

When Driving Isn't An Option

Building a More Equitable
Transportation System with the
Expertise of Nondrivers

Anna Zivarts



Nondrivers

Mobility in the United States is centered around being able to drive, meaning that people who cannot drive are likely to face exclusion from work, social activities, education and community inclusion (Lubitow et al., 2017; Sheller, 2004).

- 31 out of every 100 residents in the US lack a driver license (USDOT, 2020).
- People with disabilities are four times more likely to not drive a car, and two to three times more likely to live in a zero-vehicle household (Brumbaugh, 2018).
- Black people, immigrants and Native American and Alaskans and are most likely to live in a household without a vehicle (National Equity Atlas, 2019).



Back To Beginning



TRANSPORTATION ACCESS FOR EVERYONE: WASHINGTON STATE

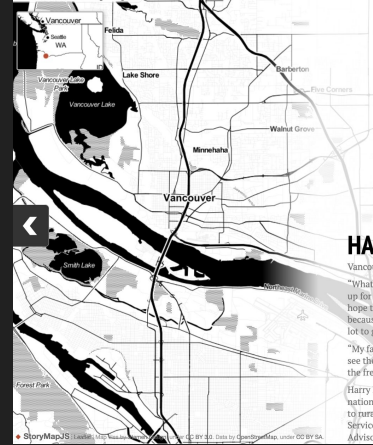
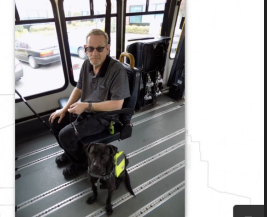
A quarter of our population doesn't have a driver's license, and we know that with the current economic crisis, there are even more people in our communities who can't afford to own or drive a vehicle.

Who are we, and how do we get around? Disability Mobility Initiative wants to raise awareness about how people without access to cars navigate to essential services in our communities. We've interviewed people from every legislative district in our state who rely on transit, paratransit, walking, biking, rolling or community rides to get where we need to go.

Questions or press inquiries? Contact Anna
714.444.2244

Cherry

DISABILITY MOBILITY INITIATIVE

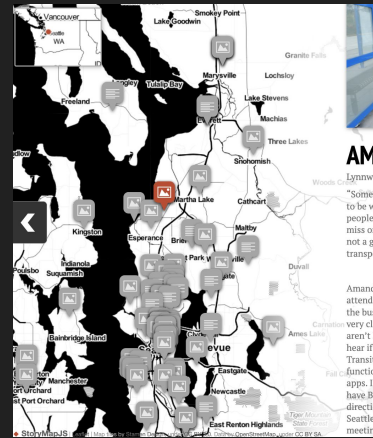




HARRY
Vancouver, Legislative District 17

"What I discovered when I quit driving is that the world is set up for cars. When I walked places and had to cross streets, I'd hope there was a sidewalk – sometimes there wasn't. But just because you don't drive, your life isn't over. You still have a lot to give your community."

"My family is all around the state but it's hard to get there to see them, and it's hard to get around when I am there. I'd like the freedom to visit."

Harry lives in Vancouver, where he works with regional and national organizations to bring shuttle-type transit services to rural Washington. Harry is the board chair of the Human Services Council, and serves as the chair of the Citizens' Advisory Committee for C-Trans. Harry has had a seizure.

AMANDEEP
Lynnwood, Legislative District 21

"Some bus stops don't have shelters and it's hard for people to be waiting for over half an hour in the winter, especially for people with a disability or a Blind person. Sometimes if you miss one bus, you have to wait two hours for the next one. It's not a good service for people who rely on public transportation."

Amandeep is a Blind student who lives in Lynnwood and attends Everett Community College. She gets around using the bus. One challenge is that the buses she needs don't stop very close to campus. Another is that bus announcements aren't loud enough, so at busy and loud stops, it's difficult to hear if the bus is the one she needs. Amandeep finds that TransitApp is the most accurate app and has the best voice function. She's missed buses and had long waits using other apps. In Amandeep's ideal community, transit stops would have Braille signage consistently posted, with route numbers, direction of travel, and schedule details. Going to downtown Seattle would be much easier, so she could meet friends, go to meetings, and go out to eat more often.

DISABILITY
MOBILITY
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Sidewalks Are An Essential Part of the Transit Network

“We need to start thinking about public transportation and sidewalks as going together instead of as two separate things. You can’t use the bus if you can’t get yourself to the bus stop.”

