

Mon-Oakland Mobility Project
Virtual Public Meeting – October 21, 2020
Zoom Meeting Chat Transcript

18:02:44 From Homer Craig and Laura Chu Wiens : Folks are saying that they are not being let in because there is a 100 person max on the meeting?

18:03:08 From Helen Gerhardt : Why is this meeting limited to only 100 people?

18:03:36 From Joshua Malloy : Hey why are people being turned away from this meeting?

18:03:37 From Bram Reichbaum : Hi Helen. I

18:03:39 From Mel Packer : I know there are other people who want to be on here. Why is there a limit?

18:03:57 From Bram Reichbaum : 'm with Ray, he's asking the same thing about 100 ppl limit

18:04:40 From Tiffany Taulton : Is this being broadcast live on Facebook for those that can't get in?

18:04:44 From Helen Gerhardt : Ivette, I'm very concerned that only 100 people are being allowed into this meeting. I signed in early, but there are people who were right on time that are not being allowed in.

18:04:50 From Karina Ricks : WE are sorting out if there is a limit and how to increase

18:04:55 From Tiffany Taulton : Or broadcast on the City platform?

18:05:13 From Eric Williams : The 100 person limit is likely due to the level of Zoom subscription they have.

<https://zoom.us/pricing#:~:text=Full%20Plan%20Comparison%20%20%20Participant%20Capacity%20to%20API%20Rate%20Limits%20%2036%20more%20rows%20>

18:05:55 From Karen Lightman : Thank you Karina!

18:06:10 From Tiffany Taulton : I was thinking the same, Eric. Maybe they can put it on Facebook for now. Might have to pay for a different zoom level to increase participation,

18:09:02 From Mavis Rainey : Director Ricks, will tonight's presentation be made available on the project website?

18:10:17 From Bram Reichbaum : Barb, Siggy, Dean Bog, lots of excellent Run residents blocked out still as of now. Hope it's being resolved.

18:12:12 From Terri Shields : I'm hoping this can be figured out for the community and those that would like to be informed!

18:12:28 From Helen Gerhardt : This format is not acceptable if it shuts out residents that will be most affected by this plan. Why is this the last public meeting when this version of the plan has only recently being released? If the meeting planners cannot resolve the technical issue to allow these Run residents to participate, that makes the need for another meeting even more compelling.

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18:12:50 From Karina Ricks : The presentation and discussion is being recorded. All materials that are being presented are on the project website. The presentation will be posted as well.

18:13:18 From Karina Ricks : We are asking the consulting team to adjust to expand participation limits.

18:13:36 From Irene Surmik : Absolutely agree with you, Helen. I don't know why we are continuo

18:13:58 From Cynthia Cerrato : We have residents who wanted to speak and are locked out. That is unacceptable. A recording doesn't cut it when it shuts out the voices of those who will be impacted by this plan.

18:14:01 From Daniel Barnhill : The host has to pay for the "large meeting add on" to get more than 100 people in here. This meeting should be rescheduled until you fix this.

18:14:05 From Mel Packer : This is outrageous that so many people I know who planned on being present cannot get on. No excuse for this. If it is not resolved soon, then DOMI should hold another public meeting like this. This is deliberately keeping people out who have their own lives being affected by this. This cannot pass. Plan another meeting now!

18:14:07 From Irene Surmik : continuing with residents most effected!!!

18:14:42 From Irene Surmik : why is Rhys

18:14:50 From Mel Packer : I have to assume this is deliberate and if not so, then an immediate apology is in order and another meeting scheduled right now.

18:15:44 From Irene Surmik : why is this meeting going on without the residents most effected being locked out.

18:16:16 From Karina Ricks : I agree we will need to schedule an additional meeting.

18:16:18 From Irene Surmik : clearly this cannot be the last meeting!!!

18:16:24 From Helen Gerhardt : Many residents of the Run have put many hours and careful thought into considering these problems and developing solutions that would benefit not only their own neighborhood but our entire city - it is unacceptable that they are not able to share that research and those proposals. The pandemic has made integrated, inclusive planning every more critical to short and long-term public health and equity.

18:17:01 From Daniel Barnhill : This is baloney that you are continuing this meeting.

18:17:01 From Mel Packer : No further development nor plans until after the next meeting which will let affected residents in to speak their peace.

18:17:03 From Karina Ricks : Waiting room participants have been admitted (thank you Ivette!)

18:17:30 From Terri Shields : Maybe there can, and should just be another meeting as a unit. I understand things happen out of our control, however now we know the issue.....

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18:17:54 From Daniel Barnhill : Thank you.

18:18:07 From Karen Lightman : Good call - thanks Karina

18:18:14 From Kelsey Ripper : Thank you

18:18:22 From Brian Jensen : Yes. Thank you. Will be very helpful.

18:18:25 From Mavis Rainey : Thank you Director

18:18:26 From XIAORAN ZHANG : Thank you

18:18:27 From Mary Shaw : Thank you for the repeat of the first portion. I was frozen out until 6:13

18:18:32 From Cynthia Cerrato : Thank you!

18:18:35 From Mel Packer : Yes, extend the meeting to allow everyone to participate, thank you Karina. That's appropriate.

18:18:53 From Tim Parenti : Just got in now. Would be good to re-start.

18:19:08 From Tim Parenti : Or at least give an overview of what was previously discussed.

18:19:36 From Justin Macey : Can you start over we were prevented from joining?

18:20:11 From Helen Gerhardt : I'm receiving word that some of the Run residents are still not able to enter the meeting.

18:20:39 From Helen Gerhardt : Are people still being brought into the meeting?

18:20:40 From Justin Macey : Convenient the run residents couldn't get in

18:21:19 From Karina Ricks : Helen - do you happen to know if they are online or on the phone (just so we can properly address) - all waiting room participants have been added.

18:21:23 From Tiffany Taulton : Tell The Run people to try to get in now,

18:21:39 From Justin Macey : I just got in on the computer

18:21:39 From Mel Packer : Karina Ricks is claiming that the waiting room is emptied, so tell those who can't get in to try again now. Karina, correct us if that's wrong, please.

18:21:50 From Tim Parenti : Need to schedule another date without the hiccups. If even one member of the public gave up, then this isn't a "public meeting".

18:22:10 From Justin Macey : exactly, its not public if we missed a minute of it

18:23:08 From Paul Heckbert : In case you missed it, at 6:18 Karina Ricks backed up and they re-started (repeated) the presentations that came earlier

18:23:39 From Tim Parenti : I joined at 6:18, and no such thing happened.

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18:23:45 From Chris Zurawsky : In what ways is the shuttle bus road through Schenley Park comparable to the Atlanta Beltline and the Bloomingdale Trail in Chicago?

18:23:46 From Bonnie Fan : Very minor point that has never been cleared up: the CMU stop ends on Neville - it takes a good 10-15 min to find a long pair of steps or a CMU only elevator garage to get up to Forbes.

18:24:00 From Lynn Gagne : How can you have faster vehicles next to the soccer field? It's currently dangerous with bikers and spectators.

18:24:09 From Helen Gerhardt : Karina, there are still folks that can't get in. Thank you for acknowledging that there is clear need for another public meeting for feedback on this plan.

18:24:36 From Tim Parenti : @Helen, good to hear that that has been acknowledged.

18:24:37 From Curt Conrad : can I speak for a moment Corey OConnor on as Curt for some reason

18:25:20 From Karina Ricks : We will schedule a repeat meeting given the hiccups.

18:25:31 From Helen Gerhardt : Thank you, Karina.

18:25:33 From Tim Parenti : 👍

18:25:34 From Justin Macey : so is this now a waste of our time?

18:25:51 From Karina Ricks : No.

18:26:35 From Mel Packer : And a pledge, please, that no further development nor plans will happen until AFTER the next meeting to rectify the "hiccups" of this one. Yes?

18:26:35 From Zakk Roberts : I'm super grateful for it! Not a waste of time at all.

18:26:55 From Karina Ricks : @Mel - yes

18:27:32 From Mel Packer : Thank you. I hope everyone has seen this pledge from Karina. It's appropriate.

18:27:33 From Chris Zurawsky : What will the city/CMU/Almono do to prevent the shuttle bus road through Schenley Park from becoming a road for cars and trucks, similar to Bates Street and numerous streambed roadways around the city?

18:30:22 From Zakk Roberts : Would love to see large nets behind the soccer goals to keep soccer balls from flying into the trails, parking lot, etc. Could be a helpful safety feature for all. Those playing, walking, rolling, driving, etc.

Anyone who has played soccer at the Schenley Oval knows how much it sucks when you shank a shot and have to chase it down.

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Something like this

<https://sportsfacilitiesgroup.com/store/alumagoal-all-purpose-soccer-backstop-system-athletic-connection>

18:30:41 From Randall Hall : has it been pursued to add a shuttle route next to the train tracks behind the fence up through Boundary St by the train tunnel? that is already a transportation route that pedestrians are somewhat protected from and will be with park improvements?

18:31:56 From Pamela Wolff : Is this roadway only open to the shuttle bus, or can other vehicles use it?

18:32:40 From Tiffany Taulton : Can you repeat what you were going to say about leaves and pollution?

18:32:50 From susan Cohen : No arrangement is permanent except the roadway itself, which is part of the problem

18:32:52 From Ivette Mongalo : All- we sincerely apologize for any of you that were locked out of the meeting due to capacity. We corrected the problem and let everyone in who had a problem. I also responded to anyone who emailed me with a problem getting in. We did restart at 6:18, and there has been no slides shared about the shuttle itself yet.

18:32:55 From Rob Pfaffmann : Bring Rick Darke into to consult!
<http://www.rickdarke.com/bio.htm>

18:33:06 From Bonnie Fan : has the impact of gentrification and displacement been addressed? this project is very similar to projects that have displaced residents in other cities

18:33:13 From Helen Gerhardt : Thanks very much, Ivette!

18:33:14 From Tiffany Taulton : Rachel, you got cut off by someone's mic. What were you going to say about leaves?

18:33:32 From Bram Reichbaum : Without a tech road, there would be even more room for more of these different beautiful awesome trees.

18:33:39 From Brennan Kaye : This is so depressing.

18:34:28 From Samuel Chodosh : what Bram Reichbaum said

18:34:29 From BTLM K.A. Garrett (He or They) : Will questions be entertained after reviewing each phase?

18:35:20 From Bonnie Fan : is the car elevator still part of this plan?

18:35:25 From Rob Pfaffmann : Need better illustrations! This project deserves and needs better use of technology to virtually understand the design as proposed.

18:36:02 From Alan Hart : Leave the park alone! Improve public transit, not private roads at public expense.

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- 18:36:12 From Mel Packer : Rob Pfaffmann is right!
- 18:36:13 From Ivette Mongalo : We will take questions after the full presentation- after Phase 2, the team will share some details on proposed operations of the shuttle
- 18:36:28 From susan Cohen : Did you know that many residents of Acorn Street received letters from DOMI that imply they might lose their homes and businesses to eminent domain? For the Swinburne Bridge part of this project.
- 18:36:42 From Rachelle Wolf : I believe I may have been mentioning incorporating larger leafed trees that help to remove pollution from the air when I got cut off for a second.
- 18:36:53 From Karina Ricks : @Bonnie - yes, the City and URA are very focused on preserving affordable housing. Please see the many investments being made to preserve affordability:
<https://www.ura.org/news/ura-and-hazelwood-initiative-partner-to-preserve-affordable-housing-in-hazelwood>
- 18:37:15 From Tiffany Taulton : Thanks! Rachel, will you add some evergreens for year-round pollution filtration?
- 18:37:22 From Helen Gerhardt : Susan, if residents could share direct quotes from those letters that would be very helpful. Or even photos of those letters?
- 18:37:44 From Dave Fawcett : Respectfully, it seems like this will be a long-overdue improvement, and glad to hear the attention to affordable housing and keeping the nature of the neighborhood in tact.
- 18:37:46 From susan Cohen : I don't see any mention of The Run or Panther Hollow in this affordable housing link
- 18:38:16 From Bram Reichbaum : @ susan Cohen "Eminent domain," the city said? Arrrgh!
- 18:38:36 From Justin Macey : Did I miss phase 1?
- 18:38:38 From Kate Maurin : How will this accommodate the hillside/landslide issues that have been happening along this area for the last several decades? Adding infrastructure that will fall down the hillside or that is covered in a slide does not seem like it is a good use of resources.
- 18:39:37 From Tim Parenti : Why only a few hundred feet?
- 18:39:44 From Zakk Roberts : This Sylvan Ave section would definitely be an improvement over what's there now! People dump tires and other trash at that bend all the time.
- 18:40:07 From Mel Packer : A former Mayor, I forget which one, once had a trail/road built from Schenley Park down the hill to meet up with the soccer fields. It collapsed within one year and was abandoned.
- 18:40:49 From Eric Setzler : Susan, it is understandable how the letter caused confusion and concern. The letter is a "notice of intent to enter" which notified residents that surveyors working for the City may need to access their properties in order to obtain the information needed for the

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Swinburne Bridge project. This right to enter is specified in the state eminent domain code, which is why that wording was used in the letter.

