TECH 4 SOCIETY

Pittsburghers for Public Transit

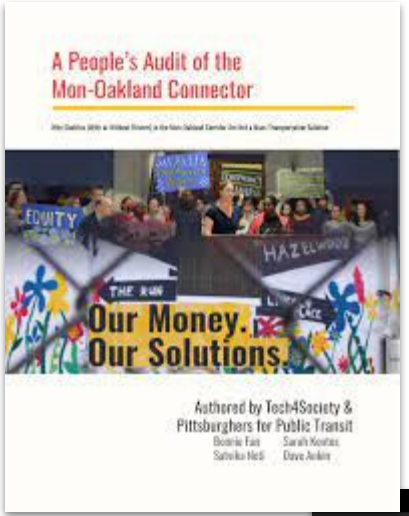
MOBILITY FOR WHO?

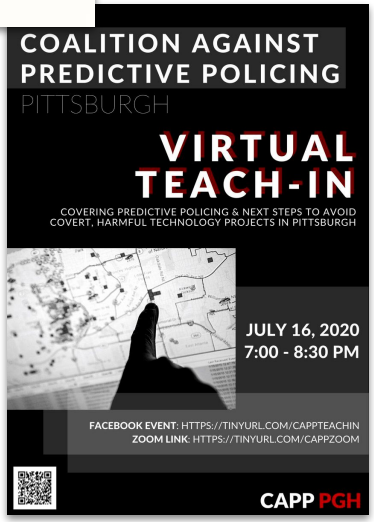
Rebuilding Bridges to Transportation Justice

Feb 2022 Report Release

TECH 4 SOCIETY

cmutech4society.gitlab.io





Bonnie Fan (they them) is a monkey dancing in the halls of CMU and **T4S community liaison**. They channel institutional complicity into work with PPT, Coalition Against Predictive Policing Pittsburgh, and coveillance

micah epstein (they/them) is a designer, storyteller, systems meddler and **Master's in City Planning student in Housing, Community, and Economic Development.** They've designed for the ACLU of Washington, MIT Media Lab, the coveillance collective, and many others.

Rahul Amruthapuri holds a **Doctor of Public Health from the University of Pittsburgh** and co-authored "Wait, Who's Driving This Thing?" a lit review & position paper on driverless vehicles

Ben Eisner is a **Ph.D. student in the Robotics Institute at Carnegie Mellon University,** working on autonomous household robotics. He researches urban mobility at Tech4Society

emily howe is a **researcher and educator in the sociopolitics of education.** emily is passionate about collective work redressing past social harms, working with PPT, City of Bridges Community Land Trust, and Lawrenceville United.

REFUND
REFUND
REFUND
#FAIR FARES!
TRANSIT FOR PEOPLE
NOT FOR PROFIT!
Pittsburghers For Public Transit
Bus Lines Are Life Lines

Laura Chu Wiens is the **Executive Director of PPT** and believes in the collective power of people to transform their communities.

Crystal Jennings is a housing justice advocate, working with the **City of Bridges Community Land Trust as the Stewardship & Community Engagement Manager**. Among many efforts, she worked tirelessly to mobilize displaced residents with the Penn Plaza Support and Action Coalition.

Paul O'Hanlon has been a longtime advocate for disability issues and low income housing and is a **co-chair of the City-County Task Force on Disabilities.**

Teaira Collins is a PPT Member, and **Leader of the 93-Hazelwood Campaign**, fighting for access for herself, her children, and her neighbors

Core infrastructure and access needs the city hasn't been prioritizing

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The current bus rapid transit (BRT) plan puts all the parking on the wrong side for people with disabilities.

