

Transportation and Quality of Life

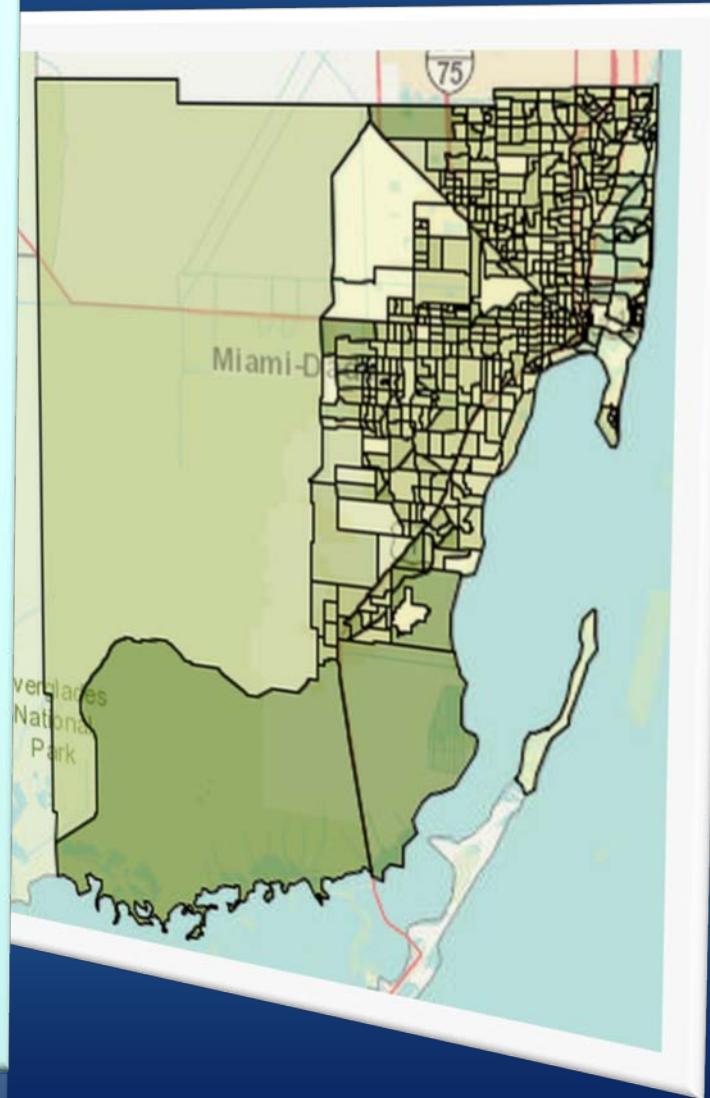
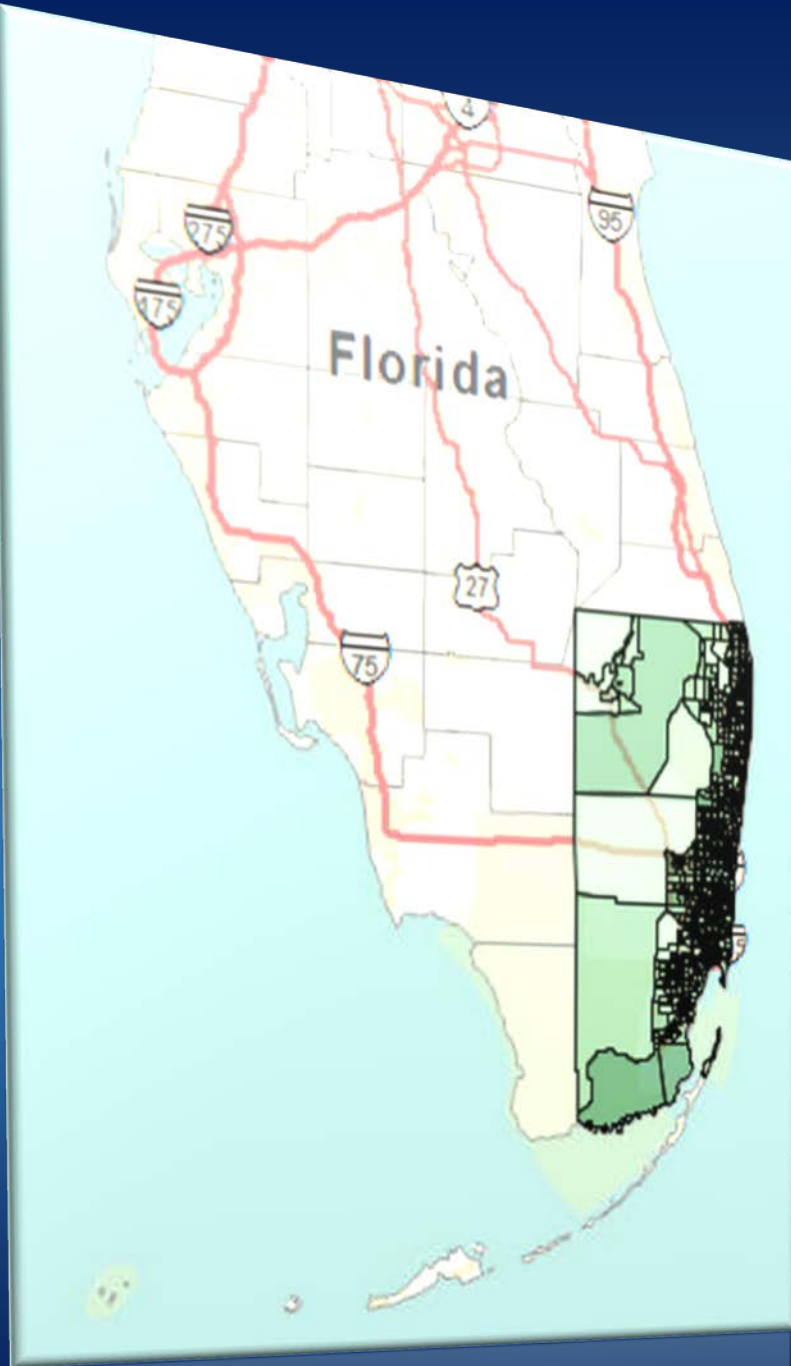