18:40:50 From Itay Gabay : Need a better description of how the rail will merge with Waldeck St and traffic coming from Bigelow.

18:41:38 From Alan Hart : Mother Nature has ways of getting her revenge, Mel.

18:41:38 From susan Cohen : Right, that's all it is

18:41:53 From Samuel Chodosh : I'm not sure why they can't have shuttles on the roads like they have all over the place now if they don't want to mingle with the citizens. Let alone the suggestion to extend the 75 bus.

18:42:55 From Dylan Rooke : @katrina - "The loan agreement will provide combined construction/permanent financing for the acquisition and moderate rehabilitation of 22 existing rental units for the next 35 years, as part of the Hazelwood Affordable Rental Preservation Program (HARPP)". this is a good thing, but will certainly not stave off gentrification in my neighborhood, especially if metrics are based of 50%-80% AMI based off of the region which is almost triple what the AMI in Hazelwood is (<\$30k)

18:42:58 From Pamela Wolff : I'm sorry - what kind of vehicle can use the mobility trail? Uber is a publicly available form of transportation- are you saying any uber driver could get a permit?

18:43:11 From JENNIFER THREATS : The presentation being shared is available for download here if you are interested: <https://mon-oaklandmobility.com/virtual-meeting>

18:43:31 From Kate Maurin : Concerned that the Permit Requirements could change in the future.

18:43:50 From Earl Danielson : "electric propulsion only" would preclude fuel cell powered vehicles that will be forthcoming?

18:43:50 From Helen Gerhardt : How is affordability being defined? What percentage of AMI? Because "affordable housing" is often not affordable for groups that have been displaced by the many thousands over the last few years, including people of color, seniors, immigrants, and people with disabilities. With the economic impacts of the pandemic, these equity disparities are becoming ever more damaging, with real health impacts as people are being forced out of their homes into transit and food deserts, and away from medical care.

18:43:53 From angela : So this is just a road for permitted electric cars?

18:44:19 From Liam O'Connell : If we have to build this in the first place (which...) it seems *awfully* shortsighted to build something that can't even accommodate a normal sized bus

18:44:41 From Pamela Wolff : How do you control the number of vehicles on the trail?

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18:44:47 From Chris Zurawsky : for how long a period of time will these restrictions on vehicle size, weight, speed, etc. be in force? five years? 10? forever?

18:44:53 From Heather Mull : “Publicly accessible” doesn’t necessarily address cost to riders. Would there be a guarantee that any costs to riders, specifically for lower income residents, be either free or super low cost?

18:44:56 From Dylan Rooke : @Helen exactly!

18:45:09 From Bram Reichbaum : @ angela yyup. And it let’s Oakland’s property market bust out into Greenfield and Hazelwood, makes Almono viable

18:45:16 From Tim Parenti : Heather raises a good point about financial accessibility.

18:45:17 From Erik Scott : And I assume the city could modify the permit requirements as well?

18:45:43 From Itay Gabay : There's a big swerve from Waldeck up to Bigelow which is problematic to begin with. I'm not sure how you can connect a shuttle trail directly to the point in which the road swerve up to a sharp left. Those details are important. There are houses all around that point.

18:45:49 From Tiffany Taulton : Is the shuttle for 9 people sitting, and more if standing, or is 9 the max? Or is it 9 with the wheelchair and more without a wheelchair?

18:46:23 From Tiffany Taulton : Also, is the one shuttle at a time a permanent requirement?

18:46:24 From Rahul Kumar : @Tiffany, thanks for the question. The shuttle is for 9 seated, it cannot manage standees

18:46:44 From Rahul Kumar : @Tiffany, the vehicles can accommodate 1-2 wheelshairs

18:47:13 From Rahul Kumar : With one wheelchair, the seated capacity goes down by 2-3, two wheelchairs it goes down by 5-6

18:47:32 From Rachelle Wolf : Yes, we're planning to incorporate deciduous & evergreen trees, however, the evergreen selections are much more minimal than the deciduous options.

18:47:49 From Rahul Amruthapuri (he/him) : Is there any commitment from Almano towards maintaining affordable housing considering that the presentation talks about economic development.

18:47:51 From Tiffany Taulton : So 2 wheel chairs + 4 seated passengers?

18:47:57 From Jonah McAllister-Erickson : The one constant in the many iterations of the different plans is the shuttle. Now it is being projected to carry 100s of people not thousands, this seems to me to be a boutique transit solution for people traveling between the development and CMU/Pitt. Both those institutions already run underutilized shuttles to the 2nd avenue corridor. This plan seems like a huge amount of public funds for very limited private gain in terms of a shuttle that the developers seem to believe is critical to the viability of the development.

18:48:10 From Rahul Kumar : @Tiffany, yep if 2 wheelchairs are boarded simultaneously

18:48:12 From Jay Walker : ^^^^^^^^

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18:48:15 From Liam O'Connell : ^

18:48:16 From . : ^^^^

18:48:20 From Sarah Saltz : ^^^^!!!

18:48:24 From Tiffany Taulton : Did the sound just suddenly get bad for anyone else? Really
buzzy!

18:48:30 From Pamela Wolff : I agree @jonah

18:48:52 [REMOVED FOR VIOLATING RULES OF DECORUM]

18:48:53 From Liam O'Connell : Why would we even consider building something that, in the
words of its advocates, is not meant to be the solution to rising demand at the development it is
supposed to serve?

18:48:57 From Cynthia Cerrato : What Jonah said! Absolutely agree

18:48:59 From Heather Mull : what

18:48:59 From Devraj Kori : Well said Jonah

18:49:09 From Heather Mull : WHAT JONAH SAID!

18:49:20 From Tiffany Taulton : I don't know what you did to fix the sound, but thanks!

18:49:36 From Swetha Jasti : I agree with Jonah as well.

18:49:43 From Georgia (she/her) : WHAT. JONAH. SAID.

18:49:46 From Tim Parenti : Agreed with Jonah. I thought the volume was half of what “sold”
this plan. At least that was the story last year.

18:50:06 From Mel Packer : The amount of taxpayer money being expended to move 6 or 8
people at a time is incredible. It would be laughed at by many planners and certainly by those who do
cost-benefit analysis. This is just to get their foot in the door.

18:50:11 From Daniel Sun : David, do you have any data to back your claims? I would be hard-
pressed that a shuttle that serves a few communities and would disproportionately benefit certain
residents of Pittsburgh would benefit all Pittsburghers.

18:50:21 From Mike Holohan (he/him) : Yes to what Jonah said.

18:50:21 From Randall Hall : we dont want your shuttle through the park and my neighborhood
and the proposed benefit is extremely small I

18:50:30 From Georgia (she/her) : I don't see how this shuttle fulfills ANY of the goals and
objectives listen on slide 5. In fact, it seems to go against some of these goals.

18:50:40 From Randall Hall : only serving Mr Caliguiri’s agenda

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- 18:50:41 From susan Cohen : Yes to Jonah's comment
- 18:50:54 From Rob Pfaffmann : Polaris GEM is a golf cart :)
- 18:50:56 From Liam O'Connell : what on earth are these
- 18:50:56 From Dylan Rooke : "shuttle will be open and free to all" but for how long? is that just a bait commitment if not guaranteed for long term. can it be operated by PAT?
- 18:50:57 From Michael Yoder : Agree @Jonah. How much public money will be used to fund this private shuttle? Can Almono fund a 75 extension or other public, Port Authority bus improvement?
- 18:50:59 From Ann Unger : does the port authority have any role in the planning and designing. it seems discounted in these presentation. I know it's not trendy
- 18:51:05 From Tiffany Taulton : Is this shuttle running constantly every 10 minutes, or do people have to call and reserve a seat in advance? It would be annoying to try to get on at the 3rd stop but to have it be full...
- 18:51:10 From Paul Lauteri : I agree w Jonah as well! 9 ppl at a time doesn't seem like a time saving mode of transportation
- 18:51:36 From Georgia (she/her) : How much will the city spend on these shuttles?
- 18:51:37 From Cynthia Cerrato : Tax benefits??? How? How will this increase tax income for the city? Anyone who will use this is likely already using some form of current public transit.
- 18:51:44 From angela : Agree @randall hall. We don't want the shuttle.
- 18:51:48 From Chris Zurawsky : For how long will the route be closed to buses and private cars? Five years? 10? forever?
- 18:51:48 From Bonnie Fan : if there are 20,000 trips projected for Almano in 2028 and 60,000 trips in 2040, how will this shuttle, moving 180 riders a day come close to addressing increased car traffic?
- 18:51:49 From Rahul Kumar : @Tiffany - the shuttle will operate every 10 mins during peak periods
- 18:51:50 From Helen Gerhardt : If our taxpayer dollars are being invested in a transportation project, then the City has an obligation to show why this is an investment that best serves the needs of both immediately adjacent residents as well as the rest of the city and those groups and communities that have suffered many decades of systemic inequities. It is unacceptable that this amount of spending on the shuttle should not be presented as a done deal, a foregone conclusion.
- 18:52:00 From Brennan Kaye : Are we seriously having a meeting about a glorified mini-van that holds 9 people??????
- 18:52:01 From . : This is an attempt to replace pittsburghers with higher tax paying pittsburghers who share the delusions expressed in this plan

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18:52:09 From Daniel Barnhill : This is a snow job. Lotta smoke here with pretty ideas that are supposed to make us roll over. Nothing is free. This is a con for anyone living in the run and Hazelwood.

18:52:18 From Mel Packer : Yes, it will provide job opportunities for many people who live in the Run and Hazelwood because last I heard there are lots of physicists, scientists, and medical professionals living in those neighborhoods who can't get jobs because of the lack of a shuttle. Right.

18:52:22 From Daniel Sun : David, how is this 9 person shuttle going to have enough space to avoid spreading coronavirus to its riders?

18:52:35 From Zakk Roberts : Any options to add a stop at Waldeck and Sylvan?

18:52:38 From Randall Hall : the shuttle does not even exist yet , he only wants to sell a story for future tenants

18:52:41 From Bram Reichbaum : So it's a Tech Road. "Mobility" is redundant to trails, and "trails" aren't paved that nice

18:52:54 From Bram Reichbaum : The Schenley Park Tech Road

18:53:03 From Anne Latsko : This is an inefficient form of transportation. it seems foolish to put this much money into this.

18:53:06 From Liam O'Connell : 5 pm? Because there is nobody working late on weekends in Oakland who might live in Hazelwood?

18:53:09 From Tiffany Taulton : Someone drew on your screen with yellow pencil...

18:53:10 From Tim Parenti : 10h offpeak x 4 = 40, 6h peak x 6 = 36. 76 runs per weekday.

18:53:18 From Heather Mull : soooo, will the city be purchasing e-bikes for residents who cannot afford them, but would like to use the trail? because they are not cheap.

18:53:18 From . : why does the city hire people to sell this plan to us in such detailed presentations, this is clearly not a worthwhile investment, city employees have better things to do. their kids are probably eating dinner in the room next door.

18:53:19 From Ravi Sharma : We are only thinking about the impact on human life. Has anyone done a study on the impact on wild life in park.

18:53:23 From Andy Swartzbaugh : there isn't a stop for the run, seems like punishment

18:53:28 From Itay Gabay : Zakk They will have to add a stop. Right?

18:53:31 From Phoebe Hopkins : you can always park in Hazelwood. There must be different reason he doesn't have a car.

18:53:33 From C Togami : EXACTLY. Improve bus service!!! N

18:53:34 From Kate Maurin : Concerned that the 'trail' will now need to be lighted to accommodate these vehicles; adding light pollution to (or adjacent) to the park.

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18:53:57 From Tim Parenti : 76 runs per weekday, 30 runs per weekend day.

18:54:06 From Ross Reilly : Is John a real person, or is John an invented composite character?

18:54:10 From susan Cohen : Yes to @Kate Maurin's comment about light pollution

18:54:16 From Mark Meyers : This plan is even worse than I expected.

18:54:18 From Bram Reichbaum : More seriously, I wonder whether John's ability to get a good job in Oakland is really and truly a function by his lack of transportation to there.

18:54:18 From Richard Feder : Existing Route 93 beats the travel time Richard just cited

18:54:19 From Daniel Sun : Wait we're doing all of this for just 180?!?!? riders???

18:54:23 From Liam O'Connell : John could just take the 93 bus if it ran more than like 3 times a week

18:54:29 From Paul Lauteri : john would be better to catch the 93 into Oakland!!

18:54:31 From Tim Parenti : 180 riders per day near-term demand / 76 runs = 2.5 people per vehicle????!?

18:54:33 From Georgia (she/her) : What will this shuttle do that a bus can't do cheaper, faster, and better?