Oakland has parking on the right side

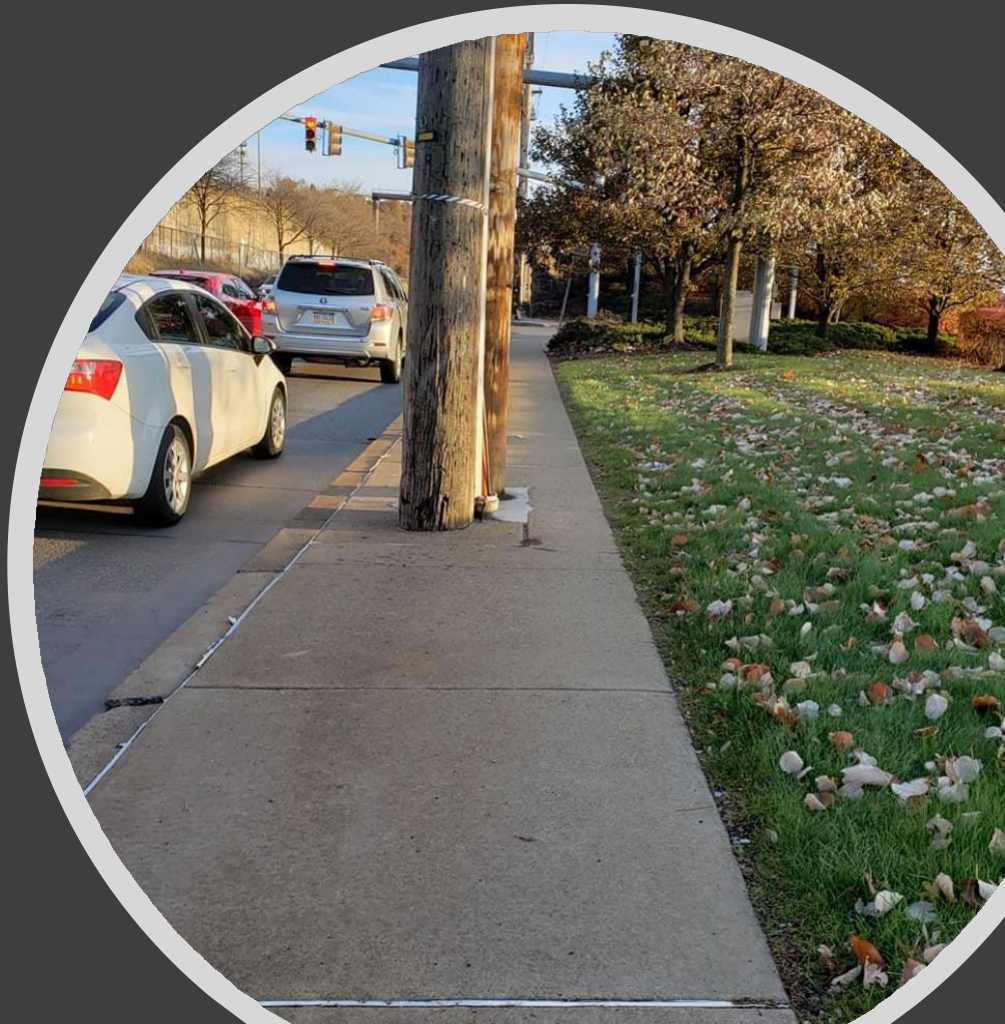
Uptown currently has parking on the right side

Disability-unfriendly street design

We have some unavoidable infrastructure problems

Street clearing of snow is done with extreme indifference to access

Many of our barriers are avoidable . . . Ignorance or indifference?

