

Summary of Public Comment Period for Downtown-Uptown-Oakland Bus Rapid Transit Project Proposed Major Service Changes

Broad Community Engagement 2017-2019

Formal Public Comment Period December 15, 2022 – February 1, 2023

Publish Date: February 16, 2023

For Inclusion in PRT's 2025-2027 Title VI Program (covering CYs 2022-2024)

Planning & Service Development Department

Pittsburgh Regional Transit

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Background

Years 2017 – 2019 – Locally Preferred Alternative Selection

In spring of 2017, a series of nine public meetings were held in various locations throughout the East End of the City of Pittsburgh and the Borough of Wilkinsburg. The nine meetings had over 500 attendees, and additionally an online survey captured over **1,000** responses on “choice” for a service plan for the Bus Rapid Transit project. Following that series of meetings, Port Authority announced a locally preferred alternative and moved the project forward with a series of station location workshops in the summer of 2017. In the fall, concerns arose about Mon Valley residents having to transfer to connect into the BRT project. Port Authority issued an online Origin-Destination survey which collected about **1,400** responses to better understand the travel patterns of these communities and to come up with service alternatives which had less need for transfers.

In April and May of 2018, a series of ten public meetings were organized in the Mon Valley and the East End of the City of Pittsburgh to present an updated service plan to the community following concerns voiced in 2017. There was a total of 384 attendees in the ten meetings. A new service plan was presented at these meetings, and there were many fewer concerns voiced about the service of the project (about 27% of comments).

There were **370** total comments/questions about various areas of the project during this series of meetings, of which the service questions and comments are noted below:

Topic Area	Number of Comments / Questions	General Attitude
Shortening of service	55	Concerns about shortening P3 on outer end. Some concerns from East Liberty and Highland Park about 71A, 71C routes no longer going to Downtown. Also some concerns about transfers.
Local routes	21	Questions regarding frequency on other local routes to support shortening of the 71ACD routes particularly (such as the 60s, 80s series routes)
Mon Valley	5	Supportive of the new plan to include 61ABC in the BRT system!
Crowding	8	Concern about crowding on those routes that will remain going to Downtown.
Late Night Service	9	Requests for 24 hour service on the BRT routes to support 3 rd shift workers.
Other non-service comments	272	Several areas; largest were on topics of parking, bus lanes, bike lanes, vehicle turnings, and fares.

PRT maintains the full report from this 2018 series of engagement on file should it be requested.

In total, the 2017 – 2018 period provided Port Authority with approximately 2,800+ comments, responses, and attendees focused on the service components of the project.

2022 – 2023 Public Outreach

In fall 2022, PRT announced that it would be holding a public comment period for the proposed BRT service changes slated to be implemented as early as spring/summer 2023. The following sections detail how outreach for this engagement period was conducted, how the public provided comments in various formats to PRT, and a summary of the nature of the comments on the proposed service changes.

Communication and Outreach for the Public Comment Period

Advertising the Public Comment Period

Board Committee and Board Meetings, November 2022

The public comment period was announced along with a presentation of the draft Title VI findings at the PRT Board's Planning and Stakeholder Relations Committee meeting on Thursday, November 10th, 2022. Below is a screenshot and the link to the video of the presentation, along with the approved Board minutes from the Committee meeting.

What is Title VI?

- Pittsburgh Regional Transit is required to undertake a public comment period and public service hearing for any major service change which reduces service on any route by more than 30%.
- Title VI is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The program mandates transit agencies to evaluate, prior to implementation, all service changes that exceed the transit provider's major service change threshold (30% service hours), and to **determine whether those changes will have a disparate impact based on race, color, or national origin**. Even though low-income populations are not a protected class under Title VI, the Federal Transit Administration (FTA) also requires transit providers to **evaluate proposed service changes to determine whether low-income populations will bear a disproportionate burden** of the changes.

November 2022 Board Committee Meetings

Pittsburgh Regional Transit
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Image of the youtube video showing the presentation at
<https://www.youtube.com/watch?v=rO5snPS1Q5>.



Pittsburgh Regional Transit

Planning & Stakeholder Relations Committee

November 10, 2022

Board Committee Members

John Tague, Jr., Chair – virtual
Ann Ogoreuc – in person
Stephanie Turman – virtual

Other Board Members

Jeffrey Letwin - virtual
Michele Zmijanac - virtual
Lori Mizgorski – virtual
Gerry Delon – virtual
Jennifer Liptak – virtual

1. Approval of Minutes

The minutes of the October 20, 2022, Planning & Stakeholder Relations Committee were approved.