18:54:35 From . : 111k upfront capital per daily rider

18:54:36 From Mel Packer : Engage a third party operator....likely non-union, you betcha.

18:54:36 From Brennan Kaye : Your commitment is unreal man. unreal.

18:54:37 From Sarah Saltz : I'm struggling to understand how such massive amounts of money are being dedicated to this luxury transit and not basic bus service improvements that we desperately need

18:54:37 From Cynthia Cerrato : WHAT? All for just 180? NO.

18:54:39 From Anne Latsko : Assuming that the riders were the same each day and every rider took a single way trip, we could just purchase each of these riders a @180,000 house nearby.

18:54:39 From Ross Reilly : Sub-question -- which and how many Hazelwood residents gave input, and why was 'John' the representative experience?

18:54:40 From Paul Lauteri : that's only a 25 min ride

18:54:47 From Richard Feder : 93 runs every half hour

18:54:56 From susan Cohen : "Multiyear" means two years. More than one year!

18:54:57 From . : not worth for 180 riders

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- 18:55:00 From Heather Mull : or you could just give 180 riders better PAT service....and buy some electric buses.
- 18:55:02 From Randall Hall : 180 is egregiously stupid reason to destroy the park
- 18:55:10 From Chrissy & Jay Schantz : wait did I hear that correctly they estimate 180 riders a day?????
- 18:55:11 From Homer Craig and Laura Chu Wiens : Homer asks how many years is this “commitment”?
- 18:55:19 From Maurin : This is a lot of infrastructure and organization to create a new transportation option between just 2 neighborhoods. Really challenged in seeing the ROI for this.
- 18:55:21 From Justin Macey : 180 riders/day for a 20 million dollar road?
- 18:55:27 From Daniel Sun : David, you're missing the point. Having community representation AFTER the project is built doesn't do community members any good if they don't even want it in the first place
- 18:55:32 From Tiffany Taulton : That's 180 if no one boards with a wheelchair...
- 18:55:38 From Anne Latsko : 180 riders per day. just buy each a \$127,000 house nearby. no need for the road.
- 18:55:40 From Rob Pfaffmann : What Dan said!
- 18:55:45 From Chris Zurawsky : Yes, lighting. CMU studies through the years have proposed expanded sports fields and lighting for nighttime use. Imagine the Schenley Oval, but down in Junction Hollow. Lighting will have a serious negative impact on the pollinators noted in the landscaping portion of this presentation as well as existing wildlife in Schenley Park.
- 18:55:46 From Bonnie Fan : are there plans on infrastructure improvements like the Second Ave BRT that would benefit Greenfield, Hazelwood, Glen Hazel and more?
- 18:56:08 From Chrissy & Jay Schantz : more people use the park on a daily basis for running, walking, hiking, biking
- 18:56:09 From Michael Yoder : I've never heard anyone like this shuttle idea. Why is it still proceeding?
- 18:56:13 From Pamela Wolff : 180 people? It seems cheaper to give them Uber certificates
- 18:56:23 From Mark Meyers : How do we stop this from happening?
- 18:56:30 From Daniel Barnhill : This is 100% for CMU's convenience. How much public money is being used for what is essentially CMUs private road?
- 18:56:37 From Jay Walker : Don't give them ideas with uber. haha

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18:56:43 From Bonnie Fan : are foundations discussing helping extend the 75 that would connect Shadyside, Hazelwood, and more neighborhoods? and run on basically the same route as the Mon Oakland Connector?

18:57:14 From Gavin White : The budget breakdown helps explain a lot. There are a number of things in here that the community has been requesting for quite some time.

18:57:15 From Ivette Mongalo : In about 2 min, we will start taking questions- I ask your patience as we take questions from the chat and by phone. Please raise your hand if you have a question- and please keep it to 2 min. to get through as many questions as we can.

18:57:16 From . : ^more bus service makes sense, not almano-ber

18:57:20 From Rahul Amruthapuri (he/him) : Why is the shuttle even being considered when such microtransit projects across the country have failed?

18:57:35 From Chrissy & Jay Schantz : this all while Pittsburgh proposes prioritizing parks especially in vulnerable communities as research on parks benefits grows

18:57:41 From Chris Zurawsky : Yes, but the PWSA project will end and is a benefit, while the CMU/Almono project will be an "area of disturbance" for generations to come.

18:57:43 From Alan Hart : I'm appalled by the incredible arrogance of these people, commandeering public land and public money to advance their private interests!

18:57:49 From Randall Hall : this is about consultant groups making money off pitching unpopular ideas with zero regard for impact and need, and sucking up money

18:57:49 From Tiffany Taulton : What's the plan for when the shuttle capacity is exceeded? Will you then donate the shuttles to community groups and have no shuttles on the mobility trail as it's replaced with city buses, or would there then be a chance for a private company to take it over?

18:57:51 From Daniel Barnhill : Gavin, why can we not get those things without having to kneel to CMU? It's nonsense

18:57:56 From Chris Macey : are electric wheel chairs allowed on the road without permits? sound like a great place for mass get together. support the handicapped.

18:58:14 From Sarah Saltz : Daniel Sun's point was exactly what I am feeling. I hope it's ok if I re-post it:

David, you're missing the point. Having community representation AFTER the project is built doesn't do community members any good if they don't even want it in the first place

18:58:29 From Jonah McAllister-Erickson : In theory I am all for making improvements to the hazelwood and run communities, lets step aside from the shuttle for a second. Project like a nice big trail are known drivers of gentrification, displacement etc. In other contexts this plan was compared to

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the Atlanta Beltline and Bloomingdale trail in Chicao, both major drivers of gentrification. It seems to me that this is turning Hazelwood into the next East Liberty. From a people perspective the money could be better spent maintaining and developing affordable housing in the communities.

18:58:33 From Bram Reichbaum : Theresa from Greenfield is asking how much to hire David Calijuri (sp) to make the argument about this plan from our perspective

18:58:33 From Tiffany Taulton : How long would the lights be on? I worry about the animals starving and not being able to mate properly...

18:58:41 From Teaira Collins : We the bus Riders don't need a ride to CMU but the 75 would benefit us the bus riders even better. Because it takes us to the southside where there is shops and east liberty where there are shops and to the waterworks mall where there are more shops. let's not forget also Oakland where the hospital are and doctors office for everyone.

18:58:57 From angela : So, you'll just push the pedestrian trail against the railroad and co-opt our current trail

18:59:02 From Chrissy & Jay Schantz : ^^^^^

18:59:17 From Itay Gabay : The Chute Bypass costs \$5.6m. Can we get a more detailed description on that Chute? How exactly will it work? We saw one slide that didn't show much...

18:59:18 From Daniel Barnhill : We. Do. Not. Want. This.

18:59:23 From Brennan Kaye : Do. Not. Want.

18:59:25 From Chris Macey : the name is Hazelwood Oakland Connector...The Run...Lower Greenfield is just a sewage project?

18:59:37 From Bonnie Fan : CMU and Pitt could use their existing shuttles to shuttle folks to and from the site, serving the same # of ppl on the Mon Oakland Connector at \$0. Why isn't this being considered?

18:59:49 From Teaira Collins : You also say the shuttle will be free for how long will and who is going to be paying for people to ride it in the long run.

19:00:06 From Colin Gzesh : 130 passengers a day lmao

19:00:09 From Chrissy & Jay Schantz : WE DO NOT WANT THIS

19:00:12 From Jonah McAllister-Erickson : if they actually get a crossing over/under the railroad tracks I will eat my shoe.

19:00:32 From Bonnie Fan : in the latest update to the MOC, it looks like stops in Hazelwood were removed and Greenfield stops removed altogether?

19:00:33 From Colin Gzesh : This is why we can't have nice things

19:00:36 From Daniel Sun : Jonah don't do that LOL shoes are hard to chew through

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19:01:07 From Tim Parenti : Railroad crossing is an important key affordance here. Seems very unlikely, but making the illegal crossing (which people will still do anyway) potentially MORE dangerous should be a non-starter.

19:01:36 From Chris Macey : will the Run become a parking lot for Oakland and Hazelwood?

19:01:39 From Jonah McAllister-Erickson : What about investments in the currently dilapidated pedestrian infrastructure in the community? The sidewalks along 2nd avenue are amongst the worst in the city.

19:01:41 From Karina Ricks : @Heather - we are so excited that Healthy Ride is working hard to convert their entire bike share fleet to pedal assist e-bikes. The City is a major sponsor of that conversion.

19:01:50 From Teaira Collins : They will not get a crossing over are under the railroad because they would have to pay for it. They already tried that in the waterfront for the busses over there. The railroad will not foot that bill. That is facts

19:01:59 From Colin Gzesh : Crazy Idea: Bring back the Skybus

19:02:22 From Colin Gzesh : That might actually be a better idea

19:02:31 From Rahul Amruthapuri (he/him) : Can we expect a response to all the questions asked on this thread?

19:02:34 From Mackenzie Miller : I am seeing a lot of residents and those being impacted having a huge issue with this project. So my question is who did DOMI interview and talk to that made them think this would benefit all involved? Did DOMI interview residents in order to see what would work best for them? I am thinking no considering many residents in the chat are voicing their displeasure this with project. So why weren't residents and those most impacted more involved by DOMI in project decisions??

19:02:50 From Linda Herward : I live in Oakland and think this is a great project. I walk and ride my bicycle in the area and welcome the improvements. Happy to see electric vehicles - no pollution and noise that you get with buses.

19:03:09 From Helen Gerhardt : Yes, this City has been flouting basic ADA requirements for many years. The public money to be invested in the shuttle could be invested in repairing sidewalks so that the City might actually come into compliance with a keystone of civil rights law that so many other "progressive" cities have long respected in their planning and investments.

19:03:10 From Erik Scott : Mackenzie: They were consulted then ignored.

19:03:17 From Rob Pfaffmann : Final Design ? This presentation is concept at best. A final design at all station points is needed. There is. gap between the Boundary St section at Phase 1 and the Junction Hollow Section.

19:03:29 From Cameron Stacy : Specifics on the Chute. Significant price.

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- 19:03:37 From Cameron Stacy : What is the design?
- 19:03:42 From Erik Scott : What will keep the permit requirements from being altered in the future?
- 19:03:44 From Tim Smith : Could there be more stops within the Hazelwood Glen Hazel neighborhoods
- 19:03:50 From Paul Heckbert : Question: where is the tunnel at Panther Hollow Lake in these plans?
- 19:03:50 From Mackenzie Miller : @Erik thank you! I am a student at Duquesne University and was not certain if residents voices were being heard
- 19:04:02 From Colin Gzesh : <https://humantransit.org/2018/02/is-microtransit-a-sensible-transit-investment.html>
- 19:04:17 From Rob Pfaffmann : List all permits required. Public input is required for all permit postings
- 19:04:23 From David Konefal-Shaer : can you provide a more detailed diagram of the chute bypass, please?
- 19:04:24 From Teaira Collins : They didn't talk to residents they just figured the residents would go with it.
- 19:04:27 From Justin Macey : The last PWSA meeting stated that DOMI was holding flood mitigation features hostage and would not implement them is the road wasn't implemented
- 19:04:48 From Tiffany Taulton : I wonder what the real wait+travel time is if people get passed by the first shuttle because it's full... Or passed by the first and second shuttle...
- 19:04:57 From Chris Zurawsky : CMU is located in Squirrel Hill. To more directly connect Oakland' to the Mon River tech development a transportation connection should be made from West Oakland to the Hot Metal Bridge area. It's a much shorter distance and is also closer to the Hill District/Soho corridor.
- 19:05:11 From Daniel Sun : Curt conrad is councilperson O'Connor?
- 19:05:18 From Todd Derr : this is a lot of money for no real public benefit. motorized vehicles should not be allowed there.
- 19:05:23 From . : @daniel sun yes, per above
- 19:05:38 From Daniel Barnhill : You are fundamentally altering the makeup of The Run at the whim of a very rich institution that could afford this on their own. All of the benefits you offer to the residents and not comparable to what it will do to their lives over there.
- 19:05:39 From Paula Zamora : There is a shuttle already that goes from Technology Center to CMU. Technology Center is on second avenue. It sounds much cheaper to alter that shuttle route. I do

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agree that the route needs improvements. There is no way to bike commute from the Technology Center to Oakland after hours, lighting and other bike/ped improvements are necessary.

19:05:45 From Helen Gerhardt : Thank you, Corey.

19:05:54 From Devraj Kori : Yeah I'm very confused by the Chute, it's already very bike able to pass through that way, so the \$5.6 mil is just to expand it for larger vehicles?

19:05:58 From Pamela Wolff : When Mary Schenley donated the land Edward Bigelow, the architect ,raced to England ahead of a land developer to save the Mt. Airy Tract.

19:06:02 From Barb Warwick (she/her) : GO COREY!

