



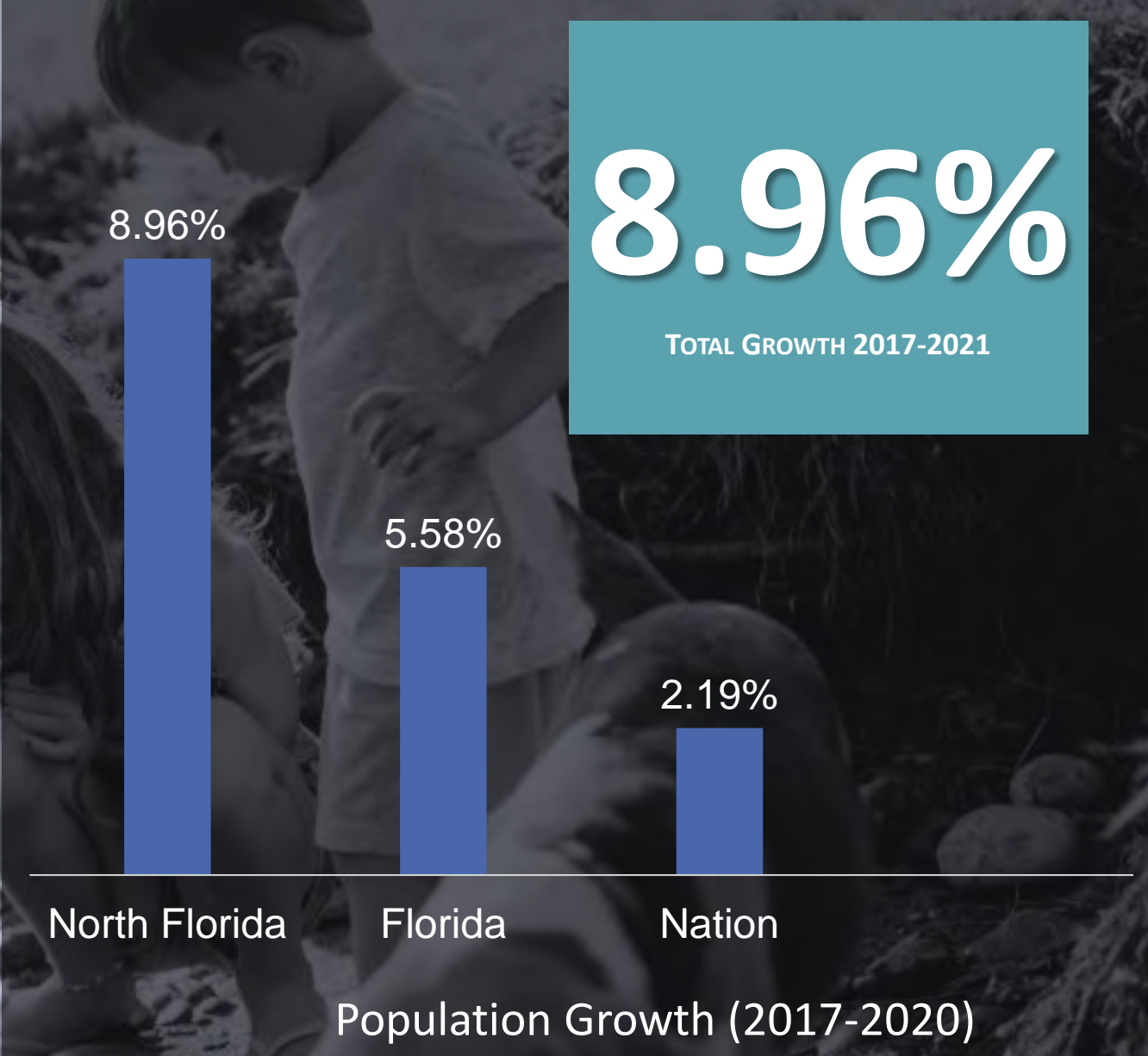
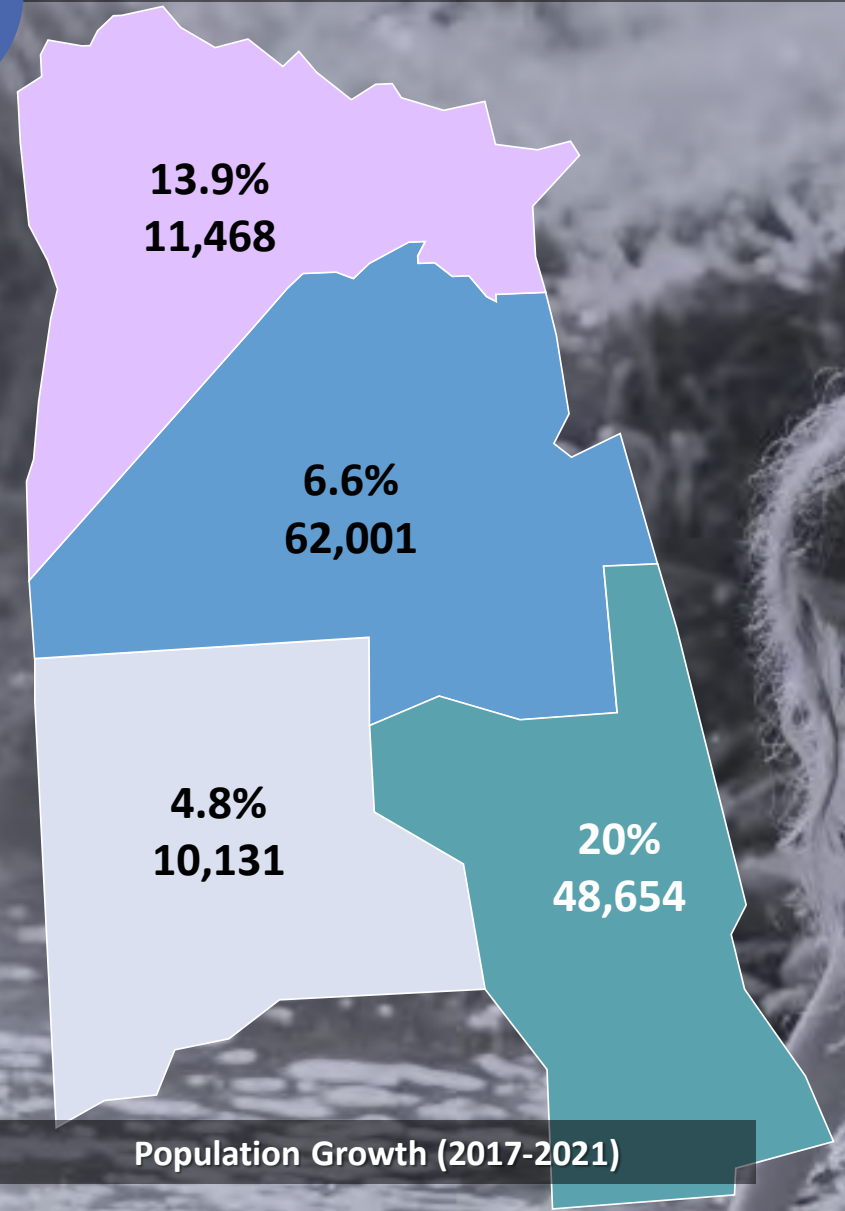
2022 ANNUAL MOBILITY REPORT

UPWP Task 5.1



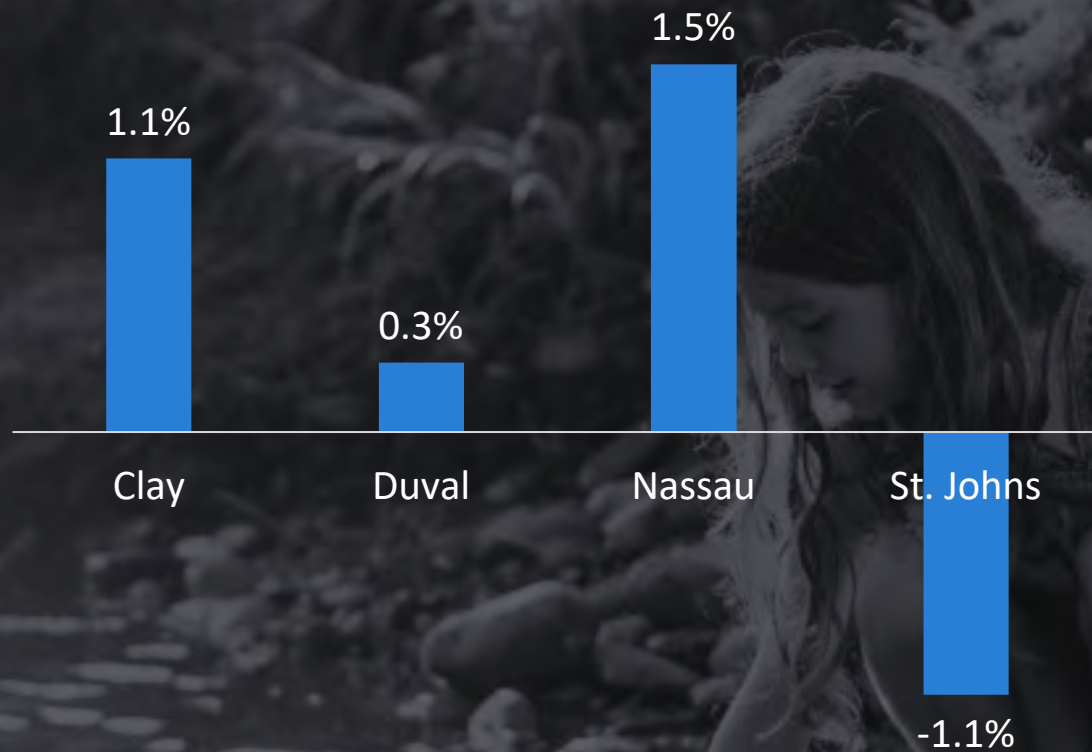
PEOPLE

POPULATION



LICENSED DRIVERS

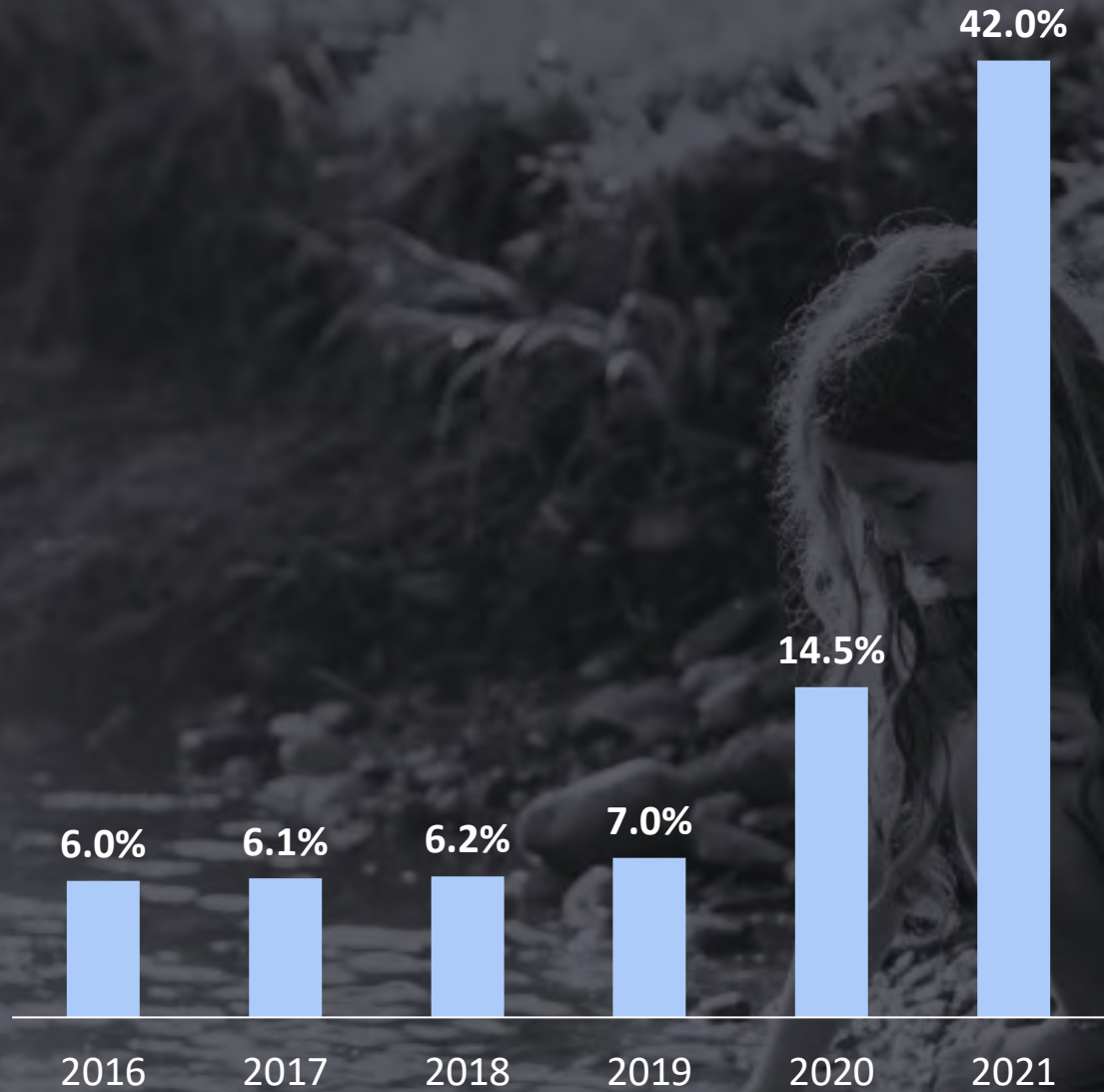
Change in Percent of Population
That Are Licensed Drivers
(percent persons aged 15-24 years, 2016-2020)



0.4%

GROWTH IN THE RATE OF LICENSED
DRIVERS FOR THOSE AGED 15-24

WORKING FROM HOME



42%

OF OFFICE WORKERS
WORKED FROM HOME IN 2021

ACCESS TO MOBILITY FOR PERSONS LIVING IN POVERTY



Being poor limits your transportation options.

- Only 43% of low-income persons own vehicles
- Only 3.2% of people live within $\frac{1}{4}$ mile of a transit stop

54%

OF PERSONS LIVING IN POVERTY IN NORTH FLORIDA LACK RELIABLE ACCESS TO AUTOMOBILES OR TRANSIT.

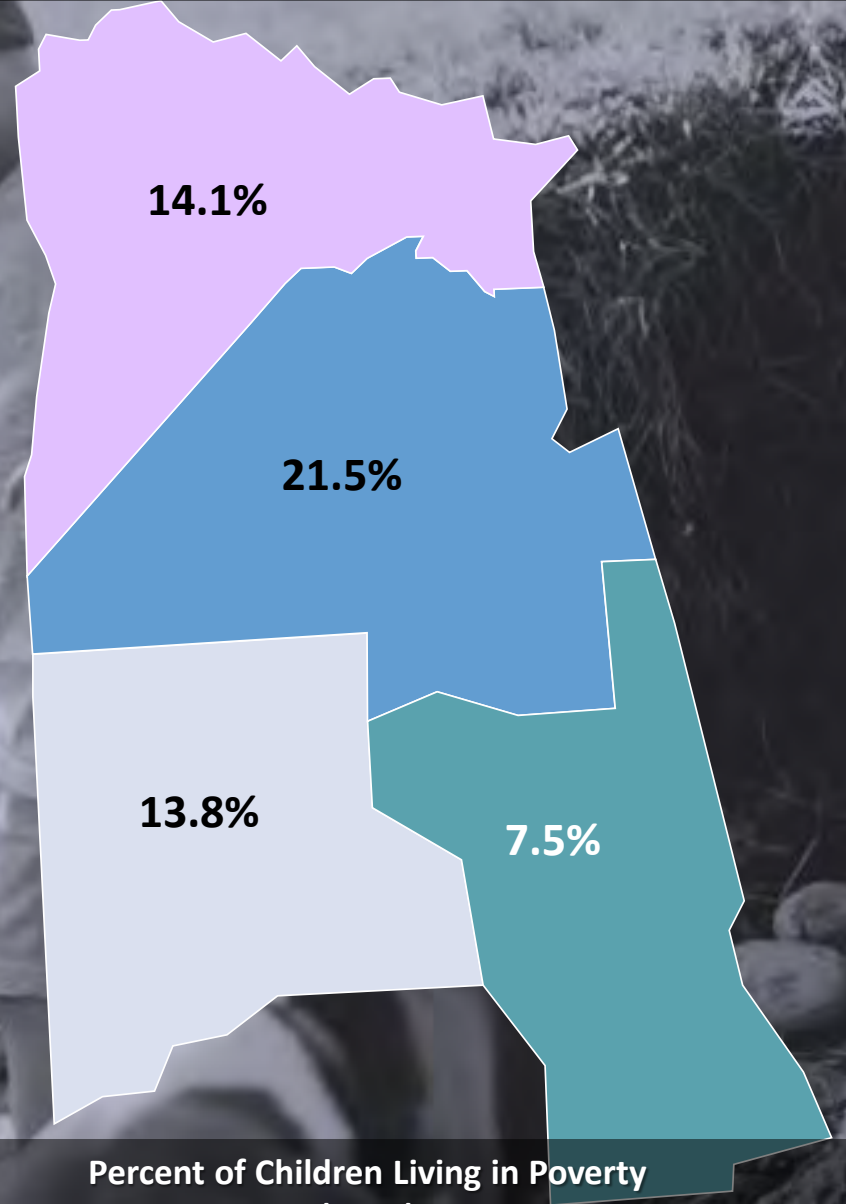
12.6%

OF PERSONS IN NORTH FLORIDA LIVE IN POVERTY

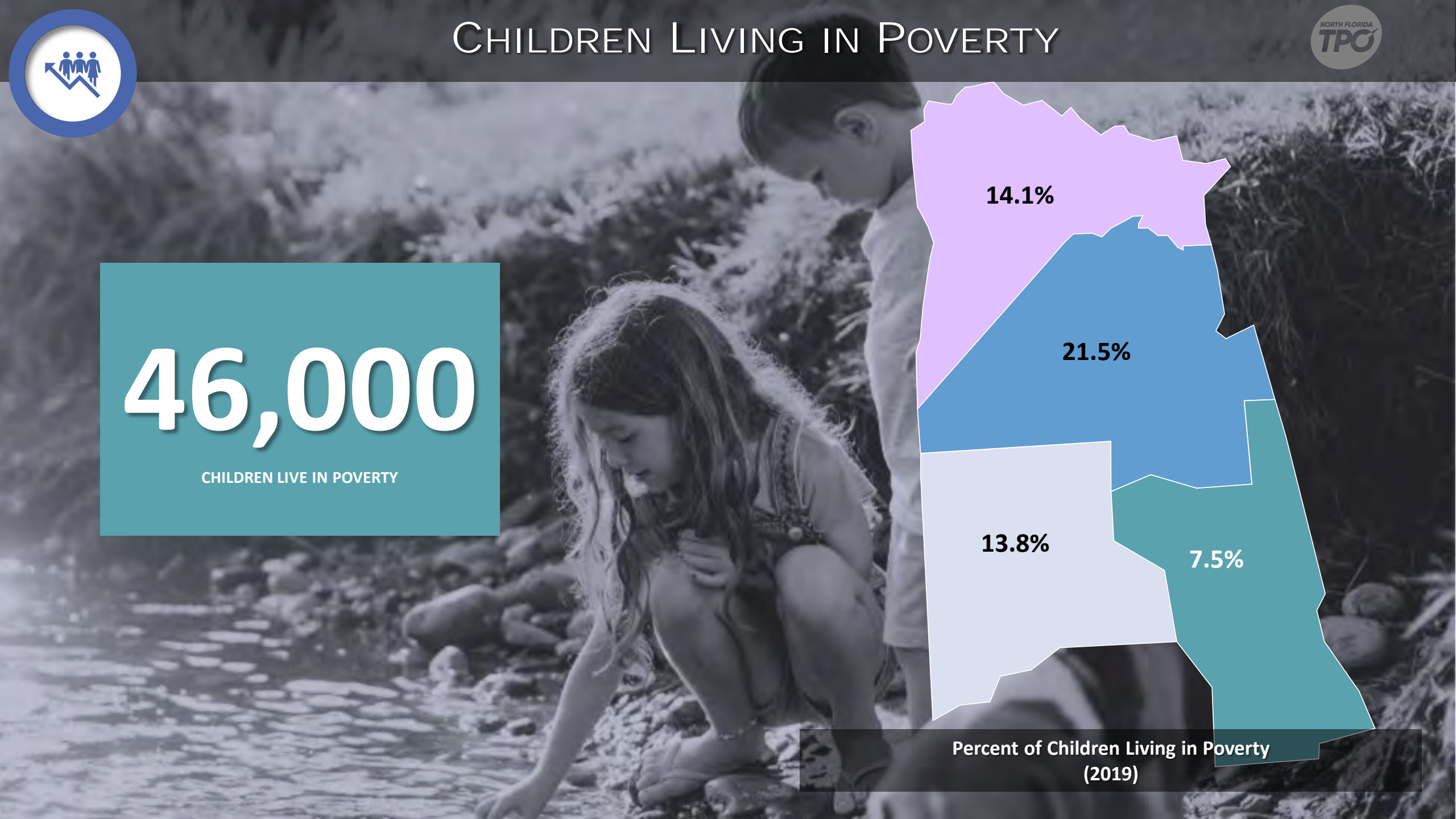
CHILDREN LIVING IN POVERTY



46,000
CHILDREN LIVE IN POVERTY



Percent of Children Living in Poverty (2019)