2. Presentation of Draft Title VI Analysis for Proposed BRT Major Service Changes (Director of Planning and Service Development Amy Silberman and Section Manager of Service Development Ellie Newman)

PRT conducted a Title VI study to determine if changes to routes 61D, 71A, 71C and 71D for the Bus Rapid Transit project would negatively affect low income or minority residents.

Routes 61D, 71A, 71C and 71D will end in Oakland to improve reliability and keep these routes from entering downtown traffic affected by downtown loop construction. The P3 route will terminate in Wilkinsburg but will also be extended to downtown and will have Saturday and Sunday service.

Most of the changes were found to have negative impacts to those communities. The extension of the P3 and addition of weekend service will be a positive change.

Mitigation efforts, including the BRT improvements, restocking the extra board of available drivers to cover routes, and restoring trips on previously reduced routes will help even out the balance.

Construction on the downtown loop is expected to begin as early as spring 2023 before moving into the Uptown and Oakland portions of the project.

The next step of the project is to enter a public comment period and award

construction contracts before construction begins.

3. Resolutions

Authorization to Proceed to Public Comment Period for Downtown-Uptown- Oakland BRT Project Related Major Service Changes (Amy Silberman)

The resolution to authorize PRT to begin a public comment period from December 15th until February 1st for the changes detailed above was approved.

With no further business, the Planning & Stakeholder Relations Committee meeting was adjourned.

The next meeting is scheduled for Thursday, January 19, at 8:30 a.m. in the fifth floor Board Room at Pittsburgh Regional Transit offices.

Press Releases

Two press releases were issued to ensure the public was aware of the public comment period. One on November 17, 2022, and one on December 13, 2022. Screenshots of the email press release, which are sent to all local media outlets, are below.

From: Brandolph, Adam J
Sent: Thursday, November 17, 2022 4:15 PM
To: Media <Media@rideprt.org>
Subject: FOR IMMEDIATE RELEASE - PRT Seeks Public Input on BRT-related Service Changes



FOR IMMEDIATE RELEASE (November 17, 2022) – Pittsburgh Regional Transit is seeking the public’s input on planned service changes related to its upcoming Bus Rapid Transit project.

With construction on the Downtown-Uptown-Oakland BRT project expected to begin next spring, PRT is seeking to implement some of the project’s service changes as early as June 2023 to help buses avoid getting caught in construction traffic.

The project’s changes will affect the 61D-Murray, 71A-Negley, 71C-Point Breeze, 71D-Hamilton, and P3-East Busway-Oakland. For specific information on how the changes will impact service to these routes, please visit www.rideprt.org/brt.

PRT will accept comments online, over the phone, and via U.S. Mail from 9 a.m. on Thursday, December 15, 2022, and through 5 p.m. on Wednesday, February 1, 2023.

An informational session will be held from 6 to 7 p.m. on Tuesday, January 10, 2023 to provide an overview of the proposed changes. Three public hearing sessions – two in-person and one online - will be held on Tuesday, January 18, 2023.

###

MEDIA CONTACT

Adam Brandolph
Public Relations Director
412-566-5157 (Office)
412-770-7150 (Cell)

From: Brandolph, Adam J
Sent: Tuesday, December 13, 2022 2:12 PM
To: Media <Media@rideprt.org>
Subject: FOR IMMEDIATE RELEASE - Public comment period on BRT and related service changes opens Thursday, December 15



FOR IMMEDIATE RELEASE (December 12, 2022) – Public transit riders in Allegheny County are invited to provide feedback on service changes related to Pittsburgh Regional Transit's upcoming Downtown-Oakland-East End Bus Rapid Transit project.

Comments will be accepted beginning Thursday, December 15 through February 1, 2023.

The nearly \$300 million BRT project will provide enhanced public transit service and better rider amenities along Fifth and Forbes avenues between downtown Pittsburgh and Oakland using dedicated bus lanes in both directions, improve safety with the addition of wider sidewalks and bike lanes, and upgrade existing infrastructure throughout the corridor. There will be 23 new transit stations constructed within the corridor.

The improvements are expected to reduce congestion, boost service reliability, and help unlock development opportunities.

