permitted

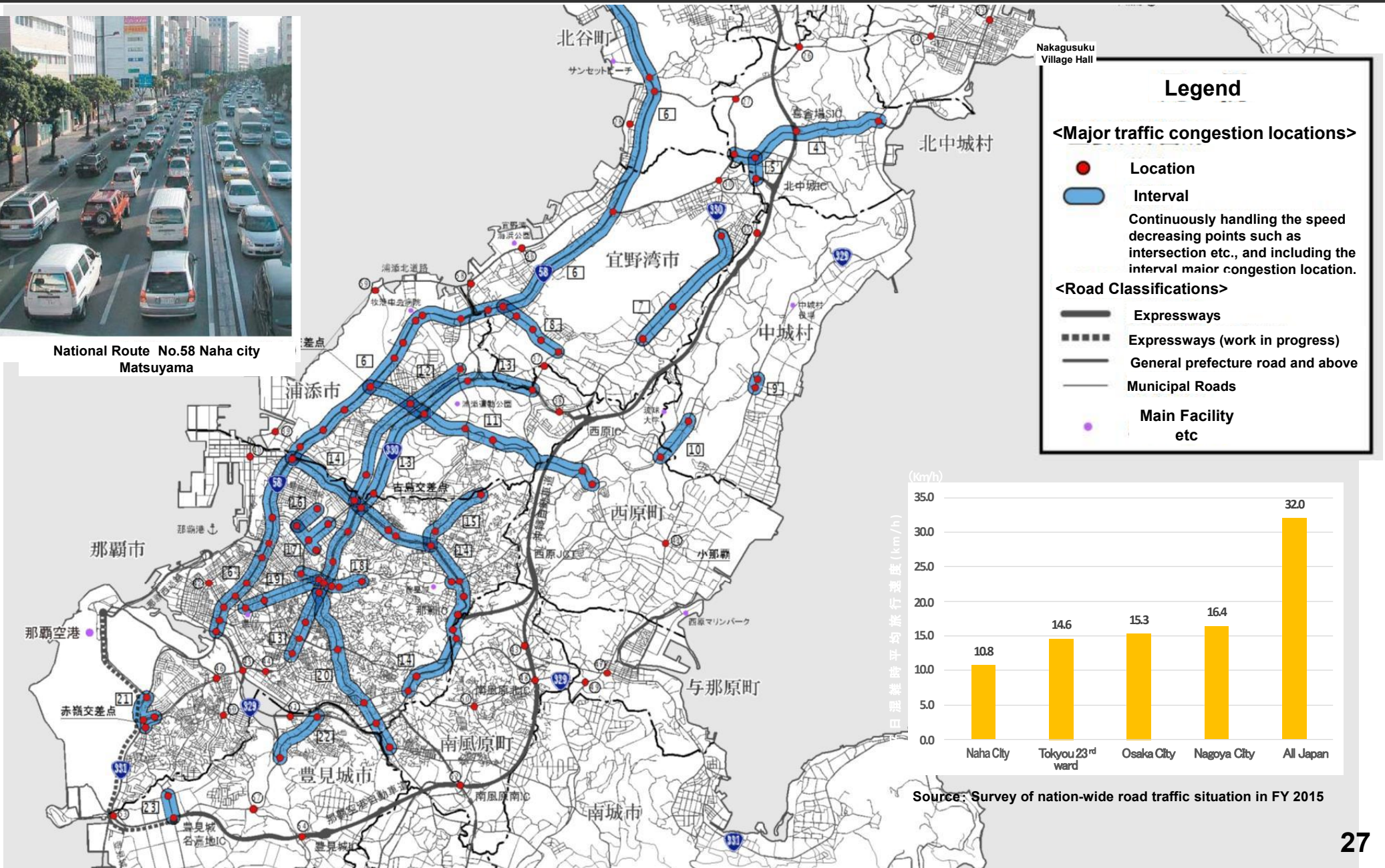


3. Future road development plans

Traffic Situation

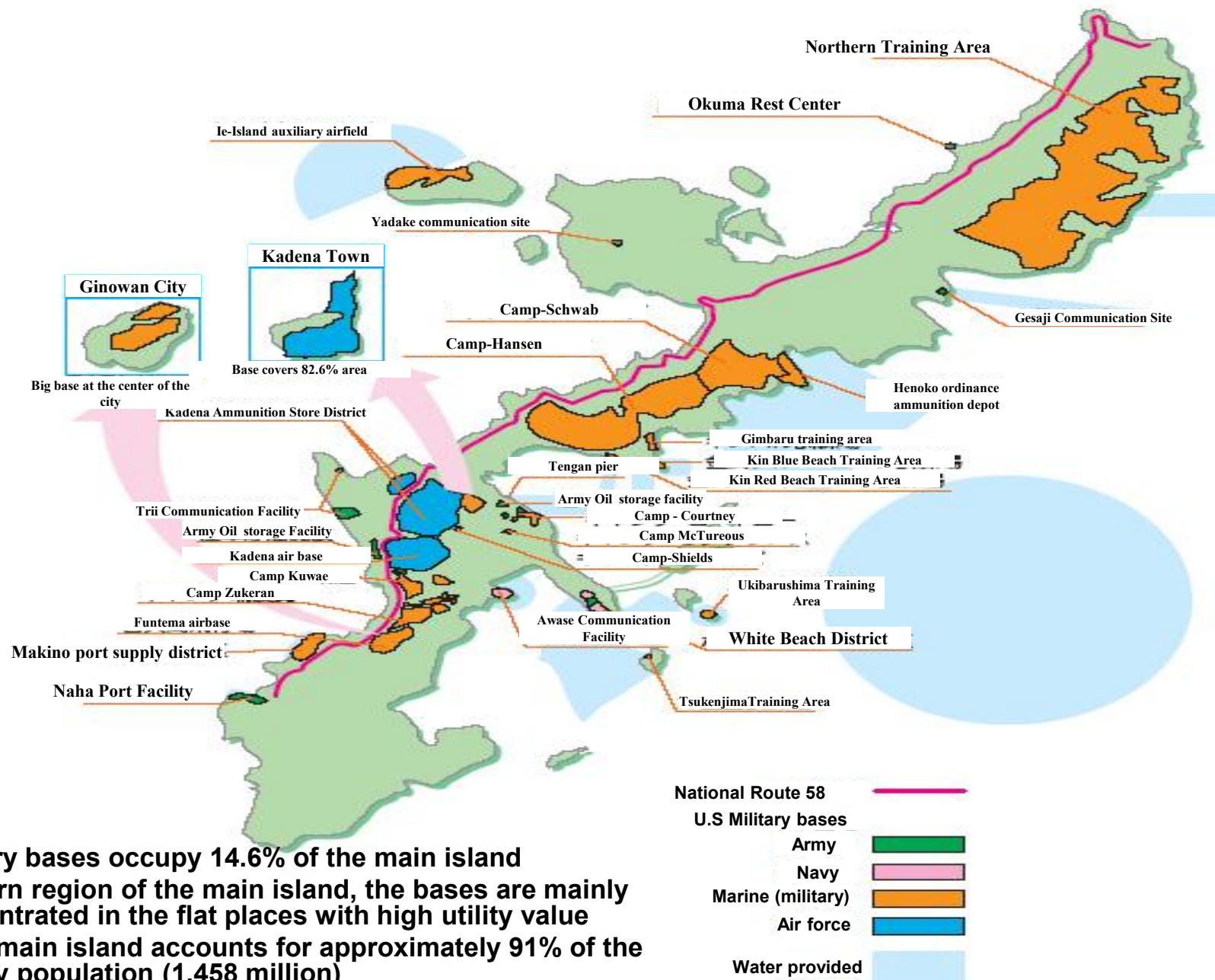


National Route No.58 Naha city
Matsuyama



3. Future road development plans

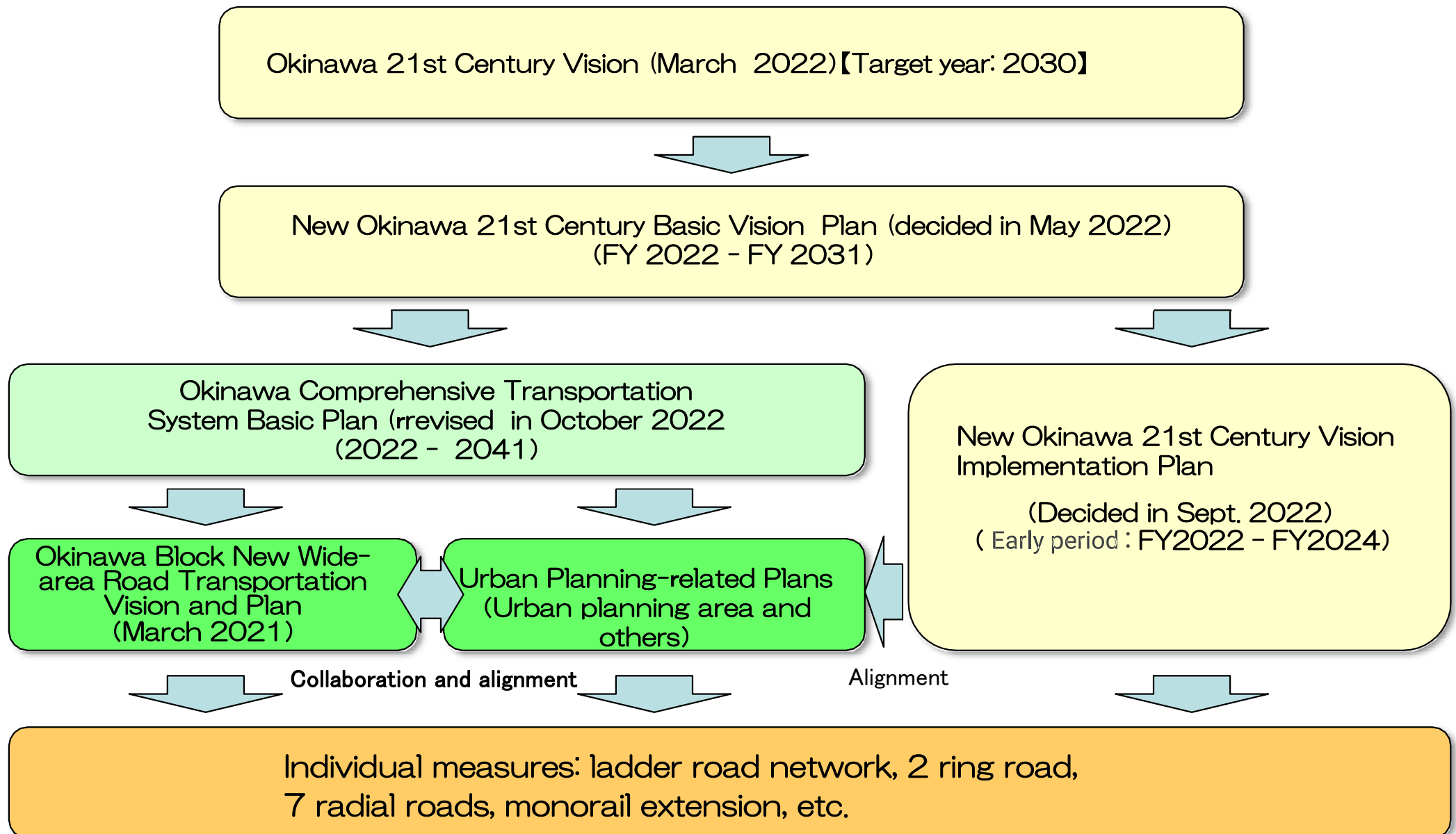
US Military Bases on Main Okinawa Island



- US military bases occupy 14.6% of the main island
- In southern region of the main island, the bases are mainly concentrated in the flat places with high utility value
- Okinawa main island accounts for approximately 91% of the county population (1.458 million)

3. Future road development plans

(2) Okinawa 21st Century Vision, Basic Plan, Implementation Plan



3. Future road development plans

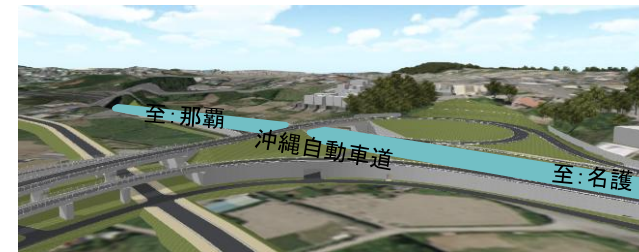
Okinawa Prefectural Road Maintenance Program

Okinawa Prefectural Road Maintenance Program (2018)

- Planning period: FY 2018 - 2027 (10 years)
- Covers all road-related projects such as network maintenance, traffic safety measures, aging measures, urban redevelopment, etc.

