

Transportation and travel is essential for education, employment, independent living, and quality of life.

Transportation needs to be considered on a global level.

Transportation solutions need to be consistent with the UN social model of disability. I.e., barriers result from the environment not from individual medical conditions.

1. Interoperability of information and physical systems
 - a. Standards, open data and services on a global level
 - b. Resources for small business to implement AT solutions
 - c. Value to all riders (universal design at the software architecture level)
2. Support for accessible communication
 - a. Infrastructure
 - b. Mobile phone based
 - c. Support for choice through delivery of information to both individual and shared devices
3. Integrated funding for multimodal transportation and end user needs
 - a. Mainline transit, paratransit, etc
 - b. Home health care
 - c. Ways to decouple AT from medical funding streams
4. Utilization of economic drivers
 - a. Transportation for employment takes priority over tourism
 - b. Funding and solutions for accessible retrofit of legacy systems and environments
 - c. Align accessibility concerns with larger industry trends (universal design at policy level)
 - i. Example 1: Open automatic vehicle location data to provide real-time arrival data riders
 - ii. Example 2: Making kiosks accessible during wholesale upgrades
 - iii. Example 3: Incorporate into the “Green” wave
 - d. Lower cost vehicle modification and personalization solutions
 - i. A “USB” for vehicle controls
 - ii. Driving from wheelchairs
5. Technologies for emergency and rare scenarios
 - a. Information delivery
 - b. Temporary alterations of service
 - c. Evacuation
6. Technologies for spontaneous transportation
 - a. Not having to plan 48 hrs in advance for a local trip
 - b. Accessible built environment
7. Public Transportation to facilitate employment
 - a. Real time information systems (automatic vehicle location data for riders)
 - b. Travel is more than point to point
 - c. Last mile problem
 - d. Information collation and simplification for riders

8. Accessible pedestrian signals and signs
 - a. Support the needs of the individual while maintaining acceptability to the local stakeholders
9. Dissemination of accessible transportation best practices
 - a. Accessible transportation planning websites
 - b. Infrastructure guidelines
 - c. Delivery of service guidelines
 - d. Success stories
10. There is a continuum of surface transportation – personal vehicles, shared vehicles, mass transportation – all of which need to be accessible.
 - a. Universal design technologies to support driving by end users
 - b. Universal design for entry/egress of vehicles
 - c. Accessible transitions between modalities
 - d. Technologies that motivate, and support, use of shared vehicles and mass transportation