Activities in Other States

- Laws in Nevada, California, Michigan, Florida, etc.
  - Not a big deal
- “Smart Belt Coalition” (MI, OH, PA)
- “M City” and other testing grounds in Michigan
- Uber demonstrations in Pittsburgh, PA
- “Smart City Challenge” in Columbus, OH
- Google and Uber tests in AZ
- Google tests in TX, WA as well
- USDOT “Proving Grounds”
  - CA, FL, IA, NC, PA, TX, WI
Impacts

Minnesota’s Opportunity?
• Safety
• Legal?
• Equity
• Finance

Mobility and Equity

U of M TPEC: Self Driving Vehicle Equity Task Force
• “Transportation Disadvantaged”
• Cross-section of interests
• Chaired by HHH Senior Fellow Sandy Vargas
• Will meet 3 – 4 times
Mobility and Equity

- Expanded user base
- Disabled
- Seniors
- Poor
- Undocumented
- Children?
- Increased Independence
- Decreased Cost of Travel??

Forthcoming Article

Michigan State Law Review

The Transformation of Transportation

The Legal Obligations, Obstacles, and Opportunities for Automated and Connected Vehicles to Improve Mobility and Access for People Unable to Drive

Professor Frank Deonna, Director, State and Local Policy Program, Humphrey School of Public Affairs, University of Minnesota

In recent decades, several legislative and regulatory mandates, such as the Americans with Disabilities Act, ‘United We Ride’ initiative, and Oberheu’s court decision, have been issued in an attempt to improve mobility and access for those who are unable to drive. Yet despite these well-intentioned and containing efforts, our current transportation system does not fully address these disparities. Self-Driving Vehicles (SDVs) present an opportunity to address these disparities, by providing a level of accessibility which the current system is not capable of offering.
Existing Context

- Americans with Disabilities Act
- “United We Ride” (Federal)
- Olmstead Plan (MN):
  - People with disabilities will have access to reliable, cost-effective, and accessible transportation choices that support the essential elements of life such as employment, housing, education, and social connections. They will have increased access to transit options and transportation modes.
  - 50% increase in Greater MN Transit trips by 2025 (Goal 2)
  - Expand transit coverage so that 90% of the public transportation service areas in Minnesota meet minimum service guidelines for access by 2020 (Goal 3)
- MCOTA (MN)
- But Inability to drive still reduces access

Recent progress . . .

- Ruderman / Securing America’s Energy Future
- Bill in MN Legislature
- National Council on Disabilities
- Florida DOT
Self Driving Vehicles

Accessible
Kenguru Car
an electric car designed specifically for wheelchairs
Seniors

• Growing population
• Opportunity to “Age In Place
• Higher Income, but
• Less familiar with Technology

Improved Transit

• Poor, Undocumented, Children?
• First and Last Mile Solution for Transit
• Complement to existing service
• Increase the impact of transit stations on adjoining properties
• Greater efficiency in low density
• From few blocks to maybe a mile?

https://meetolli.auto/manual.html

THANK YOU!!!

• Any further thoughts or questions?

• Frank Douma
  – fdouma@umn.edu, 612-626-9946
• Adeel Lari
  – alari@umn.edu, 612-624-7746
• Kory Andersen
  – and04578@umn.edu, 612-301-1096