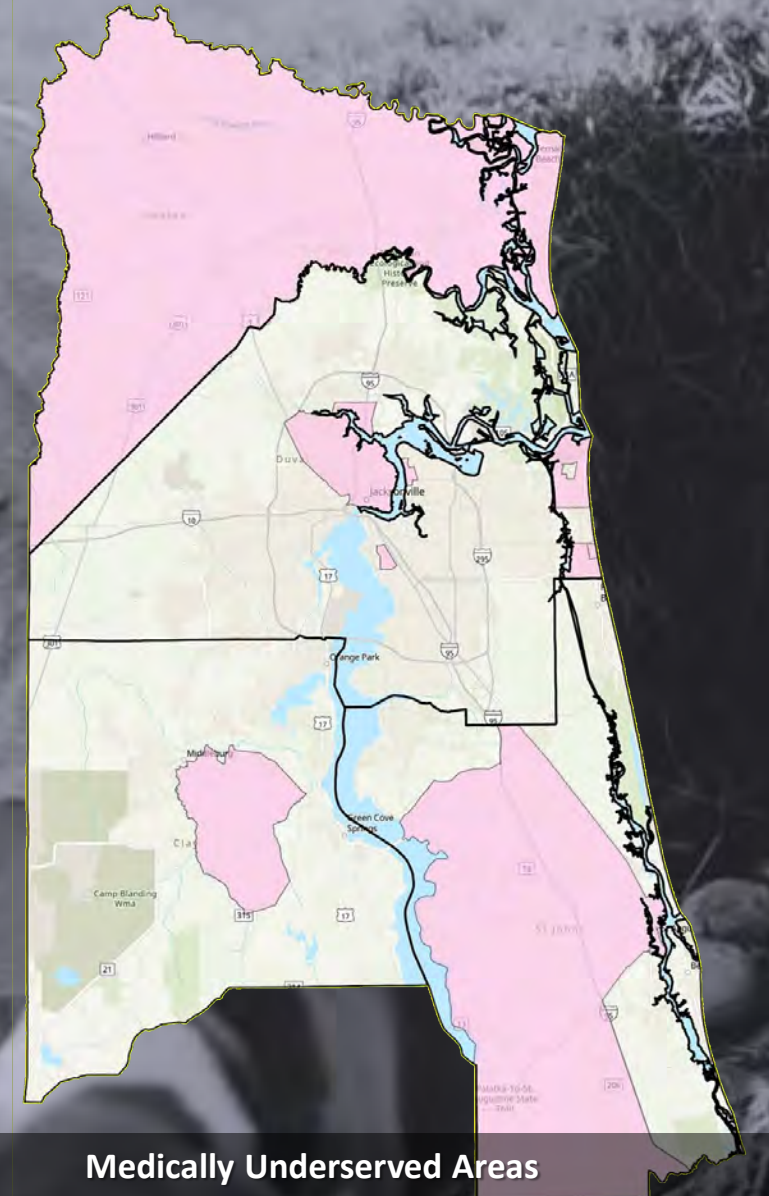


MEDICALLY UNDERSERVED



370,000

LIVE IN MEDICALLY UNDERSERVED AREAS



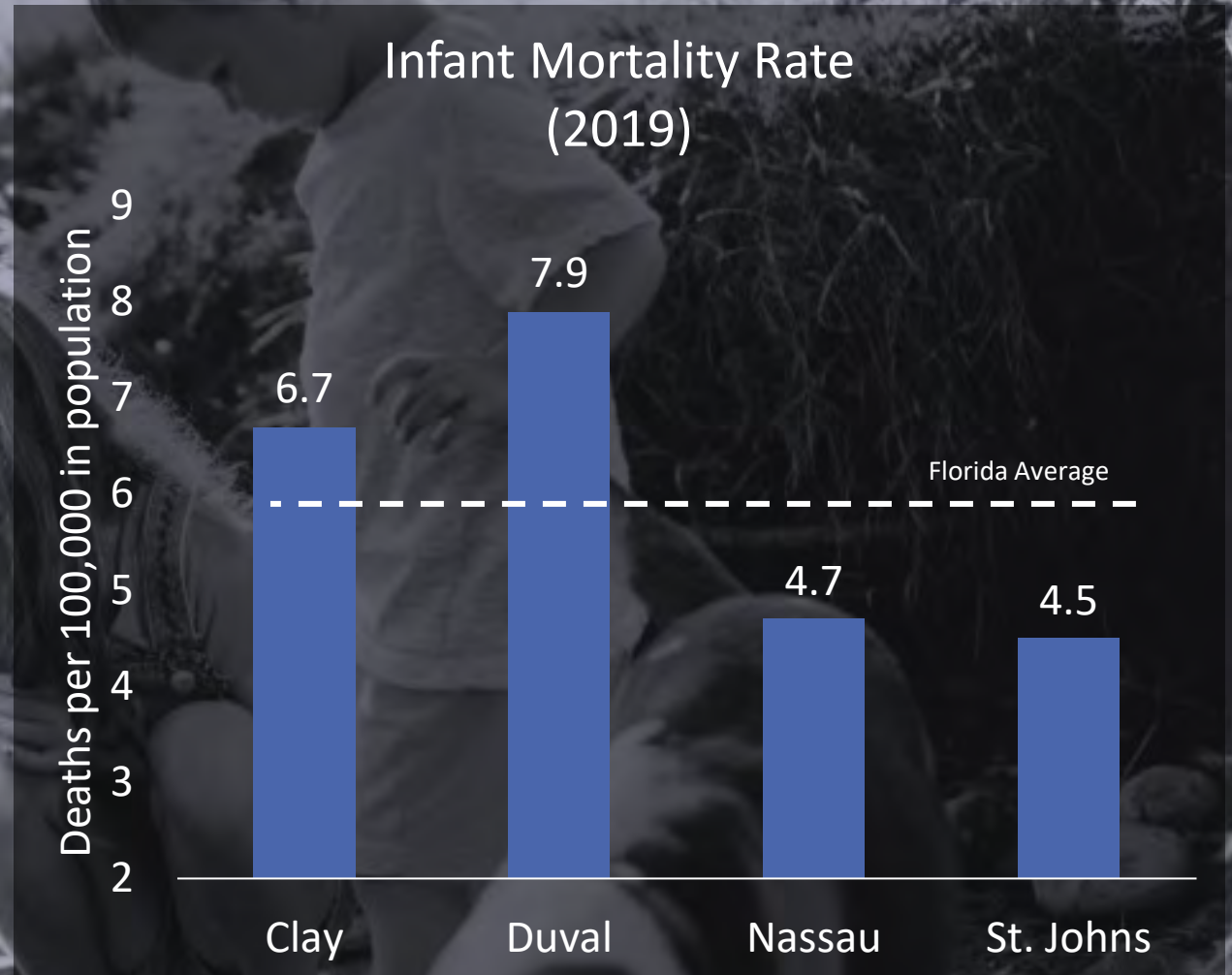
Medically Underserved Areas



INFANT MORTALITY RATE

Transportation problems, affecting 8% of women, appeared to be the only significant logistic barrier to timely [prenatal] care

- Centers for Disease Control and Prevention

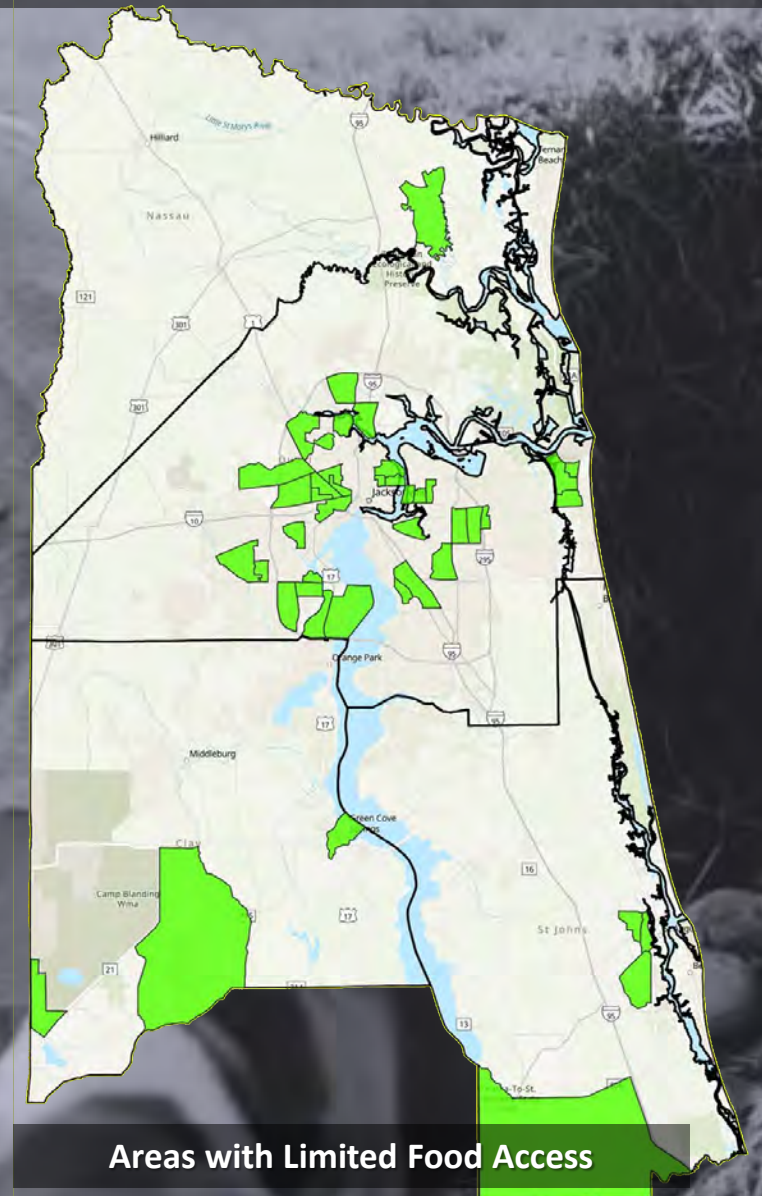




FOOD ACCESS

Consumer choices about food spending and diet are likely to be influenced by the accessibility and affordability of food retailers—travel time to shopping, availability of healthy foods, and food prices.

—US Economic Research Service, 2022

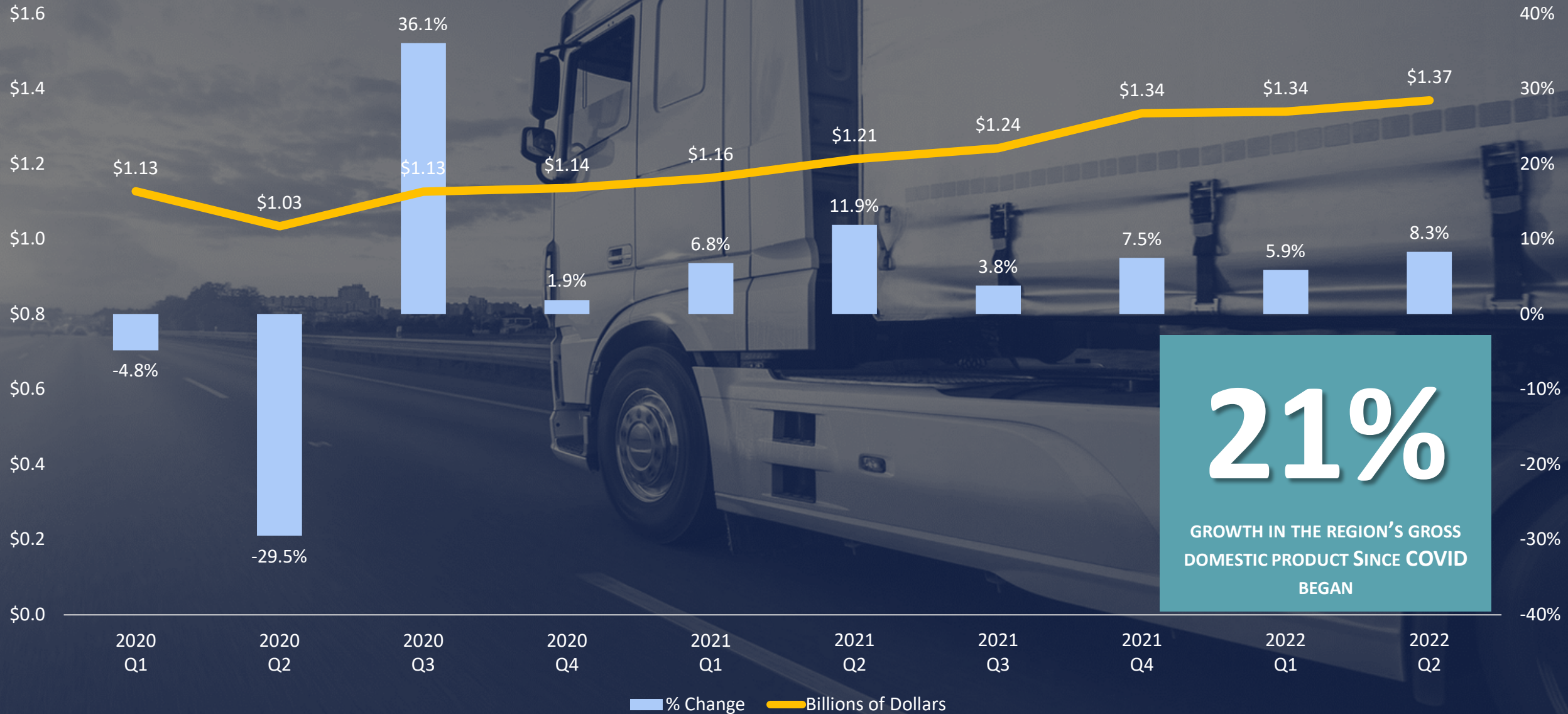


A white semi-truck is shown from a side-rear perspective, driving on a multi-lane highway. The truck is white with a large white trailer. The background shows a clear sky with some clouds and a distant cityscape. A dark blue horizontal band is overlaid across the middle of the image, containing the word "ECONOMY" in white, uppercase, sans-serif font.

ECONOMY

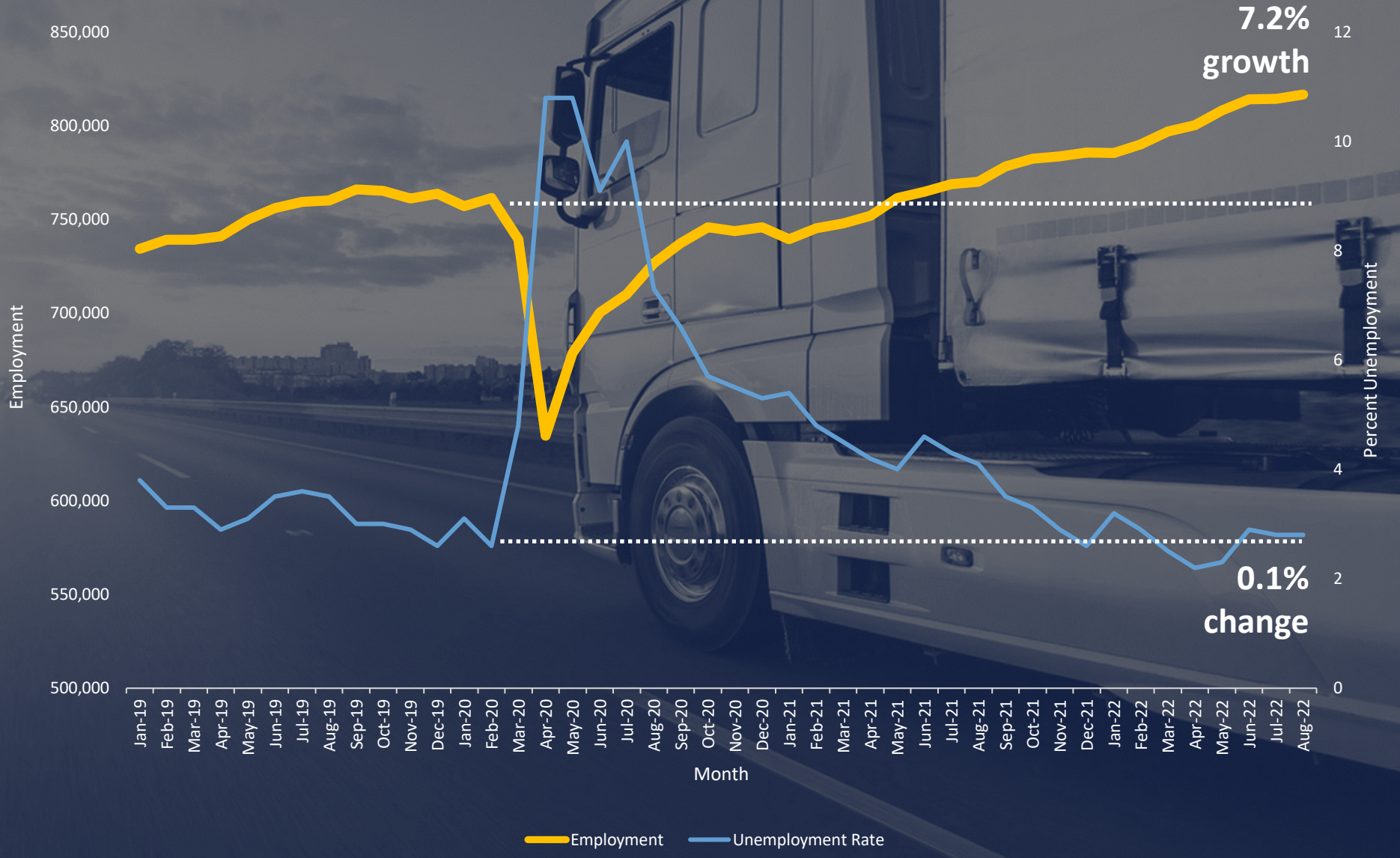
GROSS DOMESTIC PRODUCT

Gross Domestic Product in Florida by Quarter





EMPLOYMENT



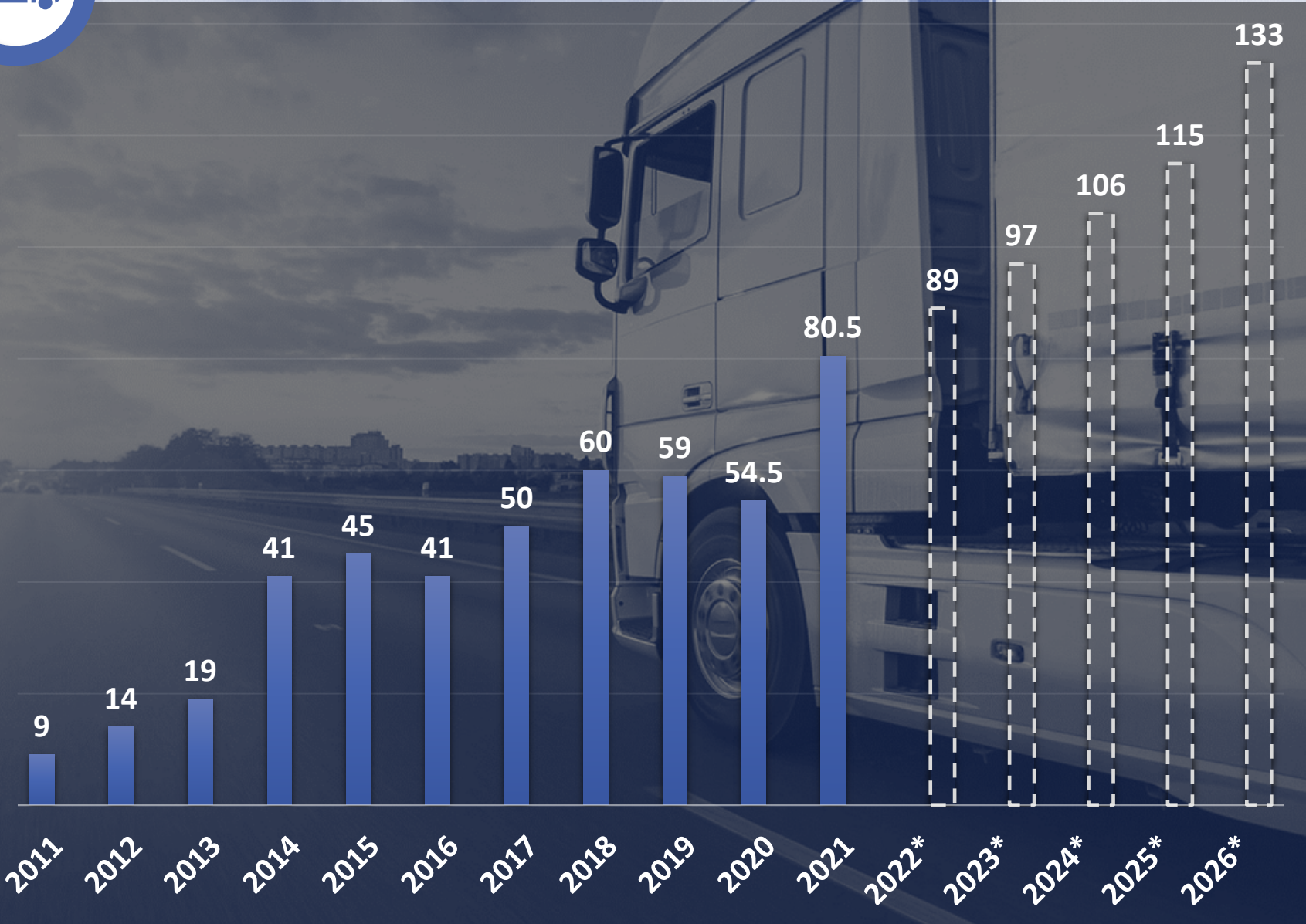
7.2%

GROWTH IN EMPLOYMENT
FEBRUARY 2020-AUGUST 2022

0.1%
change



TRUCK DRIVER SHORTAGE



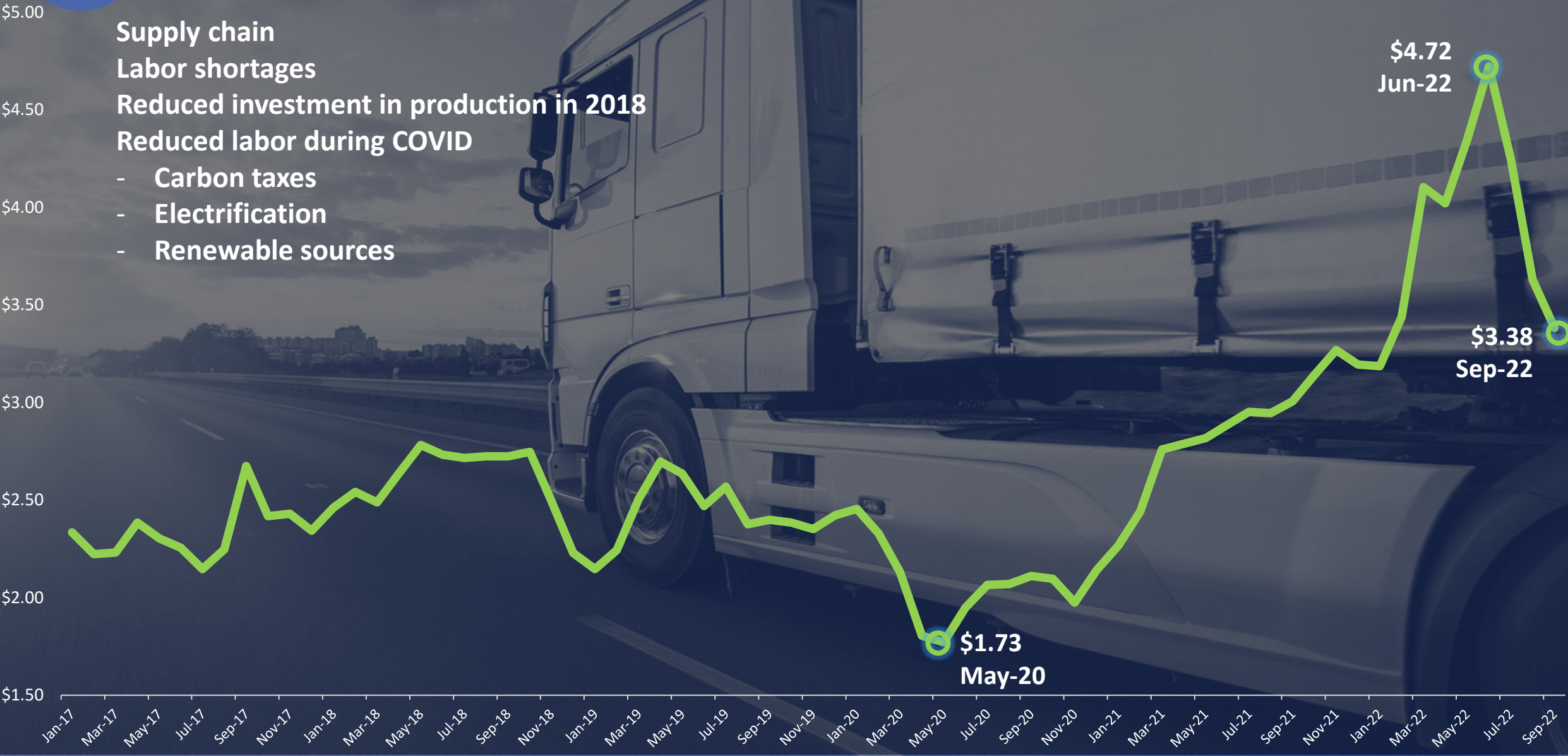
25%
 OF THE NATION'S DEMAND FOR
 TRUCK DRIVERS IS IN FLORIDA

20^k
 NEW COMMERCIAL TRUCK DRIVERS
 ARE NEEDED IN FLORIDA IN 2022

Based on research published by the American Trucking Association in 2021, 180 truck drivers are needed nationally and the Florida Trucking Association reports that nearly 25% of that demand is needed in Florida.



