

Pittsburgh 100 Days Transit Platform

Affording All Residents the Freedom to Move



**Pittsburghers for
Public Transit**



Pittsburgh 100 Day Transit Platform Evaluation Rubric

	Process Changes or Community Collaboration Towards this Goal	Tangible Gains
<i>I. Prioritization of Accessible, Equitable Mobility Over Corporate Profit and Private Modes of Transportation</i>		
1. Announce a Walking/Transit/Biking First Approach to Mobility that includes a Pittsburgh Transit Plan		
2. Identify a set of mobility goals that are clear and measurable		
3. Name a Cabinet-Level Position Dedicated to Mobility Justice and Transportation Access		
4. Fully Fund and Staff DOMI and the DCP Zoning and Strategic Planning Divisions to Address Present and Future Project Planning and Delivery		
<i>II. Legislation and Zoning that Supports Transit Use and Affordable Housing</i>		
5. Announce a Plan to Provide Free Bus Passes to All City Employees and Residents of City-Run Homeless Shelters by 2023		
6. Call for a Citywide Inclusionary Zoning (IZ) Ordinance		
7. Call for Higher Levels of Affordability and Density Within Walking Distance of Frequent Transit Routes		
8. Restart the Citywide Comprehensive Land Use Planning Process (ForgingPgh)		
9. Minimize or Eliminate Parking Minimums in the Zoning Code		
10. Designate Representatives from DOMI and DCP to Be in Charge of Transit-Oriented Development (TOD)		
11. Audit Data Processes Being Used by Private Tech Companies to Ensure Personal Privacy		
12. Establish Community-Developed Criteria to Guide DOMI in the External Funding and Grants That it Requests		
<i>III. Comfortable, Accessible, and Safe Public Transit Connections</i>		
13. Commit to a Policy of Compensating People with Disabilities for Participating in Infrastructure Planning		
14. Create a Sidewalk Fund		
15. Make Sidewalk Access a Priority Through Equitable Enforcement of the ADA and City Sidewalk Maintenance Standards		
16. Relocate the Remaining 20+ Bus Shelters at Defunct Transit Stops to Priority Stops		
17. Budget for the Purchase of Sufficient Sidewalk Snow Removal Equipment		
18. Create a Sidewalk Program at DOMI with a Dedicated Leader		
<i>IV. Bus Lanes and Transit Signal Priority to Ensure Fast, Effective Public Transit</i>		

Final Assessment

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Pittsburgh 100 Days Transit Platform Organizational Supporters

Access Mob
Age-Friendly Greater Pittsburgh
Alliance for Police Accountability
Bike Pittsburgh
Bloomfield Development Corporation
Breathe Project
Casa San Jose
City County Task Force on Disabilities
Clean Air Council
Coalition of Organized Residents of East Liberty
Hill District Consensus Group
Just Harvest
Lawrenceville United
Neighborhood Community Development Fund
Oakland Planning and Development Corp.
Penn Plaza Support and Action
Pennsylvania Interfaith Impact Network
PGH Green New Deal Group
Pittsburgh Black Worker Center
Pittsburgh Community Reinvestment Group
Pittsburgh Human Rights City Alliance
Pittsburgh United
Pittsburghers for Public Transit
Polish Hill Civic Association
UrbanKind Institute
Wellness Pittsburgh
West End P.O.W.E.R.

For an up-to-date list of these and other supporters, or to view this platform online, please visit bit.ly/100daystransit

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Pittsburghers for Public Transit (PPT) is a grassroots, member-driven union of transit riders and operators. We operate from the belief that transit and mobility are human rights. Our guiding principles around accessibility, equity, environmental sustainability and labor justice are enshrined in our Transit Bill of Rights. We are committed to empowering leadership from within the community, and in fostering transparency and accountability within our own organization and in our region's public agencies.

A special thanks to all the members and partners who were involved in building this platform, and to all the artists who helped provide photography and design in this report: Adrie Rose (instagram: @adrieshoots), Lizzy Nolin (lizzynolin.com), and Liam O'Connell (twitter: @liameoconnell).

Introduction and Platform Creation

We welcome Mayor-Elect Ed Gainey to the helm of the City of Pittsburgh, and share his vision for advancing economic mobility, racial and gender equity, clean air, and climate justice. World-class cities like Pittsburgh should strive for excellence, provide better opportunities for citizens, and afford residents the freedom to improve their lives.