19:06:13 From Daniel Barnhill : SHUT IT DOWN!

19:06:15 From Cynthia Cerrato : YES Corey! Yes!

19:06:18 From Randall Hall : love it Corey!

19:06:23 From Colin Gzesh : PREACH!

19:06:25 From Chrissy & Jay Schantz : go Corey!!!!

19:06:32 From Andy Swartzbaugh : word

19:06:33 From Justin Macey : FINALLY REPRESENTING US! THANK YOU COREY!!

19:06:35 From susan Cohen : Tell 'em Corey!

19:06:36 From Georgia (she/her) : Yes!!!

19:06:36 From Dean Bogdanovic : GO COREY

19:06:52 From Dean Bogdanovic : WOW THANK YOU COREY

19:07:14 From Michael Hendrich : Agreed, just need a special bus running along 2nd Ave to Oakland on existing roads.

19:07:17 From Heather Mull : Thank you, future mayor Corey O'Connor.

19:07:17 From Teaira Collins : Go Corey you tell them the Hazelwood residents don't want it.

19:07:19 From Mike Holohan (he/him) : So good to hear Corey weighing in now.

19:07:20 From Phoebe Hopkins : Yes Corey! Especially a shuttle that only carries 9 people!!!

19:07:26 From Rob Pfaffmann : I am amazed that elected officials, foundations and City Planning have not come together before now.

19:07:29 From vincent zeng (they/them) : so glad to hear corey say all this

19:07:49 From susan Cohen : Corey, it is true

19:07:53 From Laura Vincent : we do not want or need this shuttle! Thank you Corey!

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- 19:07:58 From Chris Zurawsky : Corey is following the money. That's the way.
- 19:07:59 From Teaira Collins : You Tell Them Corey.
- 19:08:03 From Eric Williams : DOMI's own numbers, briefly mentioned in this presentation, clearly indicate that the proposed shuttle will not meet the needs of the new development, let alone current Hazelwood residents. Why spend so much money on "solution" with such a low return on investment?
- 19:08:16 From Bram Reichbaum : You've won me and more importantly my Greenfield guests over, Councilman.
- 19:08:24 From Chrissy & Jay Schantz : yes sir
- 19:08:27 From Rob Pfaffmann : Thank You Corey
- 19:08:35 From Irene Surmik : GO, Corey!! Go Jonah!!
- 19:08:40 From Chrissy & Jay Schantz : yes yes yes yes
- 19:08:51 From C Togami : Speaking truth! Thank you standing up for us #hazelwood
- 19:08:58 From susan Cohen : You can't hear us applauding over here but we are
- 19:08:59 From Phoebe Hopkins : Corey!!!!!!!
- 19:09:00 From Colin Gzesh : Keep talking!
- 19:09:03 From Cynthia Cerrato : Please do not cut him off
- 19:09:08 From Bram Reichbaum : Elected official, yo
- 19:09:12 From Chrissy & Jay Schantz : 🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌
- 19:09:18 From vincent zeng (they/them) : let him talk, everyone needs to hear this
- 19:09:20 From Phoebe Hopkins : 🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌
- 19:09:32 From Chris Macey : Thanks for your support Corey!!!
- 19:09:32 From Dylan Rooke : as a Hazelwood resident and worker, thank you councilman O'Connor!
- 19:09:38 From . : "even when pittsburgh was booming with traffic we didnt need it" - corey for the opposition
- 19:09:42 From Zakk Roberts : Uh, dude, I could actually totally use it. Biking down Swinburne at night sucks.
- 19:09:43 From Samuel Greene : could not agree with Corey more. keep going
- 19:09:44 From Chris Zurawsky : Are we in a Caligiuri/O'Connor battle here? If so, I'm with Corey.

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- 19:09:47 From Teaira Collins : ❤️❤️❤️❤️❤️❤️ Corey you tell them.
- 19:09:52 From Phoebe Hopkins : Not a rant—the truth!!
- 19:09:57 From Todd Derr : we don't need it and don't want it
- 19:10:01 From Tiffany Taulton : Thanks, Corey!
- 19:10:10 From Todd Derr : thanks corey! go mel!
- 19:10:22 From . : @zakk can you see how its not worth 20 MILLION?
- 19:10:34 From Colin Gzesh : This is basically "Marge vs the Monorail" but with shuttles
- 19:10:35 From Helen Gerhardt : I served as a Commissioner on the Pittsburgh Commission on Human Relations which upholds Civil Rights in the City of Pittsburgh and as Chair of the Affirmatively Furthering Fair Housing Task Force. When so many of the "protected classes" under civil rights are now being decimated by this public health crisis , why are we investing in a shuttle which will serve so few people!
- 19:10:39 From Paul Lauteri : thanks corey!!!
- 19:10:42 From Alan Hart : Go Mel!
- 19:10:54 From susan Cohen : We love you @Mel
- 19:10:56 From Alfred DiRosa : Well said Corey!
- 19:10:57 From Erik Scott : I agree with what Corey is saying to an extent, but of course, he still talks about the project as if it is a done deal, and quibbles about the times of shuttle service.
- 19:11:07 From Jonah McAllister-Erickson : Better mass transit would solve those problems. I know multiple people who live in Hazelwood and work in Oakland, and commute by bus. Public transit could be better, and should be better. The shuttle isn't a solution, it will haul far to few people. We should invest in better Public Mass Transit.
- 19:11:13 From Dean Bogdanovic : GO MEL
- 19:11:16 From Dylan Rooke : here here @Mel!
- 19:11:19 From Chrissy & Jay Schantz : go Mel
- 19:11:20 From Devraj Kori : Zakk they can improve bike infrastructure without forcing the route to accommodate the shuttles
- 19:11:27 From Jonah McAllister-Erickson : what Mel said
- 19:11:29 From Samuel Greene : how will this scale? Can a small shuttle ever handle any major amount of commuters?
- 19:11:31 From Brennan Kaye : The whole truth and nothing but the truth Mel

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19:11:41 From Chrissy & Jay Schantz : same here

19:11:46 From Daniel Barnhill : YES!!!

19:11:48 From Alan Hart : That's it!

19:11:52 From Brennan Kaye : THIS SHALL NOT PASS!!!

19:11:54 From Todd Derr : !!!!!!!!!!!!!!!!!!!!!!!! mel!

19:11:55 From Bram Reichbaum : the full gandalf

19:11:59 From angela : I'll lie down with you @Mel

19:12:04 From Justin Macey : Thank you, Mel!!!

19:12:05 From Brennan Kaye : i will lie down for the hollow

19:12:08 From angela : Anything to stop the bulldozers.

19:12:26 From Heather Mull : HOOOOOOO-MERRRRRRRRRRR!

19:12:26 From Chrissy & Jay Schantz : I would like down with you

19:12:31 From Chrissy & Jay Schantz : lie

19:12:36 From Chrissy & Jay Schantz : to stop this

19:12:42 From Colin Gzesh : The name's Lanley, Lyle Lanley. And I come before you good people tonight with an idea. Probably the greatest—Aw, it's not for you. It's more a Shelbyville idea.

19:13:08 From Mel Packer : Ultimately, this may be what it takes. We've done it before as have others and we can do it again.

19:13:08 From Helen Gerhardt : Pittsburgh claims to be a Human Rights City - the defiance of clearly expressed public will and public need by investing in this shuttle is yet another contradiction to that claim.

19:13:10 From Teaira Collins : Tell Mr Homer

19:13:20 From Daniel Barnhill : Homer speaks for me.

19:13:26 From Paula Zamora : There is also a Pitt shuttle that goes from the Parking lot by the Chute to Oakland, and two other Pitt shuttles that go from Technology Center to Oakland. That is 4 shuttles (3 Pitt and 1 CMU) that connect Second avenue to Oakland. There has to be a cheaper way to connect Almano to those. For residents, expand the 75 bus route.

19:13:30 From Laura Vincent : thank you Mel!!! I do not want my neighborhood to be destroyed. Save The Run!

19:13:54 From susan Cohen : The Run will not back down

19:13:59 From Teaira Collins : it's not free tax payers money is not free.

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- 19:14:10 From Irene Surmik : I'll lie down with you, Mell to stop this boondoggle
- 19:14:17 From Tim Parenti : 76 runs/day x 9 people = capacity of 684/day.
- 19:14:21 From susan Cohen : Also GO HOMER <3
- 19:14:38 From . : homer revealing what the presentation did not
- 19:14:58 From Jonah McAllister-Erickson : Homer Craig! Solid questions
- 19:15:07 From Alan Hart : Corporations are people.
- 19:15:18 From Justin Macey : Oakland and hazelwood affordable? what about the run?
- 19:15:23 From . : why is almano allowed to respond to Homer's comment but not the others?
- 19:15:28 From Justin Macey : and panther hollow
- 19:15:30 From Rob Pfaffmann : The photos above represent the character of the Boundary Street area which is a great opportunity to develop work force housing without displacement. Planning requires more than engineering and picking plants.
- 19:15:32 From Anne Latsko : When will we get the specific number?
- 19:15:33 From Tim Parenti : So at least 2. Ha.
- 19:15:53 From Richard Feder : The Hazelwood BRT is a regional transit improvement that would serve Hazelwood. That regional project will also improve transit between Hazelwood and Oakland. The only part that needs to be built is a Brady St. Connection which is a 325' long new street for buses, connecting between Second Ave. and Forbes/Fifth Ave. My ask is to have the Hazelwood BRT and Brady Street Connection studied as one of the Build Alternatives for the Mon-Oakland study.
- 19:15:55 From Pamela Wolff : Alan hart- corporation are tax entities NOT PEOPLE
- 19:16:14 From Pamela Wolff : Just ask any person- they will confirm
- 19:16:29 From Michael Yoder : Amen amen amen Laura and Homer
- 19:16:42 From . : @Pamela Wolff: David disagrees, apparently
- 19:17:02 From Mike Holohan (he/him) : Yes. Public money for public transit!
- 19:17:09 From Helen Gerhardt : Foundation money is not democratically controlled - City money is being used here and SHOULD be democratically controlled. When even the City Council representative has been left out of this planning process, how can this use of public money be considered in any way a democratic process?
- 19:17:21 From Teaira Collins : Those shuttles are only for there students and employees.
- 19:17:35 From Alan Hart : Tell 'em Laura!!
- 19:17:44 From Irene Surmik : here here Laura!!! thanks so much!!

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19:17:46 From Phoebe Hopkins : yes Laura!!!!!!!!!!!!

19:17:56 From Colin Gzesh : Oh cool she admitted it!

19:17:58 From Daniel Barnhill : What Laura said.

19:18:00 From Dylan Rooke : 100% Laura and Homer

19:18:02 From Bram Reichbaum : I thought it was an “economic development” project

19:18:04 From Colin Gzesh : It's not a transit project!

19:18:08 From Pamela Wolff : Sneaking it in as a trail project then?

19:18:08 [REMOVED FOR VIOLATING RULES OF DECORUM]

19:18:10 From Brennan Kaye : This is all unwelcome

19:18:12 From Mel Packer : Laura and PPT is absolutely right. Thank you.

19:18:13 From Alfred DiRosa : One heck of a trail project lol

19:18:20 From Daniel Barnhill : This whole project is unwelcome.

19:18:27 [REMOVED FOR VIOLATING RULES OF DECORUM]

19:18:29 From Kate Maurin : If this is a trail project, please keep vehicles off of it.

19:18:38 From Dean Bogdanovic : A 23 million dollar trail?

19:18:39 From susan Cohen : It is a road

19:18:39 From Daniel Sun : the difference between a "trail" project and a "transit" project sounds like semantics to me. The point is that the money is finite and the resources need to go into more dire needs

19:18:45 From Homer Craig and Laura Chu Wiens : The important improvements for bike/ped connections that residents have fought for should STAY. It shouldn't be held hostage to a micro transit project

19:18:47 From Daniel Barnhill : A trail project for a bus....

19:18:51 From Brennan Kaye : they're co-opting trails now

19:18:52 From Rob Pfaffmann : Its not a trail project its a road with a trail next to it.

19:18:56 From Alan Hart : Happy Trails to You, Buckaroo.

