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**Kathy Cooper**

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**From:** Marlene Chait <drchaitdisabilityservices@gmail.com>  
**Sent:** Friday, July 03, 2015 10:18 PM  
**To:** IRRC; dweldon@philapark.org; jney@philapark.org  
**Subject:** Philadelphia Parking Authority's Proposed Rulemaking Order 126-11

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I support the Philadelphia Parking Authority's Proposed Rulemaking Order 126-11, which would require all vehicles proposed for taxicab service after a designated date to be wheelchair accessible. I believe that a fully accessible taxicab system is a vital component of any world-class city and reflects how a city respects the civil rights of its citizens and visitors. It is important that this rulemaking passes so that the City of Brotherly Love becomes the first city in America with a fully integrated taxicab system.

Thank you,

I truly appreciate a fully accessible taxicab system and understand the importance. After being able to travel internationally and in many states with ease of securing an accessible wheelchair accessible taxi it was an awful experience moving back to Philadelphia and not being able to get to where I needed to be. In one case, I needed to get to the airport during an emergency. Even with registering with Para Transit, there are times I missed once in a lifetime opportunities because Para transit sent out a bus without a lift or some other kind of snafu. I am a power wheelchair user; I cannot stand or walk; when I need to get somewhere, I need a wheelchair accessible taxi that can take my power wheelchair and large Service Dog and our luggage. I cannot always depend on my van or Para Transit.

Now that Philadelphia is going to join the 21st century, I have many questions. Although my questions may seem unnecessary, it is because of my experiences that I need to ask:

1. When you speak about a fully accessible taxi fleet --- are you talking about a vehicle similar to that in the UK. If you are- Wonderful--- many problems will be diminished if using such a vehicle. "Every licensed London taxi is wheelchair accessible and features a host of accessibility aids"; I assume you are in touch?

2. If your accessible taxi fleet is not uniform will you have some taxis that will be for riders with sensory impairments?; others for users with cane and crutches? , and other vehicles for manual wheelchairs that collapse and manual wheelchairs that do not collapse, and so the list goes on.

3. What about fares? For example in Washington DC the fares remain the same; will Philadelphia provide same fare rides for people with and without disabilities?

4. Until there are a fleet of accessible taxis will the individual reserving an accessible taxi be able to get to the airport or 30th Street and be at an advantage versus the disabled traveler arriving in Philadelphia whose friend is a City Council member? In Philadelphia, it seems that individuals with disabilities who know how to network are at an advantage compared to disabled individuals who are isolated. Will the accessible taxi system be administered differently or will services be provided by 'who you know'?

5. Last question: Will disabled people have the majority for jobs. Using myself as an example, I would prefer to get an administrative job. However, if I cannot get a job in administration, perhaps could I be a wheelchair accessible driver? Or, will insurance make it prohibitive for disabled drivers?

If I could be of assistance please do not hesitate to contact me [marchait@comcast.net](mailto:marchait@comcast.net)

Thank you for all your hard work and energy to ensure that Philadelphia disabled citizens has access to accessible taxis in the near future.

Best Regards,  
Marlene

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