GAS PRICES



Supply chain
Labor shortages
Reduced investment in production in 2018
Reduced labor during COVID

- Carbon taxes
- Electrification
- Renewable sources

\$4.72
Jun-22

\$3.38
Sep-22

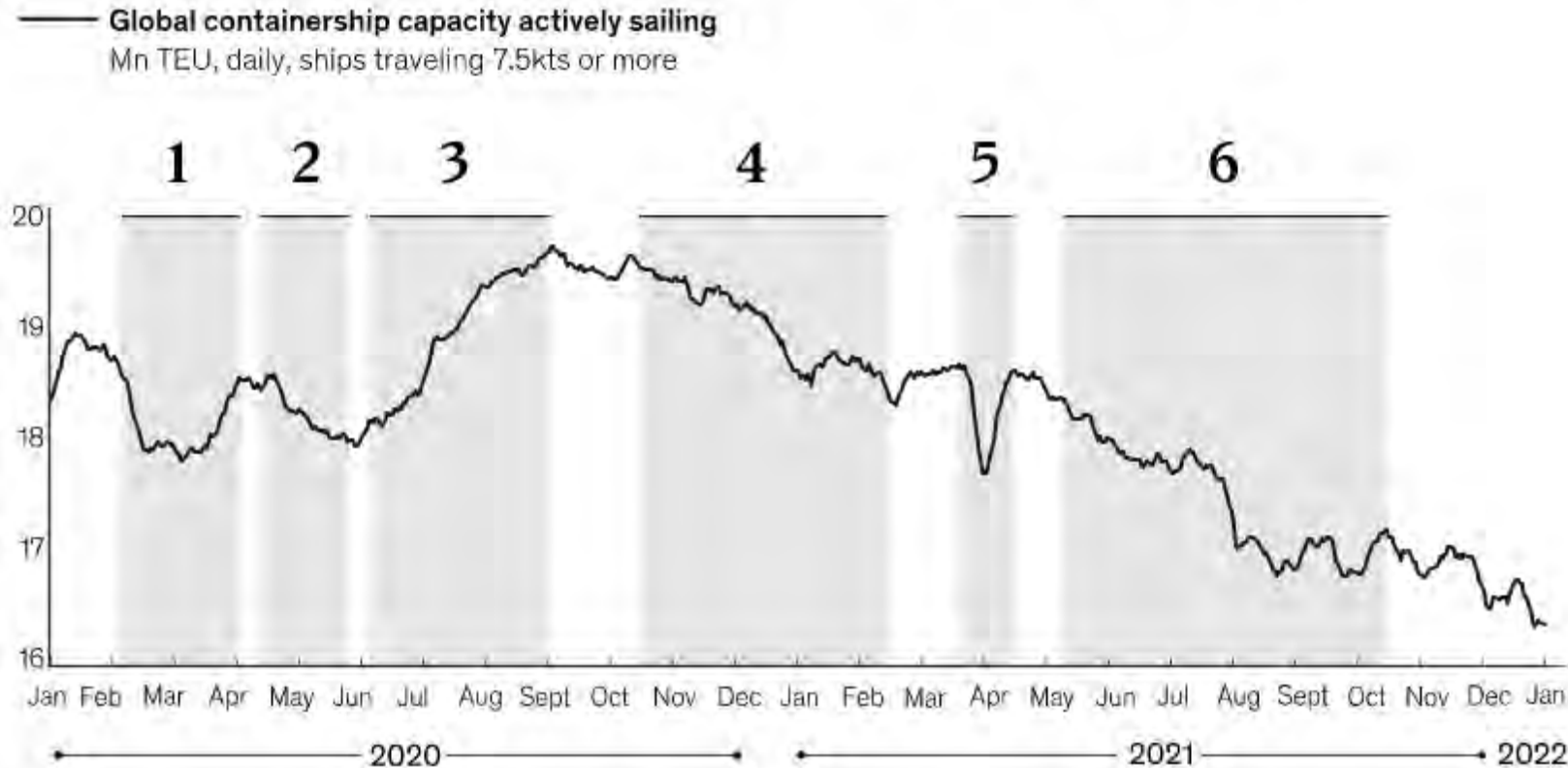
\$1.73
May-20

REDUCED SHIPPING SUPPLY

“About 80% of the goods we consume are carried by ships.”

United Nations Conference on Trade and Development

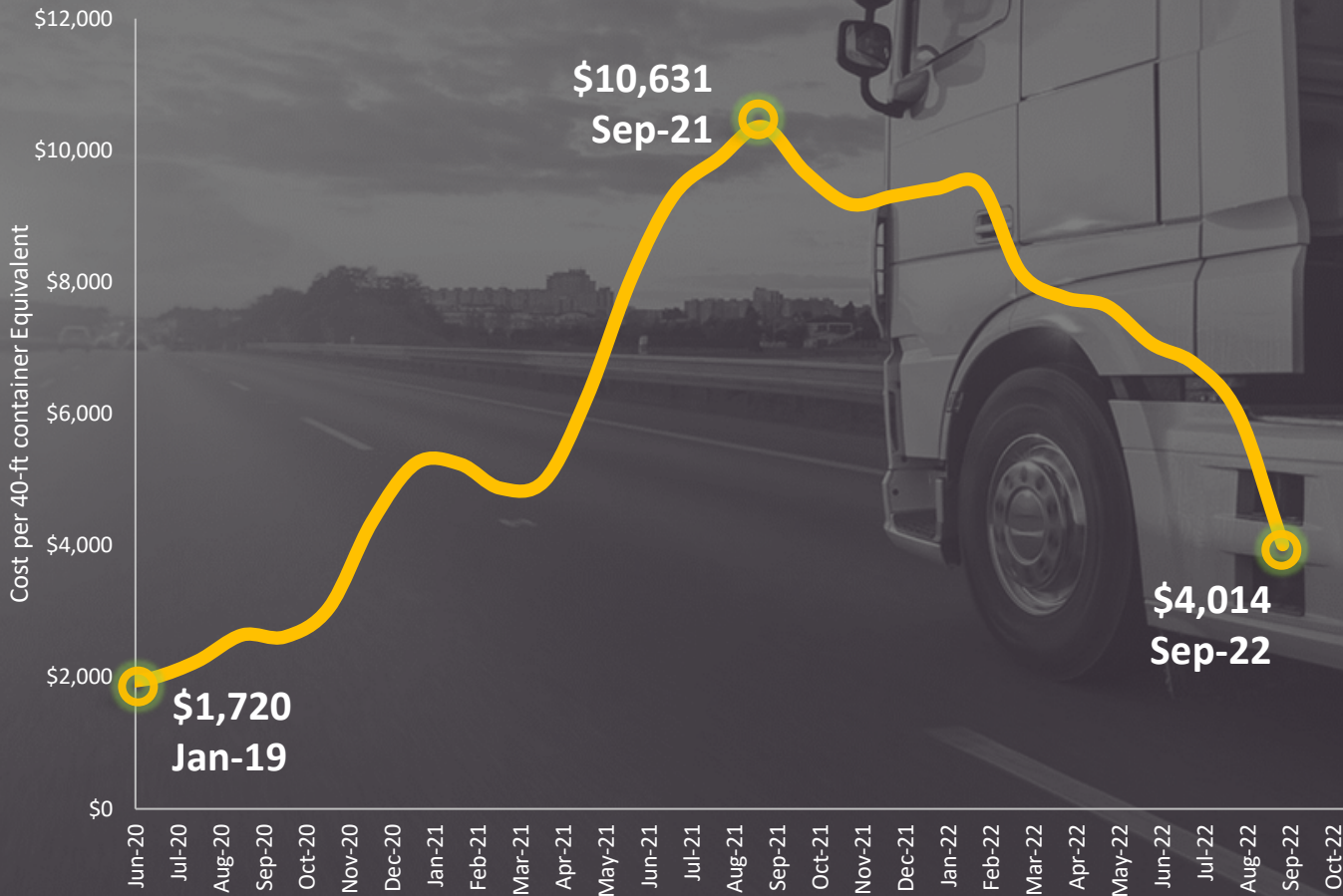
Active container shipping supply has reduced due to congestion.



1. Chinese New Year and COVID-19 lockdown
2. COVID-19 sailing reductions
3. Sailing capacity added
4. Congestion in ports and labor shortages from COVID-19
5. Suez Canal blockage
6. US import growth, landside logistics bottlenecks and container imbalances

CONTAINER SHIPPING COSTS

**Global Container Freight Rate index
(January 2019 to September 2022)**



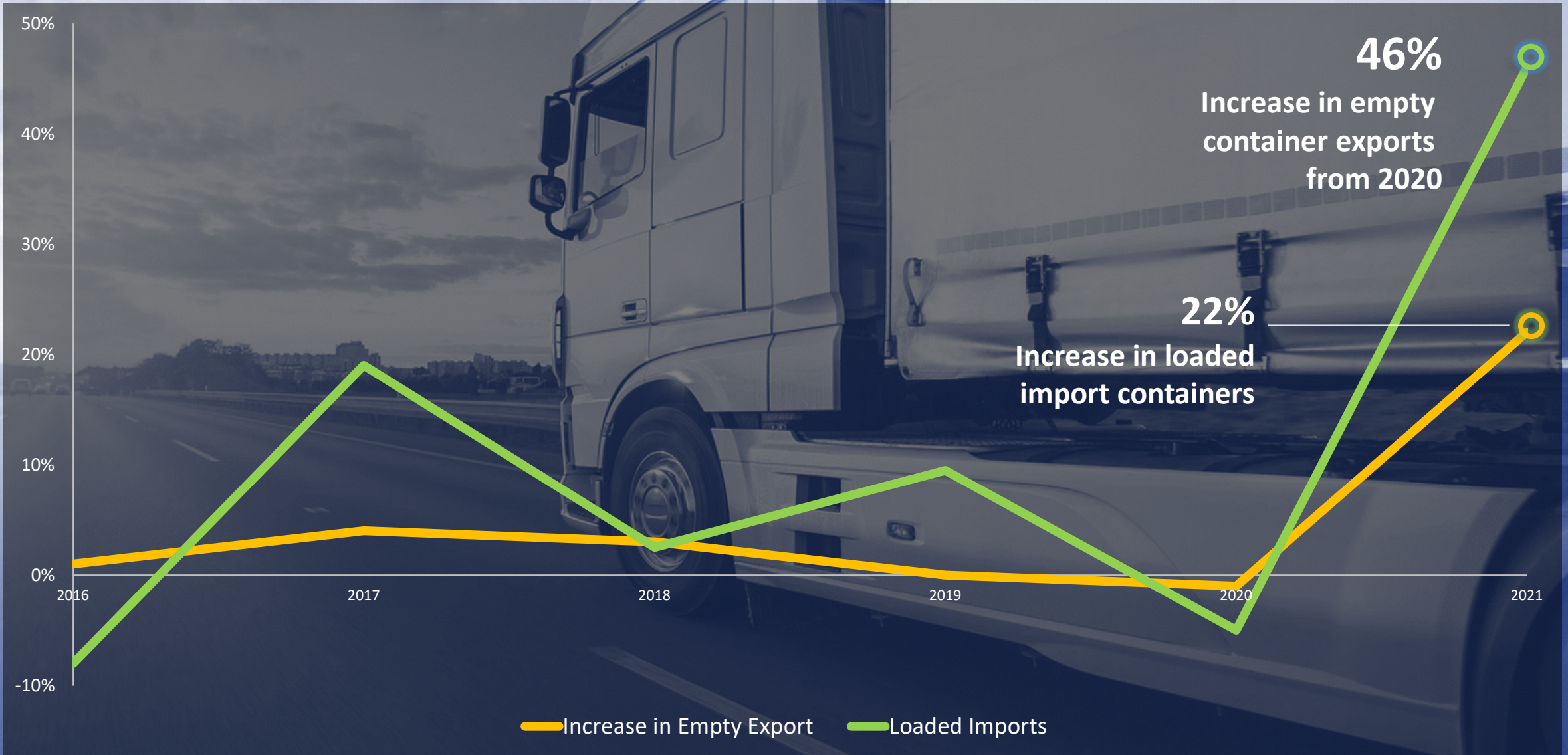
Influencers

- Labor shortages
- Reduced supply
- Fuel prices
- Container imbalances for CTL and maritime
- Chinese port closures (Yantian and Ningbo)
- Fewer commercial passenger flights
- Inflation

Threats

- Cybersecurity
- Physical security
- Labor negotiations
- Carbon emissions policies
- Aging infrastructure
- Energy shortages
- Labor negotiations

CONTAINER IMBALANCE




America's new export problem: 12.1 million shipping containers left biggest U.S. ports empty - MarketWatch



MOBILITY

H EXIT 348

NORTH  95
Int'l Airport
Savannah

Downtown
 1  90
Atlantic Blvd
Philips Hwy

↑ ↑ ↘ ↙

EXIT ONLY

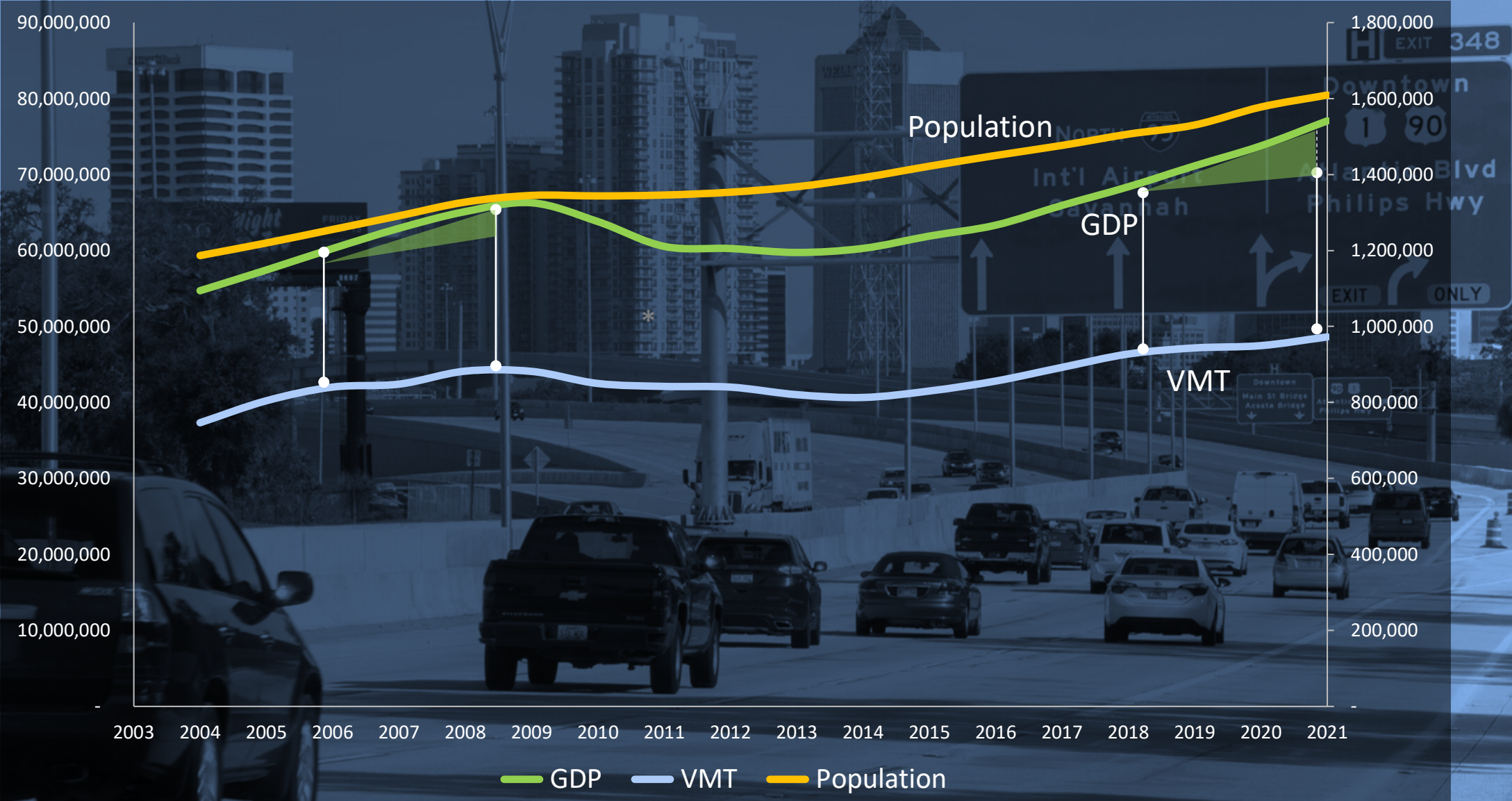
H

Downtown
Main St Bridge
Acosta Bridge

 1  90
Atlantic Blvd
Philips Hwy

EXIT

VEHICLE MILES TRAVELED AND THE ECONOMY





VEHICLE MILES TRAVELED

Annual Vehicle Miles Traveled
(100 millions per year)



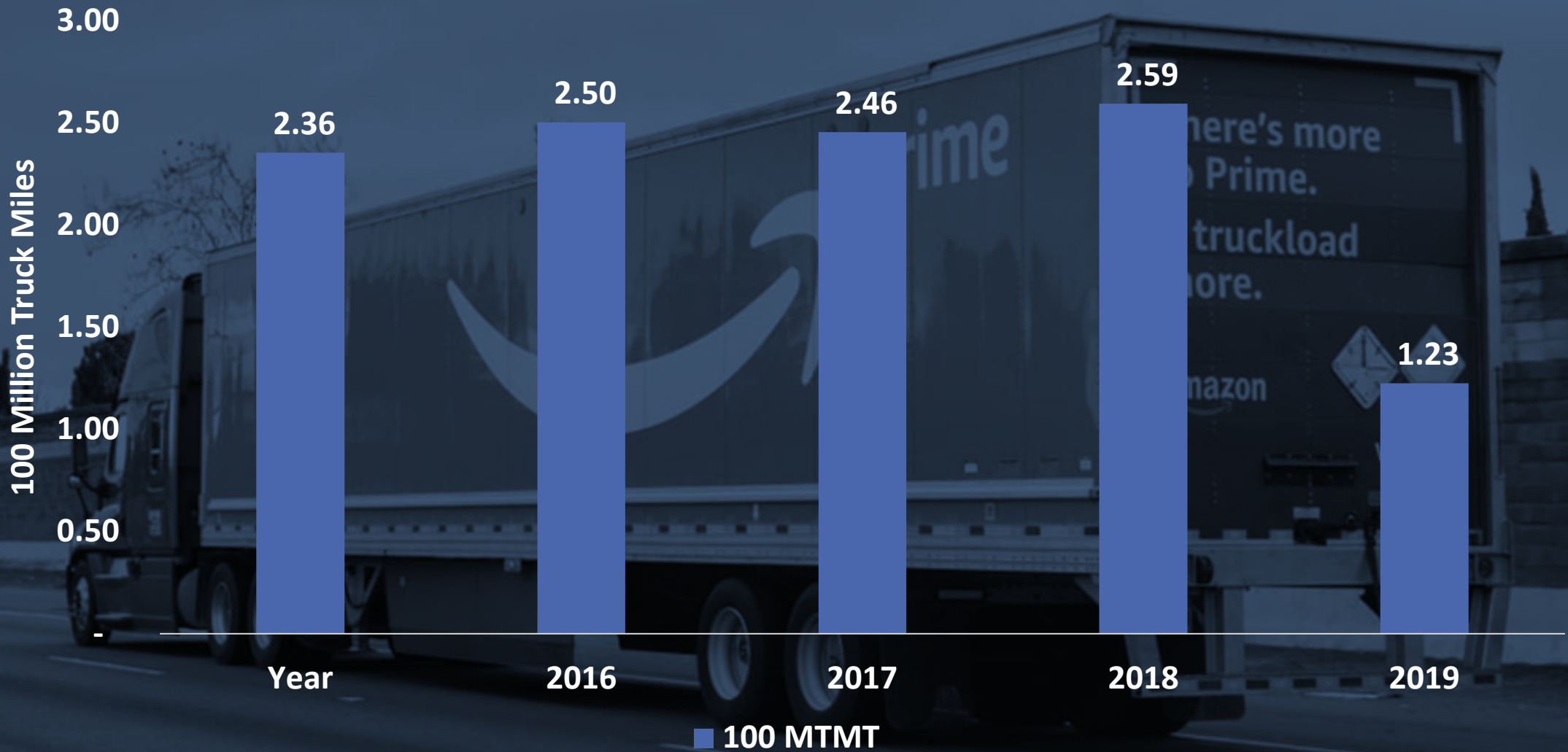
3.4%
INCREASE FROM 2020 TO 2021

Returned to 2016 levels

COMBINATION TRUCK MILES TRAVELED



Truck Miles Traveled



System TMT not reported In 2020.



