



AV AND INCREASED ACCESSIBILITY

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An Introduction

I have affiliations with UCSF and the American Association of People with Disabilities (AAPD), and I am an organizer of the We Will Ride coalition.

- Former director of the U.S. Health and Human Services Office on Disability
- 25+ years working on disability and health care policy
- Senior fellow at the Future of Privacy Forum

People with physical disabilities

- Wide range of people and needs
- Build personal passenger vehicles (cars) using universal design principles
- Design and build cars using Universal design principles



Today

People who need wheelchair-accessible vehicles (WAVs) have limited choice in how they get their transportation needs met.

- Pay a 50 – 75% more than MSRP to own a personal passenger vehicle with extensive aftermarket modification
- Few American cities have a taxi or on-demand transportation service that includes WAV service
- Many find that public transit is their only or best option



Up and coming innovation

- Ridesharing service is beginning to provide WAV service – a harbinger of change
- Uber contracting for WAV represents an increased demand for these vehicles
- Ridesharing, electrification, and automation require a different type of personal passage vehicle



Within 5 years

- AVs expanding their operational design domain within cities
- If every vehicle is not accessible, then there needs to be sufficient supply to provide comparable on-demand service to those that use a wheelchair
- This means comparable ETAs on pick-up and drop-off
- A shift in WAV service – from manned to autonomous

Necessary work

- To achieve this goal, OEMs must begin designing and building these vehicles
- Advocacy groups have been engaged by companies like Toyota and VW on designing vehicles that work for people with disabilities
- We know one manufacturer is working with a timeline that puts a WAV into production in the next few years



Next steps

- Design and build a chassis for an electric vehicle that can accommodate wheelchair users
- Mobility devices securement and occupant restraint
- OEMs should establish an ongoing dialogue with advocacy organizations and other stakeholders
 - *Numerous regulatory issues related to accessibility and public transportation*
 - *Seek participation of relevant government agencies*
 - *Standards development*

Contact

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THANK YOU