

# Providing Mobility While Retrofitting the Suburbs

**Randall Farwell**

*Nelson\Nygaard, Principal  
Jacksonville, FL*

2014 ANNUAL MEETING



# Key Presentation Take-Aways

- We are more suburban than urban
- Suburbs are designed for cars
- Poverty is on the Rise in Suburbia
- Transit is Ineffective in Suburbia
- Technology allows us to change the traditional transit service delivery model so we can better serve suburbia

# More Suburban than Urban Demographic Trends per U.S. Census

- The U.S. population grew from 28% metropolitan in 1910 to 80% in 2000.
- Suburbs, not central cities, accounted for most of the metropolitan growth.
- By 2000, half the U.S. population lived in suburban areas.
- Today the number is between 55-60%.

# Suburbia is Designed for the Car And it Affects us All

- Designed for cars, not connectedness
- Generates 50% of all HH GHG emissions
- 40% of suburbia is age 45+, since 2000 this group grew 18 times faster than persons under 45. Today 35 million suburbanites are over 65.
- Limited access to opportunities compared to cities; lack of infrastructure affects youths, seniors, poor the most

2014 ANNUAL MEETING



# Suburban Poverty Rising Ability to Serve this Group Difficult

- According to the Brookings Institution -  
*New Census Data Show Few Metro Areas Made Progress Against Poverty in 2013*  
(09/19/2014)
- More persons in poverty in the suburbs than in cities or rural communities.
- Of the 100 largest metro areas, 56% of persons in poverty live in suburbs.
- Suburban poverty grew by 66% from 2000-2013 compared to 30% in cities.

# Transit Ineffective in Suburbs

## Transit-Suburban Mismatch

- Transit works best many to one
- Suburban travel is many to many
- Access to transit is limited
- Transit is costly to operate - FR/FS
- Transit is inconvenient -  $f$ , route, TOB
- Does not go where/when I want!

# Technology Provides an Answer Technology Makes Transit Responsive

- In response to - transit does not go when, where I want and all the waiting!
- FlexBus, an Uber-like transit service was developed and is being tested in Central Florida, funded by the FTA, FDOT, Cities.
- No routes, no schedules, point-to-point, shared ride, in real-time in response to user requests, uses tablets, smartphones.
- Higher demand, lower costs, relevant

2014 ANNUAL MEETING



# **Mobility for Suburbia While We Retrofit the 'Burbs for Humans**

Questions and Comments?

Randall Farwell

Nelson\Nygaard

[rfarwell@nelsonnygaard.com](mailto:rfarwell@nelsonnygaard.com)

2014 ANNUAL MEETING