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Sustainable Development

- Concern in recent years with preserving and enhancing “quality of life” has stimulated the development of indicators beyond the traditional community and economic indicators.
- Sustainable development definitions incorporate economic, social and environmental (or ecological), and even governance and fiscal sustainability factors.
- Sustainability indicators are meant to show a more integrated view of a community analyzing the interconnectedness of the economy with the natural and built environment and human activity.



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The Four Subject Areas

- **Quality of Life** - Quality of Public Education, Cost of Living, Housing Affordability, Transportation Access, Available Healthcare, Public Safety
- **Economic Prosperity** – Employment, Salaries & Wages, Income, Small Business Creation
- **Economic Stability** - Industry Diversity, Growth in the Prime Age Workforce (In-Migration), Expanding Creative Economy Industries and Employment
- **Good Governance** - Fiscal Stability, Investment in Sustainability Infrastructure, Green Building, Support for the Arts, Land Use Regulation, Public/Private Partnerships



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Sustainability and Transportation

- In the context of transportation, sustainability is “a way to make our communities more livable by integrating and balancing economic, social and environmental needs.” (APTA)
- Transportation systems are increasingly evaluated in terms of both *mobility* (physical movement), as well as *accessibility* (people’s ability to obtain desired goods and services).
- Transportation planning is both reactive and proactive.



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The Population Challenges

- The Miami metropolitan area grew 11 percent between 2000 and 2010, and 7 percent since 2010.
- Average growth for MSA was 80,000 people per year.
- Population expected to surpass 7 million by 2020.
- Average population density of over 5,000 residents per square mile.
- Miami and Broward have the first and second largest transit systems in the state, covering over 700 square miles.
- Urban sprawl creates challenges in terms of accessibility and mobility.