TRANSIT RIDERSHIP

Millions of Riders per Year



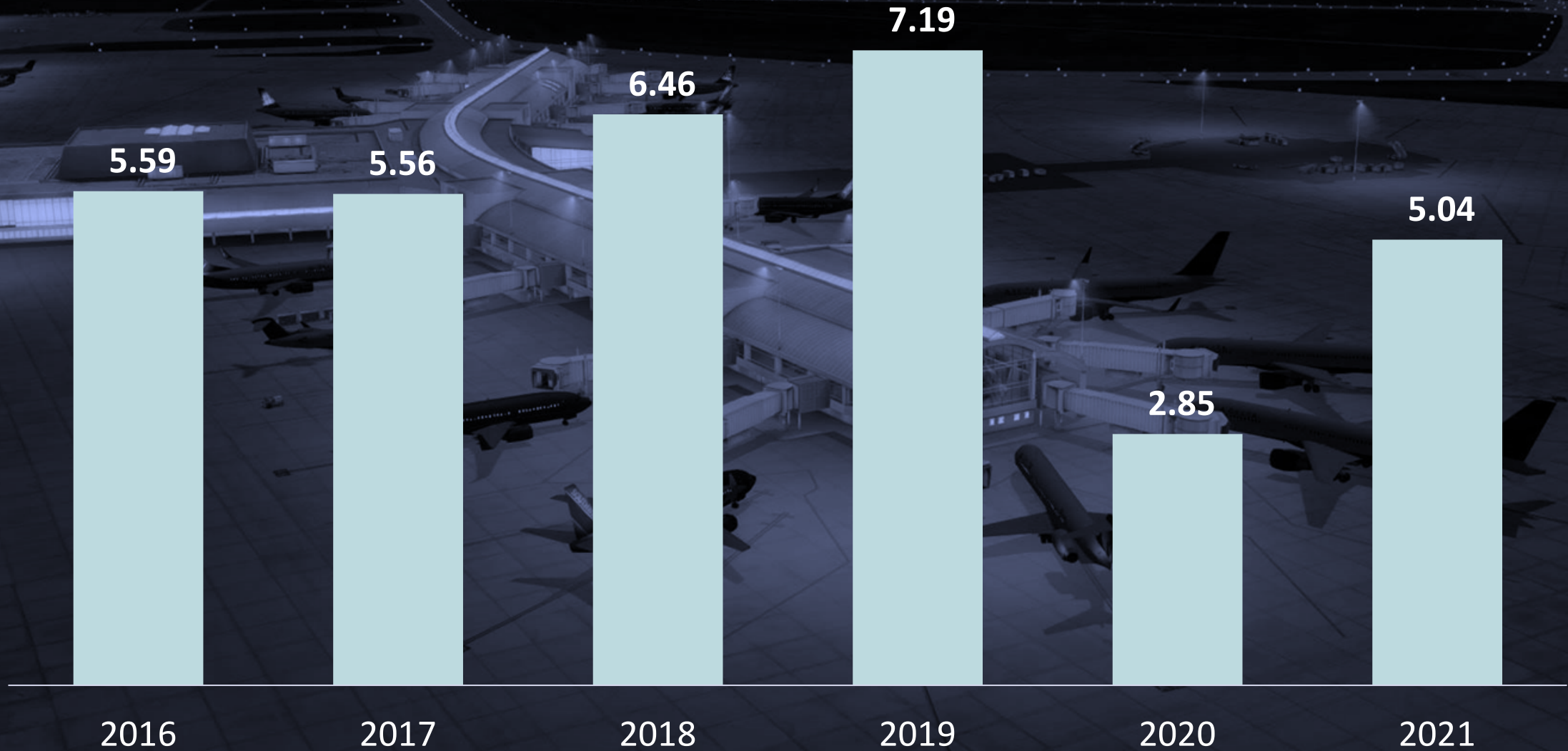
The Jacksonville Transportation Authority assumed the transportation for the disadvantaged services in 2018.

*Based on estimates provided by each agency.



AIR PASSENGERS

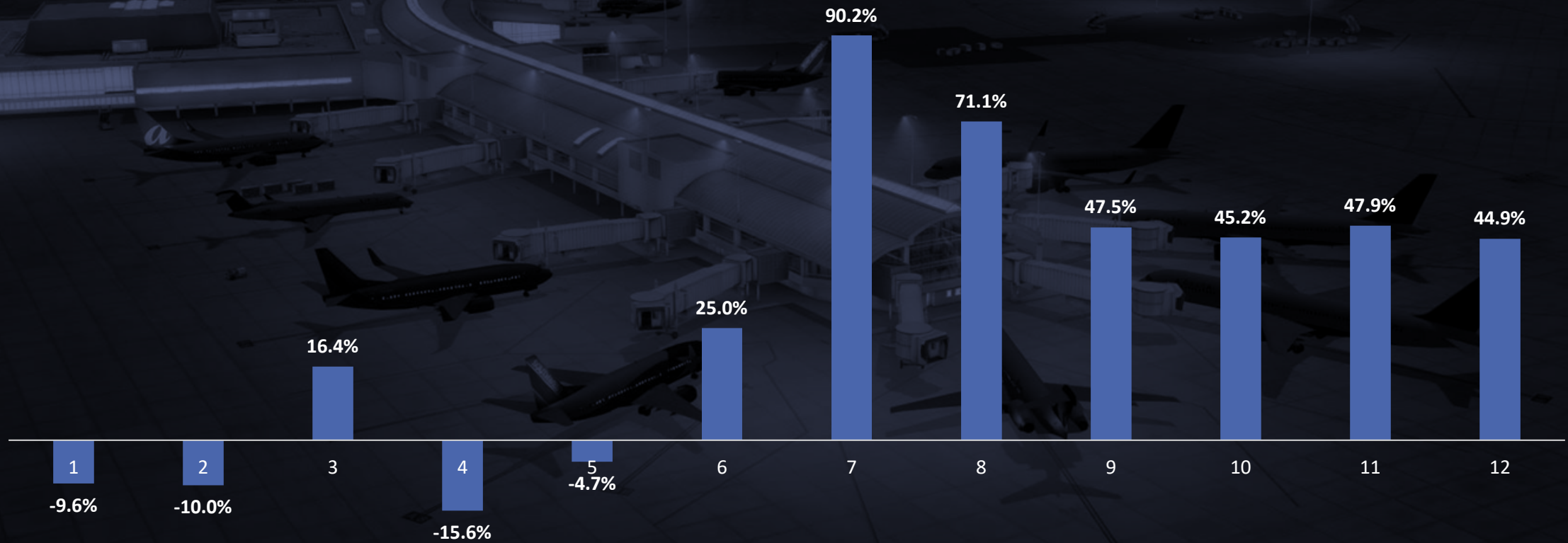
Millions of Passengers per Year





AIR PASSENGERS

Comparison of 2021 to 2020 Month-Month





AIR PASSENGERS

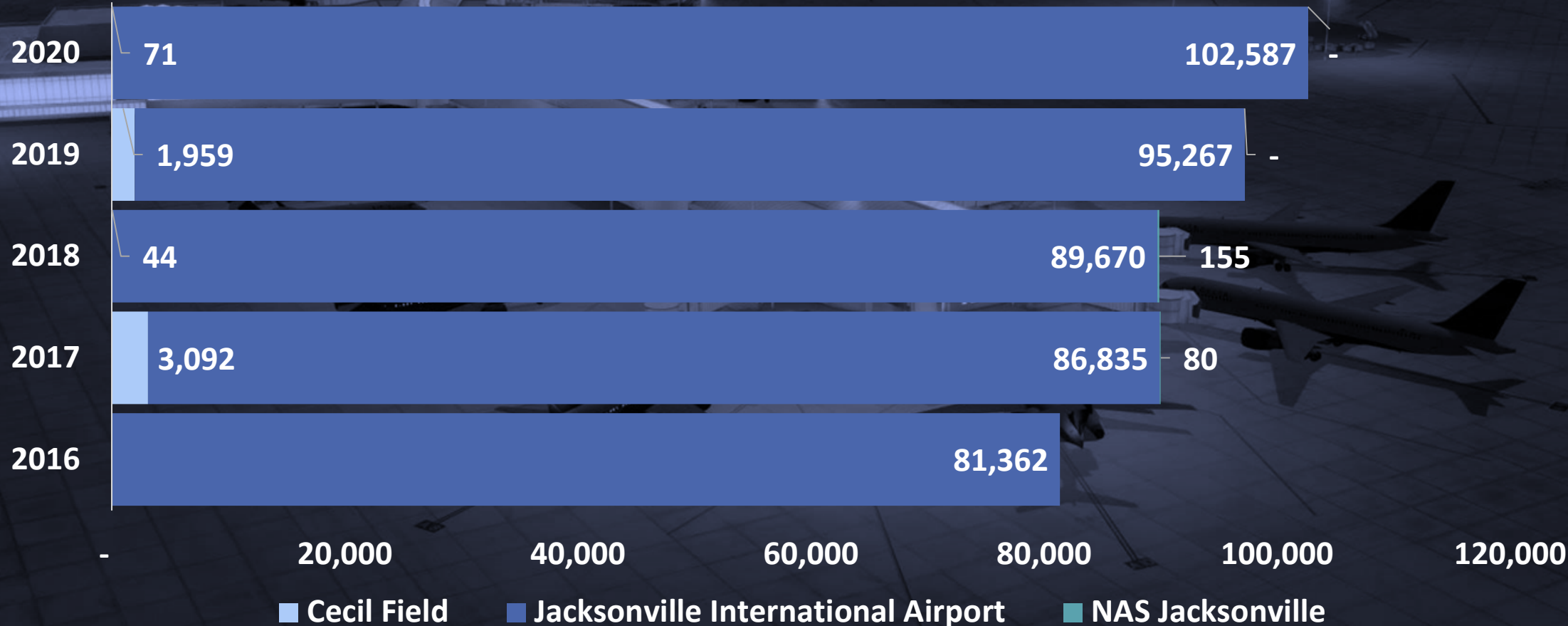


Top Destinations	Rank
Atlanta	1
Charlotte	2
Ft. Lauderdale	3
Chicago O'Hare	4
New York JFK	5
Washington Reagan	6
Miami	7
Boston	8
Dallas-Ft. Worth	9
Newark	10



AIR CARGO

Air Cargo Shipped (tons)





CRUISE PASSENGERS

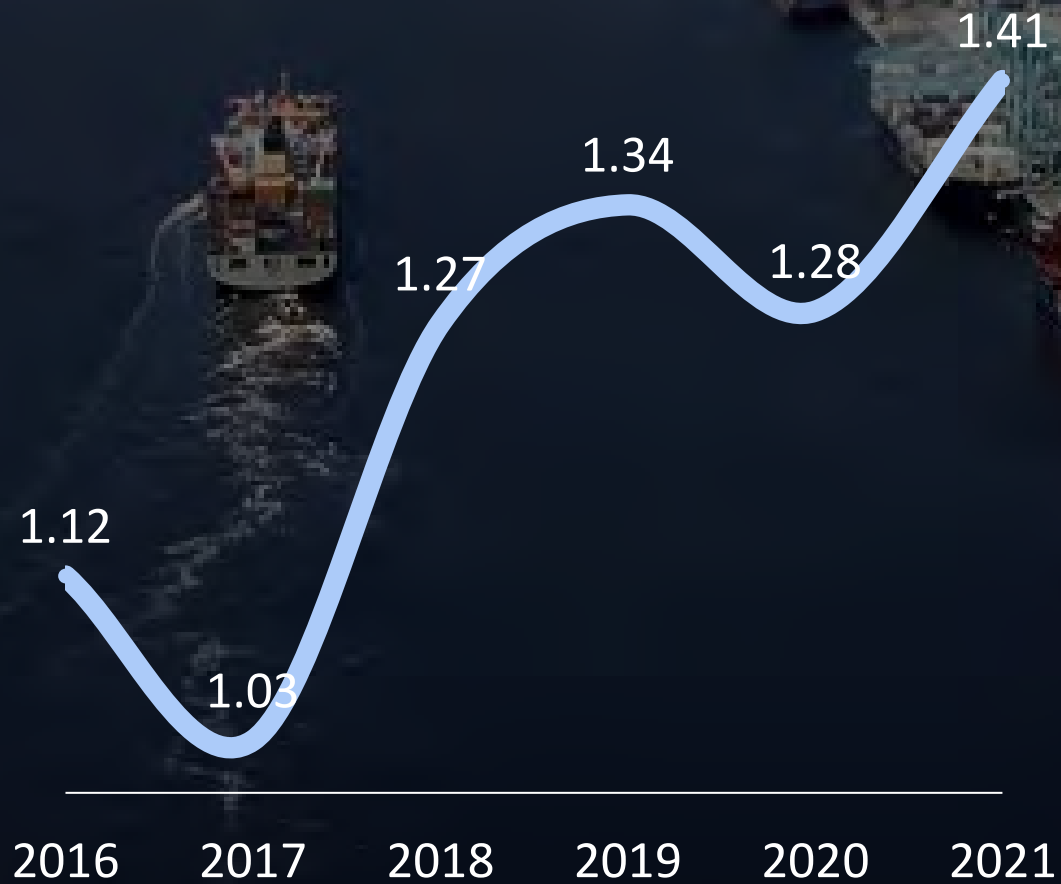
Cruise Passengers
(in millions)





PORT CARGO

Millions of Containers
[20-ft Equivalency Units (TEU)]

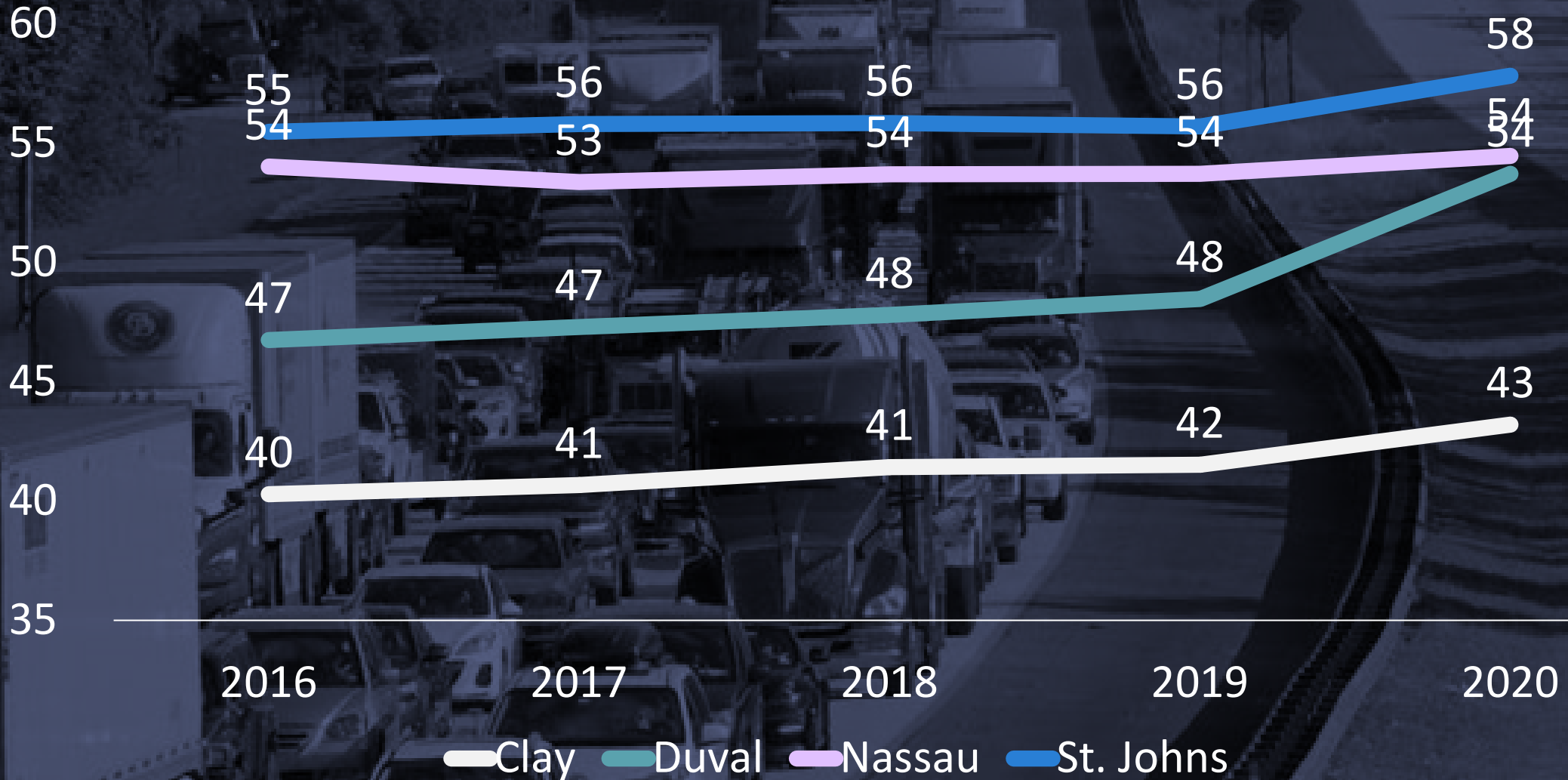


Automobiles Shipped
(in millions)





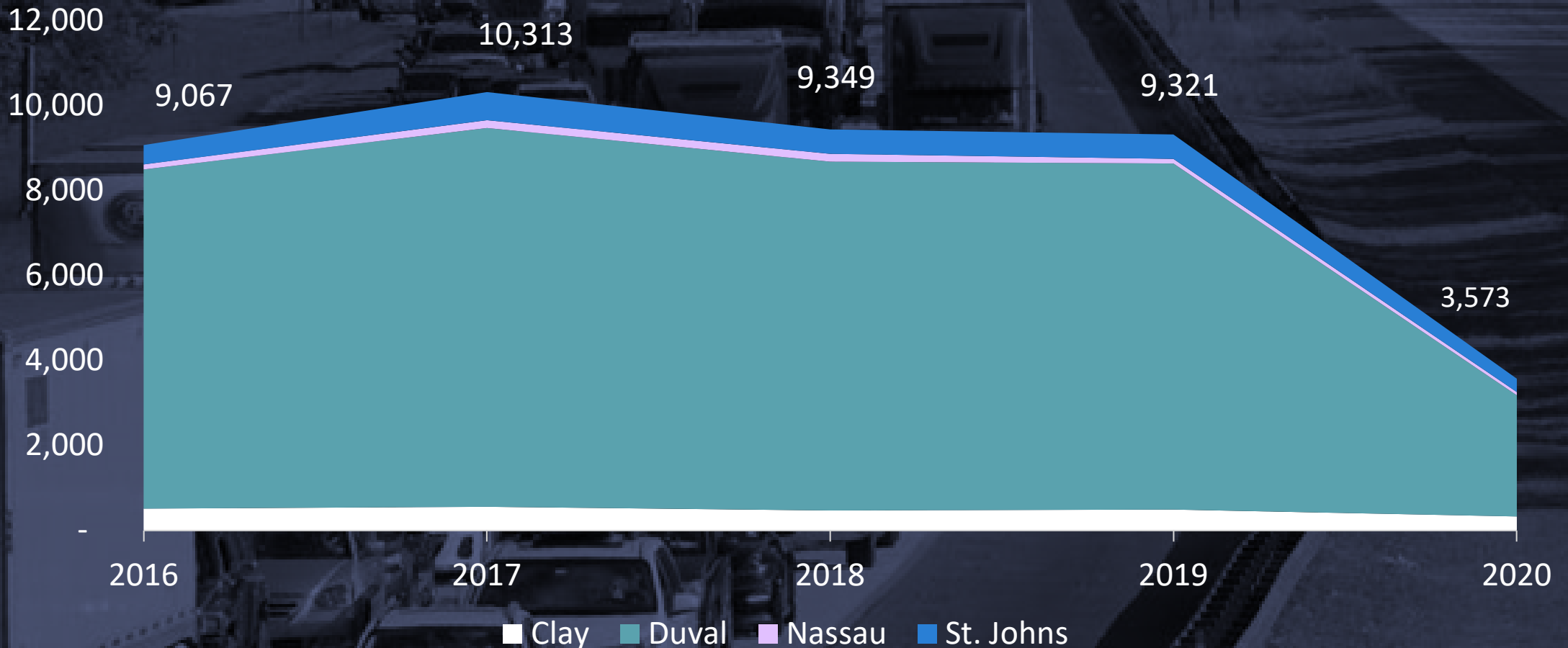
AVERAGE SPEED



PEAK HOUR DELAY

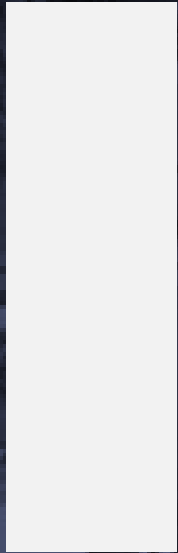


Peak Hour Delay on the State Highway System
(millions of vehicle-hours)