19:19:00 From Jonah McAllister-Erickson : Pitt and CMU should be forced to open up their shuttles to residents. Especially the residents of south Oakland

19:19:03 From Homer Craig and Laura Chu Wiens : (They are included as part of the #OurMoneyOurSolutions community proposal)

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- 19:19:06 From Jonah McAllister-Erickson : they have plenty of capacity
- 19:19:10 From Pamela Wolff : And it will only become MORE of a road
- 19:19:14 From Colin Gzesh : Pedal-assist bicycles are not shuttles
- 19:19:19 From Justin Macey : legally if the "trail" connects 2 ends of boundary street, and is using the boundary street right of way, isn't it boundary street and not a trail
- 19:19:29 From vincent zeng (they/them) : so, there's already a trail there.....
- 19:19:38 From Pamela Wolff : Now that's an idea @ Jonah McAllister
- 19:19:44 From Daniel Barnhill : How about CMU offers free four year college degree for everyone living in Hazelwood and the run?
- 19:19:46 From Bram Reichbaum : Ray asks: if dialed in by phone, how can they get in to make a statement? Anyone?
- 19:20:04 From Mel Packer : How interesting that almost no one shows up in favor of a project that will "benefit the public". All the trails she's talking about fully gentrified neighborhoods and drove out low-income residents, often disproportionately people of color.
- 19:20:05 From Homer Craig and Laura Chu Wiens : PWSA is obligated to replace any trail connections they disrupt during the floodwater project, for free.
- 19:20:10 From Bonnie Fan : I worked in transit in Chicago for many years. Saw the effect of Bloomingdale Trail resulting in mass evictions for historically Latinx families
- 19:20:18 From . : ^^^^
- 19:20:52 From Tim Parenti : @Bram: Phone participants should be able to raise hand with '*9'
- 19:20:56 From Bram Reichbaum : Lotsa call for "bollards" on park trails, generally?
- 19:20:57 From Helen Gerhardt : People who don't have access to a computer and have dialed in by phone should also have the chance to speak!
- 19:20:57 From Erik Scott : Corey: Many of your constituents don't want this project to happen at all, for the many reasons that have been stated over and over. Instead of quibbling about when the shuttle will run, or the reduced money allocated for storm water improvements, would you come out and oppose the project as is altogether?
- 19:21:11 From Kate Maurin : How do we make sure into perpetuity that this remains a trail, not bollards that the City or others could remove in the future.
- 19:21:24 From Chris Zurawsky : That's not the question: how will it be prevented from becoming a busy road in the future?
- 19:21:27 From Mel Packer : How about if we simply call the PA Turnpike the PA Trail? Then we can bike on it and cars won't be allowed!Who knew it was that simple.

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- 19:21:28 From susan Cohen : Agree @Erik
- 19:21:45 From Jonah McAllister-Erickson : Again the constant in the many many iterations has been the shuttle. The idea that this isn't about the shuttle is laughable. It is and has always been about some sort of shuttle.
- 19:21:46 From Pamela Wolff : I like it Mel!!!
- 19:22:05 From Tim Parenti : @Helen: Those dialed by phone should be able to raise their hand by pressing *9
- 19:22:08 From Tiffany Taulton : How many bike commuters are there currently and how many are you expecting to use the road in the next 5 years?
- 19:22:12 From Teaira Collins : that doesn't make sense and that's still a lot of money
- 19:22:16 From Zakk Roberts : lol, Mel, I don't think you and I would agree on everything life, but I did legit laugh at your comment.
- 19:22:21 From susan Cohen : The Chute was magically introduced as always having been part of the plan after the Our Money Our Solutions plan
- 19:22:22 From Craig Toocheck : The trail connections across the railroad seems great. What sort of consent has the City gotten from the Railroad (AVRR) that they will allow crossings over/under their rights-of-way?
- 19:22:43 From Erik Scott : David C: Would the project still go forward without the shuttle, if it is not the most important part of the plan?
- 19:22:47 From Tim Parenti : They may need to unmute with *6
- 19:22:51 From Michael Yoder : Why don't we improve those issues you mentioned, David, without the shuttle?
- 19:22:52 From Bram Reichbaum : Ray is like, please unmute me
- 19:22:54 From Tiffany Taulton : Does he know how to unmute
- 19:22:58 From Eric Williams : Great. Sounds like the shuttle is a separable project from the rest of the development. Since nobody seems to want it, cut it! The rest looks pretty good!
- 19:23:05 From Michael Panzitta : what is ray's number?
- 19:23:07 From Paul Lauteri : I would be safe to bet that everyone would be ok with this project if the shuttle was eliminated out of the equation
- 19:23:08 From Jonah McAllister-Erickson : Can the moderators give the phone instructions *9 to raise hand

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- 19:23:14 From Mel Packer : Railroads are consistently unwilling and even opposed to any crossings over/under or thru. They fight them tooth and nail.
- 19:23:14 From Jonah McAllister-Erickson : and *6 to unmute
- 19:23:17 From Bram Reichbaum : Technical difficulties on Ray's part. He can also ask thru me
- 19:23:33 From Randall Hall : yay Barb!!
- 19:23:33 From Michael Panzitta : or can someone tell him the *6 move
- 19:23:50 From Teaira Collins : Go Barb you tell them.
- 19:24:22 From Mary Shaw : Will the police have access to the trail??
- 19:24:32 From Brennan Kaye : Yesssss Barb
- 19:24:39 From Mike Holohan (he/him) : Grateful for Barb and all the neighbors who have invested time and energy into this struggle
- 19:24:45 From Alan Hart : Excellent point!
- 19:24:52 From Zakk Roberts : The police already drive on the trail @Mary. Totally have been running on it and had them scare the heck outta me, ha.
- 19:25:14 From Helen Gerhardt : For those who cannot see the chat, please state verbally the directions for people who are the phone to participate, both the *9 to raise their hand and the *6 to unmute.
- 19:25:17 From Mel Packer : All the Run and Hollow residents who have fought for so long deserve our support and thanks. They're showing what community democracy should be.
- 19:25:17 From Bonnie Fan : more on Bloomingdale Trail
<https://blockclubchicago.org/2020/02/05/invisible-evictions-as-developers-flock-to-logan-square-and-pilsen-renters-quietly-forced-out/>
- 19:25:19 From Briann Moye : Nah, they'd just pay taxes
- 19:25:37 From Chris Macey : great comment Barb...you see the problem
- 19:25:37 From Pamela Wolff : Well done Barb
- 19:25:45 From Eric Williams : Regarding the reported cost of the shuttle portion of the project, does that include the expenses of reinforcing old Sylvan Ave, which is known to be unstable? Surely that's well beyond the cost of just the road - excuse me, trail - surface.
- 19:25:46 From Alfred DiRosa : 100% agree with Barb
- 19:25:53 From Chrissy & Jay Schantz : yes Barb!!!!!!!
- 19:26:07 From Colin Gzesh : I'm a student at Pitt. I might change my address in 2021 just for this election.

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- 19:26:09 From Daniel Barnhill : I am with Barb.
- 19:26:13 From Samuel Greene : I do appreciate the recognition for a need for bike and other transit modes, but as a former Atlanta resident I can say that the beltline and other projects like this do not provide meaningful transit in scale. This is purely for future development intentions.
- 19:26:14 From Jay Walker : Yeah Barb!
- 19:26:22 From Alan Hart : Thanks, Barb!
- 19:26:30 From Tim Parenti : Other way round/
- 19:26:33 From Tim Parenti : *9 = raise
- 19:26:36 From Tim Parenti : *6 = unmute
- 19:26:46 From Paul O'Hanlon : CMU, Pitt and UPMC are all non-profits - and don't contribute much to the City treasury. How much are they contributing under payments in lieu of taxes? They are the primary beneficiaries of this project - what skin do they have in the game?
- 19:26:48 From Phoebe Hopkins : yes Ziggy!!
- 19:26:52 From Itay Gabay : @Eric The Sylvan Ave is a huge project. I don't understand the low estimation.
- 19:26:59 From angela : And they could fund the parks to help replace invasive plants with native species like they are advertising to help brand and sell their shuttle.
- 19:27:35 From Justin Macey : Why is DOMI taking control of our basketball court in the run, which has still not opened since covid shutdown. DOMI is placing signs about park rules.
- 19:27:43 From Helen Gerhardt : Karina, you stated that *6 is used to raise hand and *9 to unmute - it's the opposite- please correct that for folks that can't see chat.
- 19:27:51 From Jonah McAllister-Erickson : What Ziggy said! we learned about the plan in the Post-gazette and the core of that original plan haven't changed
- 19:27:57 From Chris Macey : you tell them Ziggy
- 19:28:05 From Mel Packer : Many thanks to Barb and Ziggy, truth tellers.
- 19:28:08 From Mike Holohan (he/him) : Ziggy!
- 19:28:29 From Chrissy & Jay Schantz : Here here Ziggy
- 19:28:30 From Craig Toocheck : @Tiffany, a lot of folks use the chute and other trails in the Run, both those of us who live there and folks who live nearby. The trails are very popular. I for one use them frequently (would probably be daily in a non-pandemic situation)
- 19:28:38 From Chrissy & Jay Schantz : it won't let me raise my hand to speak

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19:29:07 From Mel Packer : HI, we're going to destroy your neighborhood but we'd like your input as to which piece of heavy equipment we should use to tear your home down.

19:29:12 From Pamela Wolff : Excellent Ziggy!

19:29:15 From . : imminent domain can take property from UPMC but they dont - government exists to preserve class society.

19:29:43 From vincent zeng (they/them) : no one's willing to address folks not wanting this project to happen? they're just going to answer detail questions to avoid that topic

19:29:59 From Rob Pfaffmann : Anderson Bridge needs a transparent review of design of this historic structure

19:30:05 From vincent zeng (they/them) : no one's willing to answer to residents feeling ignored and pushed around and overlooked?

19:30:20 From Jay Walker : This project is just a perfect picture of what governance looks like in our society right now. Public input is managed not listened to. "We hear you". Normally our feedback would get bulldozed along with the park but the resistance has hit critical mass and this project will never go forward. We have to make sure that the PWSA project isn't held hostage with it.

19:30:22 From susan Cohen : @Karina we will remember you said that

19:30:23 From . : the moderators' choice of questions to repond to is based on what will demoralize us more

19:30:28 From angela : How about anyone who lives in Four Mile Run or Panther Hollow who is in favor of this plan, please say so in the chat now.

19:30:41 From Justin Macey : Fire that lawyer then

19:30:46 From Daniel Barnhill : SLIVERS!

19:30:57 From Pamela Wolff : Then why we're the letters sent? If it's nothing.

19:31:18 From Chrissy & Jay Schantz : I call BS

19:31:23 From . : @mods you are not the developers - they wont even let you onto their yachts for a tour. we'll stand behind you if you defect and join our campaign against. youre closer to us than them

19:31:24 From Brennan Kaye : Y'all have some nerve talking to members of the community like this. Still. Not. Listening.

19:31:24 From Colin Gzesh : I thought you said it wasn't a transit project?

19:31:28 From Justin Macey : She just referred to our neighborhood homes and properties as "slivers." These are our HOMES.

19:31:29 From susan Cohen : OK, then let's get rid of the shuttle

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- 19:31:32 From Colin Gzesh : I thought you said it was a trail project?
- 19:31:44 From angela : “A suite of enhanced transit options”
- 19:31:47 From Tiffany Taulton : @Craig, I can appreciate that they are "popular" but I would like a concrete number and growth outlook. Typically, bike commuters are white men... I worry about the equity implications of focusing so much on bike commuters when low-income and black and brown communities are not benefitting from these upgrades. This project might not even increase bike commuting by women if there's a shuttle on it. I'm just curious how many people currently are using it, and how much they expect the bike commuting to increase by.
- 19:31:55 From Helen Gerhardt : Karina, in case you missed this, please correct your former verbal instructions - the correct directions for folks on the phone should be *9 to raise hand, *6 to unmute.
- 19:32:01 From Colin Gzesh : A sUlte Of eNHAnCed tranSIt oPTiONs
- 19:32:08 From Heather Mull : So, a letter written by a lawyer was sent to residents without proof reading it and worrying about the distress and PTSD implications of the phrase “eminent domain,” and its obvious threats?
- 19:32:12 From Devraj Kori : Yeah why are needed trail improvements being held hostage to force through this vanity shuttle?
- 19:32:18 From Brennan Kaye : ok a 9 person mini van is not it
- 19:32:26 From Daniel Barnhill : We don't agree that this is good for our community or region.
- 19:32:43 From Chris Macey : Fixing the bridges, the sewers and the roads...that doesn't mean the Run has to become the great parking lot. it is called the Hazelwood Oakland Connector...the Run is like the sewer pipe for these communities. Just keep out.
- 19:32:52 From Mel Packer : He obviously doesn't read the business pages. NO ONE is predicting what he's predicting. There's some bad times coming and all the business leaders know it.
- 19:32:52 From Justin Macey : The residents of the Run reject this project in its entirety.
- 19:33:05 From Chrissy & Jay Schantz : we reject it!!!!!!
- 19:34:03 From Itay Gabay : Anyone here from Sullivan Ave? Do they know that this is happening?
- 19:34:18 From susan Cohen : We want The Run and Hazelwood to have safe access to each other's neighborhoods. This shuttle isn't it.
- 19:34:36 From Chris Zurawsky : If this shuttle bus road is just one element of "a suite of enhanced transit options", as David Caligiuri says, and it is so wildly unpopular, then why continue to pursue it if there are so many other irons in the fire?
- 19:34:36 From Jessica H : nope

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19:34:52 From Tim Parenti : @Chris: +1

19:35:34 From Paul Heckbert : I like this plan because (1) it will reduce car use and help peds, cyclists, and public transit, (2) Hazelwood, The Run, and Panther Hollow neighborhoods can benefit from this (faster connections to jobs & services in Oakland),(3) if police & private cars are kept off the mobility trail/road and shuttle speeds are kept to 15 mph, that sounds fine to me, (3) the Sylvan connection is a plus, (4) the Chute bypass is a plus. I think they need to add a shuttle stop near Big Jim's so people in that neighborhood can benefit from the shuttle! I want to see the plan for the tunnel under the RR tracks at Panther Hollow Lake because that is a very important part of this.