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The Generation Shift

- Generation Y or “Millennials”: Game changers?
 - Those born 1981 to 1997 (New York Times).
 - 20.8% of Miami population in 2005, and 27% in 2013.
 - Adapt faster to technology, willing to walk home.
 - 92% of millennials want to work remotely (Forbes).



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Costs

- Miami area expenditures in gas and oil increased by 24% from 2005 to 2013: \$2,000 to \$2,500
 - Cost per mile increased by 77.8%: \$8.5 to \$15.12
 - Price per gallon went from \$1.93 in 2005, to \$3.48 in 2013
- Miami area residents' spending on vehicle purchases decreased by 65% (\$3,100 in 2005, \$1,089 in 2013)
- Traffic accidents cause injuries, fatalities and property damage, costing \$3.16 billion in 2010 nationwide.
 - 18% increase in crashes from 2005 to 2013

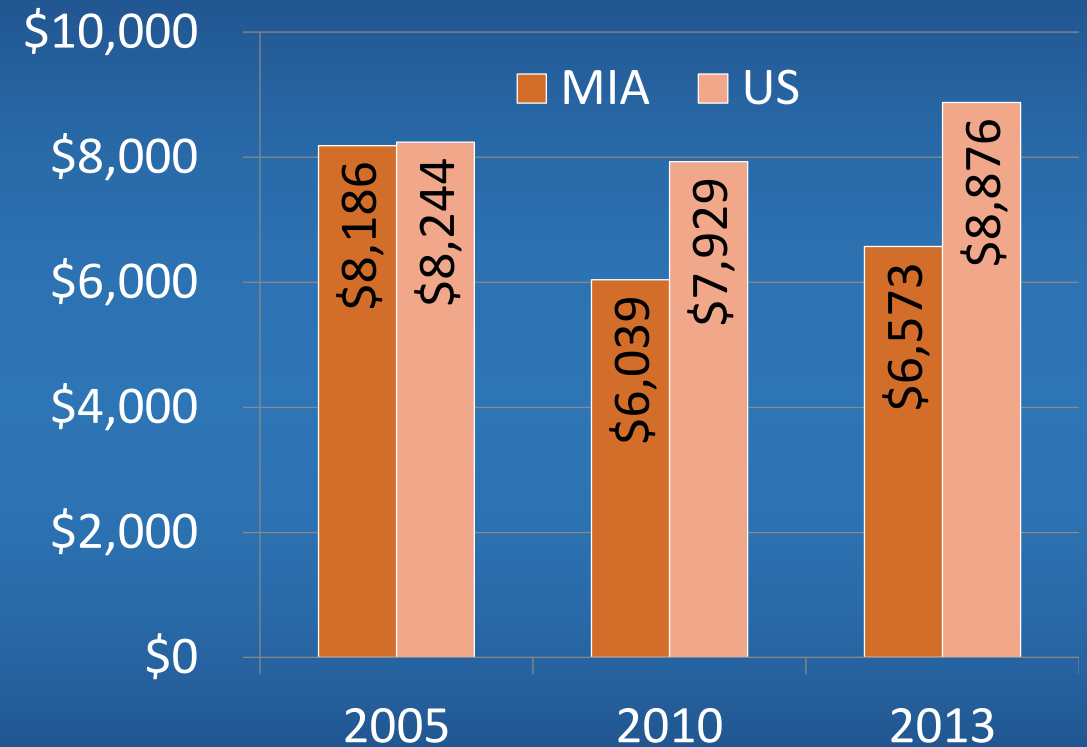


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Transportation and Affordability

- South Florida ranked fourth in the nation in for percentage of household income spent on transportation.
- Annual expenditure in transportation from 2005 – 2013 (Bureau of Labor Statistics):
Miami: 19% U.S.: 7%
- Public transportation costs in Miami decreased by 11%.