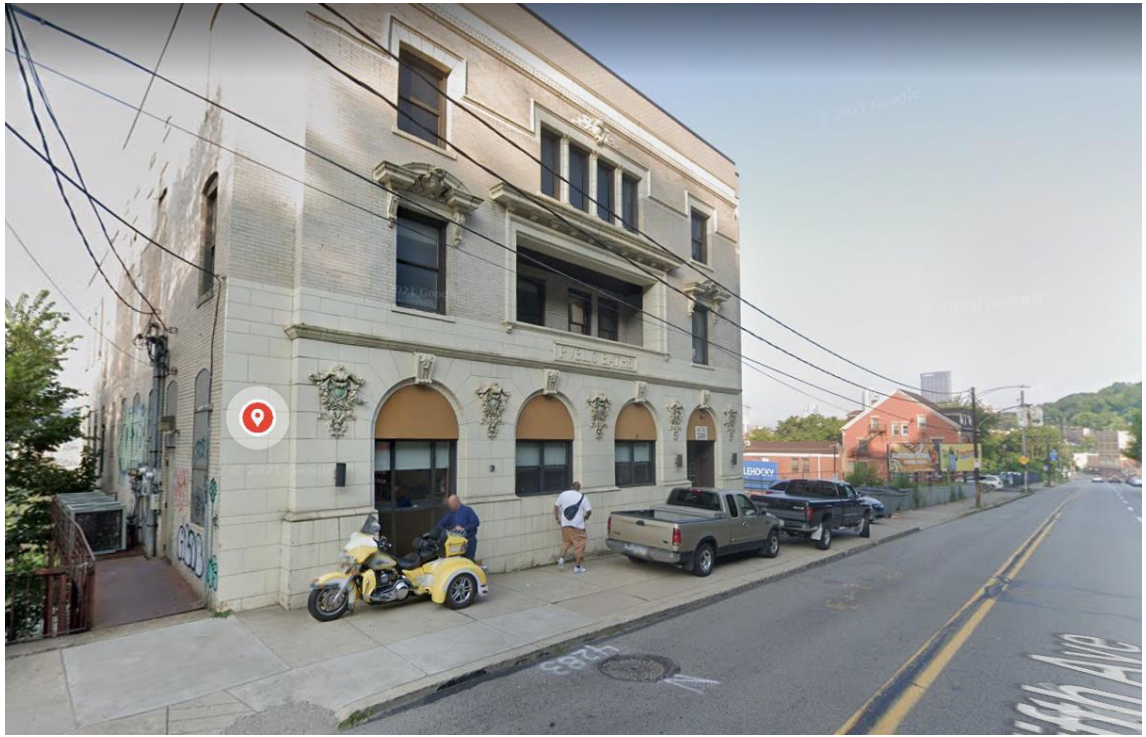


Obstacle after obstacle

Sidewalks are used for road signs or storage

Pedestrian right-of-way or privatized public space?

Sidewalk or parking lot?



Pittsburgh lacks the infrastructure to manage the obstacles it is permitting

"Between 2017 and 2022, the proportion of capital budget allocated to **ramp and public sidewalks** ranged **between 0.21 percent and 1.45 percent**."