Policy 1. Roads that support the promotion of various industries including tourism

Example) Kochi Interline, traffic congestion measures



○ Kochi Interline

Policy 2. Roads that are resilient to disasters and support safe and secure living

Example) Utility pole-free business, disaster control business



○ Utility pole-free promotion project (Kokusai Street)

Policy 3. Roads that are friendly to people and the environment and support comfortable living

Example) Maji Kumoji Line, Okinawa Urban Monorail Maintenance Project

Policy 4. Roads that support life in remote island areas

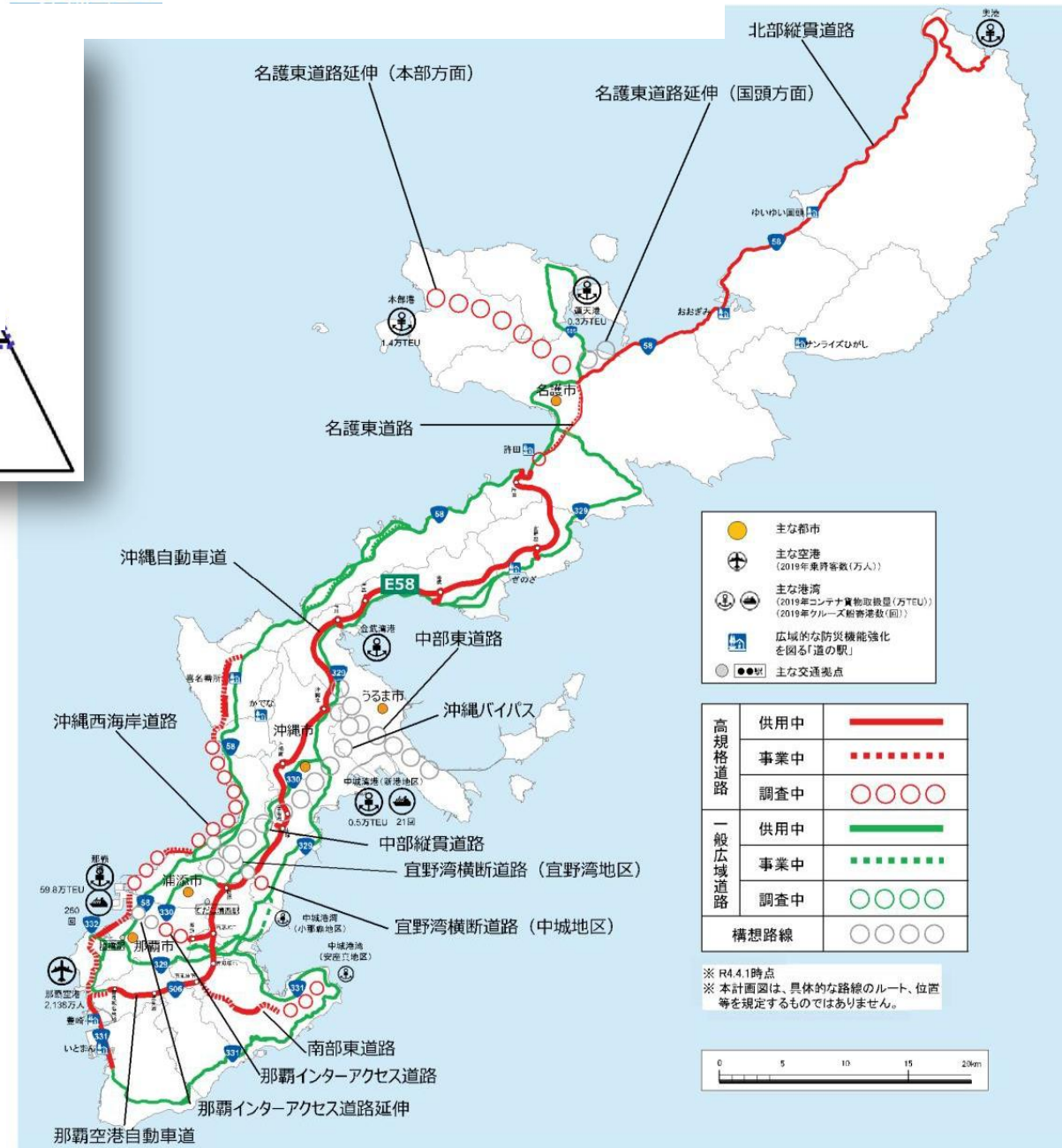
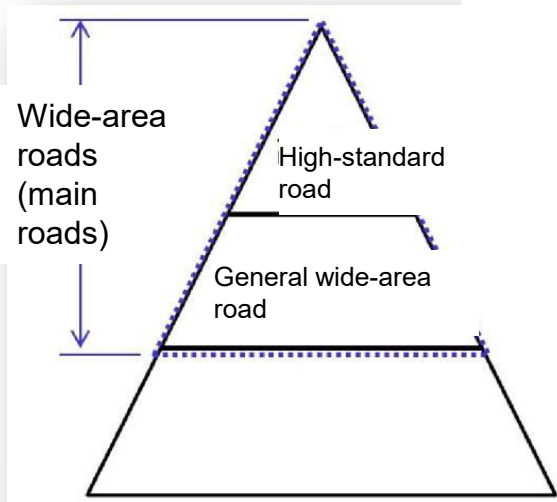
Example) Ishigaki Airport Line, Makuramu Street Line



