Breaking Down Employment Barriers with Accessible Transportation Innovation Online Dialogue

November 2, 2015 – February 14, 2016
Final Report

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Introduction

The following report outlines the results of the ePolicyWorks' online dialogue, "Breaking Down Employment Barriers with Accessible Transportation Innovation." Hosted by the U.S. Department of Labor's Office of Disability Employment Policy (ODEP) and the U.S. Department of Transportation's Accessible Transportation Technologies Research Initiative (ATTRI), this virtual event was held from Monday, November 2, 2015 through Sunday, February 14, 2016. The online dialogue invited the general public, as well as transportation and technology experts, to contribute to a virtual conversation in an effort to gather insight and ideas for the future generation of accessible transportation solutions and to further develop and enhance transportation options as an effective employment support for people with disabilities. Participants were encouraged to post new and innovative ideas and comment and vote on those posted by others.

To promote idea generation on accessible transportation technologies as an employment support to participants, the dialogue posed two questions to participants:

1. What new technologies should be developed in response to these issues?

2. What existing (or new) APIs, Open Source code and other accessible date sets could be used/are needed to create new transformative accessible transportation applications to deal with these issues?

When posting their ideas, participants were also asked to keep in mind a series of key topics gleaned from the ePolicyWorks Twitter Chat on accessible transportation, including:

1. Self-driving cars
2. Real-time transit route updates
3. Pedestrian accessibility
4. Expanded availability of apps for accessible transportation
5. Expenses of accessible transportation
6. Disability training for transportation staff
7. Use of social media for improvement of accessible travel
8. Simplify paratransit systems
9. Improved regulations of private transit providers
10. Greater availability of accessible taxis

Ideas posted to the online dialogue were organized into nine topics, including: Connected and Automated Vehicles, On-Demand Operations, Virtual Concierge Travel Assistance, Robotics, Visualization and Alternate Reality, Shared Mobility, Personal Mobility Vehicles, Big Data and Smart Cities. Included in this report are the top posts contributed by and voted on by participants. An archive of the complete dialogue is available for viewing at http://TransportationInnovationChallenge.ePolicyWorks.org.

Summary of Dialogue Discussion

Throughout the course of the online dialogue, participants from around the United States shared thought-provoking and innovative suggestions and recommendations to improve and advance technologies used for accessible transportation. The range and depth of ideas submitted and discussed during the dialogue demonstrate the immense value of engaging citizens in policymaking efforts. Transportation experts, people with a strong interest in technology and transportation accessibility, and users of accessible transportation all joined together to share their ideas. Succinctly stated in one submission from a participant, people with disabilities "want to work, and the primary impediment is 'reliable' transportation to and from work."

Several key themes regarding employment and accessible transportation emerged within the responses from participants. As the dialogue progressed, the main issue participants were compelled to address was *existing challenges* in accessing accessible transportation. Once participants acknowledged common challenges, a moderator encouraged them to dive deeper and consider possible solutions – either through the use of existing technology, or by suggesting technological innovations to improve or reduce barriers to accessible transportation.

Among the 51 submitted ideas, the strongest emphasis was placed on paratransit services and the difficulties they pose for people with disabilities who use them for traveling to work and to increase mobility within their communities. The most frequently noted issues included unreliable or inefficient service and difficulties in traveling beyond local areas due to service limitations. Dialogue participants put forth several suggestions on how to implement existing technologies to advance beyond these current limitations. For instance, a main idea addressed by participants was implementing technology that would allow paratransit to go beyond fixed routes including compiling data to develop a national database for paratransit users, thus allowing riders to use the service anywhere, even across county or state lines, while requiring only one standard certification. Multiple participants also discussed the need for real-time paratransit location and arrival trackers for riders, either through smartphone apps or portable wearable devices. And for drivers, a participant recommended using HTML 5 geolocation technology to make it easier to locate passengers.

In addition to submitting ideas about paratransit services, many participants discussed advancements in ridesharing services such as Uber and Lyft. People with visual impairments who use apps for ridesharing services proposed accessibility improvements, such as larger in-app buttons and audio mapping features. While improving accessibility of app interfaces is important, many people with disabilities do not currently have access to any ridesharing services at all. A dialogue participant from a rural area was unaware that rideshare services

exist, thereby demonstrating a need to expand technologies related to ridesharing beyond urban locations.

Participants also talked about up-and-coming technologies. Some suggested the use of robots, both for transport purposes and to serve as virtual concierge assistant services. Another big topic of discussion related to emerging technologies was placing a stronger focus on making autonomous vehicles (AVs) a safe, viable transportation options. A participant noted that on November 2, 2015, the National Council on Disability released a report entitled "Self-Driving Cars: Mapping Access to a Technology Revolution," which calls for more work to be done in implementing AVs, perhaps by making them publicly available on "closed-loop routes." An idea that was submitted proposed "hub and spoke" systems for AVs, or set points from which cars could be programmed to travel back-and-forth from point A to point B. However, it was noted that while this technology would likely be accessible and usable for people who are blind or have low vision, getting in and out of the AVs may pose physical accessibility issues for wheelchair users. While the main discussion of AVs centered on self-driving cars, one idea submitter boldly suggested flying robots similar to those starting to be used to deliver packages, or unmanned aircraft, as another transportation option.

Along with broader ideas for technological advancements, the dialogue gave participants a platform to share promising practices used locally to where they live. A participant submitted information about an app developed in Louisville, Kentucky called Nearby Explorer that has successfully incorporated open source data to create an audio map for people with visual impairments. In Albuquerque, New Mexico, shared another participant, the WayFinder 3 app serves as an accessible GPS system to help people with intellectual disabilities safely transfer from paratransit to fixed route bus services. And according to a third participant, a research team at the University of Illinois at Chicago debuted an interactive digital resource, called the Metropolitan Chicago Accessibility Explorer, to measure access to destinations in Metropolitan Chicago via different modes of transportation, including public transit. These technologies are strong examples of systems that can be further researched and implemented or used nationally.

One important caveat highlighted during the dialogue is that personal technology can be cost-prohibitive for many people with disabilities. As such, dialogue participants discussed making accessible transportation resources more publicly available. One idea, submitted was to place kiosks on street corners to provide public access to connected services. A participant proposed that these kiosks be located near grocery stores and pharmacies because food and medicine are necessities. However, these are not locations generally frequented by young people with disabilities, so the moderator response noted that if this idea should be implemented, the locations of the kiosks should also be relevant to younger generations. A participant followed

up this idea by suggesting fast food restaurants and coffee shops as other possible kiosk locations. In order to be usable by people with disabilities, the kiosks would have to be height accessible and include audio and visual access. Another alternative, suggested, is to implement connectivity to transportation kiosks via power wheelchair control panels or assistive communication devices.

Twitter Chat on Accessible Transportation

On February 1, 2016, as a complement to the insights garnered in the online dialogue on [Breaking Down Employment Barriers with Accessible Transportation Innovation](#), ePolicyWorks hosted its inaugural Twitter Chat on accessible transportation. According to Forbes Magazine, a Twitter chat is "one of the great implements found within the social media toolbox." During this Twitter chat participants joined an online real-time, interactive discussion via Twitter on the current state of accessible transportation, shared accessible transportation experiences and provided insights on what improvements must be made. The Twitter chat supported and augmented the ePolicyWorks' online dialogue by allowing users of accessible transportation, transportation experts, and others with an interest in the topic to discuss their challenges and experiences on Twitter.

The Twitter chat was promoted to dialogue registrants and through the @ePolicyWorks twitter handle, the ePolicyWorks newsletters and email blasts to a vast ePolicyWorks community. The ePolicyWorks team also partnered with DoT and DOL to leverage their communications network to further promote the event, as well as targeted individuals with transportation-related knowledge and expertise to participate.

The Twitter chat was moderated by an ePolicyWorks team member and all participants were asked to take part by using the unique hashtag **#ePWChat**. The Twitter chat was open to anyone with an active Twitter account. During the chat, the ePolicyWorks moderator tweeted links to resources that were relevant to the conversation. Participants were encouraged to do so as well. In addition, participants actively interacted with each other during the chat, responding and commenting on Tweets from other participants or directly tweeting to others. Many participants also retweeted questions and responses from the chat to their followers, thereby furthering the reach of the conversation. Throughout the ePolicyWorks Twitter chat, all participants were reminded to visit the online dialogue following the chat to continue and expand on the conversation. Following the conclusion of the chat, the ePolicyWorks team reviewed the statistics and analyzed the results, using them to glean additional information and build upon the moment for the online dialogue.

Result of Twitter Chat on Accessible Transportation

Many similar ideas from the dialogue were echoed and emphasized during the chat, but some additional key topics emerged. Chat participants called for increased prevalence of accessible taxis. In regard to accessible public transportation, participants addressed the troubles with technology such as elevators in train stations and discussed a need for more regular maintenance and upgrades. The Twitter chat also expanded the conversation from focusing mainly on automobiles to include mentions of accessibility for pedestrians and air travelers. The variety of transportation options and ideas to make technological advancements for accessibility can be best summed up by a Tweet from Tony Coehlo, former House Majority Whip and primary sponsor of the Americans with Disabilities Act: "Tech is the great equalizer."

The ten trending topics raised during the Twitter chat were subsequently posted in the online dialogue and all participants were asked to refine and add ideas to the dialogue based on those topics. The dialogue closed on February 12, 2016. During the 12-day period between the Twitter chat and the closing of the dialogue there were 79 new registrants to the dialogue, 11 new ideas and 35 new comments posted. The coordination of the Twitter chat and the online dialogue gave ePolicyWorks the opportunity to reach a larger audience and increase the number of individuals involved in the conversation. It also allowed for a flow of information between users and experts, which resulted in more robust ideas. The chat also created new connections between the participants and provided a record of the insights shared by and among them.

How will the dialogue and Twitter chat results be used?