PEAK HOUR DELAY

Clay



-28%

Duval



-47%

Nassau



-18%

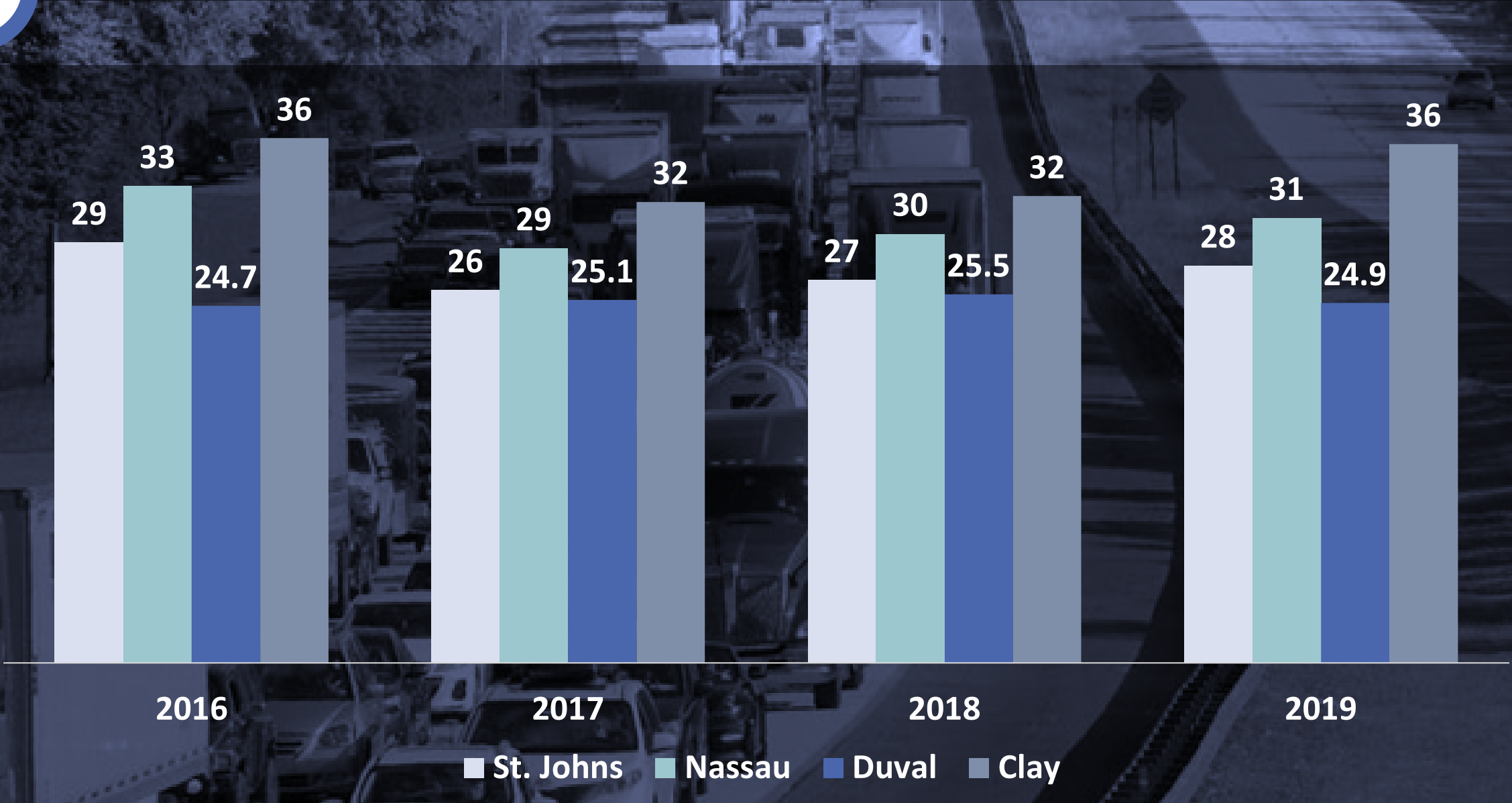
St. Johns



-32%



AVERAGE COMMUTE TIMES

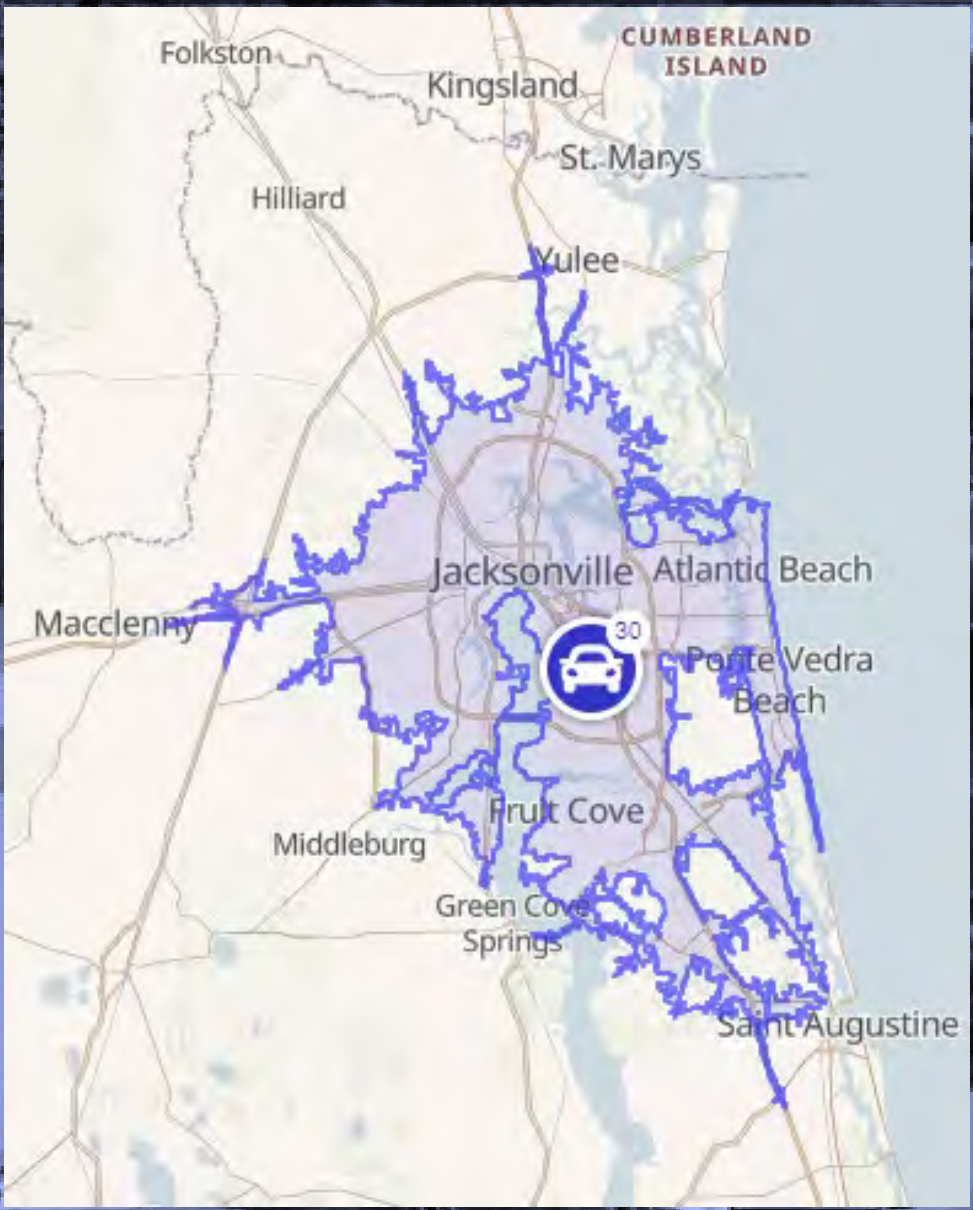


Data for 2020 and 2001 not available at the time of publishing

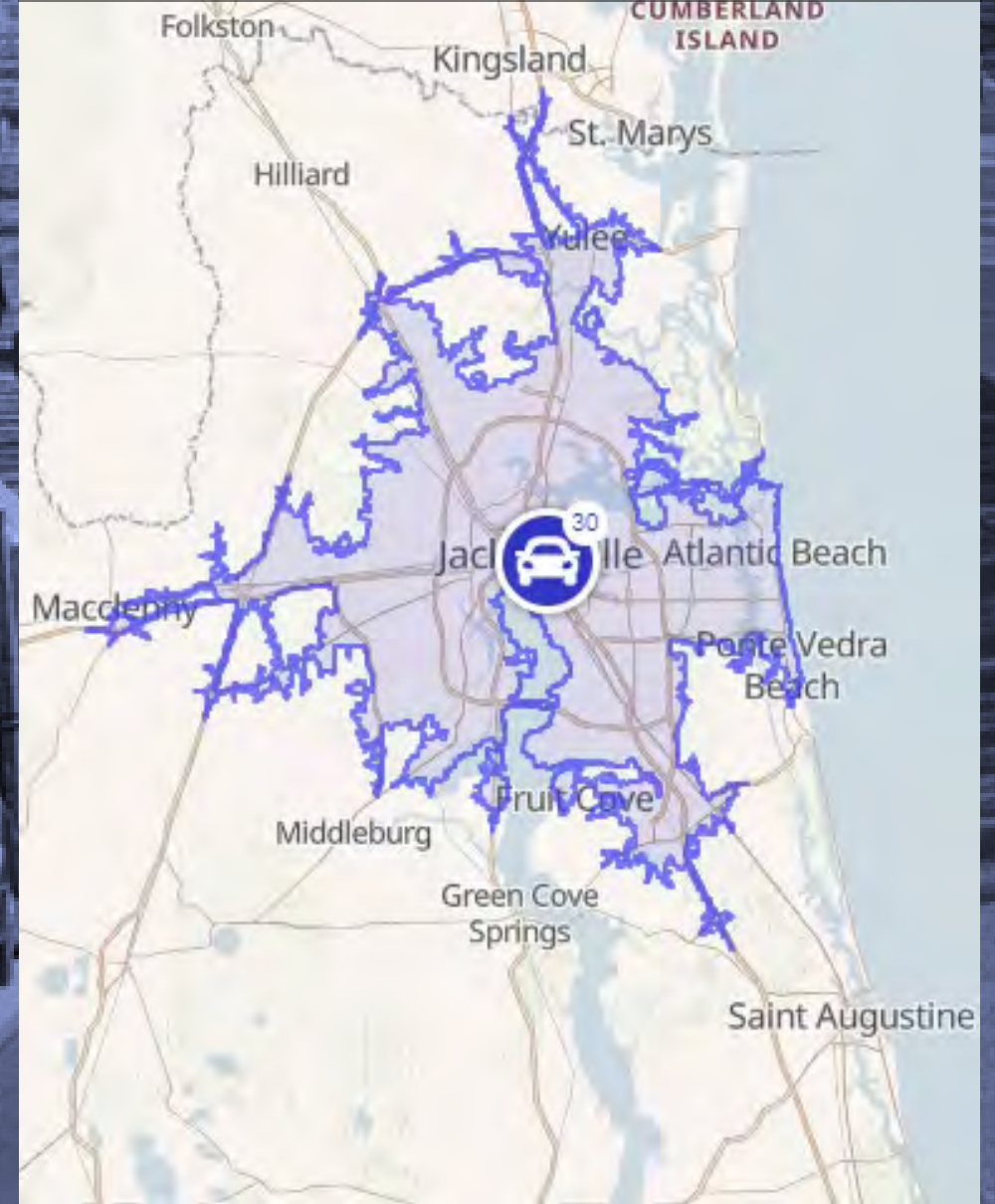


30- MINUTE COMMUTE TIMES DOWNTOWN AND SOUTHPOINT BUSINESS DISTRICT

30-minute Commute to the Southpoint Business District



30-minute Commute to Downtown Jacksonville

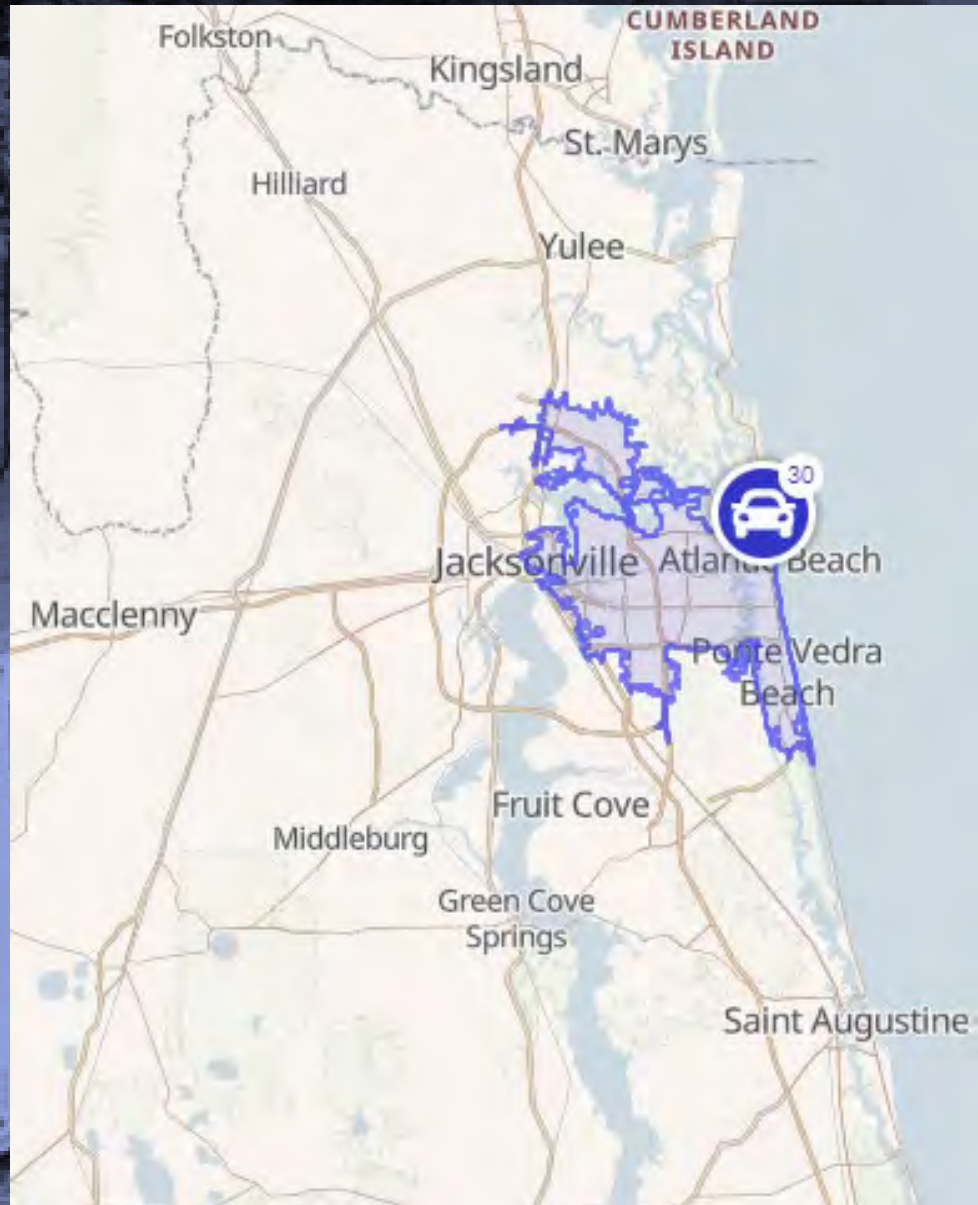




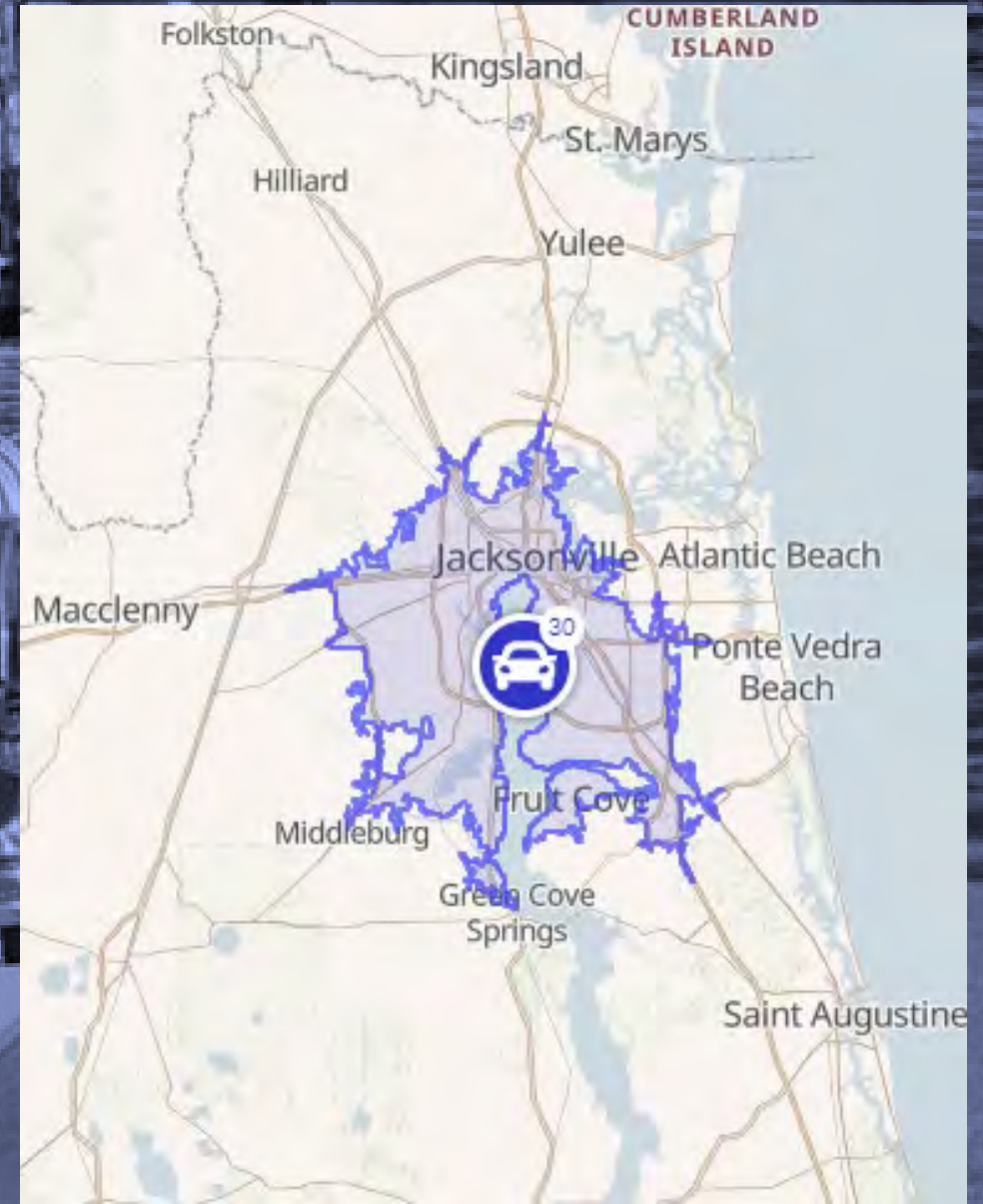
30-MINUTE COMMUTE TIMES

NAVAL AIR STATION JACKSONVILLE AND NAVAL STATION MAYPORT

30-minute Commute to Naval Station Mayport

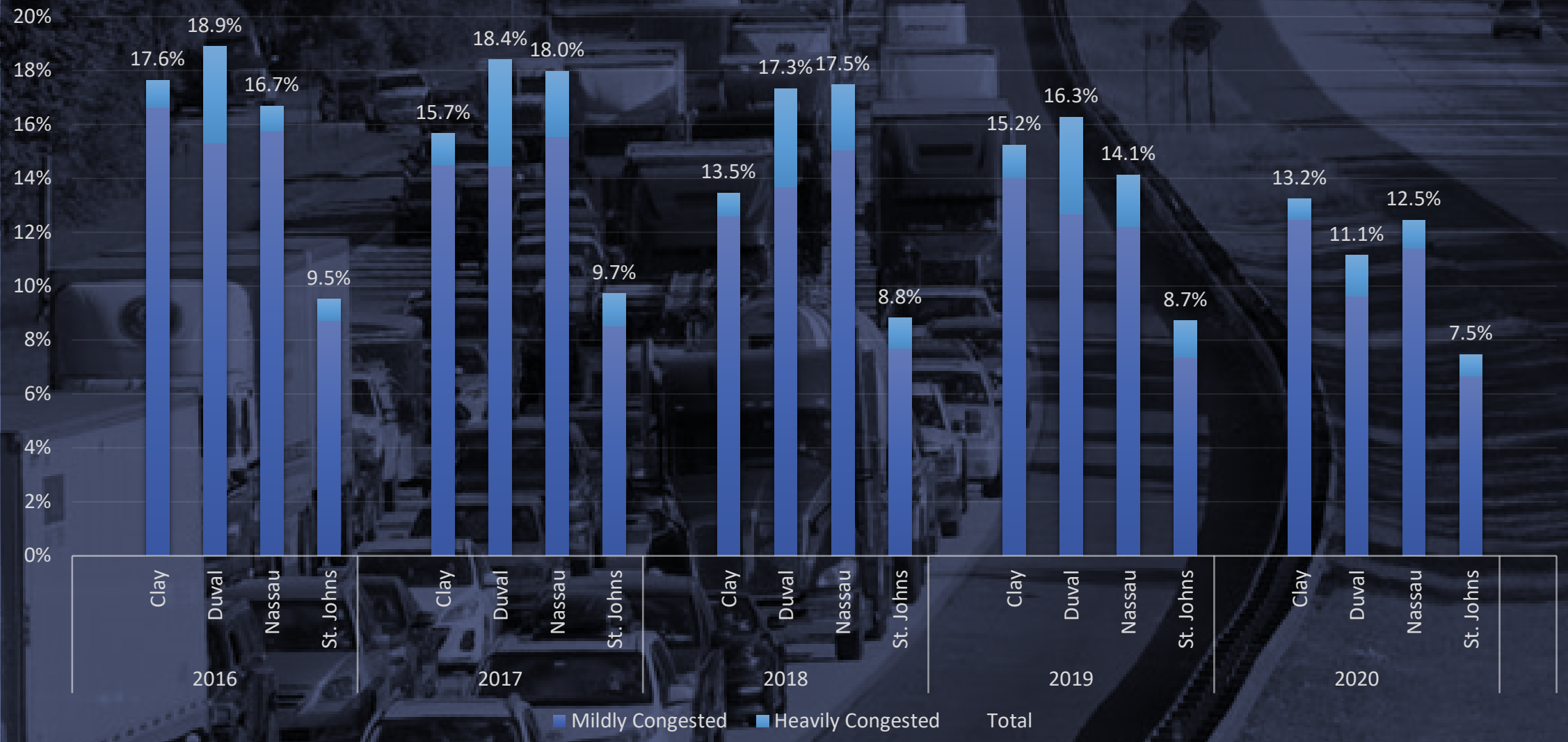