19:35:43 From Mike Holohan (he/him) : Yes Tim!

19:35:48 From Rob Pfaffmann : Where is a comprehensive holistic vision as Tim says? The resources of the foundations and the institutions need to be recalibrated in the form of a CBA.

19:35:56 From . : @paul how many of those neighborhoods fit in a 9 person van?

19:36:12 From Craig Toocheck : I appreciate Tim (and earlier, Home's) comments about affordable housing etc. It's a bit tangential to this conversation about the Mon-Oak connector, but still a really important issue that has been very under-addressed

19:36:34 From susan Cohen : And our own city!

19:36:37 From vincent zeng (they/them) : they'll tell us they want to give people a seat at the table, but not actually give them a seat at the table

19:36:38 From Craig Toocheck : *Homer, excuse me

19:36:41 From Jason McCullough : This project, as I understand it, is primarily to benefit CMU and Univ of Pitt to shuttle people between the universities and what people hope are coming developments in the Hazelwood Green.

Why cannot the following be the solution: improve the existing bike infrastructure to allow for easier e-bikes and perhaps electric golf carts by...

1) make Boundary Street be one-way (at most) for motor vehicles, and the other side of it a two-way bike lane (similar to what is in front of Phipps, but more wide).

2) make a trail Overpass from the bottom of the run to a) the beginning of the Jail Trail, and b) over Second Ave to Hazelwood Green.

3) make the existing trail more wide to accommodate an electric golf cart to pass in either direction (for non-ambulatory travelers).

This way, university staff and students can easily and safely in all weather between Oakland and Hazelwood with minimal community impact to the Run. This includes people with mobility disabilities who could use the electric golf carts.

19:36:44 From Jason McCullough : It will make this transportation corridor better for everyone else as well (including those that pay taxes, which the universities do not); and would benefit Hazelwood, the Run, the South Side, and Downtown.

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- 19:36:54 From Mike Holohan (he/him) : @Craig, I think it's directly relevant as this project has the potential to price people out of their homes
- 19:37:18 From susan Cohen : No such efforts in The Run that I know of
- 19:37:48 From Helen Gerhardt : How is affordability being defined in relation to AMI?
- 19:37:51 From Ross Reilly : what % AMI is the affordable housing?
- 19:37:58 From Ross Reilly : ha, what Helen said!
- 19:38:24 From Jonah McAllister-Erickson : Helen what is AIM?
- 19:38:32 From Jonah McAllister-Erickson : AMI
- 19:38:33 From Bonnie Fan : thank you for addressing that question
- 19:38:48 From Helen Gerhardt : Area Median Income. Thanks for catching me in jargon, Jonah!
- 19:38:57 From susan Cohen : No one is pretending to help The Run with the gentrification/displacement issue
- 19:39:20 From Colin Gzesh : This is a good idea, a much better idea!
- 19:39:27 From Colin Gzesh : Hazelwood BRT
- 19:39:37 From Dylan Rooke : Hazelwood AMI is <\$30k, Pittsburgh AMI is \$90k, "affordable housing" by those metrics will still gentrify my neighborhood.
- 19:39:39 From Ivette Mongalo : Jessica Smith Perry (URA- Housing Opportunity Fund):
jsmithperry@ura.org
- 19:39:50 From Pamela Wolff : Neither Pitt nor CMU pay taxes. Let them pledge some \$ for the project since they are beneficiaries why should the tax payers foot the bill?
- 19:40:37 From Colin Gzesh : @Pamela Wolff I go to Pitt. I don't want my tuition to go to this bullshit
- 19:40:54 From Helen Gerhardt : So many times "affordable housing" is being defined as 80% Area Media Income, which is calculated based on a seven county region that comes up with a figure that is in NO WAY affordable for most City residents, much less groups that should be protected by Fair Housing civil rights standards.
- 19:40:56 From susan Cohen : We appreciate you, @Colin
- 19:41:02 From Jay Walker : Pitt has made it so so clear that they do not care what students think.
- 19:41:07 From Dylan Rooke : so get rid of the shuttle! adopt to 2nd ave. plan instead

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19:41:13 From Chris Zurawsky : So do the Hazelwood BRT connection that Rich Feder proposed and see how that goes. Then do another element of the "suite of transit options" and so on. Why spend so much public money on a shuttle bus road that will benefit so few?

19:41:43 From Mel Packer : Agree w/ Chris and others. try it.

19:42:13 From Craig Toocheck : Would be interesting to see a Hazelwood BRT proposal. If we got ambitious perhaps it would also be possible to build a ramp to connect the P3/Oakland BRT down to Second Ave

19:42:22 From Bram Reichbaum : If you choose me, I'll hand it over to Ray

19:42:28 From susan Cohen : Get people out of their cars, but them in minivans, and run them through Schenley Park

19:43:45 From Homer Craig and Laura Chu Wiens : You know what would get people out of their cars? A 1-seat ride from Hazelwood to Southside to Oakland to Shadyside to East Liberty to Morningside. That could be implemented now. And with the same travel times that the shuttle is proposed to take between Hazelwood and Oakland. <<— extension of the 75 across the Hot Metal Bridge.

19:43:53 From Homer Craig and Laura Chu Wiens : It could be electric buses.

19:44:26 From Homer Craig and Laura Chu Wiens :
<https://www.pittsburghforpublictransit.org/wp-content/uploads/2020/04/PPT-Mon-Oakland-Final-Report.pdf>

19:45:09 From Teaira Collins : extend the 75 its easier and cheaper.

19:45:39 From Maurin : As someone who has dealt with landside issues beside my property for YEARS now in Oakland (Next to Schenley Park and the train), it would be extremely frustrating to see all of this work put into remediation while my street falls away.

19:45:53 From Justin Macey : In a conversation with DPW while they were finally closing our playground for repairs, we learned they have been blocked from repairing this equipment due to this project. 2 kids got seriously injured including our daughter that broke her arm and the other needed stitches, this has been stuff we have been reporting to the city for years, and an email from corey stating the city is in possession of parts that just need to be installed which DPW told us was a lie.

19:46:05 From Paul Heckbert : I bike the Chute and cross the RR tracks at Panther Hollow Lake almost every time I bike from Edgewood, where I live, to downtown, or Southside. I do that once or twice a week, typically. If the Duck Hollow Trail were repaired and extended to connect to a safe route thru Hazelwood, I would bike that way, also. This plan, if it includes a tunnel under the RR tracks at the lake, will help east enders like me get to downtown or southside by bike - a big win!

19:46:08 From Irene Surmik : And rhere is still the question RE flood improvement and PWSA - it's reduced budget; and whether it is the lesser priority.

19:46:14 From Alan Hart : Tell it, Ray!

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- 19:46:15 From Justin Macey : They were never allowed to order or repair the dangerous playground due to this project.
- 19:46:23 From Justin Macey : prts^
- 19:46:29 From Justin Macey : parts*
- 19:46:54 From BTLM K.A. Garrett (He or They) : Understanding q: How many names has this project gone through?
- 19:47:00 From Jessica Smith Perry : The URA has affordable housing programs at various income levels including 30% AMI, 50% AMI, 60% AMI, and 80% AMI.
- 19:47:03 From susan Cohen : GO RAY
- 19:47:17 From Tim Parenti : @KA Garrett: At least two or three different websites over the years.
- 19:47:25 From Mel Packer : Ray Gerard truth-teller, go Ray!
- 19:47:30 From BTLM K.A. Garrett (He or They) : Thanks Tim!
- 19:47:37 From Irene Surmik : yes, GO Ray!!!
- 19:47:46 From Rob Pfaffmann : Step back and propose a real CBA that is holistic
- 19:47:54 From Jay Walker : I want to second Paul comments about the Chute being a really unpleasant experience
- 19:47:56 From Justin Macey : YES RAY!!!!
- 19:47:58 From Bonnie Fan : This was first proposed in 2015 by the URA when they submitted a \$3M proposal for state funds, then in 2016 in the SMart PGH DOT Smart Cities Challenge (as an autonomous vehicle demonstration project)
- 19:48:00 From Randall Hall : ray ray!
- 19:48:03 From Jay Walker : Pauls comments* unpleasant to bike*
- 19:48:05 From Sonya Tilghman : @Helen, @Dylan: re affordable housing. We definitely need much more focus on those earning far less than 80%AMI. The HARPP project (phase 1 is 22 units, but the full project is 63 units) consists of primarily occupied units purchased/being purchased to ensure they remain affordable - and they are primarily occupied by families in the 0%-50%AMI range rather than 50%-80%AMI range.
- 19:48:13 From Colin Gzesh : As someone who actually cares about public transit, the idea of building transit just to spur development is abhorant.
- 19:48:13 From Tiffany Taulton : Thanks, Paula for your response.

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19:48:20 From Craig Toocheck : @Homer/Laura, interesting about the Second Ave study! I didn't know that was a thing. Brady St may be a tough one for buses with its grade though (also really needs sidewalks!)

19:48:24 From Bram Reichbaum : We're laughing in here, over the crickets

19:48:24 From Mel Packer : No response because there is none possible. Exposed.

19:48:33 From Tim Smith : Please speak to the possibility for ownership, education, better higher paying job wages and safety in the mist of what could be a hazard for people in the run.

19:48:37 From Brennan Kaye : their scripts couldn't cover an appropriate response

19:49:26 From Pamela Wolff : That's right mike!

19:49:32 From Helen Gerhardt : @sonya Thanks, would be glad to learn more.

19:49:37 From Brennan Kaye : That's called theft! From we the people!

19:50:10 From Laura Vincent : yes Mike Halloran! Thank you!,

19:50:21 From susan Cohen : Yes Mike!!!

19:50:27 From Mel Packer : \$20m would get us about 200 rehabbed affordable units or about 80 new ones. Sound good?

19:50:40 From vincent zeng (they/them) : sounds good to me, mel

19:50:42 From Daniel Barnhill : See you all in front of the bulldozers.

19:50:45 From Helen Gerhardt : @Mike Holohan, thank you - so clearly and eloquently stated!

19:50:46 From Phoebe Hopkins : Yes mike!

19:50:53 From Dylan Rooke : preach it Reverend Mike!

19:50:58 From Barb Warwick (she/her) : Yes Mike!

19:50:59 From susan Cohen : Let us have our say

19:51:18 From Colin Gzesh : "A number of years"

19:51:23 From Brennan Kaye : "there's a limit to our generosity"

19:51:25 From Pamela Wolff : A number of years... so vague

19:51:28 From Heather Mull : You can't see me, but I am giving Mike a one-woman standing ovation.

19:51:34 From . : we dont want handouts. we want control over where resources are allocated to develop the economy: TO EVERYONES BENEFIT.

19:51:37 From Tim Parenti : Zero sure is a number!

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- 19:51:46 From Daniel Barnhill : First step in screwing our neighborhoods.
- 19:52:19 From Alan Hart : "...for a number of years." What's the number?
- 19:53:07 From Mel Packer : Let's be very clear. David Caliguiri, who is, I'm sure, a very nice person, is a hired salesman for Almono and no one, NO ONE, should expect any objective opinion from him and should expect obfuscation. That's what sales people do. That's his job. Sorry David, but that's reality.
- 19:53:09 From Paul Heckbert : Question (repeated from 7:03pm): where is the tunnel at Panther Hollow Lake in these plans?
- 19:53:16 From Mike Holohan (he/him) : Here is a summary of the Urban Studies report <https://www.bloomberg.com/news/articles/2019-10-10/why-greenway-parks-cause-greater-gentrification>
- 19:53:59 From Tiffany Taulton : Is the plan to stop running the shuttle once public bus routes are created because capacity is too high in the future? Will the shuttle continue to run but not be free? Or will the road then be open completely for bicycle commuters to use without worrying about sharing the road with the shuttle in the future?
- 19:54:02 From Chris Zurawsky : Public parks and amenities are eroded bit by bit--CMU gets a variance to take a little land for a new Scaife hall, a new \$5 million golf course clubhouse attracts more car traffic, a shuttle bus "trail" creates visual pollution, affects wildlife, and evolves into a conventional roadway, and so on. Development closes in and the park declines.
- 19:55:31 From Helen Gerhardt : This City could long ago have adopted mandatory inclusionary zoning at truly affordable rates, as supported by a vast body of research and real-world examples, and as recommended by the Mayor's own IZ exploratory committee and by the Affirmatively Furthering Fair Housing Task Force.
- 19:57:02 From Ivette Mongalo : We have about 10 min remaining- please type your questions into the chat, or email them to: info@mon-oaklandmobility.com
- 19:57:09 From Mel Packer : Railroads have a LONG and successful history of opposing tunnels, bridges, and new crossings and they can tie requests up in courts for years.
- 19:57:11 From Brennan Kaye : Never thought i'd be rooting for the power of the railroad
- 19:57:35 From Rob Pfaffmann : "Parks are a central piece of the civic infrastructure that helps bring people and families together in large, anonymous cities. What cities need to do is ensure that their initiatives for parks and green space are fully integrated with their broader strategies for more inclusive development for all neighborhoods and residents." —from Urban Studies Report by Richard Florida referenced by Mike Holohan
- 19:57:38 From BTLM K.A. Garrett (He or They) : We have about 20 minutes remaining since we reset to 6:20 as the start time. (?)

