URBANISM NEXT:
IMPACTS OF EMERGING TECHNOLOGIES ON CITIES

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Multiple Studies Find Ride-Hailing Contributes to Congestion and Transit Losses

Surveys on ride-hailing conducted by regional planning agencies, academic institutions, and public transit agencies throughout the U.S. reviewed by the Associated Press largely led to the same conclusion: more traffic and reduced use of transit.

March 9, 2018, 2pm PST | Irvin Dawid

Alfredo Mendez / Flickr

The Ride-Hailing Effect: More Cars, More Trips, More Miles

Laura Bliss | Oct 12, 2017
AUTONOMOUS VEHICLES
NEW MOBILITY

BIKETOWN
CAR2GO
UBER
LYFT
ZIPCAR
VIA
BIRD
LIME
MOBILITY AS A SERVICE
## Subscription Services

### Whim To Go
- Monthly payment: Free
- Local public transport: Pay per ride
- Taxi (5km radius): Pay per ride
- Car: Pay per ride
- City Bike: Not included
- Can cancel anytime

### Whim Urban
- Monthly payment: 49€
- Local public transport: Unlimited Single Tickets
- Taxi (5km radius): 10€ per ride
- Car: 49€ per day
- City Bike: Unlimited (30min)

### Whim Unlimited
- Monthly payment: 499€
- Local public transport: Unlimited Single Tickets
- Taxi (5km radius): Unlimited
- Car: Unlimited
- City Bike: Unlimited

Add-ons incl regional HSL

[Read more](#) [Read more](#) [Read more](#)
E-COMMERCE
PRICE/ACRE OF INDUSTRIAL LAND, US, 2012-2017

Small = 5-9.99 acres, large = 50-500 acres
Source: CoStar, CBRE Research • Created with Datawrapper

Type of parking demand/supply

- Temporary: surface or deconstructable structures
- Repurposeable: repurposed structures or podiums
- Permanent: onsite or at a mobility hub

[Diagram showing the relationship between population, mode share, and vehicle autonomy over time, with different categories of parking demand/supply.]
**Street Capacity**

### Present

- How many people can this street serve per hour?
  
  **Up to 29,600**

- Source: NACTO, Street Lane Count

<table>
<thead>
<tr>
<th>Lane Type</th>
<th>Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side Walk</td>
<td>1,900</td>
</tr>
<tr>
<td>Street Lane</td>
<td>1,100</td>
</tr>
<tr>
<td>General Purpose</td>
<td>1,100</td>
</tr>
<tr>
<td>Turning Lane</td>
<td>600</td>
</tr>
<tr>
<td>General Purpose</td>
<td>1,100</td>
</tr>
<tr>
<td>General Purpose</td>
<td>1,100</td>
</tr>
<tr>
<td>Mixed Bus Lane</td>
<td>1,900</td>
</tr>
<tr>
<td>Pedestrian Walk</td>
<td>9,000</td>
</tr>
</tbody>
</table>

### Future

- How many people can this street serve per hour?
  
  **Up to 77,000**

- Source: NACTO, Street Lane Count

<table>
<thead>
<tr>
<th>Lane Type</th>
<th>Capacity</th>
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</thead>
<tbody>
<tr>
<td>Street Lane</td>
<td>11,000</td>
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<tr>
<td>Pedestrian Walk</td>
<td>9,000</td>
</tr>
<tr>
<td>General Purpose</td>
<td>3,750</td>
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<tr>
<td>Buffer Lane</td>
<td>4,400</td>
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<tr>
<td>Loading Lane</td>
<td>4,400</td>
</tr>
<tr>
<td>Autonomous TransitLane</td>
<td>4,400</td>
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<tr>
<td>General Purpose</td>
<td>1,100</td>
</tr>
<tr>
<td>Pedestrian Walk</td>
<td>1,100</td>
</tr>
<tr>
<td>Pedestrian Walk</td>
<td>9,000</td>
</tr>
<tr>
<td>Sidewalk Landscape and Public Space</td>
<td>120 ft</td>
</tr>
</tbody>
</table>

- Potential for an inclusive, pedestrian-friendly street
- Personal use ownership

### Sources

- NACTO, Blueprint for an autonomous future

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**Urbanism Next – University of Oregon**
LAND USE AND TRANSPORTATION ASSUMPTIONS NEED TO CHANGE
AVs ARE NOT A TRANSPORTATION ISSUE.
E-COMMERCE IS NOT A RETAIL ISSUE.
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