



# Creating a More Inclusive Frame

Mobility Access for Nondrivers

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# Language practices

*People-first versus identity-first language*

**Hard No**

*“Handicap”*

*handi-capable*

*“Wheelchair bound”*

*“Different abilities”*

*“Challenged”*

*“Stricken with...”*

**Kind of Icky**

*“Special Needs”*

*“Human services  
transportation” ”*

## Transportation Access for Everyone: Washington State

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TOOLE  
DESIGN

## NONDRIVERS: POPULATION, DEMOGRAPHICS & ANALYSIS

Washington State Legislature  
Joint Transportation Committee  
January 31<sup>st</sup>, 2023 | FINAL REPORT SUMMARY

In partnership with:  
Cascadia Consulting Group, and  
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# Disability and mobility

- 19% of adult nondrivers in WA can't drive because of a disability. (JTC, 2023)
- People with disabilities are four times more likely to not drive than nondisabled people, and two to three times more likely to live in a zero-vehicle household. (BTS, 2022)
- We use buses, subways, and commuter rail for a higher share of trips than people without disabilities. (BTS, 2022)
- Only 60% of disabled people with cars drove them on a regular basis, compared to 92% of non-disabled respondents. (BTS, 2022)

# Disability and driving access

- Blind and low vision people
- People with mobility disabilities, especially since adaptive vehicles can be prohibitively expensive
- People with epilepsy
- People with developmental disabilities
- People with cognitive disabilities
- People with mental health conditions and/or anxiety or PTSD
- People with dementia
- People with autism
- People who have had traumatic brain injuries
- People with MS or other neuromuscular conditions

# Not everyone who can't drive identifies as "disabled"

*"It was something that I always tried to hide. We were trained to believe that it was a bad thing, like it was shameful that you couldn't drive, so I hid my disability from girlfriends, from coworkers, from people I met on the street." - Devin*

*"I am blind, have always been a healthy person, active, and have taken mass transit all my adult life, as it is my means of independence."*

# Why “nondrivers” is a useful framework

## There's a lot of us!

- 25-30% of the WA state population are nondrivers
- 31% of Wisconsin population

# Nondrivers can't afford to drive

- Households that make less than \$25,000 are 9x more likely to not have a car than households who earn more than \$25,000 (BTS, 2001).
- More than 40% of nondriver respondents had a household income of less than \$28,000 (JTC, 2023)
- $\frac{3}{4}$  of the nondrivers we survey earned less than \$35,000 a year,  $\frac{1}{4}$  earned less than \$7,500.



# Nondrivers are Black and Native American and Alaskan

National Equity Atlas (2019):

- 18% of Black households lacked access to a vehicle, compared to only 6% of white households
- 48% of Native American and Native Alaska households lack access to a vehicle.
- Car loans and car insurance are often more expensive for Black and Hispanic/Latino owners, even when controlled for credit scores

***“They pull you over for anything – they claim they can’t see your tags, and it’s just the angle they were looking at your car.”***

# Nondrivers are immigrants and women

“Immigrant households for all racial and ethnic groups, except Black households, are more likely to lack access to a vehicle compared to their US-born counterparts.” (National Equity Atlas)

***“Always my husband driving me and my kids – to school, to shopping, to have fun outside, to the park – anything.”***

Among people with driver’s licenses and vehicles in their households, women, those under 25, and those with annual income under \$56,000 are less likely to be the primary driver than males, those 25 years old and older, and those with income over \$56,000. (JTC, 2023)

# Nondrivers are aging out of driving

- 18% of people older than 65 don't drive, 35% of women over 75. (AARP)
- On average, Americans will spend the last seven to ten years of their life unable to safely drive, and the number of potential drivers over the age of 65 will increase 77 percent by 2045. (AARP)

# Nondrivers are youth

- Only twenty-five percent of sixteen-year-olds have driver's licenses, compared to forty-three percent in 1997. (*Washington Post*, 2023)
- “Young people were less likely to be Drivers and more likely to be Carless if they had relatively low household incomes or were a racial/ethnic minority (other than non-Hispanic Asian).” (Ralph, 2021)

# “Choice” nondrivers don’t reflect the needs of our community

- Choice nondrivers have dominated urban planning spaces, who are more likely to be “male, younger, urban, and higher income.” (JTC, 2023)
- As a result, we end up with systems and priorities that only meet their needs.
- If we are going to actually build communities that can work for nondrivers, “involuntary” nondrivers’ needs must be prioritized.

# What nondrivers need: Connect sidewalks & reliable transit

“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



# Safe crossings

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

- Cody Shane



# Housing near transit, sidewalks & services

**“[Housing] can be a struggle to figure out — can I walk to a grocery store if I need to, or is there a bus that can take me without having to transfer five times?”**

- Chris

**“More affordability means moving further out. Moving further out means more limited transportation.”**

- Vaughn





# Ridehail isn't *the* solution



**“In the Blind community, not all Blind people have good jobs. Students and others are struggling financially, and Uber is expensive.” - Amandeep**

**“People talk all the time about getting rides [from ride-hailing companies], but people in chairs can't do that.”  
- Jessica**

**“We don't even have Lyft or Uber here. All we have is one taxi, which doesn't run on Sundays, it only runs on certain hours on Saturdays.” - Leah**

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