30-minute Commute to Naval Air Station Jacksonville





PERCENT OF TRAVEL CONGESTED

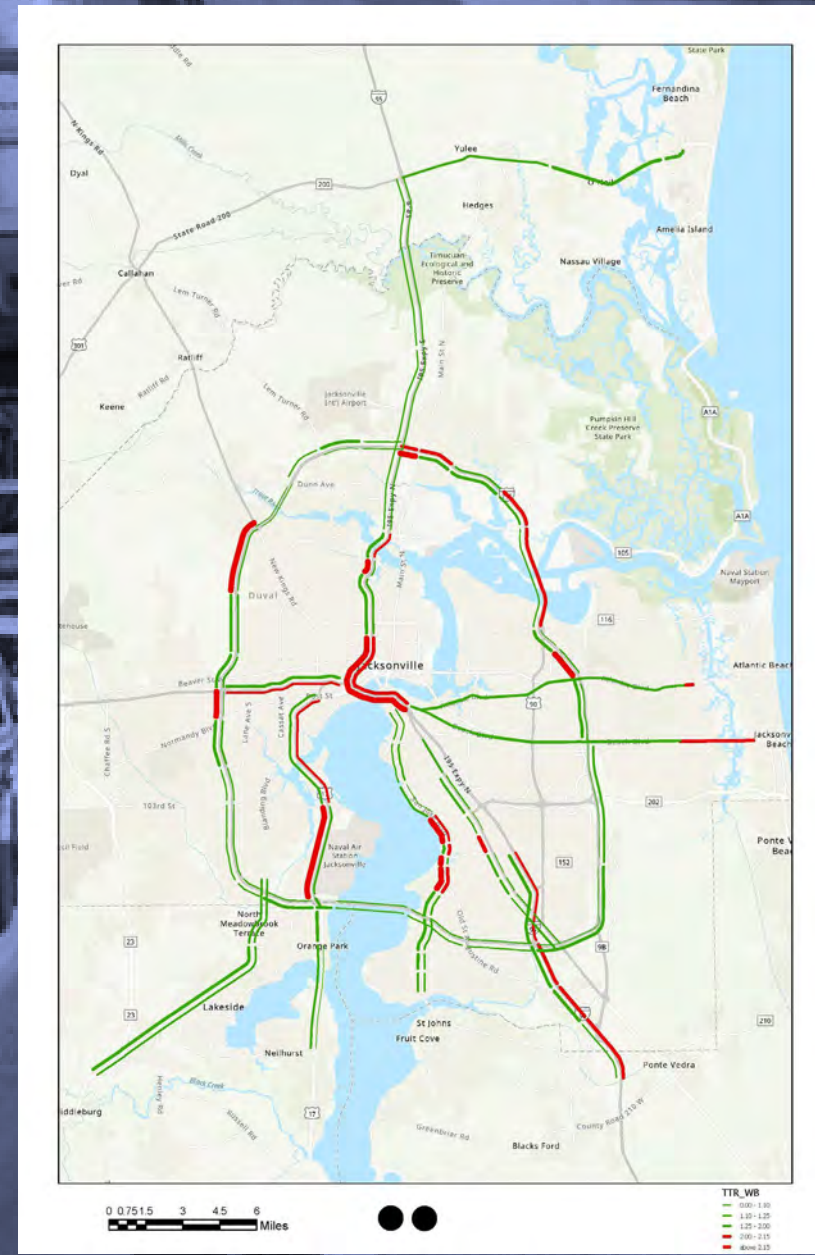
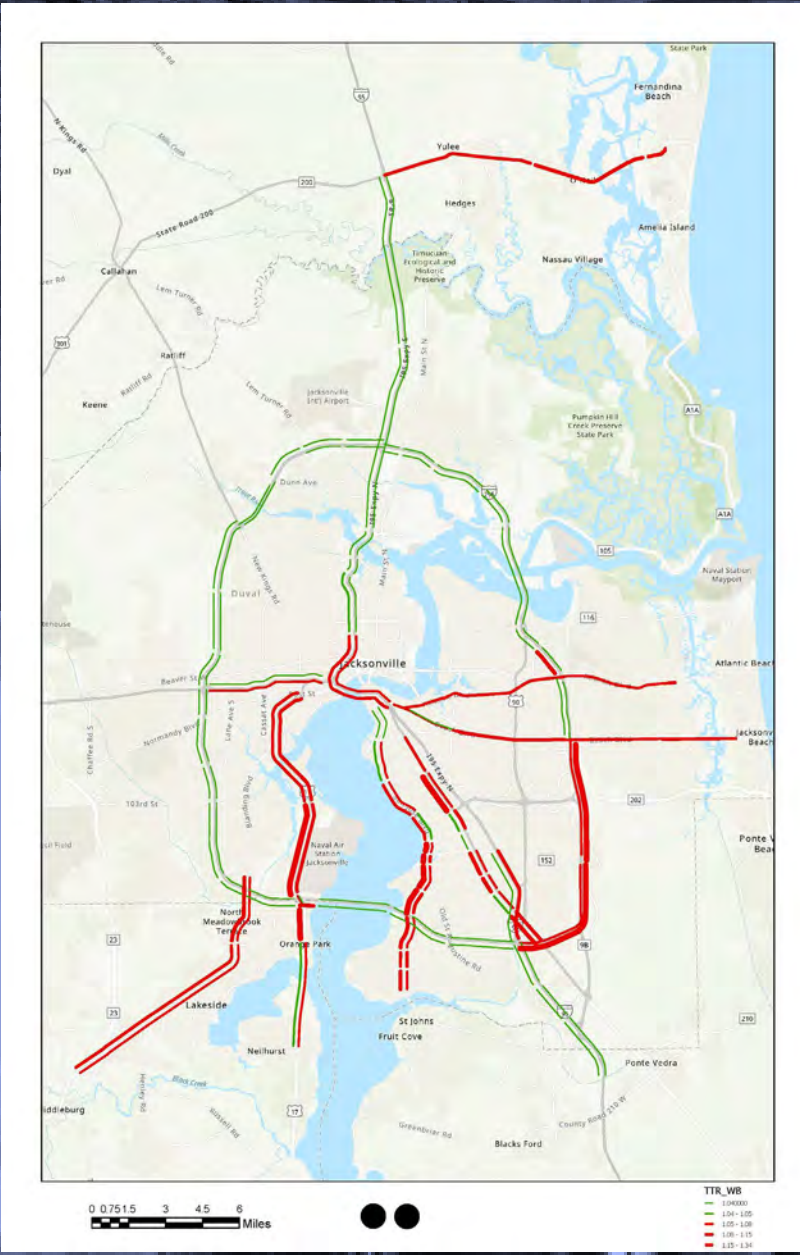




LEVEL OF TRAVEL TIME RELIABILITY

2019

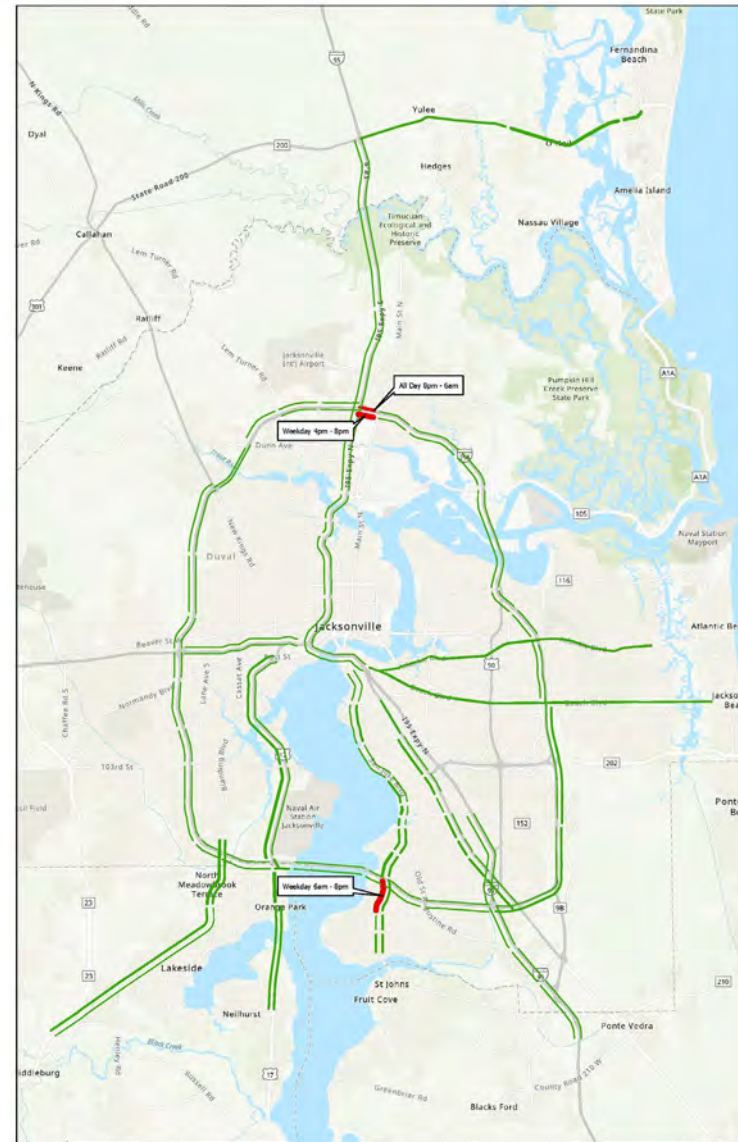
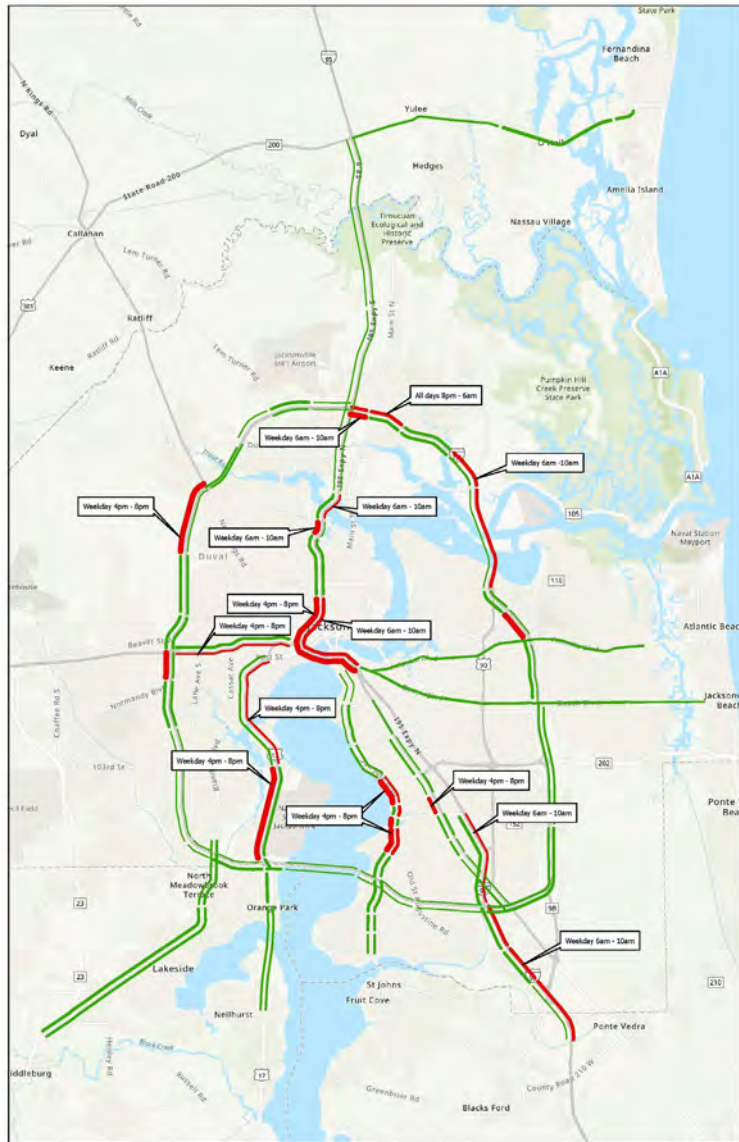
2020



LEVEL OF TRAVEL TIME RELIABILITY

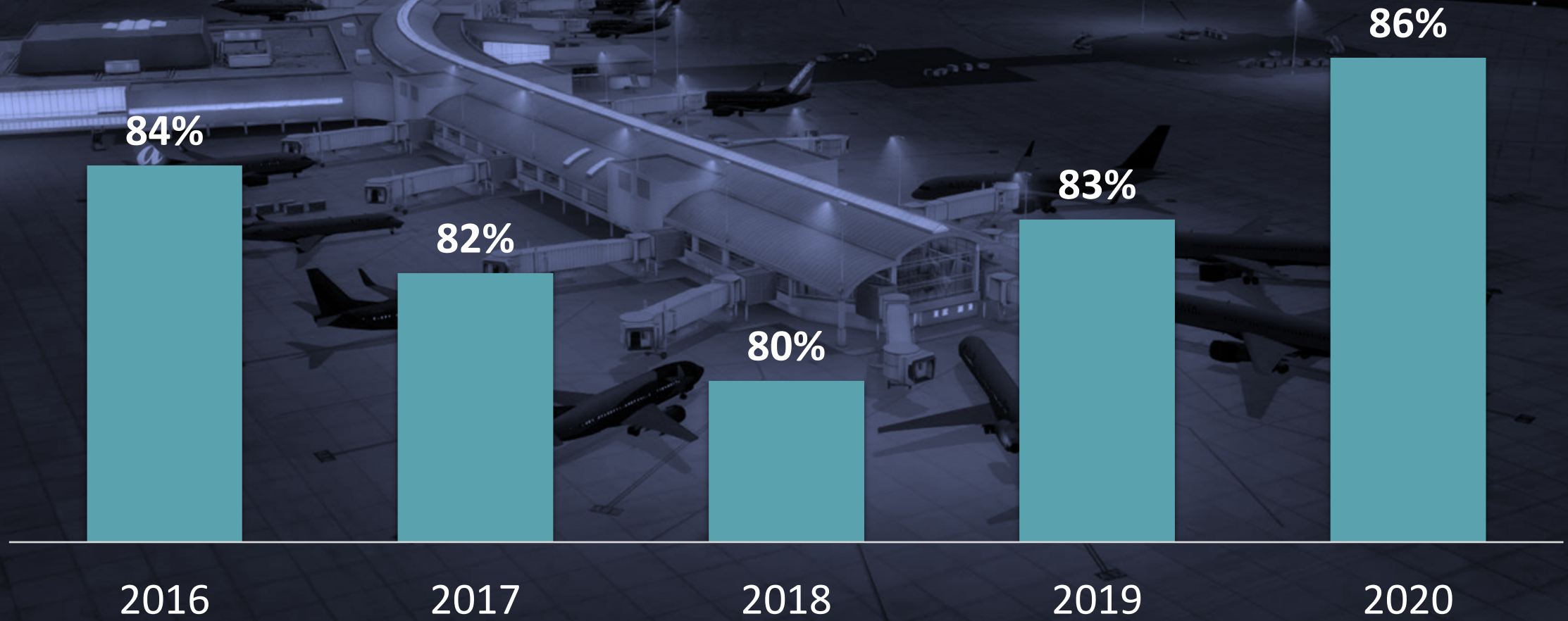
2019

2020





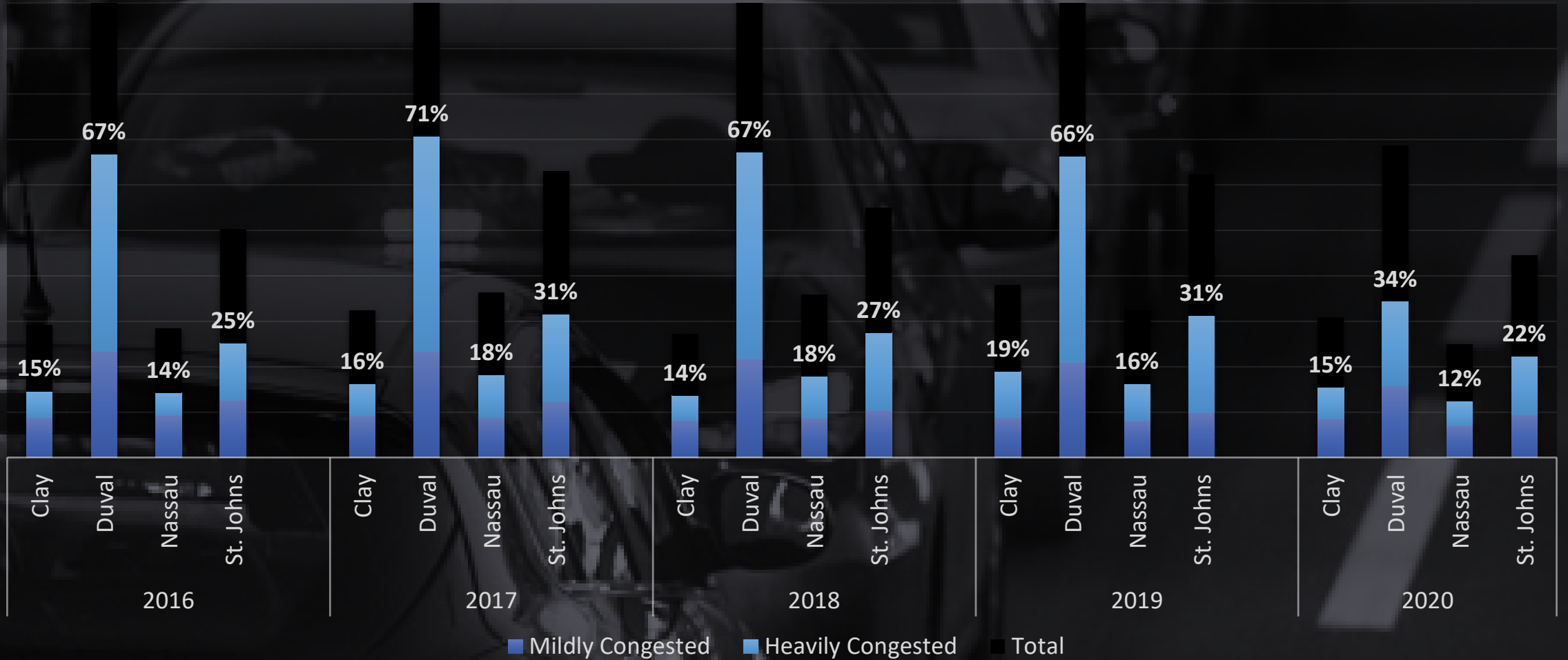
AVIATION ON-TIME DEPARTURES





PERCENT MILES CONGESTED

Percent Miles Mildly or Heavily Congested (State Highway System)





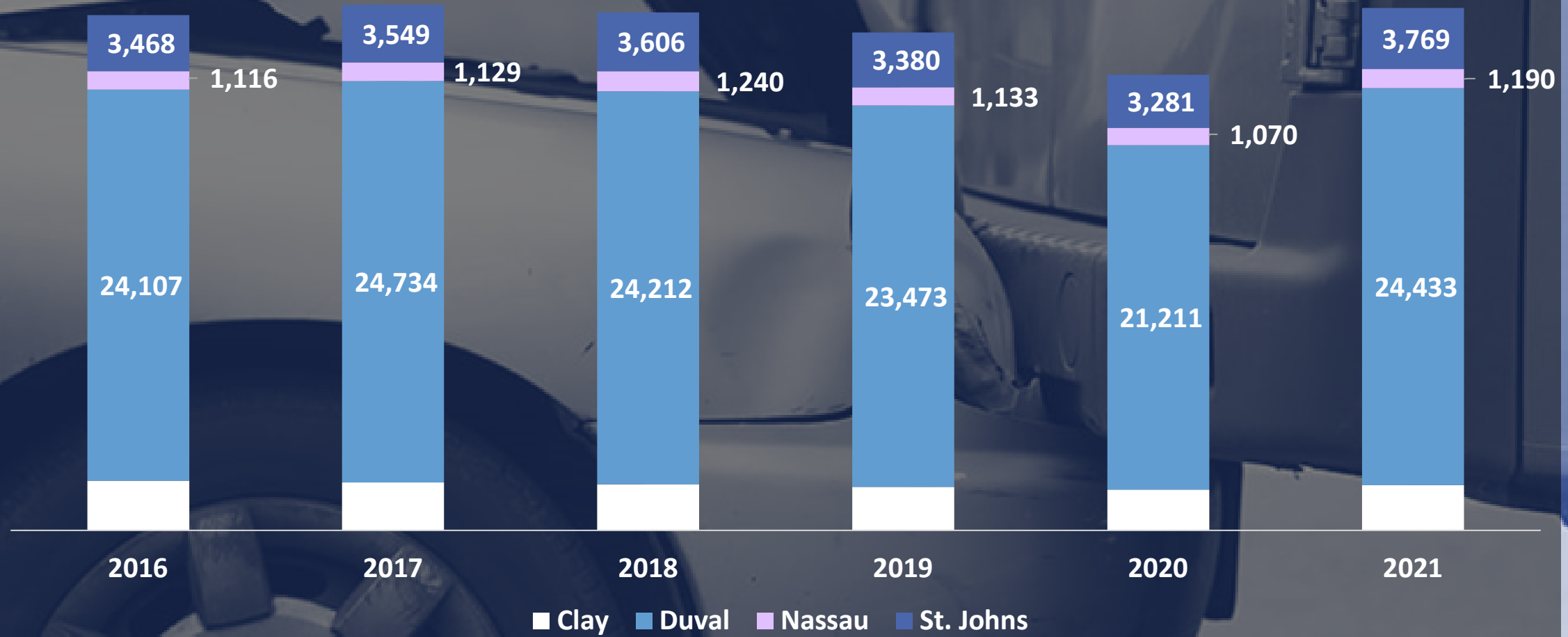
SAFETY

TOTAL CRASHES



DRIVE
SAFELY

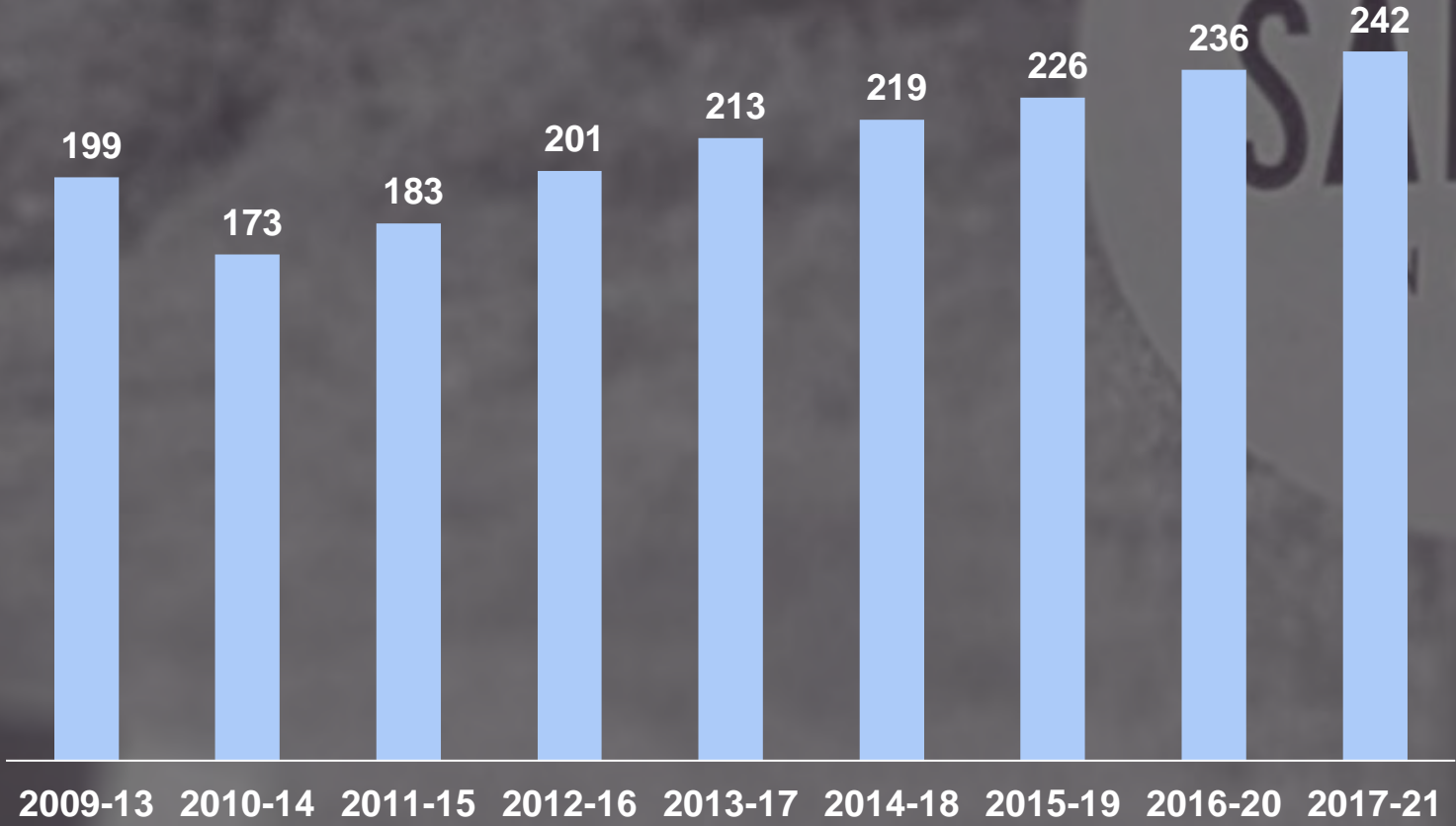
Total Crashes by County by Year



FATALITIES



Fatalities
(5-year moving average)