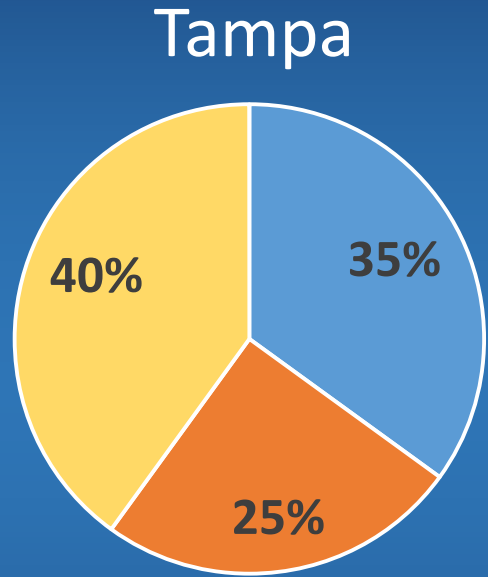
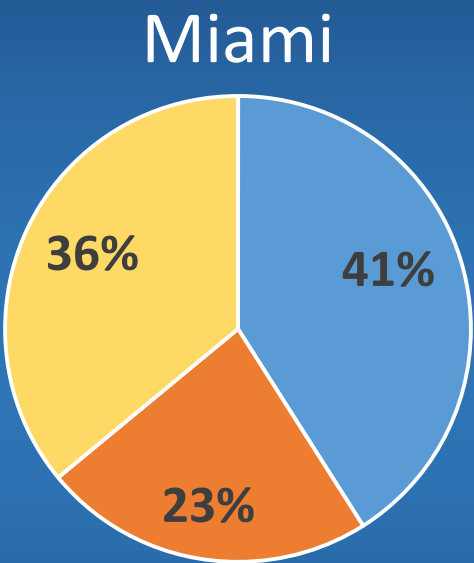
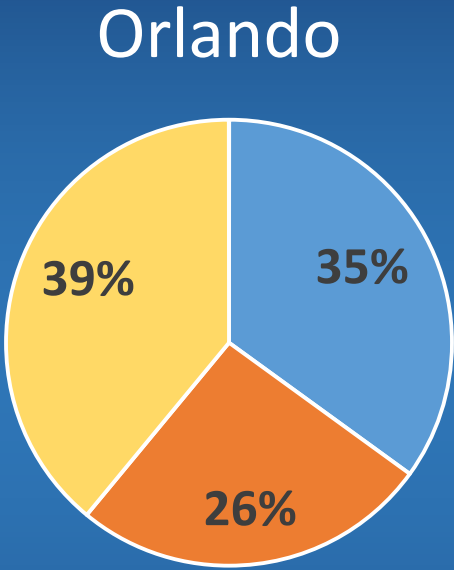


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H + T Index: Housing + Transportation Cost % Income

- Housing
- Transportation
- Remaining Income



Modes of Transportation

- Most used modes in 2013:
 - 1- Drive (carpool & alone)
 - 2- Public Transportation
 - 3- Worked from home
- In 2005, 87% of the workforce commuted using cars, and in 2013 the same group represented 96% of the total commuters.
- 49% travel more than 30 minutes to work.

	2005	2013	Change '05 to '13
Car, truck, or van	878,241	956,248	8.88%
Public transportation	55,574	60,428	8.73%
Walked	22,324	26,291	17.77%
Taxicab, motorcycle, bicycle, or other means	22,377	22,027	-1.56%
Worked at home	25,716	46,544	80.99%



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Commute Times

- The mean travel time to work in Miami-Dade County decreased between 2005 and 2013: 31.1 to 29 minutes
- In 2005, 25% of the workforce traveled more than 45 minutes, down to 19% in 2013.
- More than 90% works within the County, 7% out of county.
- The Florida average of Vehicle Miles Traveled Daily decreased by 4% on federal highways.
- However, average daily traffic at major intersections increased between 12% and 29% from 2010.