The multitude of ideas gathered from both the dialogue and chat illustrate that collaboration and crowdsourcing are imperative for the advancement and development of policies and best practices to increase the accessibility of transportation. Results of these two online events will be used to help federal policymakers transform the future of transportation, whether it involves connected and automated vehicles, on-demand operations, and virtual concierge travel assistance through mobile devices, assistive robots, or other innovations. Through the exchange of ideas between the public and the federal government, people around the United States can help lead the way on the road to breaking down a major barrier to employment for people with disabilities.

Twitter Chat Details

Questions Asked During Twitter Chat

- What is your preferred mode of transportation?

  Choice 1: Personal Vehicle

  Choice 2: Public Bus

  Choice 3: Train/Subway

  Choice 4: Other

- If you chose "Other" in our poll, please specify what "Other" mode of transportation in a follow up tweet.

- Based on your experience, what might improve the accessibility of your travel? Any suggestions specific to transportation to work?

- Do you have any suggestions for strategies that might improve access to public transportation across county or state lines?

- Do you use any mobile apps to assist you in finding or using accessible transportation? If so, what are they?

- How can technology be used to enhance transportation options for people with disabilities?

- Any specific suggestions for people w/cognitive disabilities? Wounded Warriors? Older Americans?

- How can #BigData and #InternetOfThings be used to enhance future accessible transportation solutions?

- What advancements in technology do you envision for the future of accessible transportation?

Twitter Chat Participation Summary

- Number of Tweets posted with the #ePWChat during chat: **196**

- Number of asked questions: **8**

- Number of direct Tweet responses to questions: **58**

- Number of resource Tweets from @ePolicyWorks: **10**

- Number of Retweets for @ePolicyWorks during chat: **68**

- Number of @ Mentions of @ePolicyWorks during chat: **109**

- Number of active Tweeters (participants who posted at least once) during chat: **36**

- Number of new Twitter followers: **110** as of initial promotions; **36** as of February 1

Key Topics Discussed by Participants

- Self-driving cars

- Real-time transit route updates

- Pedestrian accessibility

- Snow clearing

- Expanded availability of apps for accessible transportation

- Expenses of accessible transportation

- Disability training for transportation staff

- Use of social media for improvement of accessible travel

- Simplifying paratransit systems

- Improved regulations of private transit providers

- Greater availability of accessible taxis

Notable Participating Twitter Accounts

- U.S. Department of Transportation @USDOT

- Tony Coehlo @HonTonyCoelho

- The Arc of the U.S. @TheArcUS

- Easter Seals Thrive @ability2thrive

- Mid-Atlantic ADA Center @ADAinfo

- OpenDoors.Org @OpenDoorsOrg

- Chris Zeilinger @ChrisZeilinger

- Jennifer Dexter @jentdexter

- Ms. Wheelchair Maryland @mwmd2016

Twitter Chat Poll Results

[Image Description: Tweet from ePolicyWorks that reads "Q1: What is your preferred mode of transportation? #ePWChat." Four choices are listed, each of which received the following number of votes: Personal Vehicle (53%); Public Bus (7%); Train/Subway (30%); Other (10%). Final results – 89 votes. Tweet has 3 Retweets and 2 Likes. Link to Tweet.]

Outreach Efforts

In order to engage a broad range of participants in our online dialogues, ePolicyWorks conducts strategic outreach by sending a series of targeted emails. At the start of every dialogue, initial outreach emails are sent to experts and key stakeholders relevant to the dialogue topic, as well as to general ePolicyWorks contacts, which includes previous online dialogue invitees and ePolicyWorks eWorkGroup members. To focus the conversation for this dialogue, ePolicyWorks researched and reached out to transportation industry and technology experts from over 250 U.S. universities, as well as a large number of thought leaders in open data and futurism. In addition to outreach regarding participation in the online dialogue, for this particular dialogue, ePolicyWorks sent email invitations to the same experts, stakeholders, and general contacts to participate in the Twitter chat.

Throughout the dialogue ePolicyWorks sends follow-up reminder emails to ensure that everyone who wants to participate in the online dialogue has the chance to do so before the dialogue closes. At the conclusion of the dialogue, a thank you email is sent to all participants with an invitation to stay tuned for future dialogues. Our email outreach strategy is critical to informing and shaping the conversation in every online dialogue, ensuring that the right people are brought to the table to contribute.

Dialogue Outreach Emails

Initial Announcement Email 1 – 11/3/16

This email announcing the start of the dialogue and personally inviting them to participate was sent to transportation experts at universities across the United States.

- Emails Delivered – 443
- Emails Opened – 178
- Total number of clicks on links in email (excluding multiple clicks of the same link) – 42

Initial Announcement Email 2 – 11/4/16

This email announcing the start of the dialogue and personally inviting them to participate was sent to futurists and futurism organizations, as well as open data experts and organizations.

- Emails Delivered – 26
- Emails Opened – 16
- Total number of clicks on links in email (excluding multiple clicks of the same link) – 10

Initial Announcement Email 3 – 11/18/16

This email announcing the start of the dialogue and personally inviting individuals to participate was sent to targeted ePolicyWorks contacts:

- Emails Delivered – 5,896
- Emails Opened – 1,254
- Total number of clicks on links in email (excluding multiple clicks of the same link) – 203

Dialogue Extension Announcement Email – 11/23/16

This email was sent to all current dialogue registrants to announce an extension to the end of the online dialogue and encouraging them to return to the dialogue to contribute more ideas, votes and comments.

- Emails Delivered – 161
- Emails Opened – 68
- Total number of clicks on links in email (excluding multiple clicks of the same link) – 29

Final Dialogue Participation Reminder Email – 2/9/16

This email was sent to all current dialogue registrants and ePolicyWorks contacts to announce the upcoming conclusion of the dialogue.

- Emails Delivered – 4,689
- Emails Opened – 933
- Total number of clicks on links in email (excluding multiple clicks of the same link) – 124

Last Day of Dialogue Reminder Email – 2/12/16

This email was sent to all current dialogue registrants and ePolicyWorks contacts as a reminder that only one day was left to participate in the dialogue.

- Emails Delivered – 6,350
- Emails Opened – 1,419
- Total number of clicks on links in email (excluding multiple clicks of the same link) – 219

Participation Thank You Email – 2/16/16

This email was sent to all dialogue registrants to thank them for their contributions to the dialogue.

- Emails Delivered – 288
- Emails Opened – 114
- Total number of clicks on links in email (excluding multiple clicks of the same link) – 24

Total Dialogue Outreach Emails

- Email Blasts – 7
- Emails Delivered – 17,853
- Emails Opened – 3,982 (22.3% open rate)
- Total number of clicks on links in emails (excluding multiple clicks of the same link) – 651

Total Dialogue-Related Emails Opened

3,982 Emails
(22.3%)
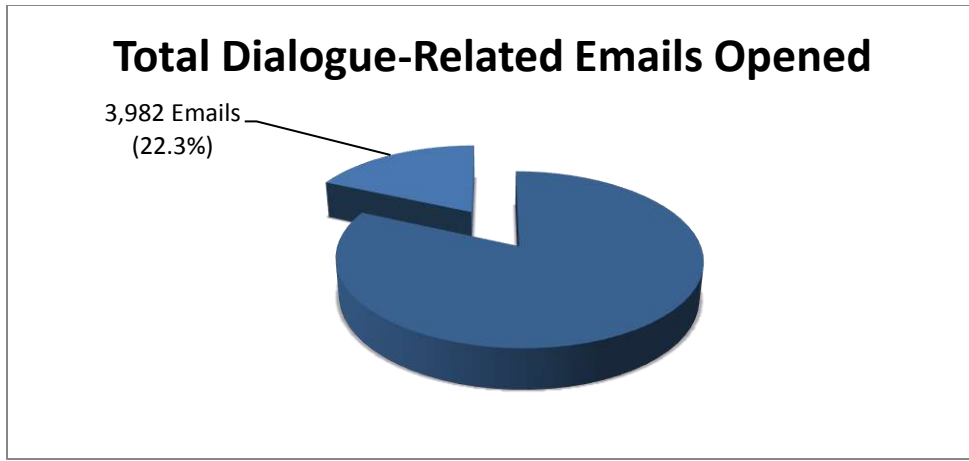
Twitter Chat Emails

Announcement Email 1 – 1/25/16

This email was sent to all ePolicyWorks contacts to invite participation in the Twitter chat on accessible transportation.

- Emails Delivered – 15,601
- Emails Opened – 1,156
- Total number of clicks on links in email (excluding multiple clicks of the same link) – 361

Announcement Email 2 – 1/25/16

This email was sent to all current dialogue participants to invite participation in the Twitter chat on accessible transportation.

- Emails Delivered – 179
- Emails Opened – 34
- Total number of clicks on links in email (excluding multiple clicks of the same link) – 18

Final Reminder – 2/1/16

This email was sent to all current dialogue participants and ePolicyWorks contacts as a final reminder to participate in the Twitter chat on accessible transportation.

- Emails Delivered – 3,718
- Emails Opened – 808
- Total number of clicks on links in email (excluding multiple clicks of the same link) – 136

Total Twitter Chat Outreach Emails

- Email Blasts – 3
- Emails Delivered – 19,498
- Emails Opened – 1,998 (10.25% open rate)
- Total number of clicks on links in emails (excluding multiple clicks of the same link) – 515

Total Twitter Chat-Related Emails Opened

1,998 Emails (10.25%)
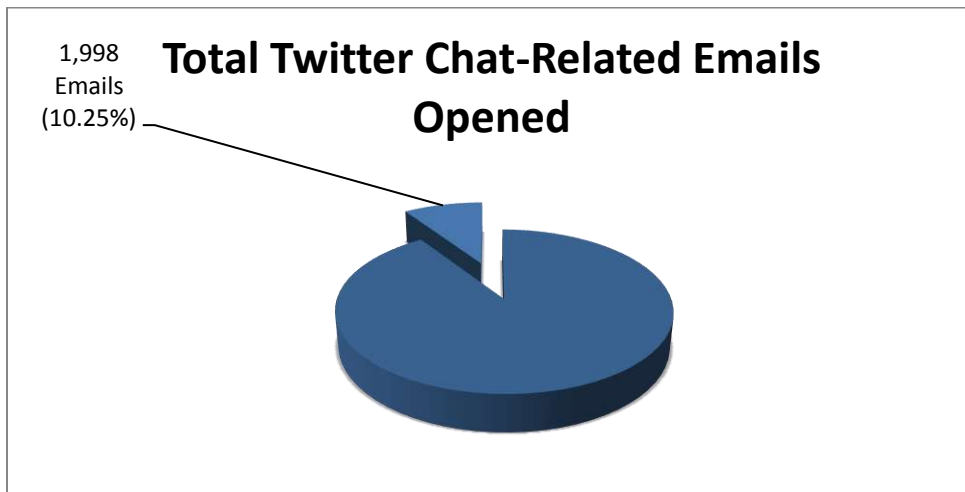
With a combined 5,980 emails opened including dialogue and Twitter chat promotion, ePolicyWorks had a strong 16.015% combined open rate, directly impacting the success of the online dialogue. Links included in the emails were clicked a total of 1,166 times, leading recipients to register and get involved in the dialogue. ePolicyWorks' email outreach campaign reached many different stakeholder groups, thus playing an integral role in the success of the event.