Affordable, accessible, quality public transit is central to achieving these goals.

Although many believe that transit is exclusively within the purview of the Port Authority, and is governed solely by our county and state legislators, the power of local governments to bring big improvements for transit riders should not be underestimated. Local transit initiatives have the power to map Pittsburgh's future cityscape while also improving housing equity and creating economic growth for all residents.

The Pittsburgh 100 Days Transit Platform was created in collaboration with dozens of residents – including transit riders, those who have experienced housing insecurity, and those with experience navigating City streets with a disability – as well as with organizations that have strong insights into what is needed to ensure Pittsburgh's transportation network is effective, safe, and accessible to all.

Pittsburghers for Public Transit (PPT) together with the undersigned organizations and our constituencies support Mayor-Elect Gainey's campaign goal, "to ensure everyone, especially children, seniors, and people with disabilities, can move through our city safely." We all view safe, affordable, accessible, quality transportation not as a privilege, but as a right of all residents. **The Pittsburgh 100 Days Transit Platform** is intended to set us moving in the right direction, so that our City can become a national beacon for Mobility Justice.

Our four mobility goals for the Mayor and the City of Pittsburgh are:

- I. Prioritization of accessible, equitable mobility over corporate profit and private modes of transportation**
- II. Legislation and zoning that supports transit use and affordable housing**
- III. Comfortable, accessible, and safe public transit connections**
- IV. Bus lanes and transit signal priority to ensure fast, effective public transit**

In this platform, we outline 18 specific policy proposals that can be implemented in the new City administration's **first 100 days**. We will measure our success not only by the progress we make toward these goals and policy proposals, but also by the quality of the relationships and participatory processes the administration and City departments engage in to respond to resident needs. Clear and transparent communication and collaboration between our community, the Mayor's office, and governmental agencies is a necessary foundation for equitable and lasting change.



G2 WEST BUSWAY ALL STOPS

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Port Authority

Jobs, Health, Clean Air, and Climate Resilience: Pittsburgh Relies on Public Transit

Mass transit provides freedom of movement to those with the least amount of access. Recent Census numbers tell us that **23% of Pittsburgh households do not have access to a private vehicle**¹. They also show that 50,000 Pittsburghers – more than 17% of our City’s population – use public transit to commute to work every day. Add students, the unemployed, and other noncommuters, and the actual number of transit riders is much higher. Elevating public transit requires that Pittsburgh elected officials invest in sidewalks, bus shelters, and safe street infrastructure like crosswalks and curb cuts, and that we plan for development that supports more affordable housing and critical amenities by quality transit.

For Pittsburgh to get serious about climate change, we need to change the way we move in and around the City. Transportation produces **the largest share**³ of greenhouse gas emissions contributing to climate change within the United States. Pittsburgh has touted its efforts related to vehicle electrification, but that’s only one small piece of the puzzle. We cannot reach our climate goals and deadlines with vehicle electrification alone. On top of that, electric vehicle investments disproportionately benefit our wealthier, whiter communities. Instead, we should look to the **City’s Climate Action Plan**⁴, which names ambitious and necessary mode-shift goals to get Pittsburgh residents out of single-occupancy vehicles and onto buses, bikes, or out walking. But this plan must also have accountability mechanisms built into it in order to be effective and serve as a blueprint for departmental priorities, budgeting, and staff time.

“...decades of development and infrastructure investment have prioritized driving over other forms of transportation and mobility. This leaves many low-income families without safe or efficient connections to work, school, or recreational opportunities.”²

—Mayor-Elect Gainey



The City's Role in Improving Public Transit

The City of Pittsburgh and the Mayor's office are responsible for many of the critical policies, infrastructure investments, and staffing decisions that can make public transit safe and effective.

During the previous City administration, we saw the City "bend over backwards" **to provide staff time and access to our public streets to self-driving car companies**⁵; They offered our parks and neighborhoods and over \$23 million dollars to fund the Hazelwood Green **Mon-Oakland Connector shuttle roadway**⁶; and the State of Pennsylvania turned over our sidewalks to profit-driven **private sidewalk delivery robot companies**⁷. It is bad policy to use public tax dollars – our money – and give away public land to private entities, while Pittsburgh residents are displaced away from quality transit and are forced to push strollers on the street because sidewalks are broken or non-existent. Persons with disabilities confront still more barriers, making safe and accessible movement in and around our city basically impossible.

