



Miami-Dade County

COMMISSION ON DISABILITY ISSUES (CODI) Transportation & Aviation Committee Meeting Minutes

*Stephen P. Clark Center (SPCC)
111 N.W. 1st Street, Miami, Florida 33128
18th Floor, Conference Room 18-4*

	Date:	Monday, April 4, 2016	
	Time:	1:00 p.m. – 3 p.m.	
	Call to Order Time:	1:10 p.m.	
	Meeting Adjourned:	2:49 p.m.	
I.	Opening and Attendance: Attendance recorded. (*Asterisk next to name indicates committee core member.) Call to Order. Copies of documents were distributed.1		
	District 1 Commissioner Jordan	Damian Gregory* 1 st Vice Chairman	PRESENT
	District 2 Commissioner Monestime	Jackson David	
	District 3 Commissioner Edmonson	Jose Granda Access Committee Chair	
	District 4 Commissioner Heyman	Jesus Garcia* Transportation Committee Chair & 2 nd Vice Chair	PRESENT
	District 5 Commissioner Barreiro	Ernie Martinez* CODI Chairman	PRESENT
	District 6 Commissioner Sosa	Ora Prilleltensky*	PRESENT
	District 7 Commissioner Suarez	Harry Horgan Outreach Committee Chair	
	District 8 Commissioner Cava	Elizabeth Merklng*	ABSENT
	District 9 Commissioner Moss	Ronald Fulton* CODI Secretary	PRESENT
	District 10 Commissioner Souto	Pending Appointment	
	District 11 Commissioner Zapata	Teri Weinstein	
	District 12 Commissioner Diaz	Maria Mercedes Villar	
	District 13 Commissioner Bovo	Vacant	

<p>IV.</p>	<p>Information Items</p>	<p>Proposed Regulation of Transportation Network entities (i.e. Uber, Lyft, Sidecar, etc.) and the Potential Impact on the Disabled Community</p> <p>Chairman Garcia said that visually impaired individuals generally have positive experiences with TNEs. But individuals who use power chairs are the ones who are not getting the service they need. He asked them to take the lead on this topic.</p> <p>Ora Prilleltensky, a power wheelchair user, said this is a human rights issue. It seems pressure needs to be applied to the highly-profitable TNE industry.</p> <p>Ms. Silvia M. Zayas asked how TNEs will pay for the lift-equipped vehicles. Ms. Prilleltensky said that they could rent this equipment to drivers. Incentivizing and providing options such as a plan similar to actions considered by San Francisco, CA.</p> <p>Mr. Damian Gregory said that persons with disabilities are economically disadvantaged. Is there is a way for the disabled community to become an appealing market for TNEs?</p> <p>Shanika Graves said that to her knowledge no court has determined how to precisely address TNEs: whether they are transportation or technology companies. There is ongoing litigation.</p> <p>Mr. Byron Moreira asked if any special training for drivers will be conducted to better serve the disabled community.</p> <p>Raul Gonzalez quoted from Chapter 31; Section 23-Transportation Network Entities (TNE’s) Page 16 at the top and 18 at the bottom as it is written:</p> <p><i>A Transportation network entity shall ensure that every transportation network entity driver operating a wheelchair accessible vehicle has been provided instructions detailing the safe and proper methods of securing, transporting, and dealing with passengers utilizing a wheelchair.</i></p> <p>Ms. Da Silva’s questioned to Uber would be: Is Uber planning to launch Uber Assist here in Miami-Dade County?</p> <p>Ms. Susan Shine said she has a friend that is an Uber driver. He picked up a wheelchair using passenger and put the chair inside his standard sedan. Chairman Garcia said that this may work for people using lightweight foldable manual wheelchairs. This is not an option for someone using a 400-pound non-folding power chair.</p> <p>Ms. Prilleltensky said that few people own wheelchair accessible vans because they are quite costly: a minimum of \$60,000. Those that do own them typically use them solely for their own transportation. They are unlikely to want to be TNE drivers.</p> <p>Mr. Gonzalez said right now that 85 taxi medallions for wheelchair-accessible vehicles have been issues. Medallion owners were given the incentive of a reduced price for the sole purpose of providing 24-hour service to wheelchair users. This has not happened.</p>
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Mr. Gregory said that for years the disabled community has fought for accessible taxi service. Accessible taxis are not being used to provide an on-demand transportation option for wheelchair users but instead exist for the purpose of transporting non-disabled tourists back and forth to the airport.

Ms. Heidi Johnson-Wright said that she lives in the urban core, approximately two miles from downtown. She could never get a wheelchair taxi, even though she does not live in a more remote area. The accessible taxis were created in 2003 and for 13 years they have failed to service the population they are intended for.

Chairman Garcia said CODI should draft a letter to the Board of County Commissioners in advance of the May 3 meeting. Uber has been very beneficial for people with visual impairments and those who are hard of hearing or deaf. However, we are united as a disabled community and we stand by our friends that use power chairs. Bottom line: we don't want Uber to go away, but rather to serve everyone in the disabled community.

Ms. Prilleltensky quoted from the Chapter 31; Section 26 (m) -Transportation Network Entities (TNE's) Page 16 at the top and 18 at the bottom as it is written:

Transportation network entities shall provide passengers an opportunity to indicate whether they require a wheelchair-accessible vehicle. If a transportation network entity cannot arrange wheelchair-accessible services, it shall direct the passengers to an alternate provider of wheelchair-accessible services.

Ms. Prilleltensky said that CODI needs to focus on the "alternate provider" language because there are no good and equivalent alternate providers for power wheelchair users. A discussion ensued.

Chairman Garcia made the following **MOTION**: Uber, Lyft and any other entities be mandated to have 10 percent of their fleet be power wheelchair-accessible. Ms. Prilleltensky seconded the motion. (Motion died on the floor.)

Ms. Johnson-Wright recommended the inclusion of language that requires the disability community be consulted as to the type of wheelchair-accessible vehicles to be used by TNEs. The wheelchair-ramp equipped mini-vans used by the taxi industry are unsafe, segregating and extremely uncomfortable.

Three motions were proposed:

- 1. Motion:** That TNEs must have x percentage of vehicles available for use by power chair users. Mr. Fulton moved and Chairman Garcia seconded. Motion passed.
- 2. Motion:** The disabled community shall have input as to the configuration of the wheelchair-accessible vehicle to be used by TNEs. "Alternate Provider" needs to be stricken from the ordinance section 26 (m). Mr. Gregory moved. Ms. Prilleltensky seconded. Motion passed unanimously.

		<p>3. Motion: The services offered by TNEs be the same for people with disabilities as those without disabilities. Mr. Gregory moved and Mr. Fulton seconded. Motion passed.</p> <p>Mr. Gregory asked all CODI members to submit their comments to the ADA Office by April 13, 2016.</p> <p>Mr. Fulton reiterated that he would like to address the Ordinance that is coming up regarding Share rides. Mr. Fulton would like to know what is meant by a share rides. In addition he added that Page 19 the English proficiency: why was the word “English” deleted? Mr. Christopher Ferreira said to please reach out to him at the office of Commissioner Bovo, Jr. and provided his business card.</p>
<p>V.</p>	<p>Adjournment:</p>	<p>The meeting was adjourned at 2:49pm. Next CODI Transportation Committee meeting: May 16, 2016.</p>