In addition to major service changes directly associated with BRT routes, there will also be minor changes to an even greater number of routes. The changes are expected to go into effect as early as June 2023 to coincide with the first phase of construction.

To help riders better understand both the major and minor route changes, staff from PRT's Planning & Service Development Department will provide an overview and answer questions at an online information session at 6 p.m. on Tuesday, January 10 in advance of three public hearings to be held in-person at 10 a.m. and 2 p.m., and online/phone only at 6 p.m., all on Wednesday, January 18, 2023.

Information about the project is also available at www.rideprt.org/brt.

Comments will be accepted online at www.rideprt.org/brt, by calling 412-566-5335 or via U.S. Mail to:

Pittsburgh Regional Transit
RE: BRT Service Changes
Heinz 57 Center
345 Sixth Avenue, Third Floor
Pittsburgh, PA 15222

To sign up to attend the information session or to listen or to provide testimony at the hearings, visit www.rideprt.org/brt or call PRT Customer Service at 412-442-2000.

###

MEDIA CONTACT

Adam Brandolph
Public Relations Director
412-566-5157 (Office)
412-770-7150 (Cell)

Website

Information regarding the public comment period was added to the project's website (www.rideprt.org/brt). Below are screenshots of the page describing the comment period and how participants can engage.

BRT Public Hearing

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rideprt.org/inside-Pittsburgh-Regional-Transit/projects-and-programs/bus-rapid-...

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📍 TRIP TOOLS

🔍 SEARCH

🚐

BRT PUBLIC HEARINGS

Home > Inside Pittsburgh Regional Transit > Projects and Programs > Bus Rapid Transit > BRT Public Hearing

The form to sign up to attend the public information session or the public hearing is below.

Public Hearing & Comment Period for Downtown-Uptown-Oakland Bus Rapid Transit Project Major Service Changes

As early as June 2023, Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit ("Pittsburgh Regional Transit") proposes to implement five major service changes (as more fully summarized below) in conjunction with the construction of the Downtown-Uptown-Oakland Bus Rapid Transit Project's first phase of construction.

Pursuant to applicable Pittsburgh Regional Transit policy, major service changes affect more than 30% of a route's daily trips, directional miles or service hours and can also include the addition of a service day to a route. Four of the routes with major service changes for this comment period have a proposed reduction in miles of service; one route has a proposed increase in miles of service; and that route also has proposed additional days of service.

Accordingly, Pittsburgh Regional Transit is conducting a public comment period for the purpose of receiving public comment regarding these proposed major service changes beginning at 9 AM EST on Thursday, December 15, 2022, and ending at 5 PM EST on Wednesday, February 1, 2023. Public comment will be accepted via any of the following ways:

1) Written comments submitted online at www.rideprt.org/brtcomments

2) Written comment sent by U.S. mail or hand delivery to:

Pittsburgh Regional Transit

Attn: BRT Service Changes

Heinz 57 Center, 345 Sixth Avenue, Third Floor

Pittsburgh PA 15222

3) Oral comment by calling 412-566-5335 and leaving a message on a recorded line

4) Pittsburgh Regional Transit will also hold a public hearing to receive oral public comment regarding these proposed major service changes.

In advance of the public hearing, Pittsburgh Regional Transit will host a public information session to provide an overview of the proposed changes to the community and allow community members to ask clarifying questions about the proposed changes.

No public comment will be taken at this information session.

For public hearings, registrants are asked to only sign up for one time slot at one meeting to allow time for others' comments to be heard.

No walk-ins will be allowed – those wishing to provide official public comment at a public hearing must register for a session. Oral testimony will be limited to three minutes per speaker.

All hearings will be recorded and transcribed by a court reporter and made part of Pittsburgh Regional Transit's official records.

9

BRT Public Hearing

rideprt.org/inside-Pittsburgh-Regional-Transit/projects-and-programs/bus-rapid-...

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PRT Pittsburgh Regional Transit Schedules Rider Info Fares Services

TRIP TOOLS SEARCH

Registration for the public hearings will close at 5 PM on Tuesday, January 17th, 2023.

If any of the sessions completes all public comment prior to the scheduled session end time, the session may be terminated early in PRT's sole discretion. In the case of inclement weather or other emergency situation that requires cancellation of an in-person session, PRT will contact in-person registrants to move them to an online, phone, or other alternative method of providing public comment.