- Krystal, Tacoma





“I often use my wheelchair in the road. I’ve had people yell at me that it’s not safe, and I understand, but they don’t understand. If I get thrown off the sidewalk into traffic because there’s a root or an uneven piece of the sidewalk, that is not safe.”

- Tanisha, W. Seattle

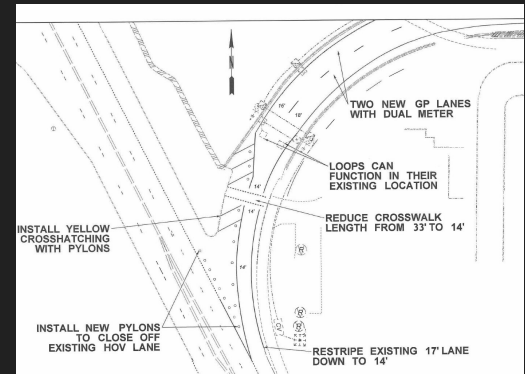


Prioritizing Car Speed Creates Barriers

“There’s only one stop light
and it doesn’t give you
enough time to cross.”

- Cody Shane, Chewelah







We are thrilled to share that our first annual #WeekWithoutDriving was a great success! More than 100 elected leaders and transportation professionals joined us, and we are loving reading about their experiences and what they've learned. Here are some of our favorite stories about the week!

DISABILITY MOBILITY INITIATIVE

#WeekWithoutDriving

On the Bus with Tammy Morales

Councilmember Morales's commute informs her transit proposals.
by Hannah Krieg • Nov 4, 2021 at 3:00 pm

Like | Share | Tweet



Sen. Emily Randall (@emilysrandall)

Still catching my breath after a sprint to be the next-to-last person on the 8:45 Swivelines from Sea 🌊 during #weekwithoutdriving

Normally if I miss a 🚗 I might drive around, but that's not a possible alternative for nearly 25% of our neighbors. @disabilitymobility



Governor Jay Inslee (@Govinslee) • Oct 22

Oct. 22-29 is Week Without Driving. Thanks to @disrightswa and @disabilitymobility for creating this experience to understand the barriers non-drivers encounter when accessing communities.



kiro7.com

WSDOT working to improve state's sidewalk network, a...
According to the University of Washington's School of Public Policy, nearly 46 percent of Seattle's 2,300 mile...

"The biggest take-away for me was that it takes so much more time and planning to get where you want to go."

- Senator June Robinson, 38th LD

Key highlights from the collage:

- "This underscores the need for all-size transit frequent enough to relieve without enough parking. Also, more bike lanes, car-pooling to transit, and sign for non-motorist safety." - @disabilitymobility
- "The biggest barrier was lack of pedestrian accessible infrastructure connecting my neighborhood to public transportation and the destination area." - @disabilitymobility
- "The biggest take-away for me was that it takes so much more time and planning to get where you want to go." - Senator June Robinson, 38th LD
- "I didn't have the option of driving, so I had to find a way to get around. I ended up taking a bus, which was a great experience, but it took a lot of time and planning to get to the bus stop." - @disabilitymobility
- "My biggest take-away is how exhausting it is. As a politician, I showed my reality how this has to change. This is just the beginning! For a week, but for folks who live in my house, that's longer!" - @disabilitymobility
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"Improving alternative forms of transportation is an important priority to our city. We are currently updating Kirkland's active transportation plan, and this experience has helped reinforce how urgent this need is in our community. I realize that people with low income and disabilities live in many different types of neighborhoods, from urban to suburban to rural, however, in a wealthy area like this we should have this infrastructure."
-Kirkland Councilmember Amy Falcone



Even a couple of days of #WeekWithoutDriving for routine errands was challenging - more planning time needed by leaving, longer overall commute, unexpected weather changes and more make you realize the mobility obstacles our non-drivers face every day. @disabilitymobility @disrightswa



Seattle Department of Transportation
November 5, 2021
Last week, SDOT's director and staff took the #WeekWithoutDriving challenge from Disability Rights Washington. Our job is to build a transportation network that works for everyone, and we are committed to doing more to make sure that people who don't have the option to drive can get around safely.

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WeekWithoutDriving.life

Transportation Access for Everyone: Washington State

AUGUST 2021



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Disability Rights Washington



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