It's time for change. Fortunately, our City administration has many tools at its disposal to increase transit access, safety, and opportunity for all residents.

The role of the Mayor and City-elected officials is to serve as thought leaders. It is their job to highlight who among us needs greater access to jobs and critical amenities, then lay out a vision for development and the allocation of public funds and space to serve those needs. This is done in part through the **City's zoning and planning laws**, which set the rules for how our City is developed. For instance, zoning rules define whether low-income residents can find affordable housing by great transit assets like the East Busway and the T, and high-frequency routes like the 16, 51, 61s, 86, 87, 71s, 91, and more. The City is also responsible for the **built environment and sidewalk infrastructure** that allows all transit riders, regardless of self-mobility concerns, to safely and comfortably get to and from bus stops. From bus shelters to street lighting, ADA-compliant sidewalks, curb cuts, and crosswalks, the ability to access transit is almost entirely dependent on decisions

made by our City. Decisions to paint **bus-only lanes and to install traffic signals that turn green for buses** ensure that transit is reliable and timely, and ensure that we are prioritizing 40-passenger vehicles over single cars on our roads. It is also through the **allocation of City staff time and operating budgets** that the Mayor can ensure the prioritization and implementation of these types of transit infrastructure improvements.

The Mayor also has direct influence over many entities that impact transit access and affordable development, including:

- The Department of Mobility and Infrastructure (DOMI)
- The Department of City Planning's (DCP) Zoning and Strategic Planning divisions
- The Department of Public Works (DPW)

He has the ability to appoint commissioners and board members to govern entities that make decisions regarding **land use, housing, and transportation**⁸, including:

- Allegheny Regional Asset District
- City County Task Force on Disabilities
- City Planning Commission
- Commission on Human Relations
- Housing Authority of the City of Pittsburgh
- Pittsburgh Land Bank
- Pittsburgh Parking Authority
- Southwestern Pennsylvania Commission
- Sports and Exhibition Authority
- Urban Redevelopment Authority
- Zoning Board of Adjustment

Finally, the Mayor can exert influence through funding partnerships with nonprofit organizations including:

- The Pittsburgh Parks Conservancy
- InnovatePGH/MovePGH
- ONEPGH
- MoveForwardPGH Partners

The Pittsburgh 100 Days Transit Platform

I. Prioritization of Accessible, Equitable Mobility Over Corporate Profit and Private Modes of Transportation

For too long, our City has been disproportionately focused on single-occupancy vehicles and trendy transportation technology like autonomous vehicles and e-scooters that does not meet the needs of all Pittsburghers for safe, affordable, and effective transit. We must prioritize transportation that moves the most number of people. The following actions on the part of the Mayor are necessary for creating an effective framework and infrastructure across City government offices to achieve our goal of creating a balanced, equitable, accessible, and responsible transportation landscape.

1. Announce a Walking/Transit/Biking First Approach to Mobility that includes a Pittsburgh Transit Plan

The Mayor should call for a **Pittsburgh Transit Plan** similar to the **Philadelphia Transit Plan**⁹, which acknowledges the importance of public transit to the City and prioritizes improvements related to transit. The scope and purpose of this plan should consider the City's **Bike (+) Master Plan**¹⁰, the **Pedestrian Safety Action Plan**¹¹, and **City Steps Plan**¹² around completing transportation networks and improving each mode's capabilities. It should similarly incorporate the safety goals of eliminating traffic fatalities and serious injuries. The Pittsburgh Transit Plan should delineate criteria for prioritizing transit street improvements, weighing factors including transit ridership, the demographic served by bus lines in the corridor, and the level of congestion along the corridor to ensure that transportation improvements are allocated equitably and effectively, and do so in partnership with the Port Authority. It is vital that such a plan must be created in close coordination and cooperation with the Port Authority to ensure its success.

2. Identify a set of mobility goals that are clear and measurable

The Climate Action Plan or DOMI's guiding **Mobility Principles**¹³ are two possible frameworks that should govern mobility decisions related to budgeting, staff time, and street-space allocation. A working group should be immediately convened to develop benchmarks and goals, and to produce a quarterly or semi-annual progress report (this could be a new goal of the Complete Streets Committee, for instance).