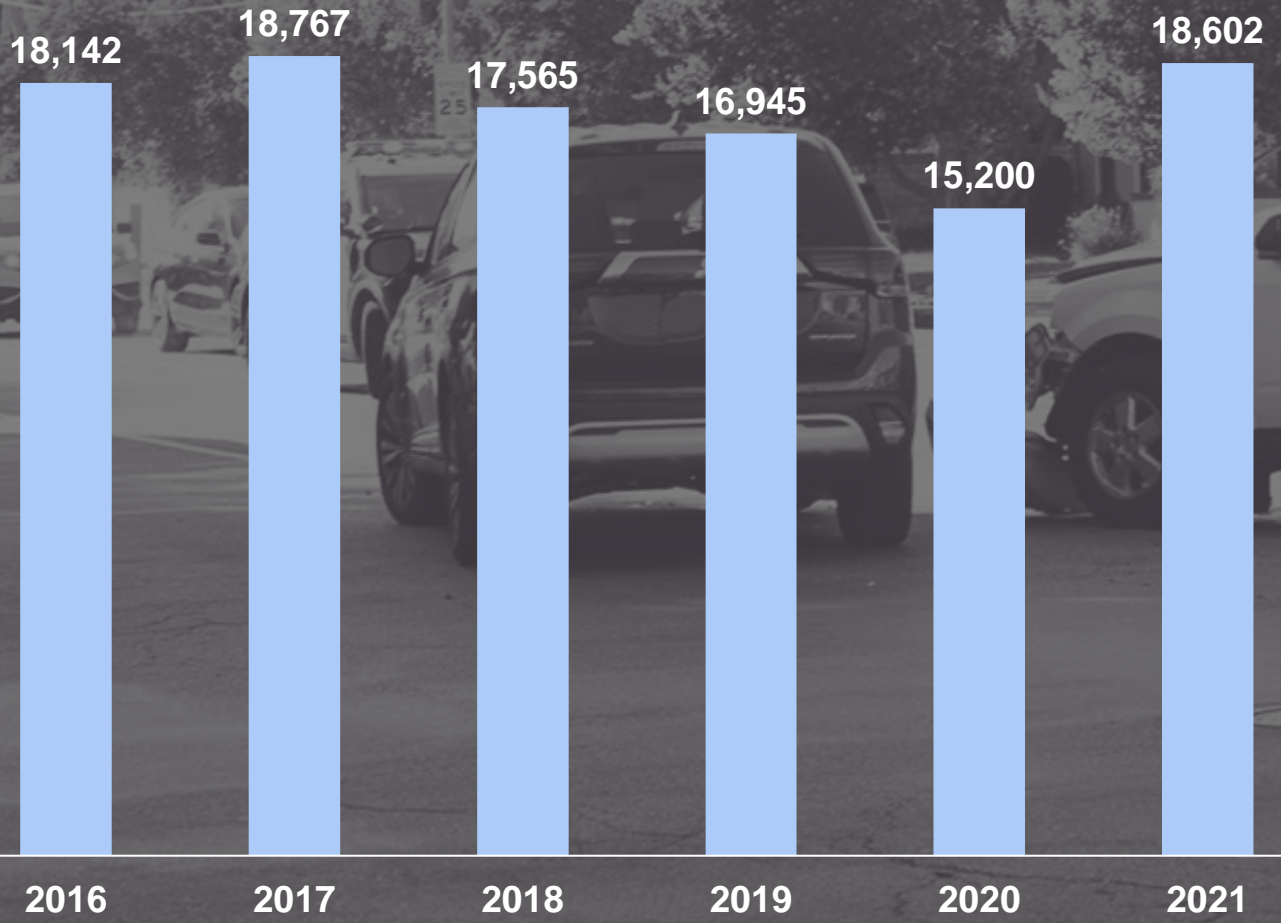


266
FATALITIES IN 2021

INJURIES



Injuries



■ Total

17,400
FIVE-YEAR MOVING AVERAGE OF INJURIES PER YEAR

BICYCLE AND PEDESTRIAN SAFETY

DANGEROUS BY DESIGN

2021

and people walking do not pay the price with their lives.

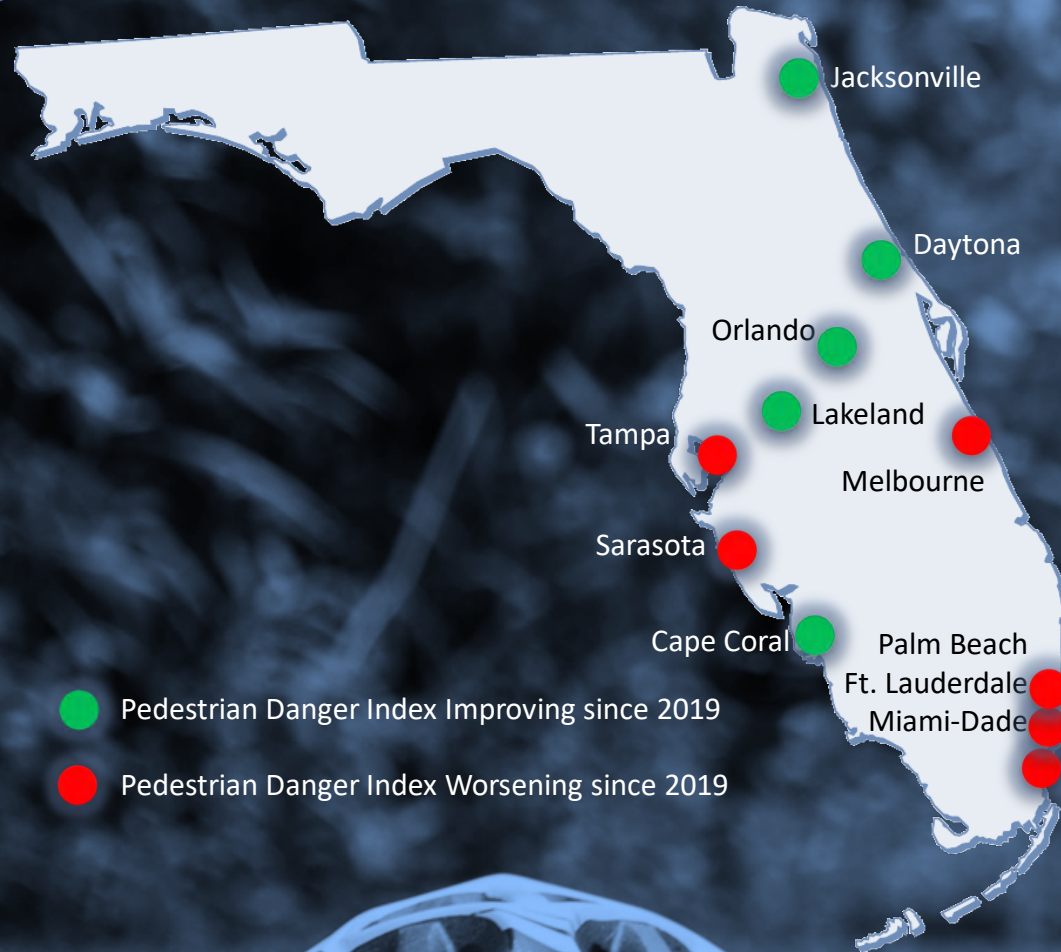
On the other hand, four of the most dangerous metropolitan areas in Florida (and in the country) have improved slightly in PDI scores since *Dangerous by Design 2019* (Appendix A has all changes in PDI scores). This is a good trend, but hold your applause—all four still rank in the top 11. Orlando, Lakeland-Winterhaven, Jacksonville, and Cape Coral-Fort Myers saw the largest drops in PDI scores since the last edition. Those drops suggest those cities have made some strides in recent years in making streets less dangerous for people walking.

For example, Orlando has taken steps to address the city's safety problem by developing a Vision Zero resolution and action plan to eliminate serious injuries and fatalities and implementing traffic calming projects.

10TH

LEAST SAFE AREA BASED ON THE PEDESTRIAN DANGER INDEX

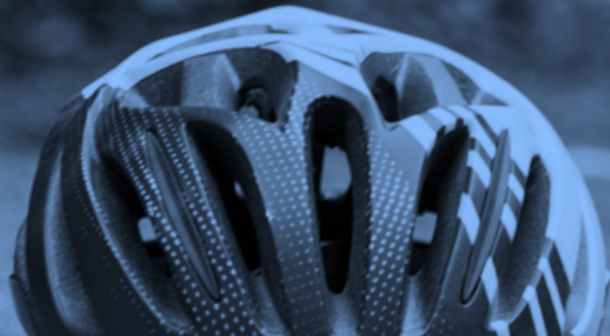
BICYCLE AND PEDESTRIAN SAFETY



2021 Dangerous by Design Rankings

National Rank (1 worst)	Metropolitan Area	Pedestrian Fatalities (2010-2019)	Average Annual Fatalities per 100,000 (2010-2019)	2019 Pedestrian Danger Index	2021 Pedestrian Danger Index	Change
#1	Orlando	740	3.00	313	295	-18
#4	Melbourne	168	2.90	245	261	16
#5	Daytona	235	3.60	265	260	-5
#6	Sarasota	199	2.50	235	248	13
#8	Tampa	968	3.10	205	223	18
#9	Lakeland	162	2.40	231	215	-16
#10	Jacksonville	462	3.10	226	205	-21
#11	Cape Coral	170	3.00	217	192	-24
#13	Miami-Ft. Lauderdale Palm Beach	1,675	2.80	153	172	18

Only areas in the top 20 are shown.



LIVABILITY



ACCESS TO JOBS

3.2%

OF JOBS ARE LOCATED WITHIN ONE-QUARTER
MILE OF A TRANSIT STOP

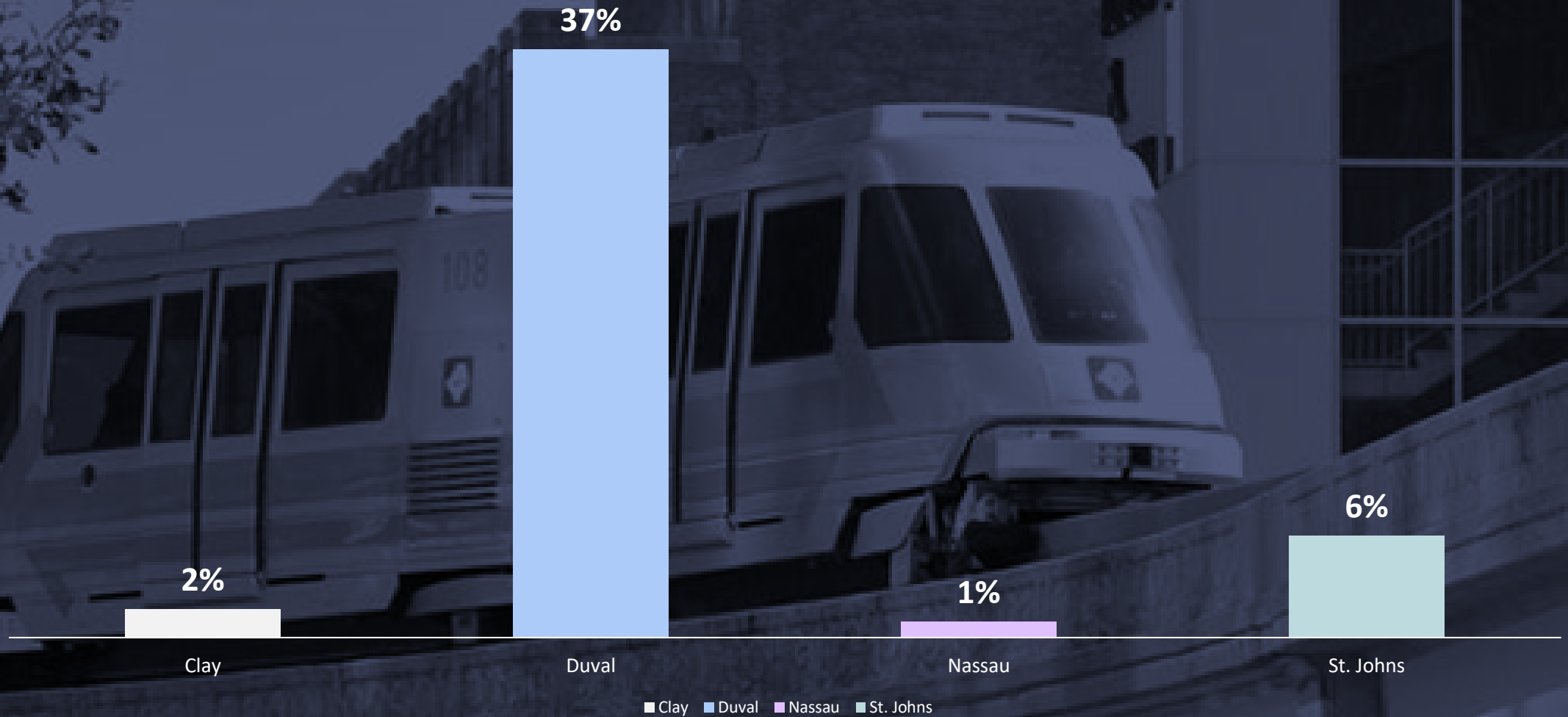
82%

OF JOBS ARE LOCATED WITHIN ONE-HALF
MILE OF THE STATE HIGHWAY SYSTEM

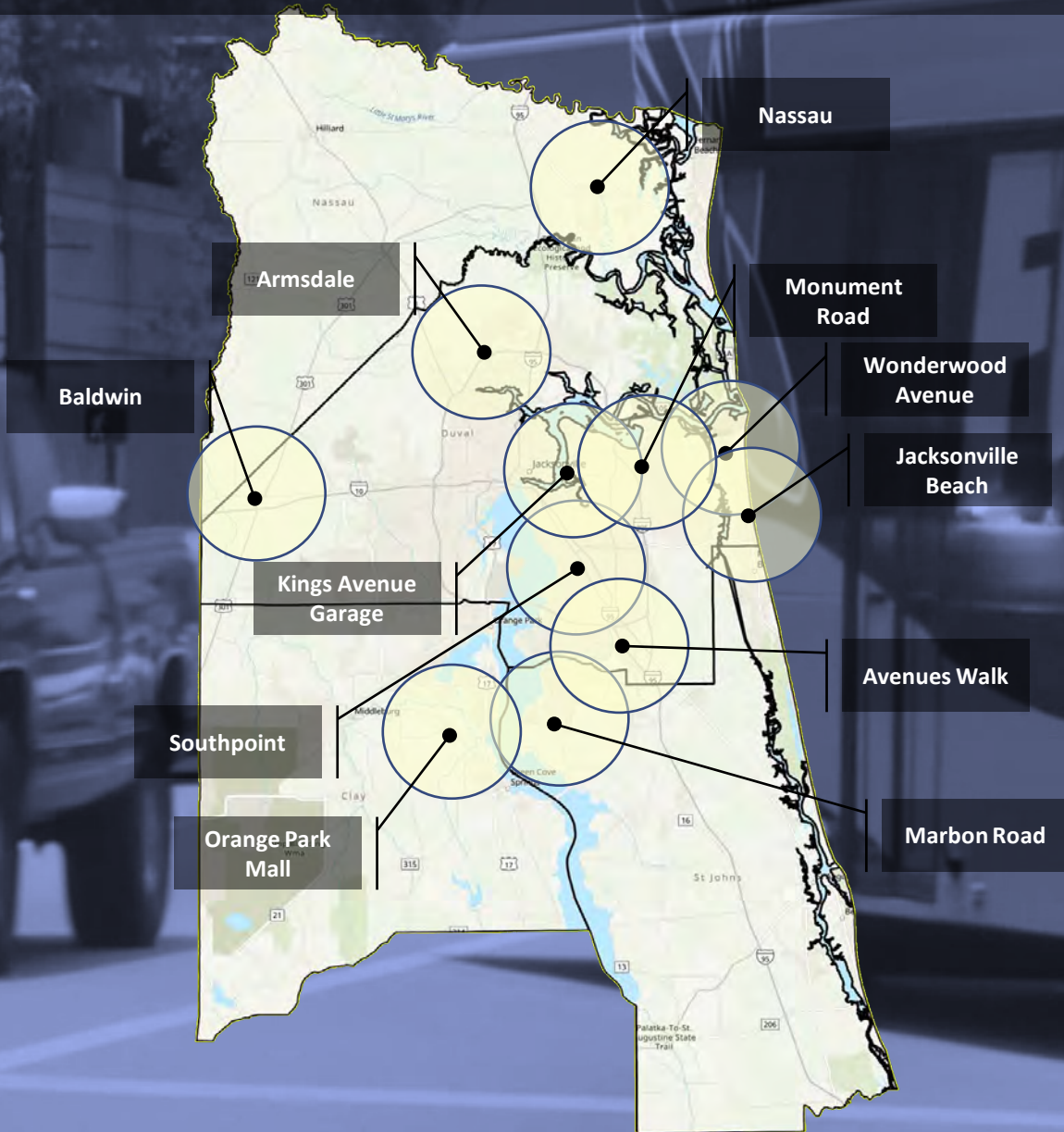


ACCESS TO TRANSIT

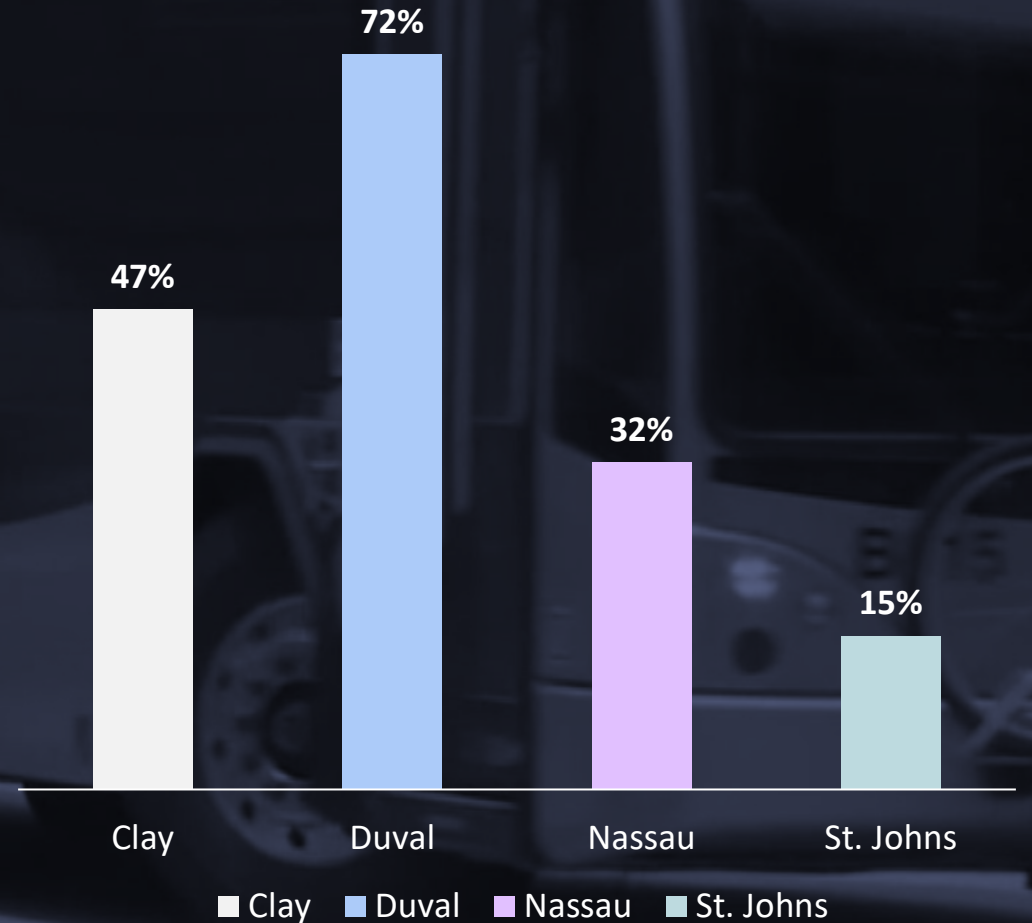
Percent of Population Within One-quarter Mile of Transit Stops