Total Emails Opened

5,980 Emails (16.01%)
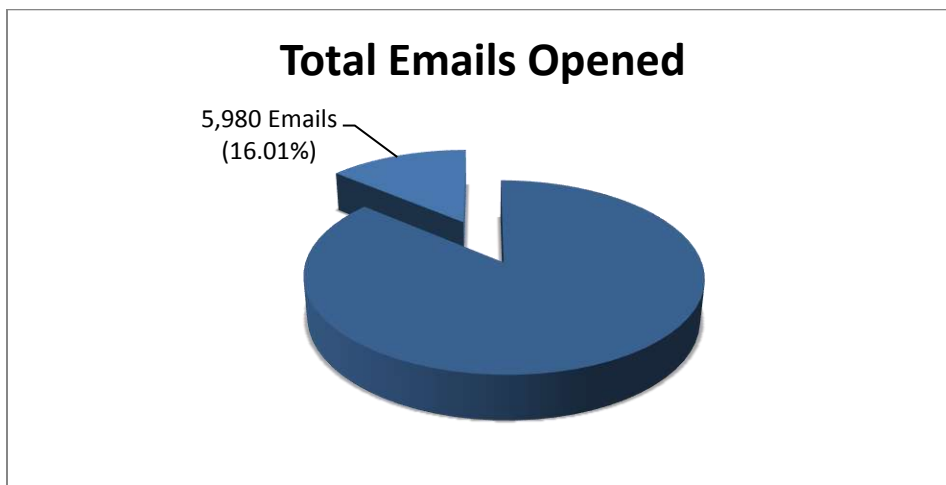
Note: The following section outlines the key metrics from the online dialogue and provides a snapshot of the participation results.

Dialogue Participation Summary

- Dialogue opened on Monday, November 2, 2015 at 8:00 am ET
- Dialogue closed on Sunday, February 14, 2016 at 11:59 pm ET
- Total Ideas: 51
- Total Comments: 183
- Total Votes: 338
- Unique Visitors: 1,208
- Total Registrants: 297 (24.59% of unique visitors)
    - Completed Registration: 278 (93.6% of total registrants)
    - Active Registrants (submitted ideas, voted or commented): 68 (22.9% of total registrants

COMMUNITY INFO

51 IDEAS POSTED
183 COMMENTS
338 VOTES
297 USERS

ACTIVE LOCATION
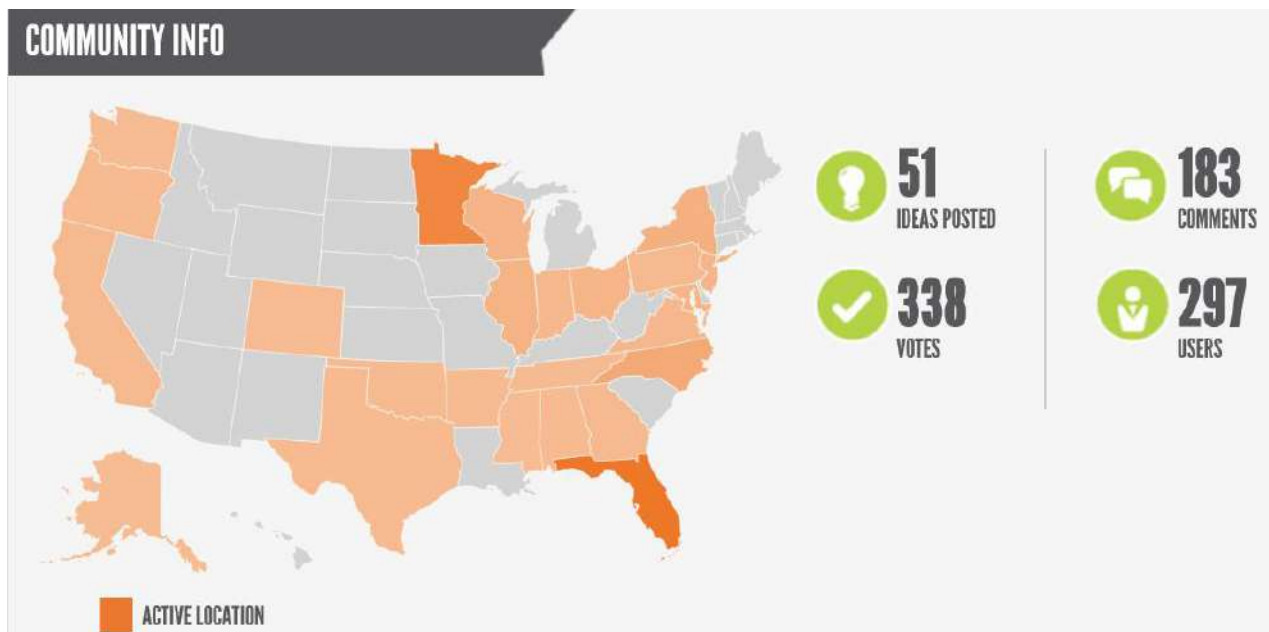
Campaign Summary

- Total number of ideas: 51
    - Connected and Automated Vehicles: 3 (5.88%)
    - On-Demand Operations: 13 (25.49%)
    - Virtual Concierge Travel Assistance: 4 (7.84%)
    - Robotics: 2 (3.92%)
    - Visualization and Alternate Reality: 3 (5.88%)
    - Shared Mobility: 12 (23.53%)
    - Personal Mobility Vehicles: 1 (1.96%)
    - Big Data: 4 (7.84%)
    - Smart Cities: 9 (17.65%)

Total Number of Ideas

- Smart Cities, 17.65%
- Big Data, 7.84%
- Personal Mobility Vehicles, 1.96%
- Shared Mobility, 23.53%
- Connected and Automated Vehicles, 5.88%
- On-Demand Operations, 25.49%
- Virtual Conicerge Travel Assistance, 8%
- Robotics, 3.92%
- Visualization and Alternate Reality, 5.88%
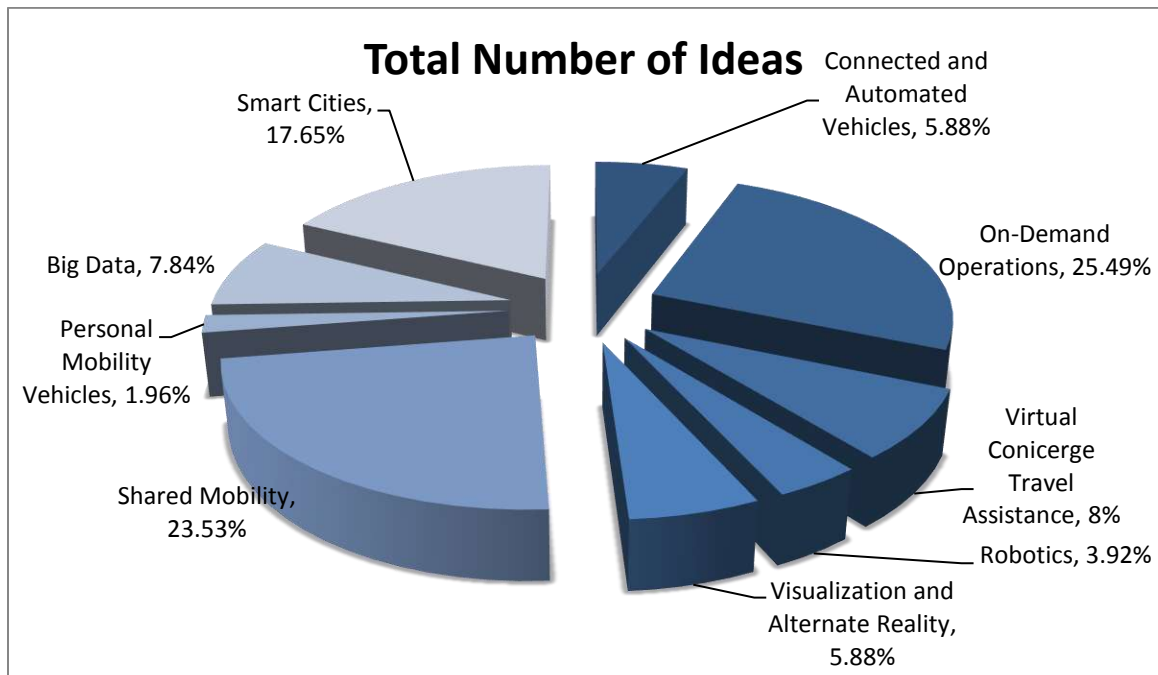
- Total number of comments: 183
  - Connected and Automated Vehicles: 19 (10.38%)
  - On-Demand Operations: 40 (21.86%)
  - Virtual Concierge Travel Assistance: 16 (8.74%)
  - Robotics: 3 (1.64%)
  - Visualization and Alternate Reality: 1 (0.55%)
  - Shared Mobility: 51 (27.87%)
  - Personal Mobility Vehicles: 0 (0%)
  - Big Data: 12 (6.56%)
  - Smart Cities: 41 (22.4%)