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- 19:57:45 From angela : I thought we were going until 8:20 because Run residents weren't able to join for the first 15 minutes.
- 19:57:49 From Helen Gerhardt : Yes, Mike!
- 19:58:05 From Eric Williams : Railroads have a long, successful history of jealously guarding their property and power at the expense of the needs and desires of citizens.
- 19:58:16 From Erik Scott : Will you get to those of us who have had our hands up for a good while?
- 19:58:34 From Colin Gzesh : We're not NIMBYs.
- 19:58:37 From Pamela Wolff : We don't want to park ruined
- 19:58:38 From . : earl - feel free to buy out one of the foundations and run it yourself
- 19:59:01 From susan Cohen : The Run is a neighborhood. Families and children live here. We, unlike the entities involved in this project, pay taxes. We as taxpayers are citizens of our community and should have some say in what happens to our neighborhood. The Mon-Oakland shuttle will bring traffic to our streets and endanger the children who play here. The project does not benefit the people who live here and is a blatant attempt to destroy our community and give the land to universities and developers. We may not be the largest neighborhood in the city but we have a long history. Pittsburgh is a city of neighborhoods and we do not wish to fall victim to gentrification as has happened in so many other Pittsburgh neighborhoods like East Liberty. The Run will not back down!
- 19:59:03 From Tim Parenti : Agreed it **could** be. **If** done right. What I'm hearing is that this isn't it.
- 19:59:04 From Eric Williams : @Earl. I disagree with you, but I respect you for representing the other side.
- 19:59:16 From Mike Holohan (he/him) : I'm not a NIMBY.
- 19:59:21 From susan Cohen : This is not in our NIMBY, this is not in the city park we all share
- 19:59:30 From Chris Zurawsky : Yes, we respect your perspective Earl, thanks.
- 19:59:41 From Mel Packer : I don't hear any "not in my backyard" folks here. That's not the issue at all.
- 20:00:03 From Theresa Ward : who will be in charge of safety on the "trail"/road?
- 20:00:33 From Alan Hart : I live in Stanton Heights, so it's not my "backyard." But I support the Run and Panther Hollow residents fighting to defend their communities from greedy developers and our mercenary city administration.
- 20:00:45 From Mel Packer : Good question Theresa, and clean up? litter patrol? Who?
- 20:00:53 From susan Cohen : Thank you @Alan Hart

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- 20:01:00 From Colin Gzesh : I'm not a NIMBY. I'm not opposed to building new transit infrastructure. I just want equitable transit funding.
- 20:01:07 From Bram Reichbaum : @TheresaWard excellent question
- 20:01:09 From Colin Gzesh : This isn't equitable
- 20:01:10 From Irene Surmik : thanks for stating that, Mel. it sounded like a put down and it is not true.
- 20:01:52 From susan Cohen : It is more like "don't price me out of my back yard"
- 20:02:00 From Barb Warwick (she/her) : Thanks Randy!
- 20:02:11 From Mel Packer : Those employment numbers are fantasy. It takes a project like the ethane cracker in 'beaver county to produce that many temp jobs and that's one of the biggest construction projects in decades in swpa.
- 20:02:18 From Eric Williams : We started late, due to technical difficulties. We should run late in proportion to the late start.
- 20:02:30 From Justin Macey : will the chat answers and questions be forwarded to everyone?
- 20:02:56 From Chrissy & Jay Schantz : we need anything meeting! there are many many of us that have things to say!
- 20:03:00 From Chrissy & Jay Schantz : another
- 20:03:13 From Naomi Jarvis : Almono should negotiate using the existing railroad for the shuttle.
- 20:03:22 From vincent zeng (they/them) : if anyone wants a copy of the chat transcript, you can click on 'save chat' and it will download a transcript to your computer
- 20:03:26 From Ivette Mongalo : Please keep this dialogue respectful- re: NIMBY discussion- this is not a personal issue
- 20:03:27 From Cynthia Cerrato : I don't understand how the city can dedicate \$20 million dollars, a number that will certainly grow, to a project that has significantly cheaper alternatives. I don't understand why our community-driven alternative plan – which promotes expanded bus service instead of inefficient microtransit - is not being given serious consideration. I don't understand where the city plans to get this money seeing as we are coming up against a significant budget shortfall thanks mostly to the covid pandemic, which is still going on the last time I checked. I don't understand why the playground still isn't fixed despite numerous calls and emails from us, or why the city is forcing this road on us by tying it to our desperately needed flood mitigation.
- 20:03:31 From Bram Reichbaum : Ray demands there be no shutoff til everyone heard
- 20:03:32 From Paul Heckbert : If you click the three dots at right, you can "Save Chat" and on a mac the text file goes into Documents/Zoom

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20:03:50 From Cynthia Cerrato : This is our money. Our neighborhood. Our park. Our safety and well being. I cannot support this project when I feel like so much of that is about to be taken away without any consideration for us, many of whom are descendants of the people who built the run with their bare hands.

20:03:51 From Karina Ricks : @Justin Macey - yes, the chat will be posted for everyone and all questions will be answered and made available. We will edit out the few profanities that have been posted will be the only change.

20:04:21 From Heather Mull : I am in favor of the trails, but not the shuttle. Could there be a modification to this plan that allows the ped-cycle trails but eliminates the public/private shuttle portion of the plan and better honors what the community members are saying?

20:04:37 From Erik Scott : Agree with Ray. Since there is only going to be one more meeting, please let us all get our questions in tonight so the PUBLIC can hear your answers.

20:04:51 From Barb Warwick (she/her) : Thank you Helen!

20:04:56 From Itay Gabay : What's the end goal here??? If everything works according to plan, what would be the objective for five or ten years from now? 180 daily passengers? More? Something else?

20:05:14 From Colin Gzesh : 180 daily passengers

20:05:15 From Tim Parenti : @Heather, agreed. If it's going to be so low-capacity after all, it's hard to see the point of the transit portion, but the rest could be a benefit.

20:05:15 From Phoebe Hopkins : Yes Helen!!

20:05:20 From Colin Gzesh : 180.

20:05:22 From Colin Gzesh : Daily.

20:05:24 From Colin Gzesh : Passengers.

20:05:24 From Alfred DiRosa : Opposing a group home on your street is NIMBY. Demanding transit be equitable and responsive to residents it affects is being a good citizen.

20:05:38 From Phoebe Hopkins : Thank you Helen

20:06:12 From . : most people are not unfair, a developers' plan will never be popular because it is very fundamentally unfair, and that is why.

20:06:13 From Randall Hall : yes, we want the trail!

20:06:20 From Colin Gzesh : Then why does this trail need shuttles?

20:06:22 From Randall Hall : not a shuttle

20:06:26 From Justin Macey : We already have a perfect trail that moves these folks. We don't need a road to run us off.

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- 20:06:48 From Cynthia Cerrato : Stop tying our money for trail improvements and flood mitigation to this shuttle project!
- 20:06:57 From Todd Derr : ^^^^ that
- 20:07:02 From susan Cohen : Who has promised exactly?
- 20:07:17 From Homer Craig and Laura Chu Wiens : ...development project masquerading as transportation project.
- 20:07:18 From Tim Parenti : ^
- 20:07:34 From Jay Walker : It's very clear that the normal public processes for public input are not going to do the right thing. I'll be meeting Mel in the run and I'll be bringing a bunch of people when the time comes.
- 20:07:35 From Homer Craig and Laura Chu Wiens : So then let's weigh tax investments against development benefit and harm
- 20:08:02 From Rob Pfaffmann : There is a term from urban renewal which is "Compartmentalization" A new holistic plan is needed. The question is can a "mobility trail" road be made equitable or leverage investments by universities and developers. Carnegie Mellon, The Mayor and The Foundations need to not hide behind Mr. Caliguri. Trust has been lost. DOMI and City Planning were put in a difficult position by the process they designed in "bubbles". Tax base and value needs to be defined: for whom?
- 20:08:15 From Karina Ricks : @Erik Scott and @Ray - we will have the additional meeting. We need to respect the time we have asked of people. We will answer all questions, but we need to respect other participant's time.
- 20:08:15 From Tim Parenti : With respect, it's a VERY tiny first step for a HUGE cost.
- 20:08:23 From Kate Maurin : So show me the anticipated full solution so that I can see better how this fits.
- 20:08:24 From Tim Parenti : Even at 1000/day.
- 20:08:35 From Bram Reichbaum : Is the Schenley Park Tech Road ~necessary~ to ignite that hoped-for economic "regeneration" on the old steel mill site?
- 20:08:53 From Colin Gzesh : 1k/day and it would still have atrocious cost per passenger
- 20:08:58 From Tim Parenti : *6 to unmute
- 20:09:18 From Homer Craig and Laura Chu Wiens : +1 Rob
- 20:09:33 From Mary Shaw : If the electric shuttle were taken out of the plan, it sounds like much of the opposition would be substantially reduced. The trail portion of the plan is an asset to the city. The Saline St trail, the ramp from Swinburne Bridge to the floor of Junction Hollow, and the connection to Eliza Furnace Trailhead are all major improvements. This is currently used by bicycle commuters

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already, and as electric bikes become more common (and part of the Healthyride system), it will move lots of people. It's true that not everyone will use it -- but every person biking on the trail is one less car on Bates or Swinburne, so all drivers benefit when anyone uses the trail. So please, please, can we see an alternative that improves the trails but does not include the electric shuttles

20:09:36 From Todd Derr : running *more* vehicles per day doesn't make it any more attractive. the right number is 0.

20:09:37 From Randall Hall : yes Jay we're with you!

20:09:38 From Justin Macey : 1000 people a day so its going to be a highway trail?

20:09:47 From susan Cohen : Thank you @Bonnie

20:10:30 From Mike Holohan (he/him) : Yes Bonnie thank you for that reminder about the demo project!

20:10:34 From Barb Warwick (she/her) : <https://actionnetwork.org/petitions/our-money-our-solutions>

20:10:54 From susan Cohen : @Mary Shaw This is what residents have been requesting for YEARS

20:11:02 From Barb Warwick (she/her) : Sign the Our Money, Our Solutions plan if you have not already: <https://actionnetwork.org/petitions/our-money-our-solutions>

20:11:12 From . : and no laws can prevent those effects because government

20:11:21 From . : 's first job is to make developer's money

20:11:34 From Itay Gabay : If I live in Sullivan Ave right now. I would be pretty afraid of losing my house in the next 5 years. I don't know if that's part of the objective, but that's what's going to happen.

20:11:48 From Irene Surmik : Ivette, I think your comment was unnecessary...unless I really missed it, I don't see anyone being disrespectful in responding to the NIMBY

20:11:51 From Mary Shaw : @Susan Cohen I've been involved for years in finding alternatives to improve the pedestrian and cycling trails here

20:12:03 From Brian Johanson : If there was a chance of this shuttle service being successful, ramping up to 1k passengers per day through the park on the road, which you keep referring to as a trail, is outrageous. Right now it is a quiet space, this shuttle project will destroy that.