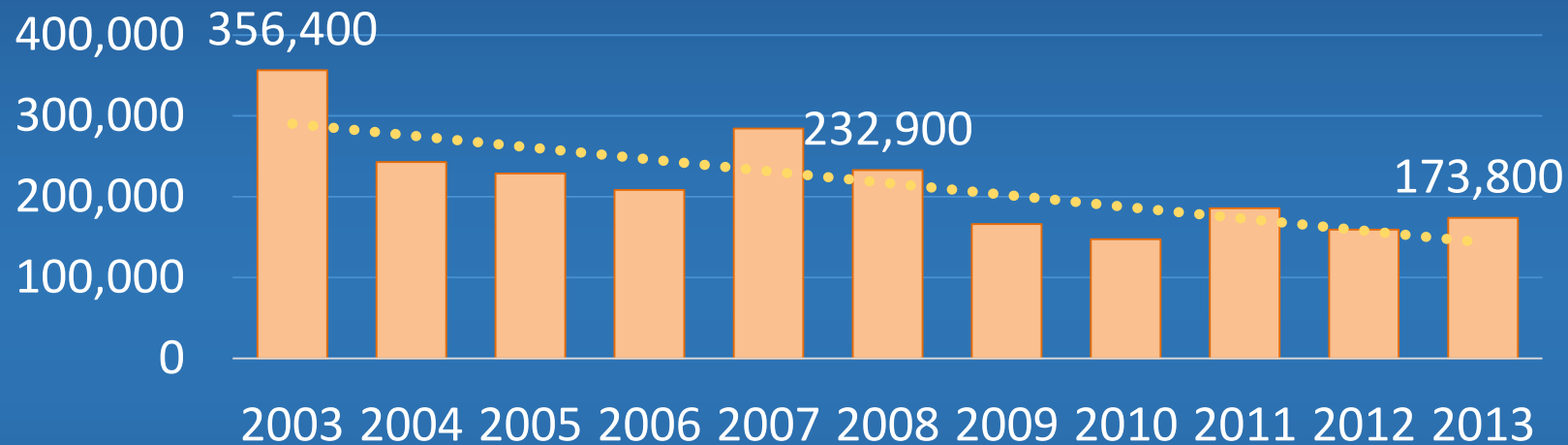


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Time Loss

'Daily Person Hours of Delay' in 7 Most Populous Florida Counties



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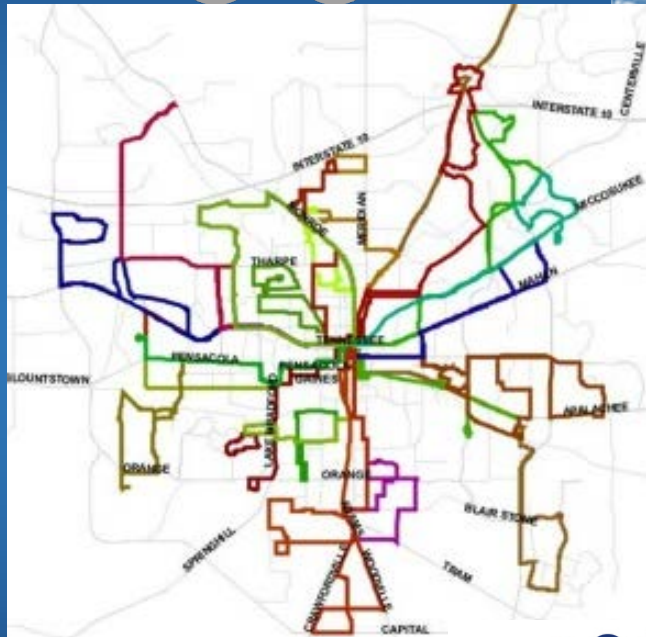


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Solutions?

- Land Use – TOD, mixed-use and density increase
- Technology
 - Wi-Fi technology
 - Bus rapid transit
- Investments
 - Public-private partnerships
- Culture change
 - Public transit image
 - Driving alternatives
 - Outreach



Questions

Thank you.