INFORMATIONAL SESSION (ONLINE OR PHONE ONLY)
 Tuesday, January 10th, 2022
 6 PM to 7 PM EST
 Please register by filling out the form below or by calling 412-442-2000

*Note that this informational session will be recorded and placed on the www.rideprt.org website following the session. No official public comments will be accepted at the information session.

PUBLIC HEARINGS (ONLINE AND IN-PERSON)
 In person - Pittsburgh Regional Transit Board Room, 345 Sixth Avenue, 5th floor, Pittsburgh, PA 15222
 Online - Teams application (by phone or computer)
 Wednesday January 18th, 2023, 10 AM to Noon or 2 PM to 4 PM
 Please register for a time to provide oral public comment by filling out the form below or by calling 412-442-2000

PUBLIC HEARING (ONLINE OR PHONE ONLY)
 Online - Teams application (by phone or computer)
 Wednesday January 18th, 2023 6 PM to 8 PM
 Please register by filling out the form below or by calling 412-442-2000

ACCOMMODATIONS
 Pittsburgh Regional Transit will provide an American Sign Language interpreter at all hearings. If any other ADA accommodations or language translation of a speaker's comments if not being made in English are required, please contact Melissa Girty at mgirty@rideprt.org or 412-566-5264 at least 10 business days before the hearing date to submit your ADA accommodation or language translation request. If an ADA accommodation request for a hearing cannot be fulfilled for some reason, PRT will work with the individual(s) seeking the accommodation to provide their public comment via an alternative method. It is anticipated that language translation of a speaker's recorded comments if not made in English would be made post-hearing and then made part of the public comment record. However, if that cannot be completed, PRT will work with the individual(s) seeking language translation to provide their public comment via an alternative method. For more information, call Customer Service at 412-442-2000 (TTY 412-231-7007) or visit www.rideprt.org/brt.

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BRT Informational Meeting/Public Hearing Sign-Up

Thank you for your interest in the Downtown-Uptown-Oakland BRT project. This is a transformational public transit initiative that will benefit several communities throughout Pittsburgh and beyond.

[Sign in to Google](#) to save your progress. [Learn more](#)

* Required

Facebook Advertisements

Posts about the public comment period were posted to Facebook two times, and specific advertising space was purchased throughout the December-January period. The reach of the two posts (one for the information session and one for the hearings) were as follows:

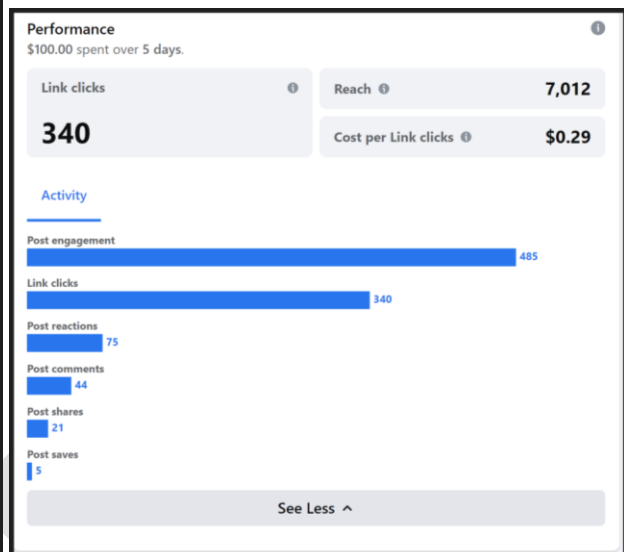
Pittsburgh Regional Transit
Published by Odessa Meredith · January 5 at 3:02 PM · 🌐

To help riders better understand the major and minor route changes of our upcoming Bus Rapid Transit project, our Planning & Service Development Department is holding an online information session. Join us at 6 p.m. on Tuesday, January 10 to hear an overview of the proposed changes, and get answers to your questions. Sign up now to attend! 📅