Total Number of Comments

- Smart Cities, 22.40%
- Connected and Automated Vehicles, 10.38%
- On-Demand Operations, 21.86%
- Big Data, 6.56%
- Virtual Conicerge Travel Assistance, 8.74%
- Personal Mobility Vehicles, 0%
- Robotics, 1.64%
- Shared Mobility, 27.87%
- Visualization and Alternate Reality, 0.55%
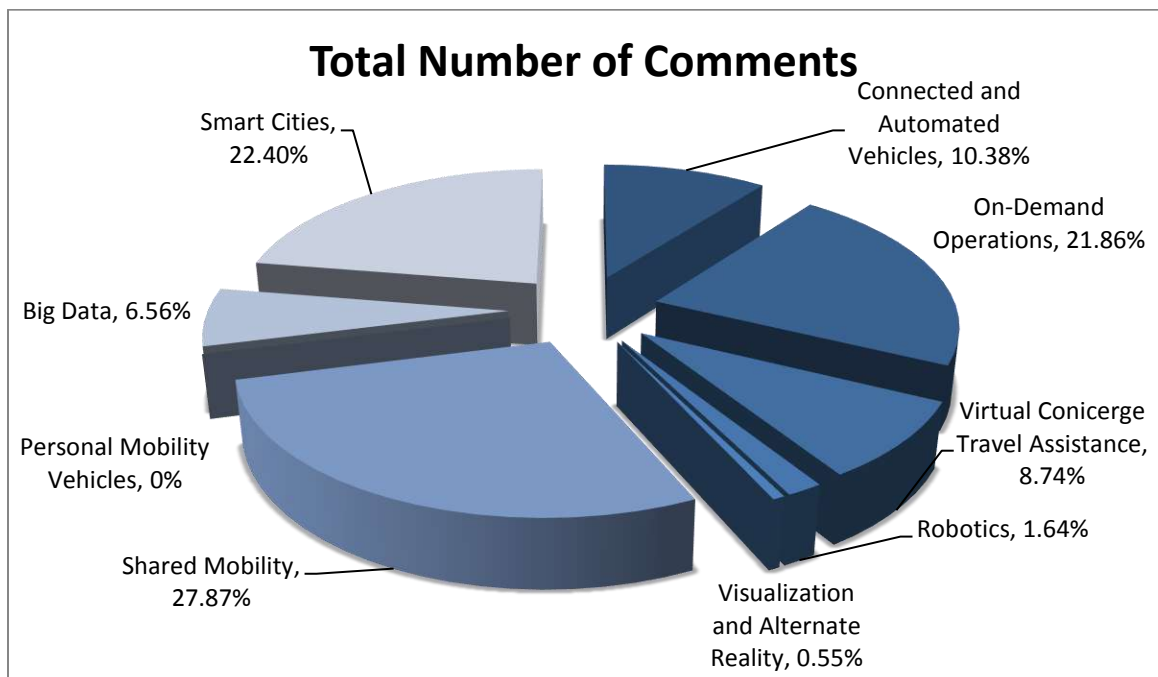
- Total number of votes: 338
    - Connected and Automated Vehicles: 17 (5.03%)
    - On-Demand Operations: 69 (20.41%)
    - Virtual Concierge Travel Assistance: 31 (9.17%)
    - Robotics: 10 (2.96%)
    - Visualization and Alternate Reality: 13 (3.85%)
    - Shared Mobility: 100 (29.59%)
    - Personal Mobility Vehicles: 3 (0.89%)
    - Big Data: 34 (10.06%)
    - Smart Cities: 61 (18.05%)

Total Number of Votes

- Connected and Automated Vehicles, 5.04%
- On-Demand Operations, 20.41%
- Virtual Conicerge Travel Assistance, 9.17%
- Robotics, 2.96%
- Visualization and Alternate Reality, 3.85%
- Shared Mobility, 29.59%
- Personal Mobility Vehicles, 0.89%
- Big Data, 10.06%
- Smart Cities, 18.05%
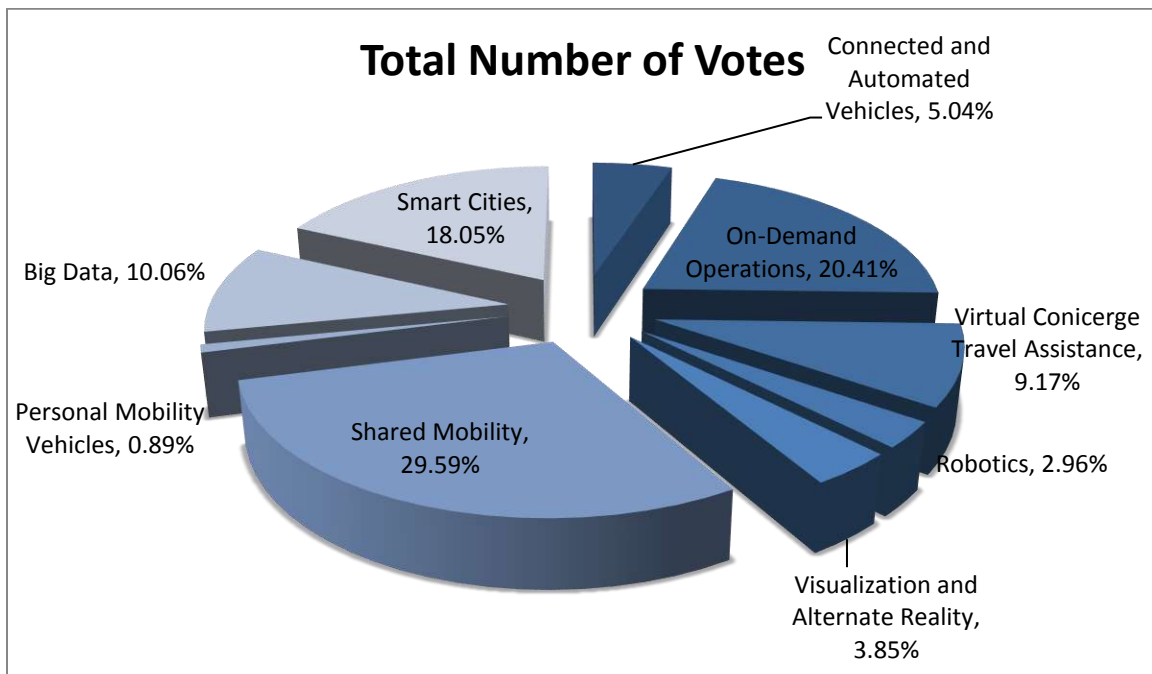
Visits during the Dialogue (11/2/15 – 2/14/16)

- Total visits: 1,996
- Unique visitors: 1,208
- Total page views: 8,760
- Average pages per visit: 4.39
- Average visit duration: 5:26
- Returning visitors: 40.8%
- Bounce rate (percentage of participants who leave after viewing the first page of the dialogue): 45.84%

Map of Demographics of United States Visits
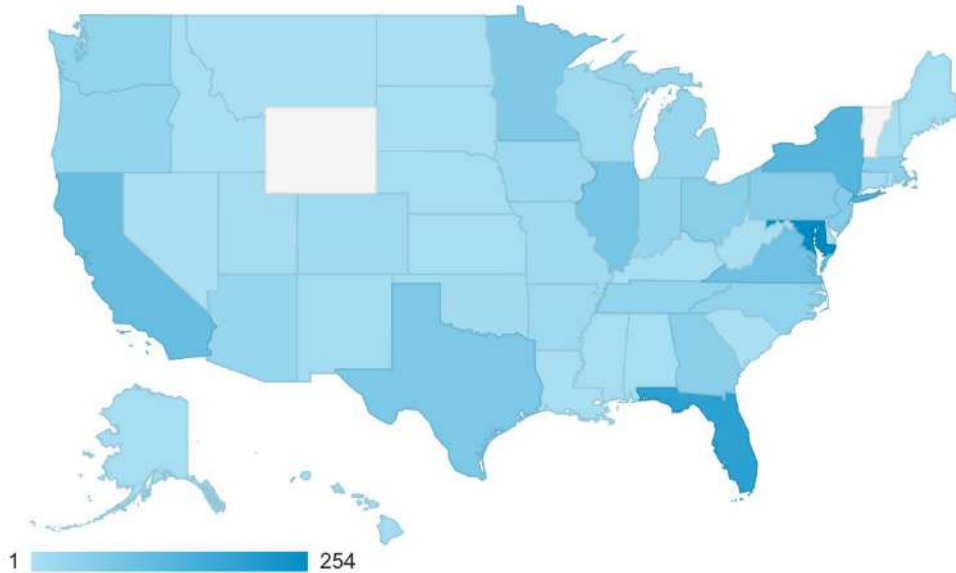
Demographics of Visits

State	Visits
Maryland	254
Florida	193
District of Columbia	186
New York	129
California	102
Virginia	92
Illinois	180
Texas	71
Minnesota	66
New Jersey	60
Pennsylvania	56
Ohio	51
Georgia	49
Massachusetts	44
North Carolina	40
Tennessee	38
Washington	36

State	Visits
Indiana	34
Oregon	32
Arizona	29
Michigan	29
Iowa	23
Colorado	20
Wisconsin	20
Arkansas	19
Missouri	16
Oklahoma	11
New Mexico	10
Connecticut	9
Hawaii	9
Utah	9
Alabama	8
Maine	8
Rhode Island	7

State	Visits
Alaska	6
Kansas	6
Mississippi	6
Nebraska	6
West Virginia	5
Delaware	4
Kentucky	4
Louisiana	4
New Hampshire	4
South Dakota	4
Montana	3
Nevada	3
South Carolina	3
Idaho	2
North Dakota	1
Not set	6

Registration Metrics

Total registrants: 297
Total number of registrants that completed the registration process: 278

As part of the dialogue registration process, registrants were asked to answer a series of questions, including:

1. **How would you identify your connection to the transportation or disability community?**

2. **How would you characterize your interest in accessible transportation technology?**

3. **How frequently do you use apps, maps, and other electronic tools/resources to navigate your community?**

