

Hello:

I am not quite sure what sort of feedback you are looking for. While not all my travel experiences have been poor, I will focus on what has NOT worked over the past year or two of my travels:

I have a rare form of muscular dystrophy. While I am ambulatory, I cannot walk, stand or sit for long periods of time. I have a disabled parking placard and it would be easier for me to share that with people who require "proof" of my disability -- than to require various formats of doctors' letters, which by the way, doctors charge for every letter written about persons with disabilities.

Airline Travel

Various airlines appear to have different standards in place to secure seating at the front of the aircraft. This is difficult when it is not predictable.

I also travel with a lightweight mobility scooter. Now a-days, to make the scooter more lightweight, lithium batteries are used in the scooter. Since the advent of hover boards, it is very difficult to prove that my mobility scooter is not going to "explode" on an aircraft. Some notification to airlines that lithium batteries on mobility scooters are safe would be helpful.

Feel free to contact my scooter manufacturer for more information on this. "Travelscoot.ca"

Subway/Train Travel

While many subways and trains now espouse their are accessible, it is often difficult to drive onto the train from the platform because the two are at various levels. Usually, the train is higher than the platform. This not only is tripping hazard; but a dumping hazard for mobility scooters.

I serve on the City of Calgary's Advisory Committee on Accessibility and also on the national Board of Directors of March of Dimes. Feel free to contact me should you require any further input or commentary on the issues at hand.

Taxi Travel

Calgary has a great system for transporting persons with disabilities; but ONLY through pre-arranged City of Calgary Access Transit. On Demand taxi service is often unreliable, unpredictable and unsafe. The City of Calgary is working on this (through TLAC), but the process seems slow and the industry is reluctant to provide quality service to on-demand accessible taxi users.

Accessible Parking

Here again, standards seem to vary from parking lot to parking lot. If there were minimum provincial guidelines that all property owners were required to implement, that would be enormously helpful. (IE: number of stalls, placement of stalls, signage for stalls, etc.)

Thank you for the opportunity to comment.

Warmly,

Lauri Brunner
Volunteer Member

City of Calgary - Advisory Committee on Accessibility and the Taxi and Limousine Advisory Committee
March of Dimes Canada - National Board Member