ACCESS TO PARK-AND-RIDE LOTS



Access to Park-n-Ride Facilities within 5-miles



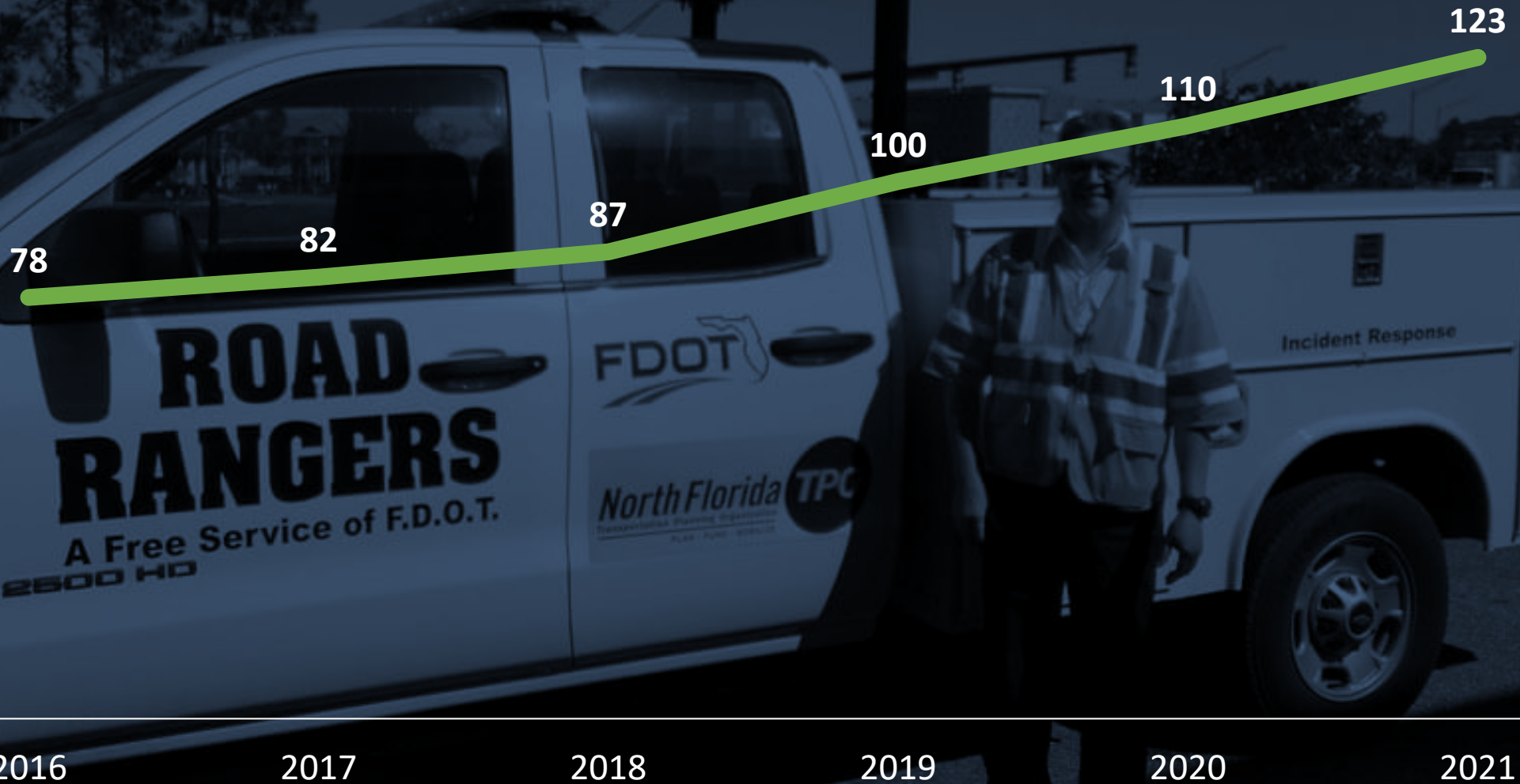


TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS



EVENTS

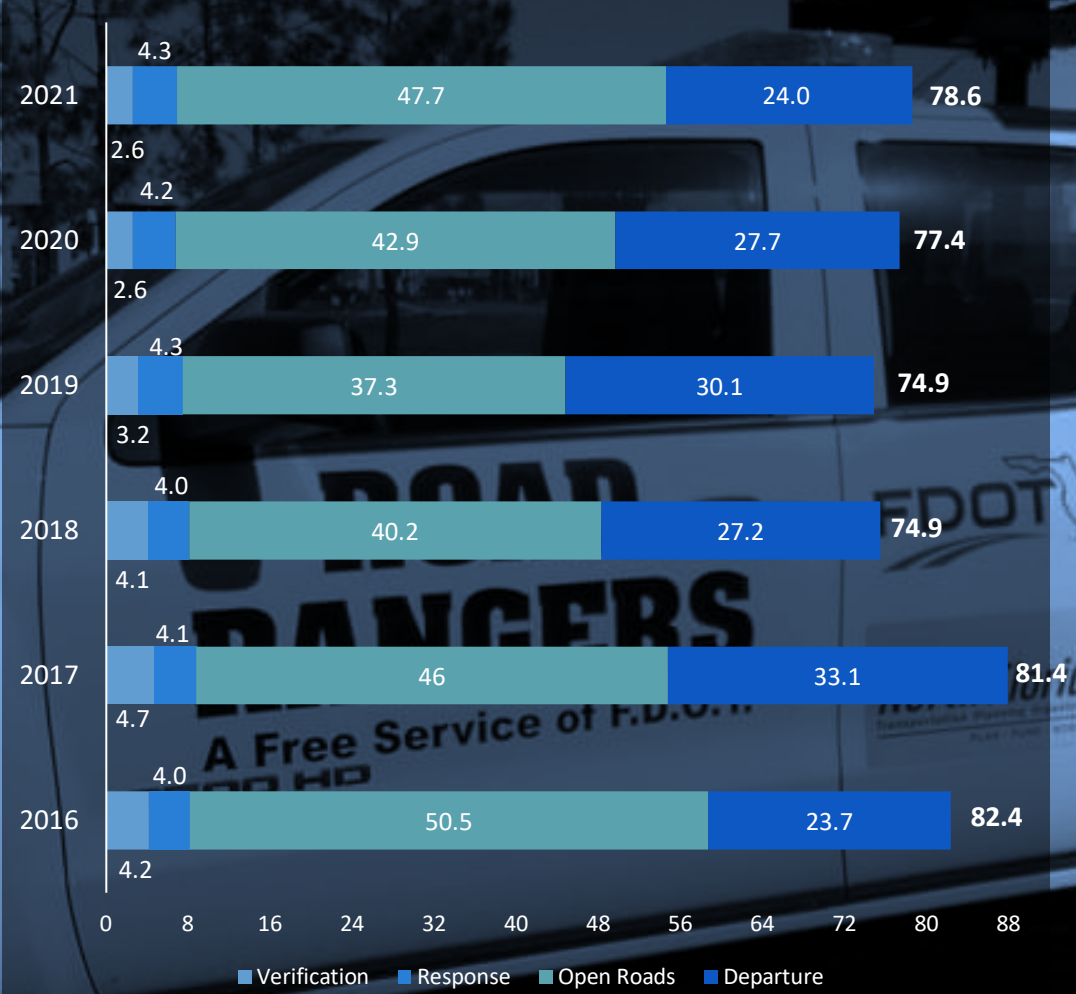
Events per 100 Million Vehicle Miles



TIME TO OPEN ROADS AND RESTORE TRAFFIC



Incident Duration
(minutes)



FDOT, law enforcement, emergency personnel and the Coroner's Office can be engaged in incidents. This is relatively easy when the incident is not crash-related. During some incidents the time to open the road to traffic and restore or clear the road to normal traffic conditions can be impacted by the conditions of the crash that are beyond FDOT's or law enforcement's control. For example

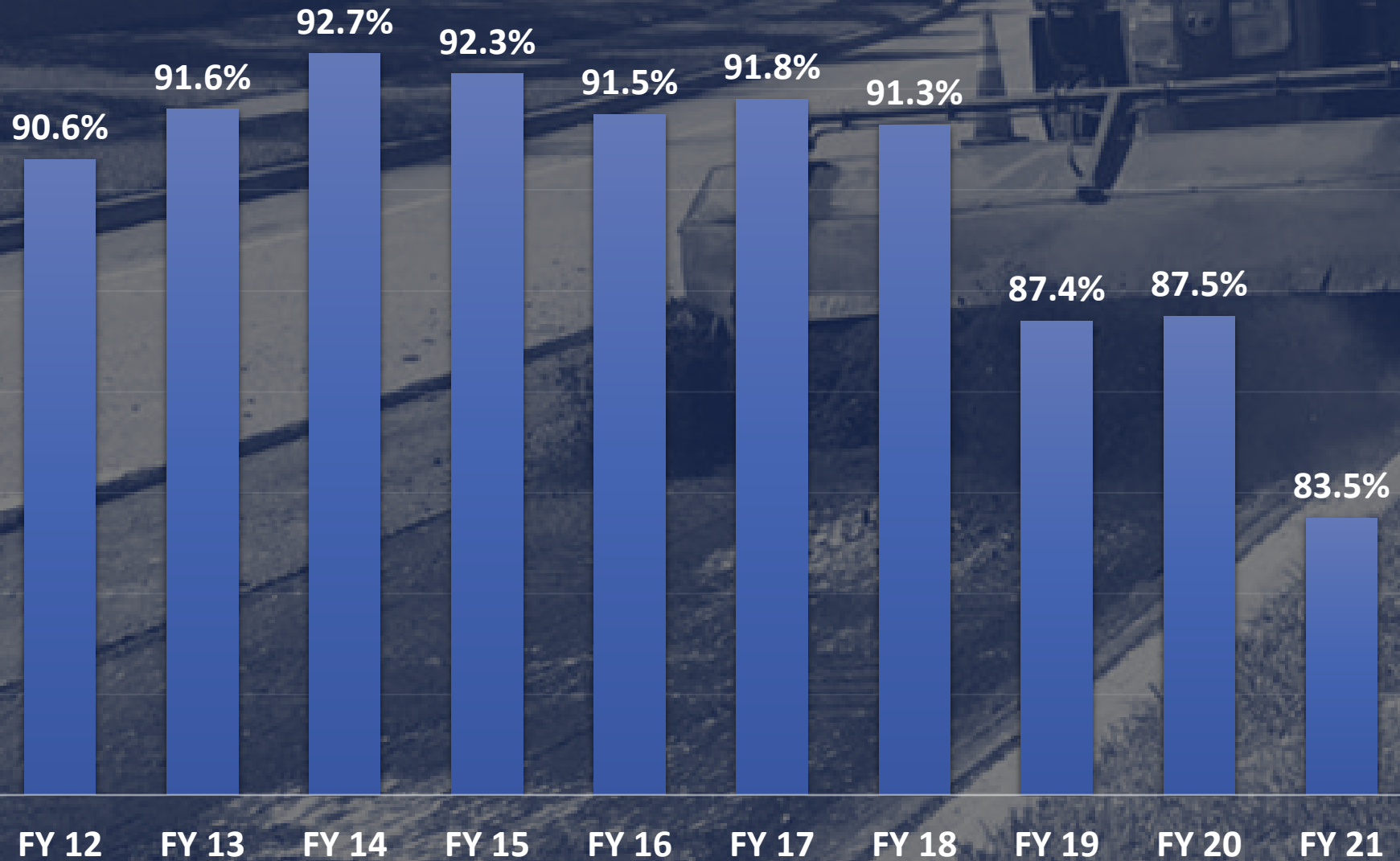
- Emergency response personnel to respond and treat injured persons.
- Specialized response teams must remove the materials before the road can be opened to traffic if hazardous materials are involved.
- The local Coroner must investigate the scene. The time to open the road to traffic is typically 1-hour when a fatality occurs.



SYSTEM PRESERVATION



PAVEMENT CONDITION



83%

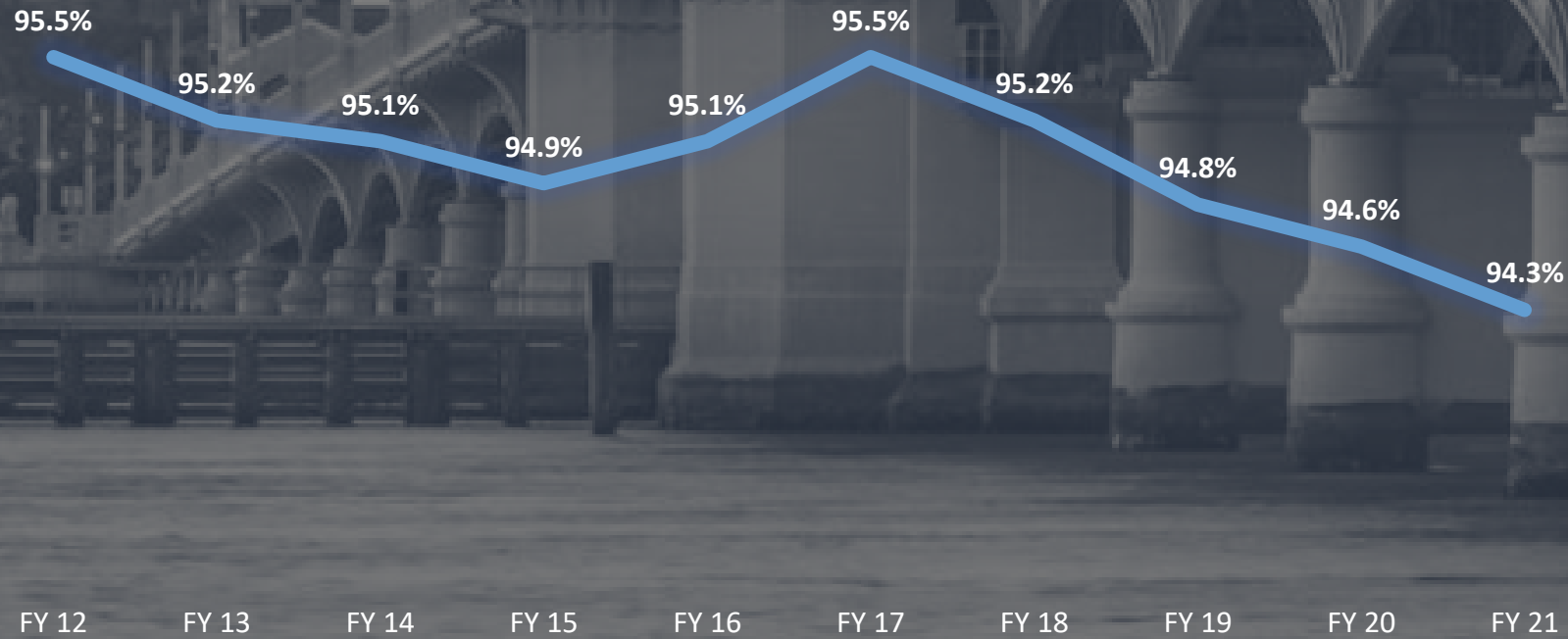
OF PAVEMENT
CONDITIONS
ARE RATED GOOD OR BETTER

ABOVE 80% TARGET



BRIDGE CONDITION

Bridge Condition
(deck area in good condition)



94%

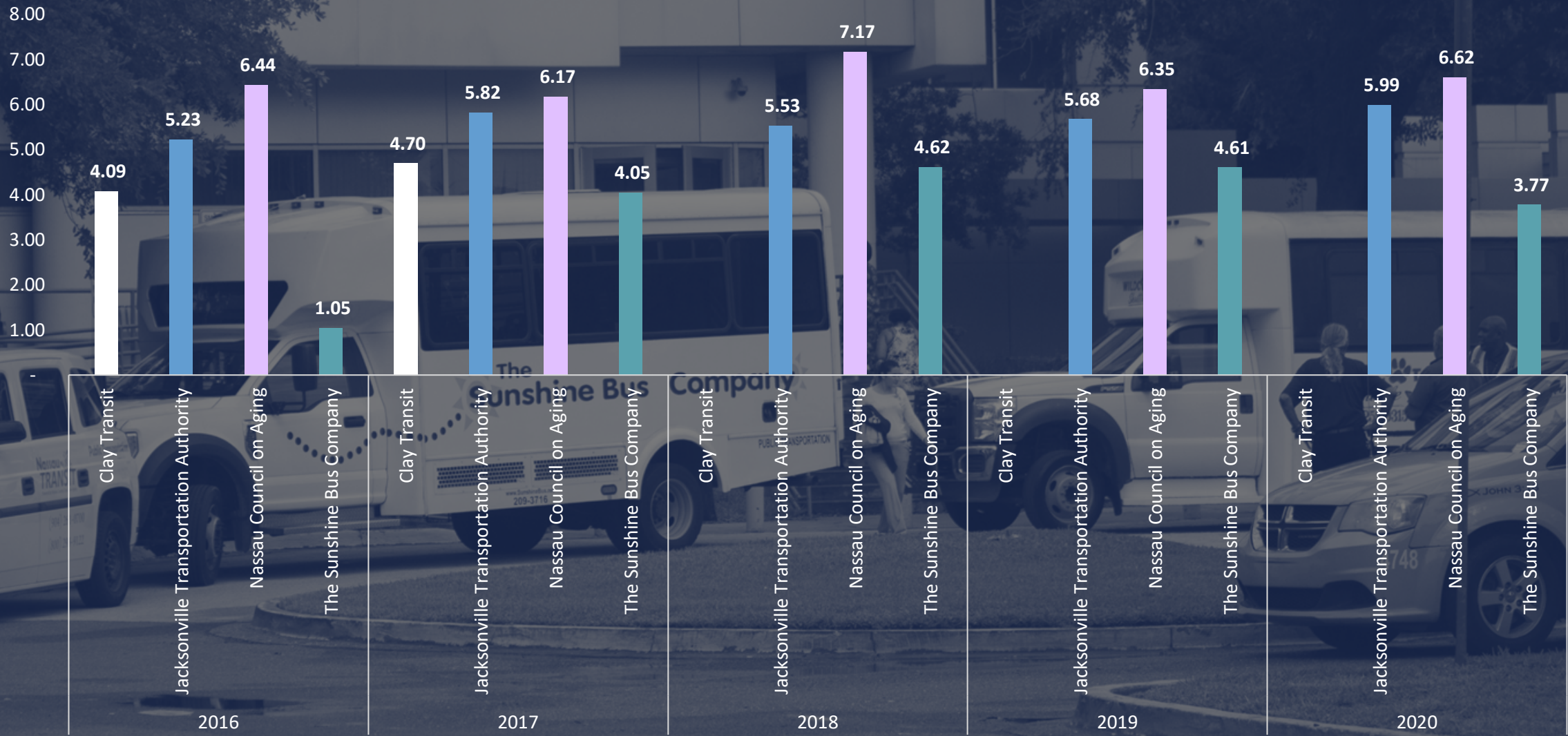
OF BRIDGES ARE IN GOOD OR BETTER
CONDITION

ABOVE 50% TARGET



TRANSIT STATE OF REPAIR

Average Age of Transit Vehicles
(years)



A black and white photograph of a young boy and girl by a stream. The boy is standing on the right, looking down at the girl who is crouching on the rocky bank. A dog is lying down in the foreground on the right. The background is filled with tall grasses and foliage. A semi-transparent dark horizontal band is overlaid across the middle of the image, containing the word "BENEFITS" in white capital letters.

BENEFITS

SOCIAL COSTS OF CRASHES



6.1 ratio

BICYCLE AND PEDESTRIAN CRASHES ARE ONLY 3.2% OF CRASHES BUT REPRESENT 20% OF THE SOCIAL COSTS OF CRASHES WHICH IS A FACTOR OF 6.1.

\$4.8 billion

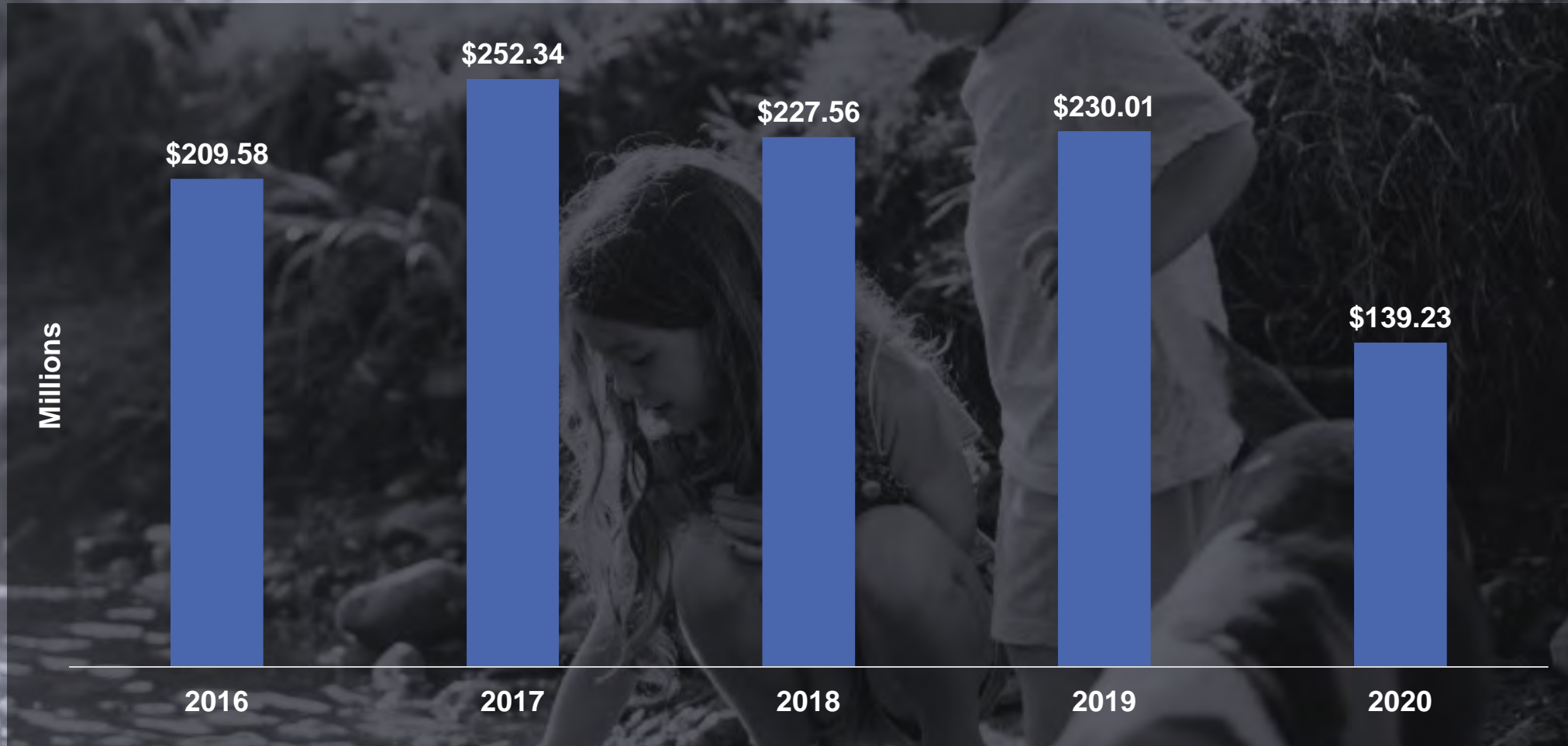
IS LOST BECAUSE OF FATALITIES, INJURIES AND PROPERTY DAMAGE EACH YEAR IN VEHICLE CRASHES.

5.9%

OF OUR GROSS DOMESTIC PRODUCT IS LOST TO THE SOCIAL COSTS OF FATALITIES, INJURIES AND PROPERTY DAMAGE EACH YEAR IN VEHICLE CRASHES.



SOCIAL COST OF CONGESTION



ECONOMIC BENEFITS

\$31

Ports

\$6

Aviation

\$3

Highways

\$0.4

Transit

\$40.4 billion

BENEFITS



2022 ANNUAL MOBILITY REPORT

UPWP Task 5.1