4. **How familiar are you with existing transportation data sets?**

Following is a breakdown of responses:

1. How would you identify your connection to the transportation or disability community (check all that apply)?
- Transportation Professional: 75 (19%)
- Developer or IT Professional: 13 (3%)
- Researcher: 61 (15%)
- Travelers with disabilities: 70 (18%)
- Caregiver or Family Member of someone with disabilities: 55 (14%)
- Other: 122 (31%)

Total Responses: 396
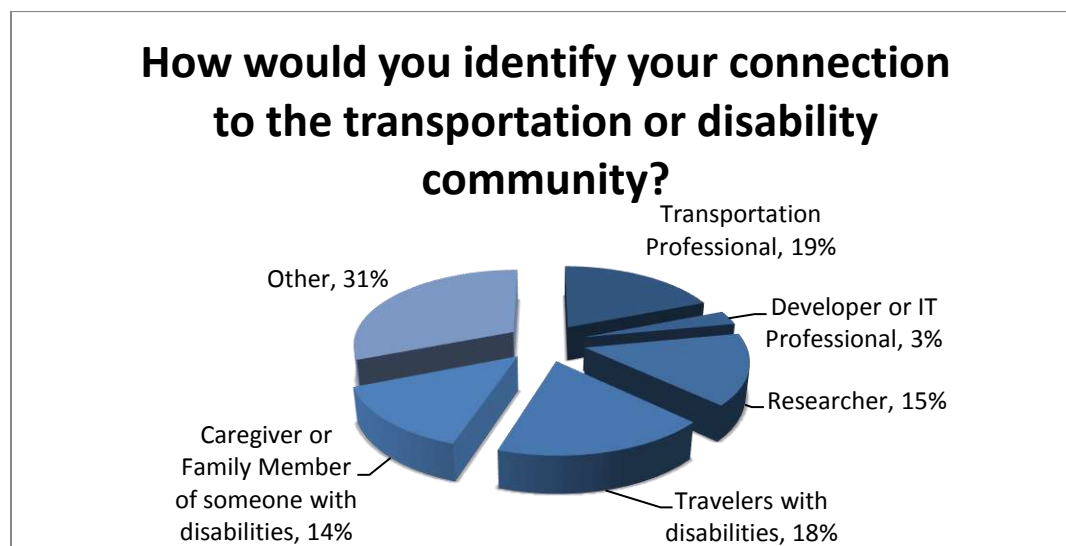
2. How would you characterize your interest in accessible transportation technology (check all that apply)?

- User: 81 (17%)
- Policymaker: 63 (14%)
- Transportation administrator: 16 (3%)
- Developer: 28 (6%)
- Advocate: 166 (36%)
- Transportation Provider/Employee: 30 (6%)
- Other: 80 (17%)

Total Responses: 494
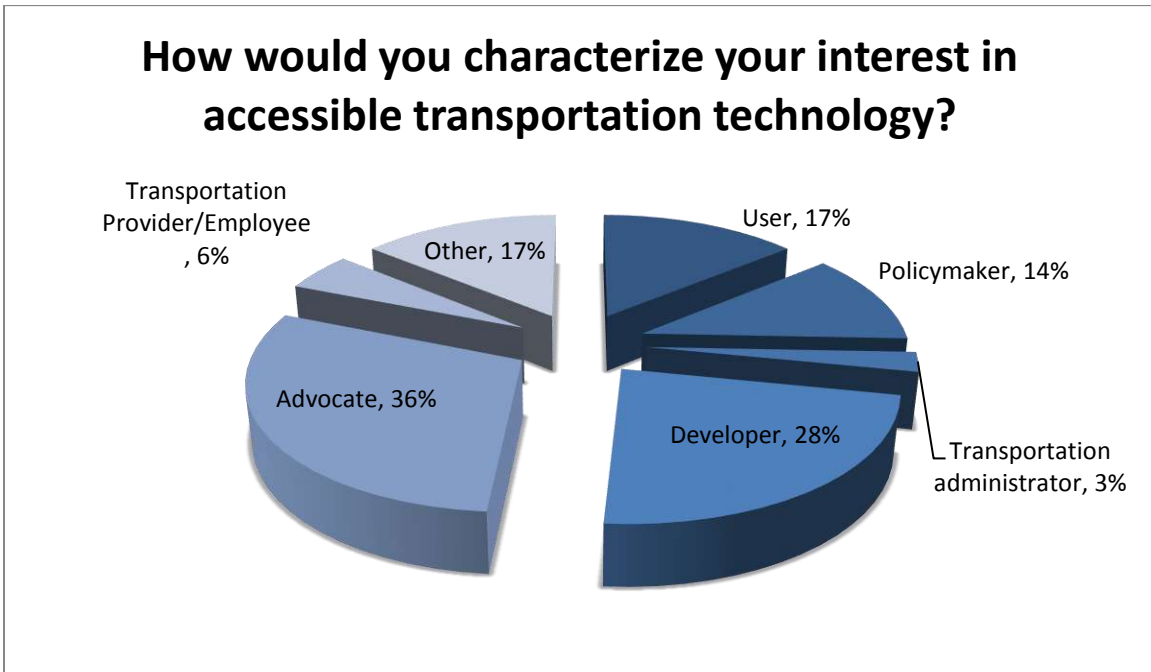
How would you characterize your interest in accessible transportation technology?

Transportation Provider/Employee, 6%
Other, 17%
User, 17%
Policymaker, 14%
Advocate, 36%
Developer, 28%
Transportation administrator, 3%

3. How frequently do you use apps, maps, and other electronic tools/resources to navigate your community (choose one from drop down list)?

- On a daily basis: 100 (36%)
- Several times per week: 99 (36%)
- At least once a month: 47 (17%)
- Several times a year: 15 (5%)
- Not at all: 17 (6%)

How frequently do you use apps, maps, and other electronic tools/resources to navigate your community?

Several times a year, 5%

Not at all, 6%

On a daily basis, 36%

At least once a month, 17%

Several times per week, 36%
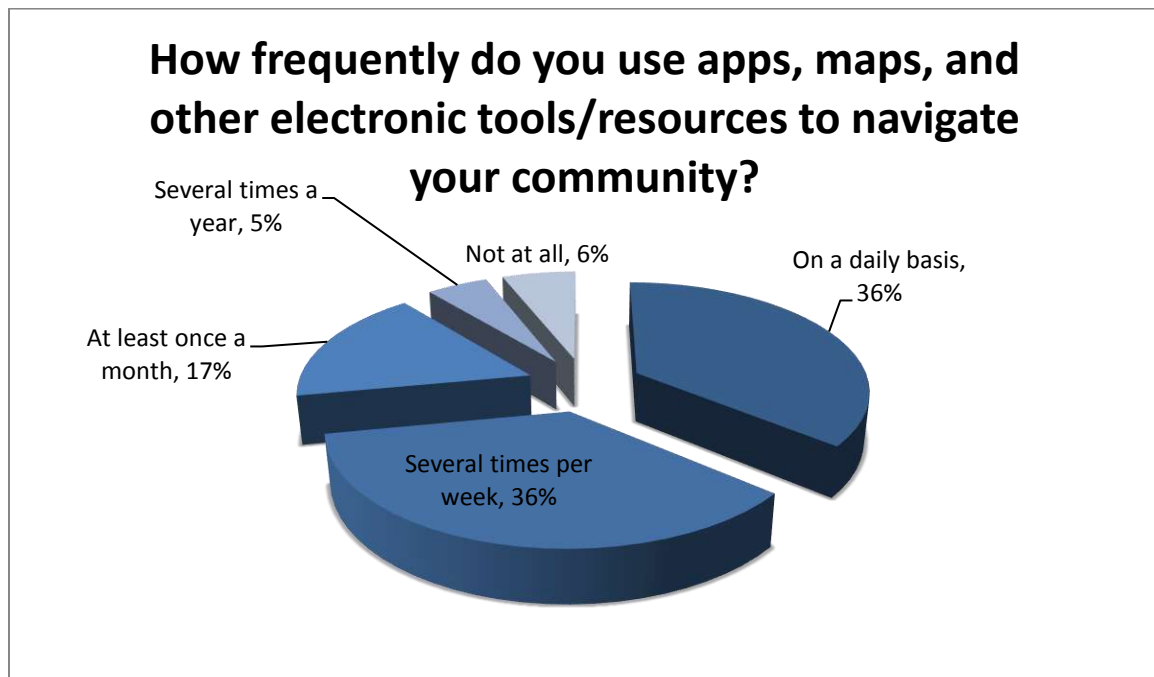
4. How familiar are you with existing transportation data sets (choose one from the drop down list)?

- I have served as an expert on committees, working groups, etc.: 34 (12%)
- I use them in my daily work: 36 (13%)
- I've learned about them in school, a professional setting, etc.: 72 (26%)
- I'm not at all familiar with any data sets available: 136 (49%)

How familiar are you with existing transportation data sets?