3. Name a Cabinet-Level Position Dedicated to Mobility Justice and Transportation Access

If we are to achieve safe, affordable, equitable access to public transit in Pittsburgh, the Mayor will need someone in his cabinet who is solely dedicated to meeting those goals. This cabinet member should be responsible for crafting mobility goals centered around public transit and should ensure coordination and collaboration on equitable transportation and disability-related efforts between the Department of Mobility and Infrastructure (DOMI), the Department of City Planning's (DCP) Zoning and Strategic Planning divisions, the Urban Redevelopment Authority, the Pittsburgh Parking Authority (PPA), The Port Authority and other relevant agencies.

4. Fully Fund and Staff DOMI and the DCP Zoning and Strategic Planning Divisions to Address Present and Future Project Planning and Delivery

For years, the Department of Mobility and Infrastructure (DOMI) and the Department of City Planning (DCP)- which are critical to ensuring that our City is meeting our community's affordable housing, transportation and employment needs - have suffered from understaffing and low retention rates. There are often federal grants and capital dollars available to address Pittsburgh's infrastructure needs that go untapped because of the lack of City staff able to implement these projects. The City must ensure that DOMI and DCP's Zoning and Planning divisions offer competitive wages and that positions in these departments don't languish for years without being adequately staffed. There should be an up-to-date DOMI organizational chart with clear delineation of roles and contacts for different positions circulated among City staff, similar to the **City Planning Org Chart¹⁴**.

II. Legislation and Zoning that Supports Transit Use and Affordable Housing

Zoning is one of the most powerful tools that the mayor has at his disposal, but our existing zoning laws are in many cases contradictory or are at odds with our City and resident development priorities. Zoning sets the rules and incentives around critical issues like the number of parking spaces required for new developments, the density and height of buildings, and the affordability of rental units in a housing development.

Parking, affordable housing, a diversity of close-by uses, and density are all transit issues. Without funding and zoning policies to ensure that our City has a high density of affordable housing located near quality transit lines, riders will be pushed out of the City and away from access to basic needs like jobs, healthcare, and food.

Parking is also an important concern for transit riders. Zoning requirements for new developments to provide many off-street parking spaces diminishes the use of transit, even in the places where transit is good – an unfortunate twist on the “if you build it, they will come” expression. More parking makes our streets more congested and less safe for pedestrians and bicyclists and creates access problems for paratransit vehicles and for persons using wheelchairs and other self-mobility devices. Developers pass on the costs of building those parking garages onto their tenants through higher rents and into the cost of goods and services. The result is that more and more precious urban space and resources are allocated to car-housing, instead of the tens of thousands of affordable homes the people of Pittsburgh desperately need.

Long-term, our goals are to have zoning laws and city planning processes that mandate less parking, more affordable housing, and a higher density of housing, particularly around our best transit assets.

The City can also pass legislation to support transit. For instance, there’s nothing preventing the City of Pittsburgh from funding transit directly. In fact, most other cities invest money into their region’s transit operations. Newly-elected Boston Mayor Michelle Wu **filed an appropriations order**¹⁵ on her first day in office, providing the funding to make three critical transit lines fare-free for two years.

With that in mind, in his first 100 days, the Mayor should:

5. Announce a Plan to Provide Free Bus Passes to All City Employees and Residents of City-Supported Homeless Shelters by 2023

As an employee benefit, providing free transit passes in lieu of deeply discounted parking would help with recruitment and retention of City staff at little cost to the City and will grow transit ridership into Downtown. For those in shelters, accessible transportation will be a critical step to helping them into more permanent housing and employment. The Mayor’s support of these programs will compel the Port Authority to develop a bulk discount bus pass program that could be made available for large employers or housing developers to buy into.

6. Call for a Citywide Inclusionary Zoning (IZ) Ordinance

The City of Pittsburgh is in the midst of a massive housing crisis. This ordinance should set ambitious targets for inclusionary zoning, which include clear requirements for affordable housing in developments that are close to high-use transit connections. If the Mayor creates a task force or a committee relating to this policy, at least one committee member should be a transit rider.

7. Call for Higher Levels of Affordability and Density Within Walking Distance of Frequent Transit Routes

In addition to the citywide IZ policy, the Mayor should call for higher levels of affordability and density within walking distance of frequent transit routes. This could be accomplished by adding transit overlay districts to the zoning code that removes parking minimums, requires greater density, and deepens affordability and accessibility requirements within a half-mile walkshed of quality transit, beyond the requirements of the Citywide inclusionary zoning policy.