quote from report

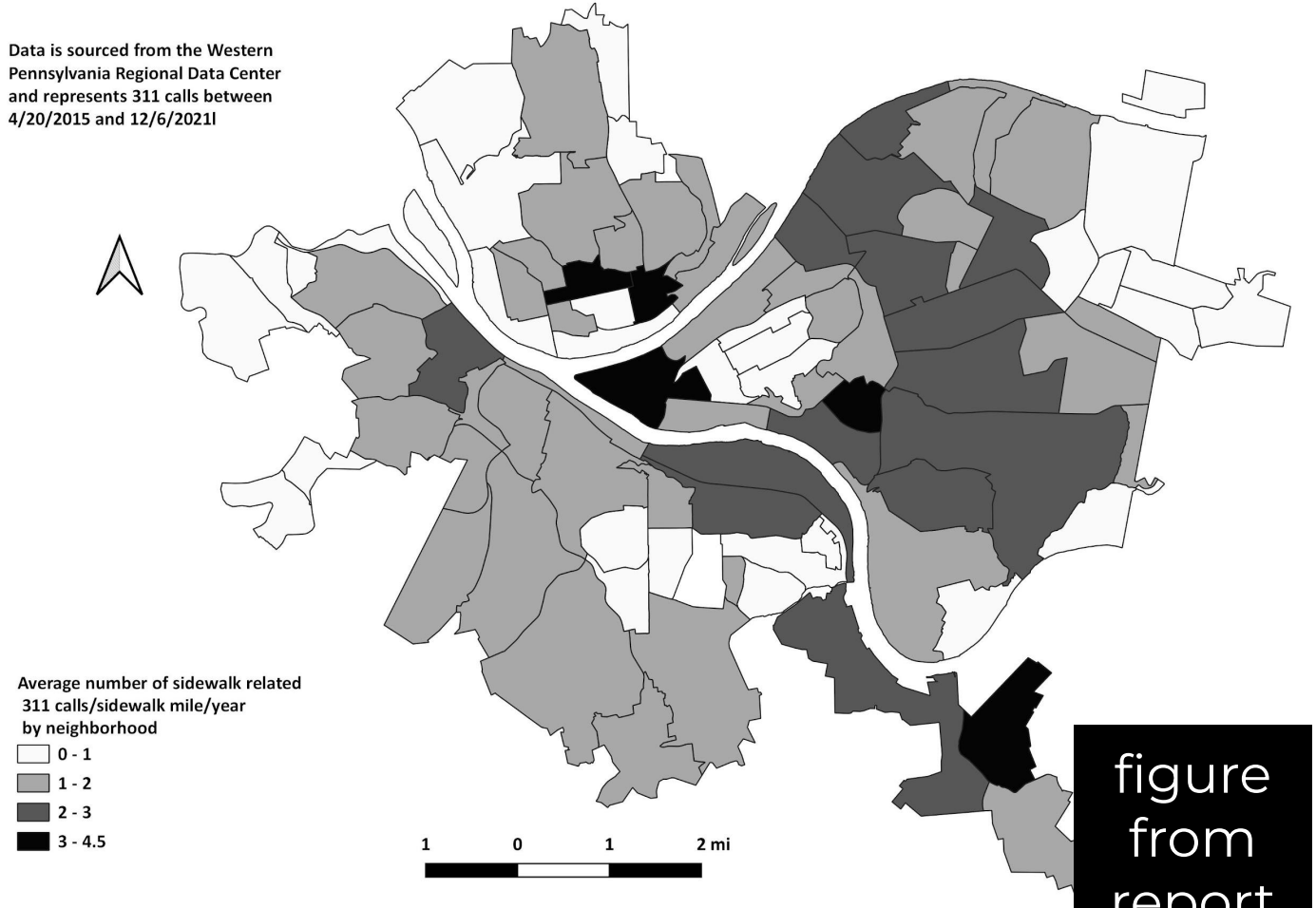


figure from report

Community voices left out: Does MovePGH & private tech provide “Universal Basic Mobility?”

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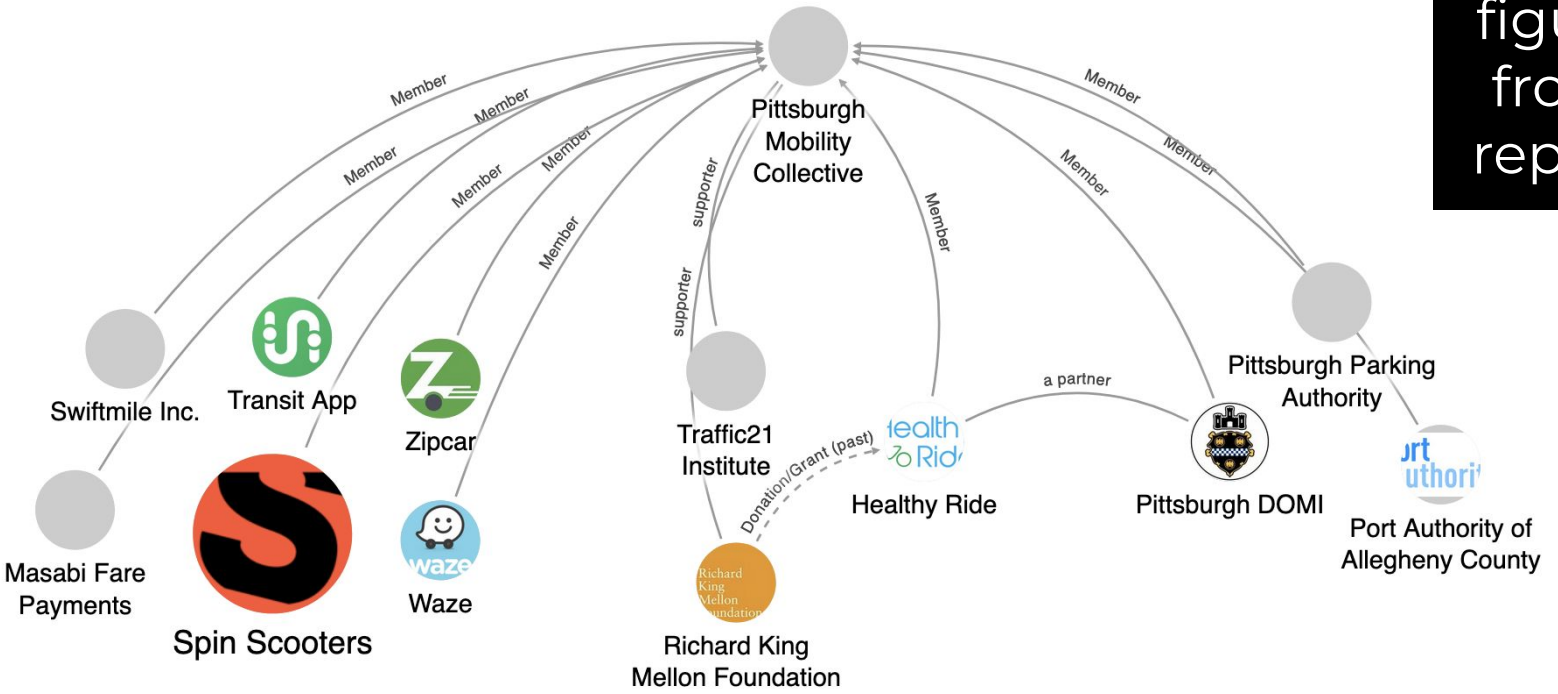

(Spin seems to be the member taking the lead most of the time.)