I have served as an expert on committess, working groups, etc.
12%

I have used them in my daily work
13%

I've learned about them in school, a professional setting, etc.
26%

I'm not at all familiar with any data sets available
49%
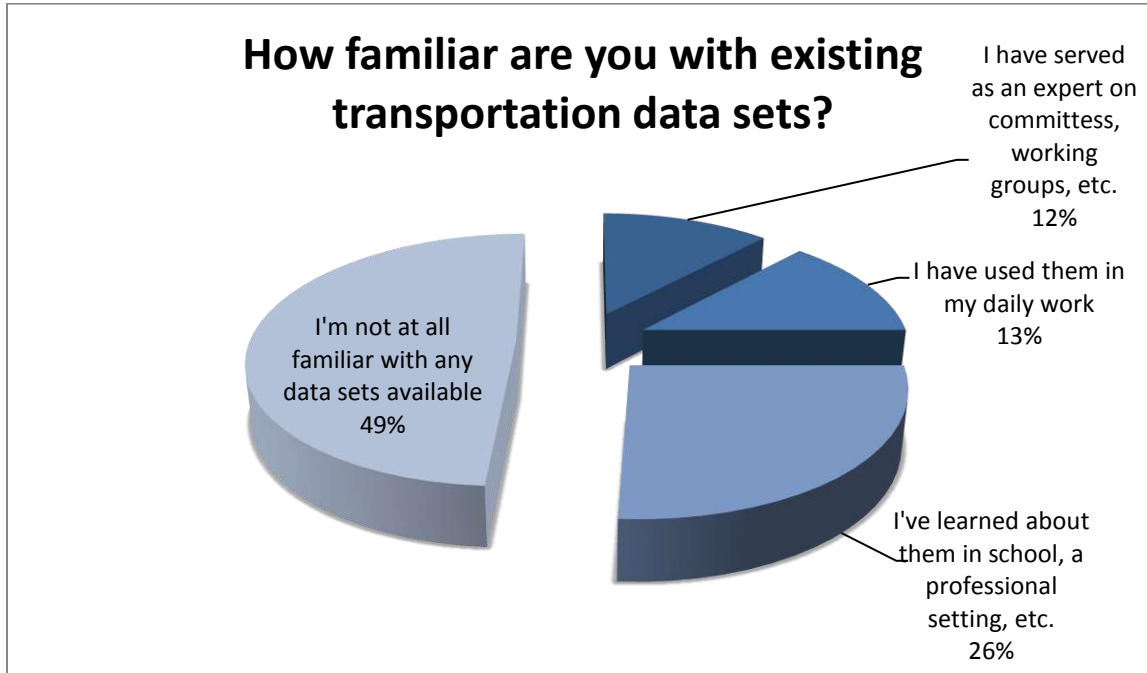
Note: The ideas listed in the following sections include minor typographical corrections, which have in no way impacted the substance or the intention of the revised posts.

Top 5 Overall Ideas

Top Idea #1: Measuring Accessibility
21 Up Votes | 0 Down Votes | 21 Net Votes

It is increasingly important for transit decision makers to ensure that service is provided to those with mobility disadvantages. This is a large group spanning those without cars (not by choice) to persons with disabilities and the elderly who are no longer able to operate personal vehicles. Resources that help planners identify areas of need can increasingly be created with the widespread availability of digital tools and open data that allow the measurement of transit performance. One approach is to map accessibility to different types of destinations for metropolitan areas and to evaluate if areas of need, based on resident profiles, are receiving adequate level of service. Earlier this year, a research team from the University of Illinois at Chicago debuted the Metropolitan Chicago Accessibility Explorer, an interactive digital resource to measure access to destinations in metropolitan Chicago by public transit as well as other modes. Using the Explorer, planners and those who can shape policy now have a new tool to use when planning future transportation expansion or improvement projects. Resources like the Explorer can be of use in just about every market in the nation.

Top Idea #2: Shared Mobility – Collaborative Mobility
13 Up Votes | 0 Down Votes | 13 Net Votes
When we think about seamless and coordinated mobility - and especially how technology can support this integrated thinking...we have to assure that the technologies are also

integrated....an app that integrates transportation modes, provides information about first-mile, last-mile options, and is accessible is the ideal! Providers and developers need to collaborate as new tools are developed.

Top Idea #3: Coordinate with Local Agencies So No Penalty For Crossing Jurisd(iction)
12 Up Votes | 0 Down Votes | 12 Net Votes

I am writing on behalf of a friend with disabilities here: His opinion follows here

Van services are beholden to area jurisdictions. Once, he was asked to participate in an audition for a job; he lives in one county, but the job was in the next county. To be able to use the van services, he would have had to pay an out-of-pocket fee that was prohibitively expensive. Is it possible to have county council members and/or administrators coordinate with each other so that van services can honor each other's regions without penalty to those who rely on the services.

Top Idea #4: Hire People With Disabilities
12 Up Votes | 0 Down Votes | 12 Net Votes

Writing on behalf of a friend with disabilities here.

 The single one best thing anyone can do for policy is simply to actually hire someone with disabilities in the decision-making process. It's the only way to be informed about the problems involved.

Top Idea #5: Enforce existing policies
11 Up Votes | 1 Down Votes | 10 Net Votes

If there was a funding resource available to fill gaps and enhance existing infrastructure, that would be a great step toward increasing safe mobility options. Too often the sidewalks, bus stops, crosswalks and other facilities are out dated, damaged, dead end, have no warnings for a variety of disabilities, are not signalized, have not had curb ramps installed, etc.

If there was a concerted effort to bring existing facilities into feasible ADA compliance it would improve system access and reliability, offer a consistent experience throughout a city and/or region, produce a safer environment for walking, wheeling, biking for everyone not using a car on our roadways.

Even if no additional funds were made available, holding local jurisdictions more accountable for developing and working their transition plans would generate forward progress on this issue and would, I believe, result in more travel options in a safer and more consistent environment in ours and other communities.

Top Ideas – Connected and Automated Vehicles

Top Idea #1: Autonomous Vehicles (AVs), Accessibility, and the Workplace
9 Up Votes | 0 Down Votes | 9 Net Votes

On November 2, 2015, the National Council on Disability (NCD) released Self-Driving Cars: Mapping Access to a Technology Revolution. The report observes that Autonomous Vehicles (AVs) are an opportunity for people with disabilities to increase their autonomy and economic development. This technology can be used by the disability community on an individual basis or by expanding current public transportation systems. Public transportation can incorporate AVs in predetermined "closed-looped" routes. AVs represent powerful opportunities to increase workplace participation by reducing or minimizing the barrier that transportation represents to a number of disability types. Knowing that one is more likely to be able to get to the workplace with certainty can reduce the anxiety related uncertainty with arrival times. It is important to proactively include stakeholders within the disability community in AV design and development to enhance the utility of this technology for people with disabilities. Coordination among pertinent federal agencies is one approach to facilitate this engagement. This could also be achieved by encouraging industry outreach to key stakeholders in the disability community. Equally important is increased participation in rulemakings concerning the regulatory environment under which these technologies will be governed and engaging policy makers now so that when technology is ready, it will have been designed to be inclusive of people with disabilities. In a letter to Google from the Chief Counsel of the National Highway Traffic Safety Commission (NHTSC), the Commission seems to accept classifying the artificial intelligence (AI) in autonomous vehicles as a "driver". According to Google, there AV "is designed to perform all safety-critical driving functions and monitor roadway conditions for an entire trip. Such a design anticipates that the driver will provide destination or navigation input, but is not expected to be available for control at any time during the trip. This includes both occupied and unoccupied vehicles. By design, safe operation rests solely on the automated vehicle system." If NHTSC's acknowledgement and agreement that computers can be classified as drivers is codified in law and policy, then people who are blind and low vision could own and operate an AV so long as the interface for the navigation and destination input was designed to be accessible. This is an area that needs to be monitored closely by designers of accessible interfaces, disability advocates and legislative and regulatory policy analysts and influencers.

Top Idea #2: Integrate Housing and Transportation Info into online Job Search
4 Up Votes | 0 Down Votes | 4 Net Votes

Most modern job hunting sites use a vague geographical locator to filter choices. In a large urban area, this may result in an overwhelming number of choices. The user should be able to filter these choices, not simply by distance or city, but by travel mode choices -- that is, is the

job on a transit route? Pedestrian accessible? Online job listing sites should provide this service, but if not, it would be possible for a third party to overlay or make this calculation given the home and worksite addresses and access to transit routes and schedules. It might further be possible to advise the jobseeker what the costs of various modes would be.

Top Idea #3: Hub and Spoke System with Self-Driving Cars
3 Up Votes | 0 Down Votes | 3 Net Votes

Consider establishing a hub-and-spoke system, with public, mass-transportation "busses" equipped to handle wheelchairs, hover-rounds, etc. that have community stops equipped with bathrooms. To get to these "hub" areas of mass-transportation, fund or encourage the use of self-driving cars for those with disabilities to get from their homes, to the mass transit points, and then back home at the end of the day. The cars can be programmed to get them from their home to the hub. This is a very long-range goal, but the technology of self-driving cars is maturing quickly.   Reference article: Self-Driving Cars in 10 Years? How $4B Could Make it a Reality Tech Jan 28 2016, 10:27 am ET   http://www.nbcnews.com/tech/innovation/self-driving-cars-10-years-how-4b-could-make-it-n503901

Top Ideas – On Demand Operations

Top Idea #1: Coordinate with Local Agencies So No Penalty For Crossing Jurisd(iction)
12 Up Votes | 0 Down Votes | 12 Net Votes

I am writing on behalf of a friend with disabilities here: His opinion follows here: Van services are beholden to area jurisdictions.   Once, he was asked to participate in an audition for a job; he lives in one county, but the job was in the next county. To be able to use the van services, he would have had to pay an out-of-pocket fee that was prohibitively expensive.   Is it possible to have county council members and/or administrators coordinate with each other so that van services can honor each other's regions without penalty to those who rely on the services.

Top Idea #2: Suburban Wheelchair Accessible Taxicab/Livery Services

9 Up Votes | 0 Down Votes | 9 Net Votes

Provide a Federal Tax Credit or other economic incentive/subsidy to private for profit companies primarily engaged in demand responsive transportation services (taxicab or livery services) in suburban areas.   Apart from nonemergency medical transportation, mass transit including ADA Para-transit, and Township Dial-A-Ride services there is no mandate and therefore no service that provides wheelchair accessible taxicab/livery services in suburban areas. Taxicab and livery service is typically available 24 hours a day, seven days a week.

Affordable wheelchair accessible transportation in the form of taxicab or livery services in suburban areas is needed by wheelchair users unable to transfer out of their mobility devices.

Top Idea #3: For Uber or Lyft services, please have background checks
6 Up Votes | 0 Down Votes | 6 Net Votes

Full disclosure: I have multiple disabilities.   I have heard about too many issues about people taking advantage of those with disabilities, and even those who do not have disabilities, are taken advantage of. I am aware of friends with disabilities relying on the word of other friends with disabilities, who will use a service by "name" but end up being taken advantage of anyhow. So the social guarantee of friends helping friends falls apart. Please make sure that those who transport those with disabilities have background checks.