8. Restart the Citywide Comprehensive Land Use Planning Process (ForgingPgh)

Establishing a clear land use plan for the City is a necessary baseline for comprehensive zoning and parking reform. The City should prioritize a zoning audit as part of this plan to identify redundancies and opportunities in the City’s zoning

code to make meaningful improvements to better reflect our City's development priorities in the near-term. If done early, the zoning audit could then be used as an organizing tool for near-term legislative changes.

9. Minimize or Eliminate Parking Minimums in the Zoning Code

The Mayor and City Council should work together to pass legislation that will reduce parking availability and thus incentivize the use of public transit. The Mayor should also set up a program in which developers would have to pay into a sidewalk fund (see next section) if they opt to build off-street parking. This sidewalk fund will be used to support equitable sidewalk improvements around the City. Additionally, the Mayor should allow developers to provide transit passes to renters and home buyers in lieu of any required car parking.

10. Designate Representatives from DOMI and DCP to Be in Charge of Transit-Oriented Development (TOD)

In order to improve the built environment with transit in mind, DOMI and DCP should have dedicated staff focused on TOD. These people would coordinate TOD zoning and planning efforts between DOMI and DCP, and would be critical City partners to help realize the Port Authority's **Transit-Oriented Development recommendations**¹⁶.

11. Audit Data Processes Being Used by Private Tech Companies to Ensure Personal Privacy

In Pittsburgh, numerous private companies are now partnering with the City's transportation efforts. In the absence of defined policy, this mobility data can be sold and commodified, or can be used for law enforcement and surveillance efforts without City resident consent or awareness. It is critical that the City ensure that resident data is never used for surveillance or law enforcement. The City should also mandate that these companies not sell public data for private profit, and ensure that there is informed consent so that residents know how their data is being used. It is the City's job to ensure that there are strong privacy protection bills in place, to educate the public on how their data is used, and to establish **working groups to further tech equity**¹⁷.

12. Establish Community-Developed Criteria to Guide DOMI in the External Funding and Grants That it Requests

In years past, DOMI's application to grant programs such as the SMART Cities Grant and the Knight Foundation's AV Initiative have defined the City's transportation agenda and resources without community input or oversight, leaving little opportunity for residents to meaningfully participate once the resources have been acquired. In the case of the SMART Cities grant application, the previous City administration privately offered Uber the use of the East Busway for autonomous vehicle testing, which would have significantly harmed the effectiveness of the most important transportation asset in our City, in service of private profit. There needs to be thoughtful guardrails in place around the solicitation of federal and philanthropic funding to ensure that community voices are heard, their input respected, and their requests included in the decision-making process on whether or not to apply for particular grants or funding.

“There is a shortage of over 20,000 affordable homes in Pittsburgh. We see too many Pittsburgh residents being pushed out to areas of the County that don't have access to public transit, and that impacts their ability to get to employment and fresh food. We need our City to plan for affordable housing and safe access to quality public transit to be located together.”

—Carol Hardeman



III. Comfortable, Accessible, and Safe Public Transit Connections

Every transit trip begins and ends with riders walking, using their mobility devices, or biking. However, sidewalks are broken or unavailable in many parts of the City, forcing pedestrians and wheelchair-users into the streets. In addition, sidewalks are often rendered impassable due to obstructions, such as restaurant placards and sidewalk dining, illegally parked cars, excessive signage and obstacles, and dangerous snow and ice during winter months. Sidewalks are used by literally everyone at some point and yet, in Pittsburgh, it is the one mode that provides the least dignity to those who use it – especially physically disadvantaged Pittsburghers.

“I will reinforce the City’s commitment to a Vision Zero transportation strategy that focuses mobility improvements on the goal of eliminating transportation fatalities and serious injuries and provides safe, healthy, and accessible transportation options to all Pittsburghers.”¹⁸

—Mayor-Elect Gainey



In his first 100 days, the Mayor should take the following first steps to make our connections to transit comfortable, accessible, and safe:

13. Commit to a Policy of Compensating People with Disabilities for Participating in Infrastructure Planning

It is critical that people with disabilities be included in the planning and design of infrastructure projects. Yet residents are expected to take time in the middle of the work day to participate in various public meetings and give feedback. In order to ensure their input is included and they are part of the decision-making process, people with disabilities should be compensated as staff or community members for participation in planning and designing infrastructure projects and for aiding in ADA enforcement.