○ Ishigaki Airport Line

3. Future road development plans

Okinawa Block Wide-area Road Network Plan (2021)



3. Future road development plans

Ladder Road Network

■ Strong [3 pillars] running north and south

【West pillar】NR 58

【Central pillar】Okinawa Expressway

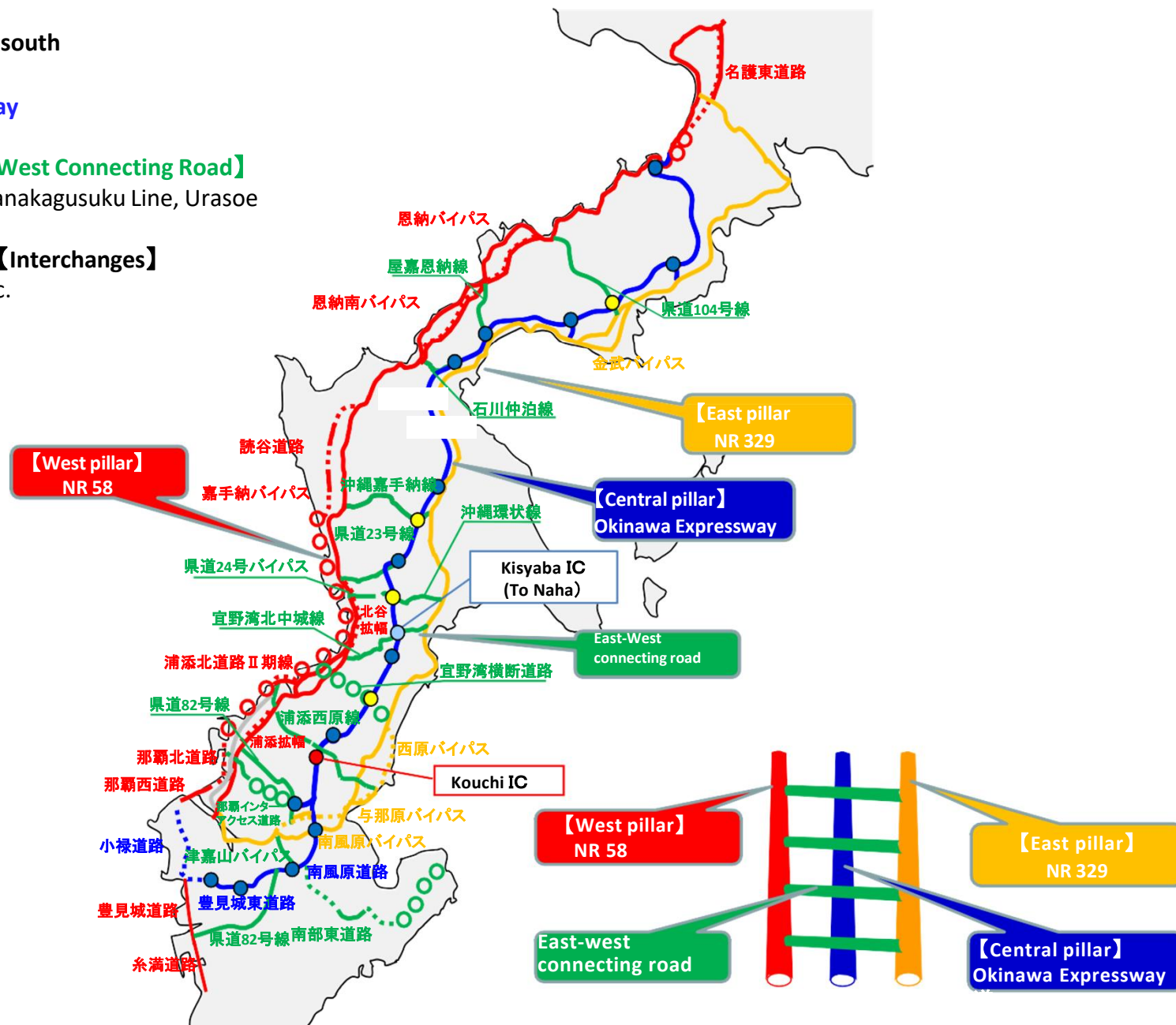
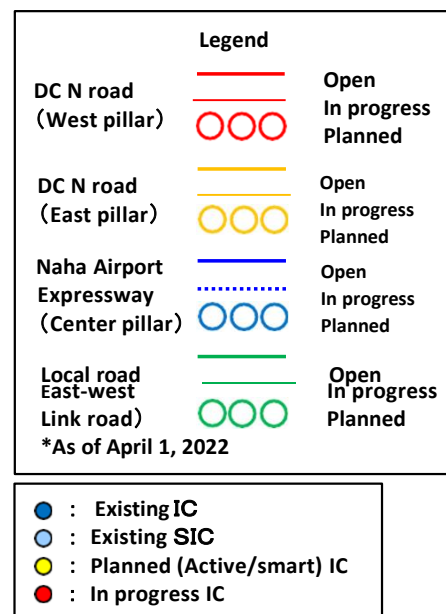
【East pillar】NR 329