The Americans with Disabilities Act requires that services, programs and activities when viewed in their entirety *must be readily accessible to, and usable by persons with disabilities*.

Less accessible + a sidewalk obstacle

Readily accessible to, and usable by persons with disabilities ?

“CMU’s University Health Services reported **3 incidents per day on or near campus requiring significant medical treatment** during the summer and fall, including emergency room visits and, in some cases, requiring reconstructive surgery.”

quote from report

figure from report

1 mile trip:

Spin Scooter:	**$4.82**
Healthy Ride:	**$0.63**
Transit ride:	**$2.50**
Scoobi:	**$3.68**

Mon-Oakland Connector: Private Shuttles vs. Real Resident Needs

Teaira Collins is a PPT Member, and **Leader of the 93-Hazelwood Campaign**, fighting for access for herself, her children, and her neighbors

quote from report

"This shuttle primarily benefited the universities... and siphoned $24M in public funding...

Most importantly, this project received capital funding while **important sidewalk infrastructure repairs lay unfunded and neglected**.

In addition, important **public transit options could have provided better, cheaper, and more accessible transportation access** to the area... The 93 provided access to grocery stores when the neighborhood has none."

Gentrification and displacement to transit poor areas

Understanding the crucial connection between housing justice to mobility justice

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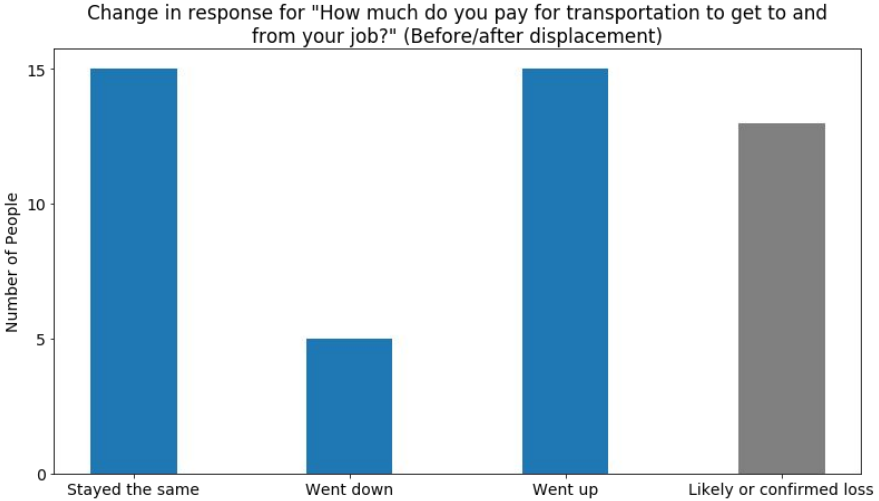

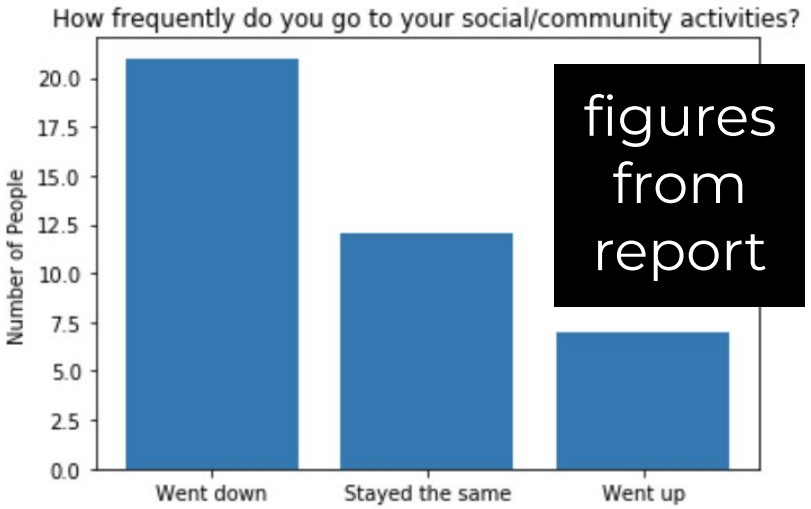

figures from report

"This meant that not only did displaced residents **face higher costs of access to** economic opportunities and **essential trips** like health and groceries, **they were also forced to forgo social trips**, increasingly isolated from friends and community."

quote from report

Calling for a shift:
A city that prioritizes people over profit

What would mobility for all look like compared to now?
How can we shift priorities of the city to the needs of its residents?