14. Create a Sidewalk Fund

This fund would provide grants for sidewalk repair around transit stops and be used to complete the infrastructure needed for safe and accessible passage to critical amenities and services.

15. Make Sidewalk Access a Priority Through Equitable Enforcement of the ADA and City Sidewalk Maintenance Standards

Creating the sidewalk grants fund detailed in #14 will ensure that there is a funding stream to make progress on infrastructure buildout that is supportive and not punitive – especially for low-income property owners for whom sidewalk repair presents a hardship. There must also be sufficient staffing at the Permits, Inspections, and Licensing (PLI) office to ensure that businesses and property owners are notified and cited for creating barriers to sidewalk access with signs, parked cars, and cafe tables, for instance.

16. Relocate the Remaining 20+ Bus Shelters at Defunct Transit Stops to Priority Stops

In addition to identifying the highest priority stops for these shelters in terms of ridership and equity, DOMI should establish a timeline for Gateway to move them. The City should develop a contract performance plan to ensure that bus stop improvements are being made on a timely basis and in accordance with the terms of Gateway's contract. There should be an assessment of whether the bus shelters should be turned over to the Port Authority at the expiration of the contract to ensure the consistency and quality of station areas.

17. Budget for the Purchase of Sufficient Sidewalk Snow Removal Equipment

When it comes to snow removal, the City must lead by example by ensuring that all its right-of-ways are clear, with particular attention to pedestrian and bicycle connections to transit. It is critical, therefore, that the City have the equipment it needs to keep City-owned sidewalks and bike lanes clear and accessible in inclement weather.

18. Create a Sidewalk Program at DOMI with a Dedicated Leader

DOMI should create a volunteer-run City sidewalk conditions audit program. The prioritization of sidewalk repairs and replacements should be coordinated with the Port Authority, other public agencies, and private owners. It should also follow up on existing good work and recommendations from the Complete Streets committee. The City developed the "Snow Angels" Program to recruit volunteers to clean sidewalk snow and ice for residents who are elderly or disabled. Expanding that program or using it as a model to create a sidewalk conditions audit program could be appropriate. Specific attention must be paid to ensuring accessible intersection crossing as well: that includes audible crossing signals, wide curb cuts, ample crossing time, and tactile paving to signal safe waiting areas.



IV. Bus Lanes and Transit Signal Priority to Ensure Fast, Effective Public Transit

Buses carrying 40+ passengers should get priority on our streets over single-occupancy vehicles, regardless of what's powering them. This can be accomplished through a combination of bus-only lanes (including peak-only bus lanes in tight spaces such as Carson St. and Butler St), transit signal priority, sheltered stops on sidewalk bump outs, placement of bus stops **past traffic signals**¹⁹, and enforcement of bus stop and bus lane traffic. Federal law now allows local jurisdictions to adopt more progressive roadway standards. The city should formally adopt **NACTO street design guidelines**²⁰ as a force of law within the city as it is recognized by USDOT. Where PennDOT is being a barrier, it should be publicly called out with the District Executive having to respond to the needs of residents and riders. We celebrate the progress that has been made towards transit prioritization in Downtown, Oakland, and other parts of the East End. However, many neighborhoods including the Northside, West End, Hazelwood and South Hills have been calling for better transit connections for years.

Although we don't name specific 100-day policy priorities under this goal, it is important to underscore that this is a critical role of the City administration.

Wherever there is transit, the street should be designed for transit!

“Accessible public transit keeps me independent and gets me where I need and want to go.”