■ Supporting the three pillars 【East-West Connecting Road】

Okinawa Kadena Line, Ginowan Kitanakagusuku Line, Urasoe Nishihara Line, etc.

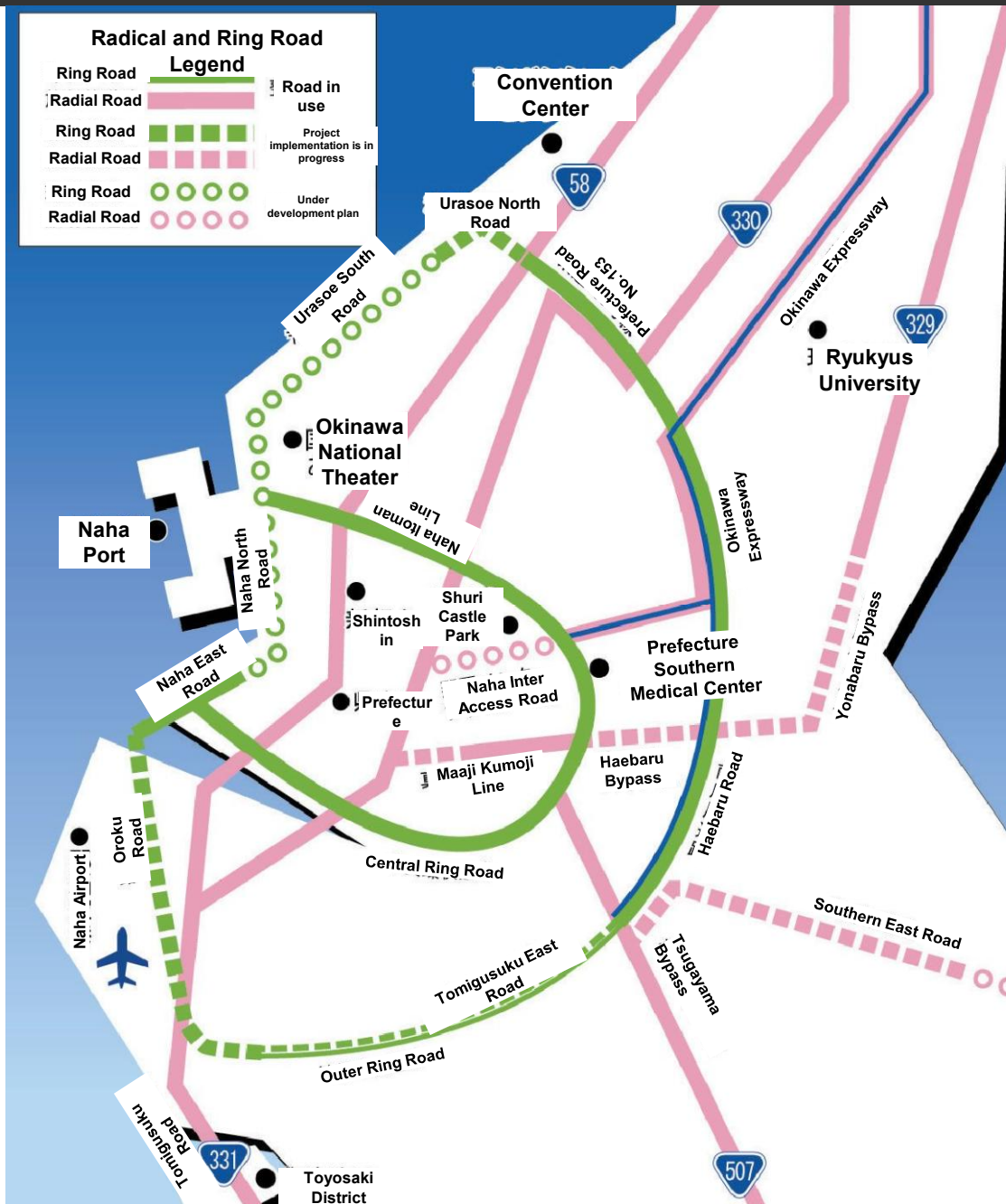
Making expressways easier to use 【Interchanges】