20:12:12 From Barb Warwick (she/her) : For more data on how Our Money, Our Solutions is more effective and affordable than these shuttles, check out A People's Audit of the Mon-Oakland Connector:
<https://www.pittsburghforpublictransit.org/wp-content/uploads/2020/04/PPT-Mon-Oakland-Final-Report.pdf>

20:12:20 From susan Cohen : @Mary Shaw Great, let's get them to listen then

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- 20:12:34 From Helen Gerhardt : Yes, please read the Our Money, Our Solutions plan - it presents proposals that are absolutely good not only for the neighborhood, but the entire City and transit system and the folks that most need public transit.
- 20:12:50 From Kiley Koscinski : When will the additional meeting be scheduled?
- 20:13:10 From Barb Warwick (she/her) : Yes - thank you Bonnie!
- 20:13:19 From Daniel Sun : they were almost finished! no need to cut them off
- 20:13:28 From Alfred DiRosa : Thanks for supporting residents Bonnie!
- 20:13:41 From Mike Holohan (he/him) : Bonnie, so good to hear from a student! Thank you for putting this project into perspective.
- 20:13:54 From Helen Gerhardt : Thank you, Bonnie!
- 20:14:05 From vincent zeng (they/them) : bonnie, thanks for bringing in your experiences and student perspective!
- 20:14:06 From Justin Macey : Karina- you were involved in those projects in DC, right? Why would we believe that this is not part of your plan or merely something you will disregard?
- 20:14:15 From Emily De Ferrari : My question is, if the majority of people do not want this MOC, will it be built anyway? I want to remind everyone of how the Downtown Oakland BRT was rolled out. There were “community engagement meetings” after the Port Authority unveiled the plan to curtail service on the 61 lines. But we organized and prevented that from happening. DOMI wants to placate us with their offer to rearrange the deck furniture on this disaster they are committed to keeping afloat. We are not interested in the deck furniture, we will fight to keep this boat in port. And when we fight we win.
- 20:14:19 From susan Cohen : No communication of any such affordability programs with Run residents
- 20:14:23 From Dylan Rooke : @earl do you live in Hazelwood, or just own 7 investment properties as DANIELSON FAMILY PARTNERSHIP LLLP? gentrification benefits investment property holders against residents, especially renters.
- 20:14:56 From Mike Holohan (he/him) : great question Dylan!
- 20:15:25 From Mel Packer : Great comment, Emily. She's right, history proves it so.
- 20:15:30 From Mary Shaw : @Susan Cohen Several of us wrote up many alternatives as input to the 2nd avenue study. The reports are online at <https://furnace2furnace.org/> As you note, more voices are more effective
- 20:15:55 From susan Cohen : @Mary Shaw Thank you, good reading
- 20:16:06 From susan Cohen : Will check it out

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- 20:16:33 From Paul Heckbert : If the shuttle (or buses with similar service) doesn't happen, car traffic on Bates, Second, Irvine, Greenfield, Swinburne will become unbearable as Hazelwood Green grows in population (both residents and workers). Heavy car traffic on those roads would be generating air pollution and noise that would make The Run and Hazelwood less desirable places to live.
- 20:16:59 From susan Cohen : 180 riders a day will solve all that @Paul Heckbert
- 20:17:18 From Colin Gzesh : There are solutions to preventing traffic that don't involve a shuttle
- 20:17:25 From Colin Gzesh : @paul heckbert
- 20:17:39 From Karen Lightman : As stated earlier - it's 180/day based on current demand but up to 1000/day as demand grows to address @Paul's comment - thanks
- 20:17:41 From Barb Warwick (she/her) : Go Eric!
- 20:17:48 From Dylan Rooke : it was an honest question, not a personal attack on @earl. i'm honestly interested in the stakeholder status. it's a valuable consideration. my apologies if tone was misinterpreted via txt.
- 20:18:09 From Jay Walker : Let's go with the "buses with similar service" option to reduce car traffic!
- 20:18:12 From susan Cohen : With one shuttle in park at one time, that should be interesting. Will need to expand, yes?
- 20:18:18 From Jay Walker : While we're at it let's get some congestion pricing.
- 20:18:39 From Jay Walker : I guess following the money = personal attack
- 20:18:52 From Mel Packer : Yes, Eric, on target!
- 20:18:59 From susan Cohen : Yes Eric
- 20:19:03 From Bonnie Fan : 1000 trips a day is still 5% of the 20,000 trips projected for Alamo in 2028, and 1.6% of the 60,000 trips projected for Alamo in 2040
- 20:19:06 From Colin Gzesh : Oh yeah, I love the idea of congestion pricing
- 20:19:13 From Erik Scott : There aren't a lot of hands left. It'd be better if you respond here so everyone can hear your answer.
- 20:19:19 From Justin Macey : will those answers be forwarded to everyone?
- 20:19:24 From Bonnie Fan : I support the 75 extension and Second Ave BRT as these seem to actually address transportation needs
- 20:19:30 From Paul Heckbert : Question: why aren't you planning a shuttle stop near Big Jim's?
- 20:19:39 From Bonnie Fan : but the Mon Oakland Connector only serves 5% to 1% of that ridership demand

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20:19:45 From Jay Walker : I think congestion pricing is bound by state law though. Much more complicated than just pushing city council and the mayor

20:20:50 From Ben Eisner : How many of the improvements on the trail are more expensive BECAUSE they are designed to support the shuttle? And how much cheaper would the plan be if trail improvements ONLY had to support foot and non-vehicular traffic? It's extremely difficult to tell from the proposal what the "true" cost of the shuttle is from the proposal.

20:21:13 From susan Cohen : @Paul Heckbert That was their way of "honoring" Run residents' request to not turn their neighborhood with its limited streets and parking into a park and ride for the shuttle service.

20:21:25 From BTLM K.A. Garrett (He or They) : Will this recording be publicly available online?

20:21:39 From Tim Smith : As we consider everything else we should also consider the cost of staying the same and not moving forward. When do we begin to live more green. Hazelwood has a high rate of people with respiratory issues much of which is from the old steel mill. Most of the housing stock is nearly or over 100 years old. We need to consider what the opportunities are that make for safety while we move our neighborhoods forward in a better cleaner way of life.

20:21:43 From Cynthia Cerrato : Precisely what John is saying. This is not going to benefit the residents who are going to be most negatively impacted by this plan. It only benefits schools and corporations that are already not paying their fair share, if any, towards the expense.

20:21:57 From Patty Gorski : What information can you provide about connecting Sylvan Street to Tasso Street via Noah Street Extension, a paper street, the connecting with Gladstone Street into Hazlewood.? Any infor would be helpful since I live on Tasso and this would affect my property. Thanks.

20:22:03 From Eric Williams : @Ben excellent question

20:22:11 From susan Cohen : DEAN!

20:22:27 From Tim Parenti : Agreed.

20:22:49 From Jay Walker : This reminds me of the Pitt student who said they didn't want this project. The universities treat students as if they aren't even stakeholders in institutional decisions.

20:22:55 From Colin Gzesh : Oh my god it's Dean Bog

20:23:05 From Colin Gzesh : The dude who makes the YouTube videos

20:23:16 From Cynthia Cerrato : Thank you Dean

20:23:16 From Colin Gzesh : I love this dude

20:23:21 From Alfred DiRosa : Dean is prolific

20:23:25 From susan Cohen : Thank you Dean!

20:23:29 From Barb Warwick (she/her) : DEAN! YES!

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- 20:23:49 From Eric Williams : Go, Dean, go!
- 20:24:05 From Helen Gerhardt : Let's remember that these private institutions such as Pitt, CMU, UPMC etc, do not pay taxes, the money that would be otherwise be democratically controlled through public process. Instead they use their private, untaxed wealth to drive and shape development.
- 20:24:11 From Jay Walker : Here is his youtube on The Run:
<https://www.youtube.com/watch?v=nu0TaQoUZzE>.
- 20:24:14 From Alan Hart : Great, Dean!
- 20:24:16 From Todd Derr : there were just 1000 parking spots added at bakery square on top of the existing 1000, what is going to stop that from repeating here, with or without the shuttle?
- 20:24:20 From Heather Mull : Deeeeeeean! someone buy him a calzone from Big Jim's!
- 20:24:21 From . : #ItsARoad
- 20:24:24 From Erik Scott : Wow.
- 20:24:25 From Alan Hart : It's a rogue road!
- 20:24:25 From Tim Parenti : Yup. If there are shuttles, it's a road.
- 20:24:25 From vincent zeng (they/them) : "IT'S A ROAD."
- 20:24:26 From Eric Boerer : How much does the mobility trail affect the rainwater outcomes of the PWSA project?
- 20:24:27 From Sarah Saltz : It'
- 20:24:30 From Sarah Saltz : Its a road!
- 20:24:37 From Erik Scott : One for David Caliguiri - People have put together alternative workable solutions to mobility that don't include the connector, so would you support the project still go forward without the shuttle, if, as you say, it is not the most important part of the plan, and seems to have the most opposition? And a comment: You can't be surprised that there is no trust from the run as storm water improvements appear to be contingent on -- or hostage to -- this connector?
- 20:24:46 From Jay Walker : That bakery square got multimodal funding from the state too X_X.
- 20:24:47 From Chrissy & Jay Schantz : #itsaROAD
- 20:24:51 From Mary Shaw : If there are not shuttles, it can still be a trail
- 20:24:51 From Bram Reichbaum : What does the public comment do?
- 20:24:53 From Alfred DiRosa : Iss a road
- 20:25:09 From Itay Gabay : I would like to know more information about the merge of Sylvan Ave and Waldeck St. The road there is very unsafe to begin with for those who drive up to Bigelow.

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20:25:10 From Tim Parenti : Will the public comment period be extended beyond 10/30 as well to accommodate the extra meeting?

20:25:17 From Todd Derr : "multi modal" because you could drive a car *or* an SUV there?

20:25:34 From Cynthia Cerrato : Has David reviewed the community driven alternative plan and taken it into consideration?

20:25:35 From Erik Scott : Wish y9ou would have allowed the rest of us to have our answers tonight. Would have shown you were willing to go above and beyond in listening to our concerns.

20:25:39 From Denise Klein : Thank You to all our great speakers tonight and yeah RUN

20:25:46 From Mel Packer : 3 cheers for a trail. 3 boos for a road.

20:25:55 From Claudia Saladin : “

20:26:02 From Rahul Amruthapuri (he/him) : What more will it take for Almano to not support the project?

20:26:08 From Barb Warwick (she/her) : THANK YOU EVERYONE FOR COMING OUT!

20:26:14 From susan Cohen : We are all still here. Whose time needs to be respected exactly? The Run will not back down.

20:26:19 From Randall Hall : love for everyone in the room tonight! good to see and hear so many neighbors

20:26:22 From susan Cohen : THANKS EVERYONE

20:26:24 From DaVonn Brown : Thank you everyone! Have a great evening

20:26:28 From Jay Walker : Solidarity to you all!

20:26:29 From BTLM K.A. Garrett (He or They) : I do wonder what improvements the development team would make if they could go back to 2015. Food for thought :)

20:26:31 From . : much respect to everyone who spent the time to vet and expose!

20:26:37 From David Cashmere : Corey you always do you best to represent. Thank You!

20:26:39 From Itay Gabay : What happens if the railroad say no to the tunnel?

20:26:40 From Randall Hall : and we’re being real civil

20:26:40 From Helen Gerhardt : Please give plenty of notice of the next meeting, both in terms of time and outreach through venues that will be truly accessible.

20:26:48 From Ivette Mongalo : I appreciate everyone staying on, and will make sure to record all of the questions. I sincerely apologize for the technical difficulties at the beginning of the meeting- we are committing to complete transparency of this meeting.

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20:26:59 From Mel Packer : As someone else noted, When we fight, we win and we will win this one.

20:27:00 From Tim Parenti : Agreed, Helen. Notice is key.

20:27:12 From Helen Gerhardt : Thank you, Ivette.

20:27:12 From Ivette Mongalo : Please check out the project website for the slides.

20:27:19 From Tim Parenti : Closing comment on 10/30 won't work at this point.

20:27:27 From Colin Gzesh : I bet \$20 that they'll move forwards no-matter what happens. They're not approaching this in good faith.

20:27:29 From Barb Warwick (she/her) : Thank you, Ivette for organizing and moderating.

20:27:35 From Randall Hall : i'd second that the Bigelow to Sylan interchange needs more details, very interested in what it looks like

20:27:35 From Heather Mull : I want to know what the scope of tree canopy removal will be to create this trail and exactly how those trees are going to be replanted or replaced?

20:27:41 From Helen Gerhardt : Yes, comment should not be closed on 10/30!

20:27:45 From Scott Bricker : The nomenclature is important. This shouldn't be called a trail because motorized traffic doesn't belong on trails. If this goes forward as a "trail" we will need assurances that the City won't put motorized traffic on any of our other trails.

20:27:46 From Justin Macey : I'd like to see a live survey on the next Zoom meeting for support/opposition.

20:27:46 From susan Cohen : 900 trees

20:27:52 From Colin Gzesh : It's a road.

20:27:54 From Tim Parenti : Survey, yup.

20:27:57 From Todd Derr : it's a road

20:28:01 From susan Cohen : It's a road yep

20:28:02 From Brennan Kaye : it's a road

20:28:08 From Jay Walker : It's a road.

20:28:09 From vincent zeng (they/them) : It's a road.

20:28:10 From BTLM K.A. Garrett (He or They) : It's a road.

20:28:21 From Daniel Barnhill : it's a road.

20:28:32 From Justin Macey : its a road

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20:28:47 From Mary Shaw : possibly repeating -- if you take the shuttle off it, it can be a trail