CITY OF THE FUTURE
CIVIC DISRUPTION
SHARING AND THE CITY

Why Sharing?

Urbanization | Economics | User Preference /Lifestyle

Cities are welcoming these new business models, despite regulatory barriers and the swift and sometimes aggressive nature of their immersion.
SHARING AND THE CITY

Collaborative Economy Honeycomb

Adapted from Jeremiah Owyang “Collaborative Economy Honeycomb”
SHIFTING PERCEPTIONS OF COLLABORATIVE CONSUMPTION

Concerns about the sharing economy include:

- Public safety, lack of insurance, general safety concerns: 61%
- Protection of traditional service providers and industry participants: 10%
- Non-compliance with current standards: 9%

Benefits of the sharing economy include:

- Improved services: 22%
- Increased economic activity: 20%
- Increased entrepreneurial activity: 16%
What is the City of the Future Project?
Where we are vs Where we were going
The window of opportunity to solve problems is moving faster than the planning process. But it’s not just the assumptions that are limiting the planning field, it’s the information that planners have to work from. Planners can’t simulate inter-modal traffic, which is the future.

Peter Torrellas, Siemens
FINDINGS OF CITY OF THE FUTURE

We conducted a content analysis of city and regional transportation planning documents from the 50 most populous US cities, as well as the largest cities in every state – a total of 68 communities. Our analysis yielded the following results:

- **6%** of plans consider the potential effect of driverless technology.
- **3%** of plans take into account private transportation network companies (TNCs) such as Uber or Lyft, despite the fact that they operate in 60 of the 68 markets.
- **20%** of plans include road diets or other plans to reduce road capacity or long-term maintenance costs.
- **50%** of plans contain explicit recommendations for new highway construction.
- **12%** of plans are clear that no new highways are under consideration.
Years projected out in transportation plans

Key

- 2010-2019
- 2020-2024
- 2025-2029
- 2030-2034
- 2035-2039
- 2040-2044
- 2045-2049
- 2050
- N/A
AREAS OF FOCUS

① Planning for Demographic and Workforce Trends
② Planning for Infrastructure Finance
③ Public and Private Mobility Systems
④ New Modes
2020 DEMOGRAPHICS AND WORKFORCE TRENDS

Millennials and Gen Xers will increasingly be the largest demographic in the workplace.

Many traditional 9-5 positions will be replaced by contract jobs.

The way we occupy workspace will change.
2030 DEMOGRAPHICS AND WORKFORCE TRENDS

The US population is mostly growing in Cities.

73 OUT OF 100

Of the 100 largest urban areas in the US 73 will grow faster than the national average.

Younger generations are maintaining a greater preference for walkable places.
Infrastructure Finance
2020 INFRASTRUCTURE FINANCE

More State Infrastructure banks

32 states and Puerto Rico have established some variation of a state I-bank, and some states that do not have them, such as Connecticut and Maryland are considering them.
Infrastructure Banks and other PPP finance options will become more popular, and this will change the way infrastructure projects are evaluated.
Public and Private Mobility Systems
2020 PUBLIC AND PRIVATE MOBILITY SYSTEMS

- Bus lines will be optimized and consequently more useful and attractive to riders.
- Transportation access will be made seamless.
Public transit will begin to deploy driverless technology
New Modes
2020 NEW MODES

- Driverless cars will exist in the consumer market place
- Electric cars will become much more common
The BIG change

By 2030, Driverless technology will be deployed in fleets of taxis and buses.
MANY CITIES AREN’T YET SEEING HOW THE PROGRAMS OF TODAY, SUCH AS CAR SHARING AND SMART PARKING, MIGHT PROVIDE AN ESSENTIAL BACKBONE FOR SHARED SELF-DRIVING VEHICLE PROGRAMS IN THE FUTURE.

Alex Mitchell, World Economic Forum
WHY IS THIS IMPORTANT?

THIS IS ABOUT MORE THAN MOBILITY
TOTAL US GREENHOUSE GAS EMISSIONS BY ECONOMIC SECTOR

- 33% Electricity
- 28% Transportation
- 8% Agriculture
- 11% Commercial/Residential
- 20% Industry
LABOR AND THE ON-DEMAND ECONOMY
NEW CHALLENGES

1. Automation

2. Hollowing out of middle class jobs

3. Workforce development programs are not meeting the needs of the new economy.
THE CHALLENGE IS THAT WE DON’T KNOW WHAT’S COMING BUT WE KNOW IT’S COMING. WE ALL HAVE TO LEARN TO CHANGE ON A DIME.

Councilwoman Pam O’Connor, Santa Monica, CA
QUESTIONS? COMMENTS?

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