—Bill McDowell

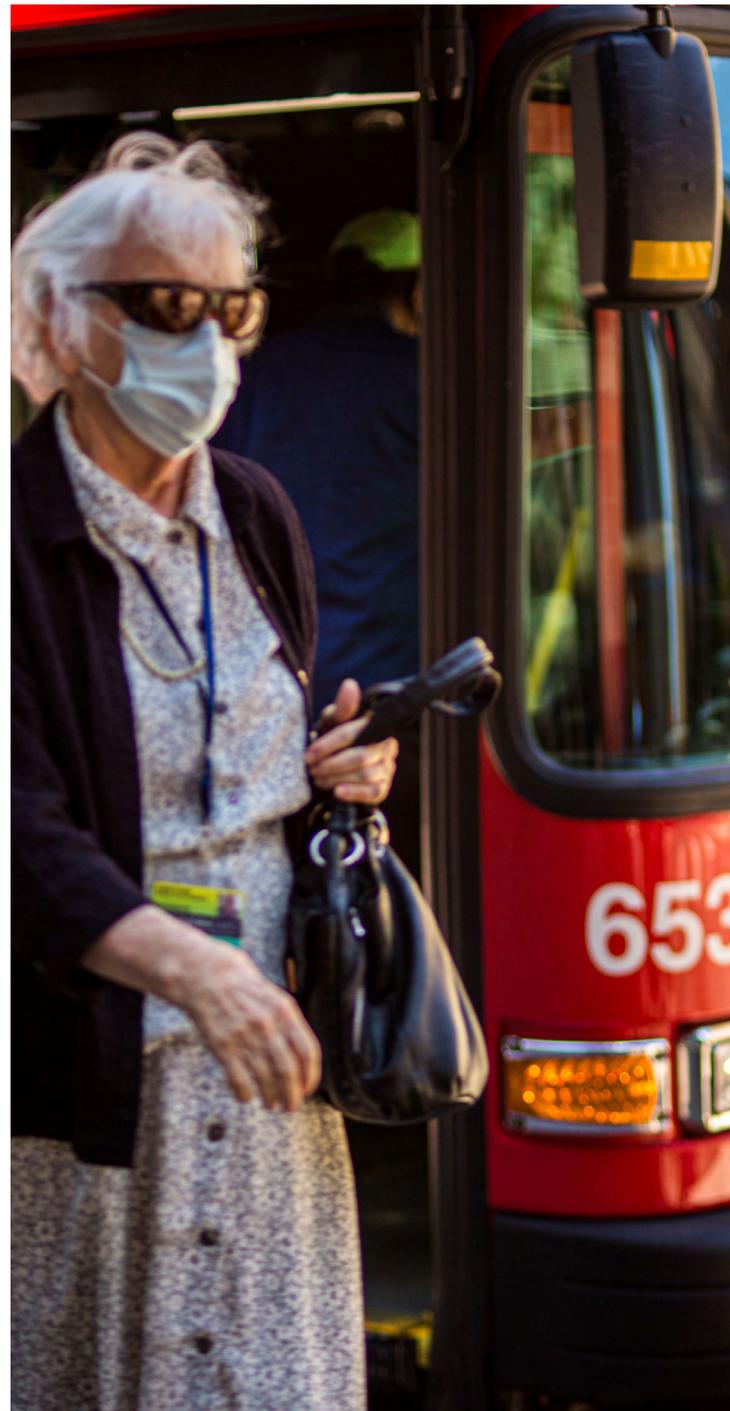


Conclusion

We have a lot of work ahead. We must undo decades of disinvestment and structural harm to many of our most vulnerable communities, and also strengthen frayed relationships between our City administration and residents. That's no easy task. We the undersigned offer our energy and expertise in this labor. But the process of developing the **Pittsburgh 100 Days Transit Platform** was in itself an important first step that has built consensus across diverse constituencies and identified proactive steps towards realizing the City we all want to experience. We are in this for the long haul, and will organize to help the new administration succeed. But that success hinges on collaboration as well as accountability. At the 100 day marker, we will publish a **100 Day Progress Report²¹** to assess the collaboration between the Gainey administration and residents, and the advancement of these goals.

Access to public transit is not an end in itself – it is the gateway for employment opportunities, for quality healthcare, education, and fresh food. When we design our City to support public transit, we also make our streets safer for all users, improve our air quality, and reduce traffic congestion. This is the “curb cut effect,” both literally and figuratively: By creating the circumstances for the least privileged among us to thrive, everyone benefits. And so, while this platform is focused on advancing mobility justice, housing justice, disability justice, and environmental justice, these policies are good for the health of the City as a whole.

It's **our** time, and we don't intend to let this opportunity pass us by. As we usher in a new Mayor and City administration, equipped with both the expansive vision and the actionable steps of the Pittsburgh 100 Days Transit Platform, we're here to organize to ensure that all Pittsburgh residents are afforded **the freedom to move.**





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