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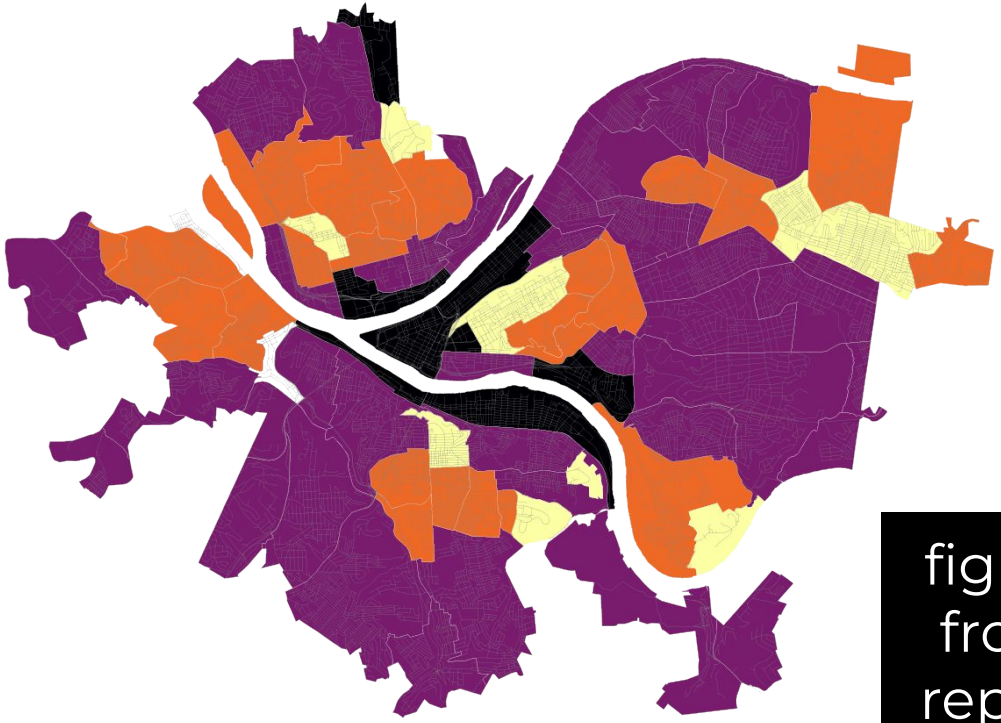