Kisyaba IC, Kocuchi IC, Ikentou IC, etc.



3. Future road development plans

2 Rings with 7 Radial Roads



Congestion Bottleneck Measures

Okinawa
Minami IC



85

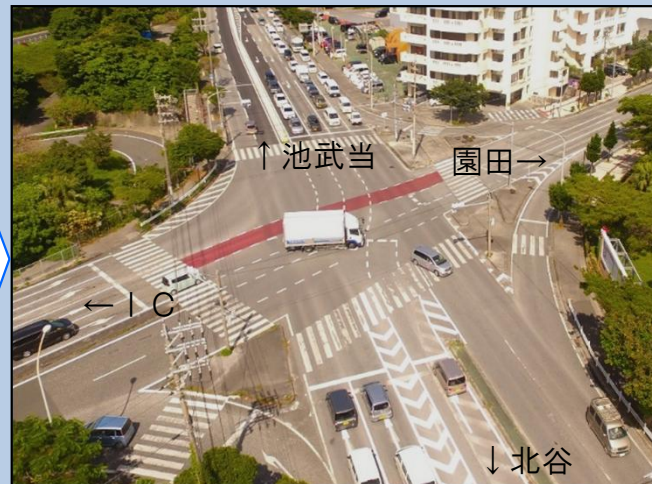
Okinawa Minami IC Intersection (2 lanes turn right)

Before



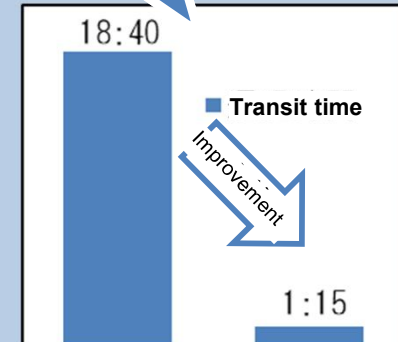
[Before measures] Congestion became chronic because there was only one lane for turning right from the direction of Iketake to the IC.

After



[After measures] The right turn lane from the direction of Iketake to the IC has been changed to two lanes.

Transit time reduced
by up to 17 minutes
and 25 seconds



Before
improvement

After
improvement

3. Future road development plans

Various Road Improvements (Eco-road)



Iriomote Eco-road



Iriomote cat



Yanbaru Eco-road



Ryukyu Mountain Turtle

3. Future road development plans

Various ways of using roads (event space)



Festival venue



Marathon course

3. Future road development plans

Okinawa Wet Cost Road



High-standard road Southern East Road