Top Idea #4: Do not limit route times on nearest fixed route for Paratransit
5 Up Votes | 0 Down Votes | 5 Net Votes

I also think that paratransit should not be limited to the route times of the nearest fixed route. Since it often takes longer to ride paratransit to your destination compared to fixed routes, it limits the job you might be able to get. It also limits where you can live. If there is only fixed routes on weekdays, then what do you do on weekends? Or if the fixed route is just early morning and late afternoon for commuters to go to work, what happens if you have a job offer that has different hours, or if the boss asks you to stay late? It also limits you being able to make shorter trips like going to the doctor or grocery store without having to be out all day. This can be very hard on some people with disabilities. * I know that you can have groceries delivered, and many people do. However, remember that many people may want to do their own shopping, and shouldn't have to be confined to their home, and order everything on line. There is a big gap in the technology skills of many people who have disabilities. The ones who have more technical skills are probably more likely to work and use the new technology for shopping, traveling, work, etc. But many people do not have those skills, and are very limited in the training they can get for technology: computer, phone, web sites, electronic shopping, etc. In fact many people may not be eligible for any training, or their state may limit it to such hours that they are still not independent.

Top Idea #5: Paratransit to transport to fixed route areas
5 Up Votes | 0 Down Votes | 5 Net Votes

I can see for people who live outside the fixed route, having some system to send a smaller vehicle to bring them into the fixed route area, and then they could transfer to a larger vehicle. If you live outside the fixed route and suddenly become disabled, what do you do? What if you had a job that you could still work at, but you can't get to? There is the possibility that if you moved into the fixed route area, you might not be able to find another place to hire you? What

if you have to live with your parents or another relative, and they do not live in the fixed route system? If you can't find a job that would support you to live on your own, then you don't work and just stay at home with your parents.

Top Ideas – Virtual Concierge Travel Assistance

Top Idea #1: Louisville's Audio Map for the Blind
10 Up Votes | 0 Down Votes | 10 Net Votes

This article by Susan Crawford originally appeared on Medium: https://medium.com/backchannel/open-data-with-a-purpose-9f31db156365 Why This Audio Map for the Blind Offers an Open-Data Roadmap for the Country Imagine you're blind. You have a smartphone, and you're trying to find your own way to a spot downtown. To get there you'll need precise voice directions to specific building numbers, but you can't find an app that meets the challenge. Next, imagine you're an app-maker who wants to provide the most accurate navigation at the lowest cost to seeing-impaired customers. To do that you'll need access to an accurate database of street addresses. While cities routinely collect this information, it isn't necessarily publicly available. Now a pioneering open data project in Louisville, Kentucky is lighting a torch to show cities, civic tech enthusiasts, and local businesses how to make sure assistive technology like this is easily and cheaply available. And its methods are so simple that they can applied to many more problems where open public data can make a difference. Two years ago, Louisville Mayor Greg Fischer signed into law an executive order making all municipal public information "open by default." Louisville wasn't alone in taking this step: Since 2009, many governments around the world, local and national, have taken the step of opening civic data. Often, one of the stated goals of openness is driving economic growth; the hope is that startups will find something interesting in the released datasets that will fuel new businesses. Given the limited resources of government, however, the released data may not match up with the needs of tech developers. The undesirable result: a spray of datasets triggering little interest. In Louisville, things are working differently. Here's the context: A local business, the American Printing House for the Blind, has been creating products for use by the blind and visually impaired since 1858 (before both the Civil War and the Kentucky Derby, as a matter of fact). APH had developed an Android app called Nearby Explorer that took visual maps and rendered information from them in audio form, making it possible for visually-impaired users to hear about the things around them. For example, they could find their own way to a specific street address just by listening to the app. Early versions of Nearby Explorer relied on expensive licensed proprietary maps that had a couple of downsides. For starters, users need to download 4GB of data to their phones in order to use the app offline. And the maps included estimations of building numbers based on the starting- and ending-numbers for

particular blocks, rather than actual addresses. APH wanted to find an open, lightweight, cheaper, and more accurate source of information to serve Nearby Explorer users in its hometown of Louisville. The clear option: OpenStreetMap, the open-source mapping tool that has been used to crowdsource maps all over the world. (Google Maps covers Louisville and includes accurate building numbers, but Google limits the number of times each day users of its data can ping its servers with queries, and usually charges for use of its API. CityLab's Laura Bliss has written about the global map competitive realm here.) In order to update the OpenStreetMap map of Louisville with geocoded building street number data — and make the app available online so that a giant data download wasn't required — APH needed two things: (1) access to accurate building data and (2) volunteer energy aimed at gluing that information to the OpenStreetMap template. A physical meeting brought all these elements together. Last December, the local Louisville Code for America brigade — called the Civic Data Alliance, co-founded by Michael Schnuerle — held one of its monthly meetups. In the room were representatives of the City of Louisville and people from APH. According to Schnuerle, the APH people said, "Hey, we have this Nearby Explorer app. We'd like to get the data we need in the right format and in a cost-effective way to help people navigate to points of interest and addresses around the city." Someone who works with geolocated data for the City of Louisville said, "We could get the city to release building footprint data." And a project was born. Louisville, like most cities, has data about the outlines of its buildings — there are 500,000 buildings in the county, according to Schnuerle. It also has building address numbers for every parcel in the area. Schnuerle and his colleagues asked the city to publish both of those separate datasets online in the city open data portal. Remember "open by default"? The city was happy to make this data public: "Really, for us, it's a perfect example of citizens helping us prioritize data sets that are going to be of value for them," Louisville Chief of Performance and Technology Theresa Reno-Weber says. She points out that Mayor Fischer and other city officials are often in the room at Civic Data Alliance meetings for just this reason. Schnuerle and the Civic Data Alliance then trained dozens of volunteers — who did not have to be coders, but did need to be able to follow directions — to spend hundreds of hours this past spring carefully merging the city databases and then uploading accurate geolocated address information for Louisville building footprints into OpenStreetMap. Rob Meredith, of the American Printing House, is pleased: "They did a really bang-up job with this." As a direct result of the volunteers' work, APH recently released a free online version of Nearby Explorer. And the company is now on track to release an iOS version of the app that will reach far more visually-impaired people: according to Meredith, "It turns out that, in the blind market, the iOS population is probably ten or twenty times the Android population." The iOS version, Meredith says, will be even more OpenStreetMap-centric than the Android version, which still uses elements of proprietary maps. "We think the OpenStreetMap data is actually a little bit more accurate than even Google data," Meredith says proudly. What's next? In Louisville, even more data — including

information about stoplights and stop signs — is already being made available by the city that could be useful in Nearby Explorer. Meredith says he'd like to have trash cans, mail boxes, and walkways reflected in the app as well. Even now, though, users of the free version of Nearby Explorer in Louisville will have a better experience with the app than people in Boston. There are lessons here for everyone involved. Any Code for America brigade or other civic tech meet-up could work on enriching local OpenStreetMap to make the data more useful to the many local products and services that could use it. As Schnuerle says, "There are all these other ancillary uses for OpenStreetMap." In particular, the American Printing House for the Blind wants local brigades to get the word out about Nearby Explorer — APH does not "have a way to contact a mass amount of people in cities across the country and say 'Here's what we need to do,'" according to Meredith, but civic tech people do — and those local civic tech enthusiasts could make sure their cities' versions of Nearby Explorer are more useful. Schnuerle and the Civic Data Alliance are already making sure this is happening in places like Cupertino, Austin, Honolulu, and Puerto Rico. Most importantly, the Louisville story highlights the enabling role city government can play in civic tech development when the parties involved are talking to one another. As Reno-Weber puts it, "It's a story that shows the value of open data for the citizenry."

Top Idea #2: transportation app for new jobs
9 Up Votes | 0 Down Votes | 9 Net Votes

You have a new job offer that you would very much wanted to accept but were afraid of the transportation options available to you. If there is a new app, what would you like that application to tell you? Describe your needs in few words, keep it simple. Here we go...

Top Idea #3: ICT Enhanced Transportation can Improve Employment Opportunities
5 Up Votes | 1 Down Votes | 4 Net Votes

For people with disabilities lack of reliable and accessible public transportation can severely diminish an individual's ability to obtain employment. The unpredictability of transit arrival and hence, employee arrival times, can negatively influence employers' perceptions of people with disabilities' attendance and punctuality.   For instance, The Interim Report produced by the Advisory Committee on Increasing Competitive Integrated Employment for Individuals with Disabilities [http://www.dol.gov/odep/pdf/20150808.pdf] included several technology-related recommendations to improve employment rates among people with disabilities and transportation was addressed as a barrier to participation in the workplace. Further, Leveling the Playing Field: Improving Technology Access and Design for People with Intellectual Disabilities, [http://www.acl.gov/programs/aidd/Programs/PCPID/docs/PCPID-2015-Report-to-President.pdf] discussed how with the help of emerging transportation and support technologies, people with intellectual disabilities could experience greater workforce

participation and integration.   Transportation, more broadly, can be improved through the deployment of wirelessly connected wearables in a range of informative (e.g. concierge, notifying), guidance (e.g. best or revised travel based on updated information), or alerting (e.g., for warnings in emergency situations) contexts. This would require development of both connected individual devices, as well as city or area transportation information systems supported with integrated data provision. We believe federally supported research for seed grants and feasibility pilots could help signal the importance of these technologies, and hence help drive development.

Top Idea #4: GPS App to transition from Paratransit to fixed route
3 Up Votes | 0 Down Votes | 3 Net Votes

A research based (NIH, ED) app is available that has been successfully implemented in Albuquerque to support transitioning from paratransit to fixed route bus services for people with intellectual disabilities http://www.ablelinktech.com/index.php?id=33

Top Ideas – Robotics

Top Idea #1: Companion robots for concierge services
5 Up Votes | 0 Down Votes | 5 Net Votes

Is it possible to use robots to act as companions at metro stations, airport, etc. and offer assistance to those in need?