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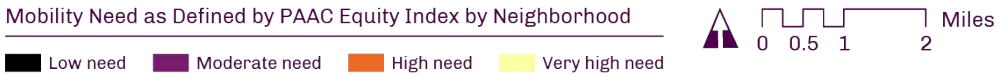
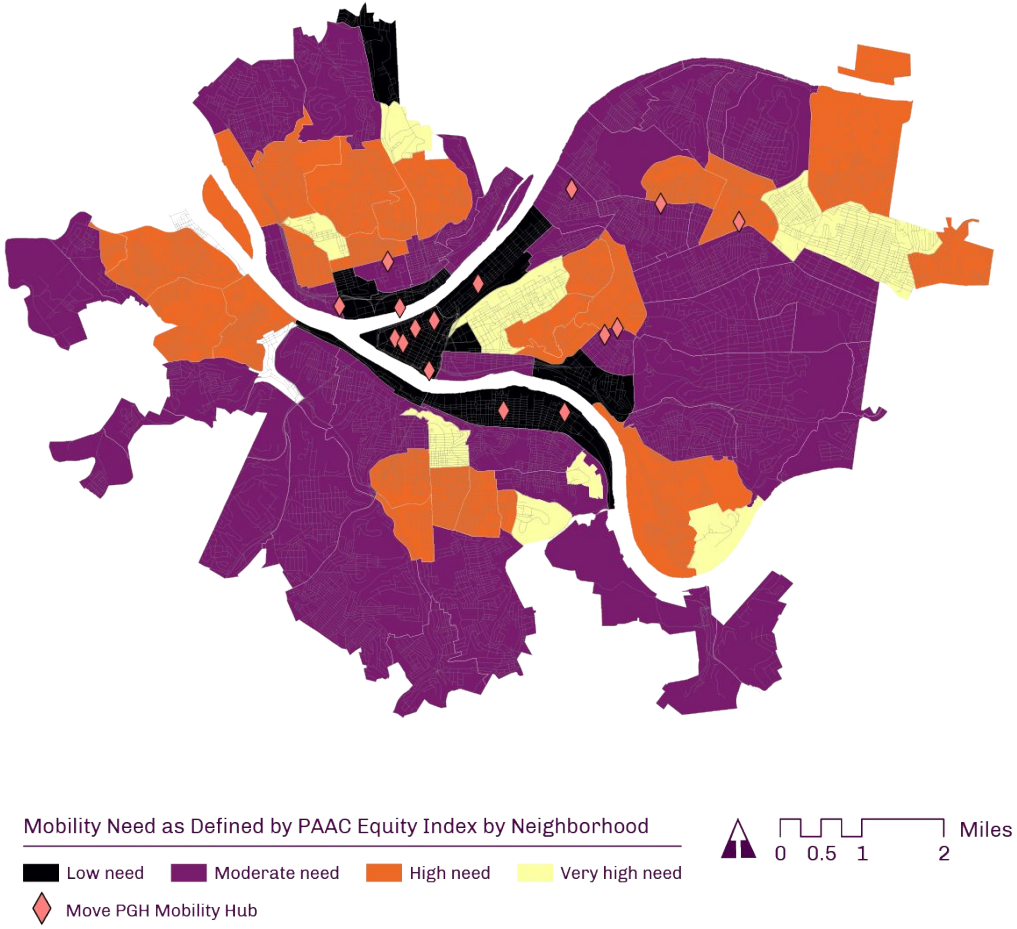


PAAC EQUITY INDEX

- 2016 & 2018 data (does not account for Covid-19)
- Broad social index including disabilities, single mothers, and vehicle access
- High-need neighborhoods include (yellow):
  - Bedford Dwellings
  - Larimer
  - Glen Hazel
  - California-Kirkbride
  - Allentown



