



Implementing SB 1376

TNCs: Access for Persons with Disabilities

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Community WAV Demand

Our experience has shown us:

1. People with disabilities want the same things as riders without disabilities: consistency & reliability
2. You will not know true demand until you build capacity – there is undeniably latent demand for this market segment



Community WAV Demand

Existing data allow the CPUC to establish baseline projections:

1. CPUC collects data on all TNC trip history
2. Travel patterns of adults with disabilities surveyed and documented by US DOT and others

Community WAV Demand

Incentives that support wheelchair accessible taxi service in San Francisco:

1. Incentives for drivers to make the pick-up
2. Vehicle purchase incentives
3. Performance-based subsidies for fuel and maintenance
4. Guarantees that offset deadhead costs

Establishment of Geographic Areas

- The goal is **Access for All**. Geographic areas should cover every part of the state where TNCs are providing or will provide service to the general public.
- County lines encompass all of California and are easily recognizable boundaries for existing services, state/federal funding, and residence.

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