Top Idea #2: What existing (or new) APIs, Open Source code and other accessib(le)
2 Up Votes | 3 Down Votes | -1 Net Votes

They now have small flying robots that deliver small packages to homes, so maybe with new technology we can have bigger flying robots that can go to Senior and Disabled persons homes, pick them up, take them where they need to go, and bring them back home.

Top Ideas – Visualization and alternate reality

Top Idea #1: Enhance Safety in Transportation for People with Disabilities
5 Up Votes | 0 Down Votes | 5 Net Votes

Ensure that the individual gets to the destination. Example: young man in a wheelchair was left outside 2 hours until his return trip because no one checked that the doctor's office had moved Ensure that transportation agencies/drivers know what to do in a medical emergency

Example young woman with asthma outside in winter called 3 times for late ride and when had problems breathing they told her to call 911 and hung up!

Top Idea #2: Track Vans on Route on Google Map

5 Up Votes | 0 Down Votes | 5 Net Votes

Full disclosure: I have multiple disabilities. Enable van tracking on Google Maps. We all have phones, and it would help if we could use those phones to track the van location.

Top Idea #3: New emoji for accessible transportation services & related needs

3 Up Votes | 0 Down Votes | 3 Net Votes

Emojis are used everywhere; from text messages to Instagram hashtags... and there are tons of emojis in use today. Could development of emojis for accessible transportation solution better help travelers with cognitive disabilities, the older adults and others? How can we design our systems, smartphone apps, displays on transportation infrastructure to make use of this trend?

Top Ideas – Shared Mobility

Top Idea #1: Shared Mobility - Collaborative Mobility

13 Up Votes | 0 Down Votes | 13 Net Votes

When we think about seamless and coordinated mobility - and especially how technology can support this integrated thinking...we have to assure that the technologies are also integrated....an app that integrates transportation modes, provides information about first-mile, last-mile options, and is accessible is the ideal! Providers and developers need to collaborate as new tools are developed.

Top Idea #2: Ridesharing app for friends of travelers with disabilities

10 Up Votes | 0 Down Votes | 10 Net Votes

Could we crowd-source to create a ridesharing app that looks for those with disabilities and older adults needing a ride

Top Idea #3: Enforce existing policies

11 Up Votes | 1 Down Votes | 10 Net Votes

If there was a funding resource available to fill gaps and enhance existing infrastructure, that would be a great step toward increasing safe mobility options. Too often the sidewalks, bus stops, crosswalks and other facilities are out dated, damaged, dead end, have no warnings for a variety of disabilities, are not signalized, have not had curb ramps installed, etc. If there was a concerted effort to bring existing facilities into feasible ADA compliance it would improve

system access and reliability, offer a consistent experience throughout a city and/or region, produce a safer environment for walking, wheeling, biking for everyone not using a car on our roadways. Even if no additional funds were made available, holding local jurisdictions more accountable for developing and working their transition plans would generate forward progress on this issue and would, I believe, result in more travel options in a safer and more consistent environment in ours and other communities.

Top Idea #4: Connecting employees with employers.
8 Up Votes | 0 Down Votes | 8 Net Votes

In Wisconsin, we have dozens of employers with (reportedly more than 100 jobs) in the Wisconsin Dells and, in Madison, we have dozens of workers who could fill these positions. What's missing?   Public transportation.

Top Idea #5: Uber and Lyft need to hire drivers with accessible vans
9 Up Votes | 1 Down Votes | 8 Net Votes

If Uber and Lyft were to hire people with disabilities who own an accessible van it would accomplish two things that the disabled community is very short on. One it would give people with disabilities much needed jobs and two it would give people a very good option for transportation in a world that has fewer options for the disabled then the physically fit.

Top Ideas – Personal Mobility Vehicles

Top Idea #1: Accessibility of Road Service/emergency preparedness
2 Up Votes | 1 Down Votes | 1 Net Votes

If road service or first responders are assisting individuals with disabilities, they need to be able to get the individual out of the vehicle without unnecessary destruction of the vehicle (e.g. other options to open a modified van other than "jaws of life"), and also be able to transport the individual if the vehicle needs to be towed (e.g. wheelchair).

Top Ideas – Big Data

Top Idea #1: Measuring Accessibility
21 Up Votes | 0 Down Votes | 21 Net Votes

It is increasingly important for transit decision makers to ensure that service is provided to those with mobility disadvantages. This is a large group spanning those without cars (not by choice) to persons with disabilities and the elderly who are no longer able to operate personal

vehicles. Resources that help planners identify areas of need can increasingly be created with the widespread availability of digital tools and open data that allow the measurement of transit performance. One approach is to map accessibility to different types of destinations for metropolitan areas and to evaluate if areas of need, based on resident profiles, are receiving adequate level of service. Earlier this year, a research team from the University of Illinois at Chicago debuted the Metropolitan Chicago Accessibility Explorer, an interactive digital resource to measure access to destinations in metropolitan Chicago by public transit as well as other modes. Using the Explorer, planners and those who can shape policy now have a new tool to use when planning future transportation expansion or improvement projects. Resources like the Explorer can be of use in just about every market in the nation.

Top Idea #2: Data Requirements for Accessible Transportation & Crowdsourcing
6 Up Votes | 0 Down Votes | 6 Net Votes

Where the biggest gaps in data availability to support navigation and wayfinding applications (both indoor and outdoor) for persons with disabilities? Would it be possible and efficient to use crowdsourcing as a method to build up the required mapping and accessibility data? How might this work? (Persons with disabilities may include those with challenges in vision, hearing, mobility, and cognition.)

Top Idea #3: Open Source Data Sets (My apologies if these are already known)
3 Up Votes | 0 Down Votes | 3 Net Votes

A terrific resource to be used is in Data.gov -- some cities have already done some fabulous work, and we can use their data sets as models. Official dataset for data.gov http://www.data.gov/ A search example as a possible model: "traffic detectors" http://catalog.data.gov/dataset/traffic-detectors HealthData.gov http://www.healthdata.gov/ if we want to try to locate those in need. DataAPI for HealthData.gov http://www.healthdata.gov/content/data-api

Top Idea #4: Associated data sets
2 Up Votes | 1 Down Votes | 1 Net Votes

While looking for accessible transportation data sets, it would be better to look for associated data sets for other needs and services. Are you aware of any such efforts?

Top Ideas – Smart Cities

Top Idea #1: Hire People With Disabilities
12 Up Votes | 0 Down Votes | 12 Net Votes

Writing on behalf of a friend with disabilities here. The single one best thing anyone can do for policy is simply to actually hire someone with disabilities in the decision-making process. It's the only way to be informed about the problems involved.

Top Idea #2: Implement Regional Transit System in Major cities
9 Up Votes | 0 Down Votes | 9 Net Votes

I think that all major cities should have a regional transit system. I think the best way is to do something like the Washington Area Metropolitan Transit authority (WMATA.) They hire one contractor or many that coordinate their rides. That way each jurisdiction pays only for the rides that citizens in their jurisdiction take, but the citizens can go anywhere in the larger area. The great part is that it covers many jurisdictions, and you don't have to switch vehicles, which can be hard for some people with disabilities, both physically, and in the time it takes to get off, wait for the next ride and get on and take off again. I think one of the reasons so many people with disabilities work for the federal government is because of this regional system. It does not limit them to only living in DC in order to get a government position. If jurisdictions wanted to have only their own fleets, they could share a common scheduling system. That way they could cover all the different areas and coordinate rides among themselves. If the only choice was for one system to just take you over the border to get a bus from the other jurisdiction, they need to have a specific building for this where you can wait inside, and they have restrooms, and places to sit and wait.

Top Idea #3: New kiosks at street corners in connected cities
8 Up Votes | 0 Down Votes | 8 Net Votes

Not everyone will have access to smartphones or new technology gadgets. Would it be better to have kiosks with big displays at street corners, shopping malls, etc. to allow ubiquitous access to connected services?

Top Idea #4: Change to ADA for Paratransit
8 Up Votes | 0 Down Votes | 8 Net Votes

I think paratransit should go beyond the 3/4 mile radius around fixed routes. It can really limit where a person can live, and where they can work with this restriction. Also I think the time limits should not be just when the nearest buses run, because of the extra time it takes for paratransit it limits your work hours, and other essential trips like grocery shopping, or going to medical appointments. Do planners always put Section 8 Housing on a fixed route so low income people can either use the fixed routes or paratransit? I think that should be a requirement for Section 8 Housing. Also sometimes the housing near fixed routes may be more expensive, so many people with disabilities could not afford it.

Top Idea #5: Funds to improve paratransit infrastructure
5 Up Votes | 1 Down Votes | 4 Net Votes

I think the federal government should tax rich people more, and give people on fixed incomes some deductions for transit/paratransit costs. Also Or, money could be given to the local jurisdictions to supplement what they bring in for fixed route and paratransit charges. This federal money should also be used to improve our roads, bridges, and sidewalks. I live in Ohio, and I understand that Ohio spends less than many other states to help supplement fixed route transportation systems. I don't think someone like Donald Trump should be able to save 10 Billion dollars and some people can't afford to use either paratransit or fixed routes, and the roads and bridges are falling apart, and also with the sidewalks, or there are no sidewalks!

Conclusion

Through the ePolicyWorks' online dialogue, [Breaking Down Employment Barriers with Accessible Transportation Innovation](), ODEP and ATTRI successfully leveraged leading-edge crowdsourcing tools to engage the general public and as well as transportation and technology experts to contribute to a virtual conversation on ideas to innovate transportation accessibility. Additional insight and ideas were gathered in conjunction with the inaugural ePolicyWorks Twitter chat, held on Monday, February 1, 2016 to further develop and enhance the dialogue's discussion on emerging transportation options as an effective employment support for people with disabilities.

In summary, the online event attracted more than 1,208 visitors, of which 297 participated posting 51 unique ideas, 183 comments and 338 votes. This metrics report provides a summary of the online dialogue's results, and the input and responses of the participants are now being analyzed by the ODEP and ATTRI in an effort to inform federal policymaking decisions. These results will help transform the future of transportation, particularly as it relates to employment, and have provided the basis for a DOT-sponsored innovation challenge to develop these ideas into actual, real-world implementable solutions.