MOVEPGH MOBILITY HUB PLACEMENT

- :(
- Poor open data practices

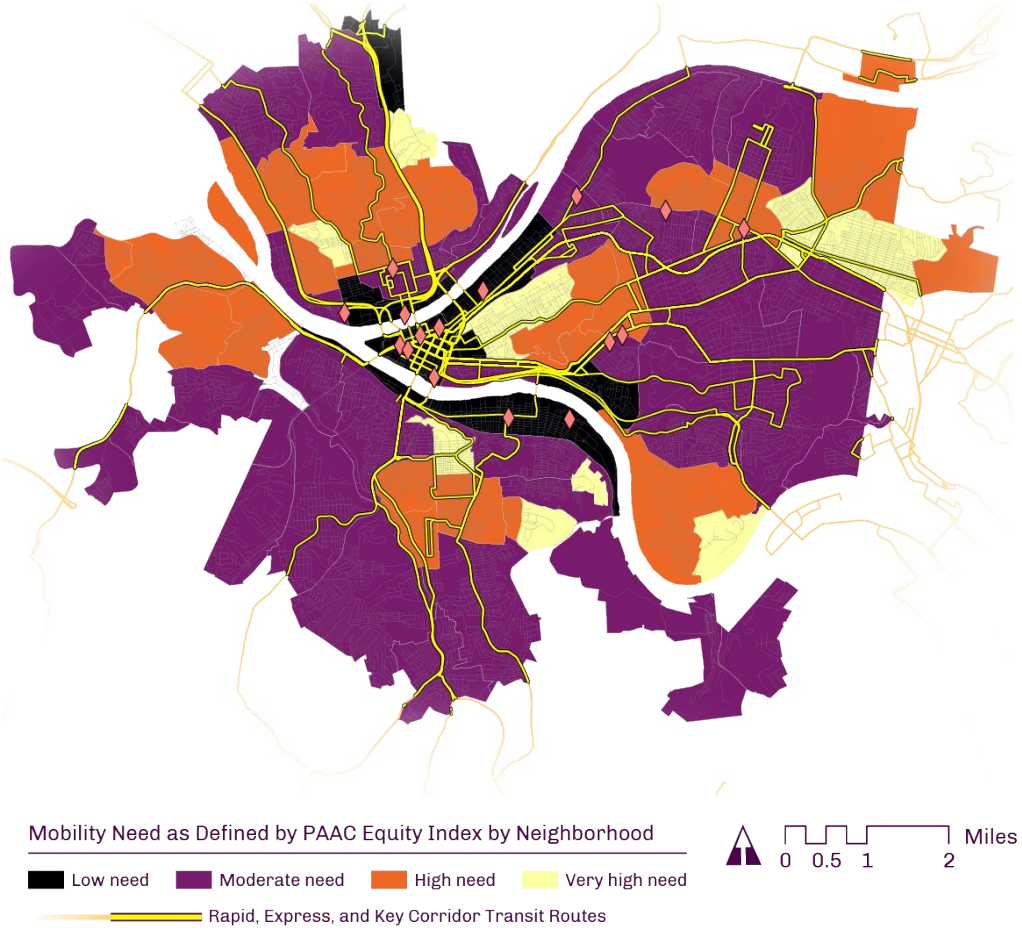
figure from report

MOBILITY HUBS & TRANSIT

- “These services are additional options where public transportation isn’t as widely available as needed.”

vs.

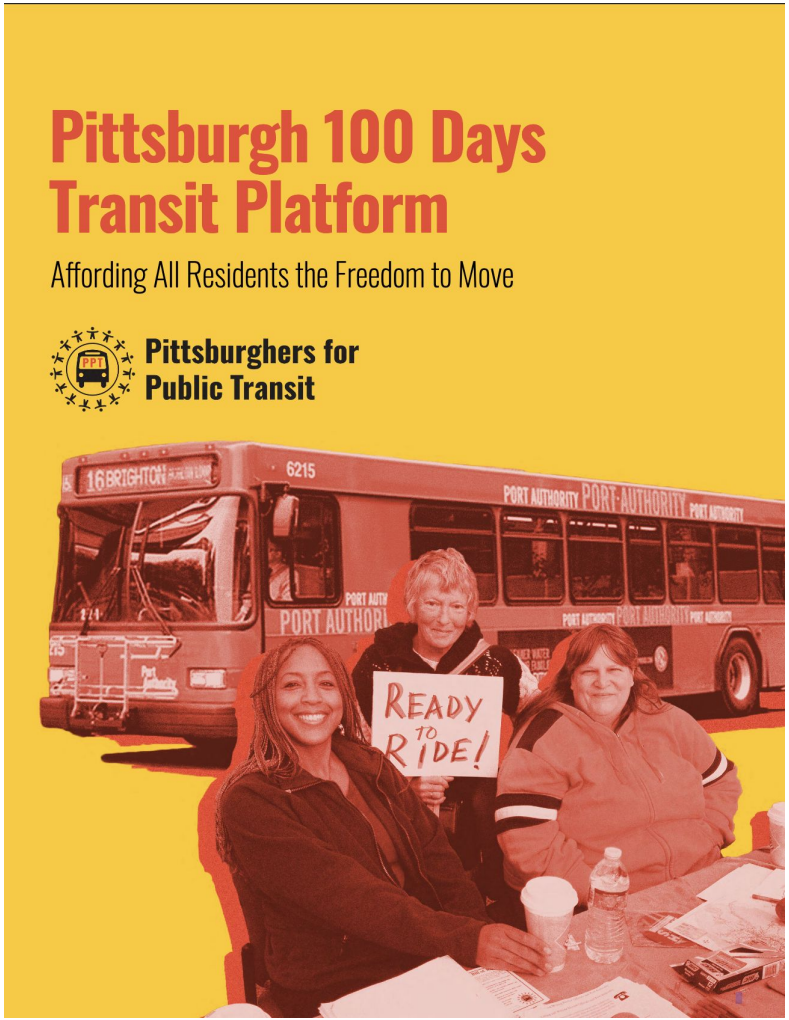
- Last-mile solution near existing transit density



MOBILITY IS A HUMAN RIGHT!

- Transit is the primary source of mobility for many
- Mobility hubs *may* be a last-mile solution - but for whom?

figure from report

Sign on to the 100 Days Platform!

tinyurl.com/ppt100days