RIDEPRT.ORG
Bus Rapid Transit
Bus Rapid Transit project information page

Sign up



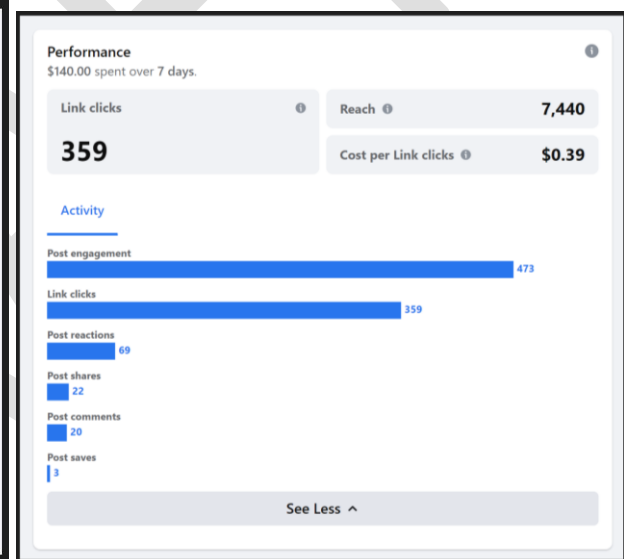
Pittsburgh Regional Transit
Published by Odessa Meredith · January 11 at 11:46 AM · 🌐

Three public hearings will be held on Wednesday, January 18th to receive testimony on the proposed service changes for our Downtown-Oakland-East End Bus Rapid Transit project. Two meetings will be in-person/online at 10 am and 2 pm, and our online only meeting will be at 6 pm. Registration will close at 5 pm on Tuesday, January 17th.



RIDEPRT.ORG
Bus Rapid Transit
Bus Rapid Transit project information page

Sign up



Another example reminder post is shown below.



Newspaper

[Pittsburgh Post-Gazette](#)

Information regarding the public comment period was added to the Pittsburgh Post-Gazette on November 24, 2022 and December 1, 2022.

Below is a screenshot of the advertisement and the Proof of Publication of Notice in the paper:

Public Hearing & Comment Period for Downtown-Uptown Oakland Bus Rapid Transit Project Major Service Changes

As early as spring 2023, Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit ("Pittsburgh Regional Transit") proposes to implement five major service changes (as more fully summarized below) in conjunction with the construction of the Downtown-Uptown-Oakland Bus Rapid Transit Project's first phase of construction. Pursuant to applicable Pittsburgh Regional Transit policy, major service changes affect more than 30% of a route's daily trips, directional miles or service hours and can also include the addition of a service day to a route. Four of the routes with major service changes for this comment period have a proposed reduction in miles of service; one route has a proposed increase in miles of service; and that route also has proposed additional days of service.

Accordingly, Pittsburgh Regional Transit is conducting a public comment period for the purpose of receiving public comment regarding these proposed major service changes beginning at **9 AM EST on Thursday, December 15, 2022**, and ending at **5 PM EST on Wednesday, February 1, 2023**. Public comment will be accepted via any of the following ways:

- 1) Written comments submitted online at www.rideprt.org/brt; or
- 2) Written comment sent by U.S. mail or hand delivery to: Pittsburgh Regional Transit Attn: BRT Service Changes
Heinz 57 Center, 345 Sixth Avenue, Third Floor Pittsburgh PA 15222; or
- 3) Oral comment by calling **412.566.5335** and leaving a message on a recorded line; or
- 4) Pittsburgh Regional Transit will also hold a public hearing to receive oral public comment regarding these proposed major service changes.

In advance of the public hearing, Pittsburgh Regional Transit will host a public information session to provide an overview of the proposed changes to the community and allow community members to ask clarifying questions about the proposed changes. No public comment will be taken at this information session.

For public hearings, registrants are asked to only sign up for one time slot at one meeting to allow time for others' comments to be heard. No walk-ins will be allowed – those wishing to provide official public comment at a public hearing must register for a session. Oral testimony will be limited to three minutes per speaker. All hearings will be recorded and transcribed by a court reporter and made part of Pittsburgh Regional Transit's official records. Registration for the public hearings will close at **5 PM on Tuesday, January 17th, 2023**. If any of the sessions completes all public comment prior to the scheduled session end time, the session may be terminated early in PRT's sole discretion. In the case of inclement weather or other emergency situation that requires cancellation of an in-person session, PRT will contact in-person registrants to move them to an online, phone, or other alternative method of providing public comment.

INFORMATIONAL SESSION (ONLINE OR PHONE ONLY)

Tuesday, January 10th, 2023 6 PM to 7 PM EST

Online Link: To be provided upon completion of registration Register: www.rideprt.org/brt or call **412.442.2000**

*Note that this informational session will be recorded and placed on the www.rideprt.org website following the session. No official public comments will be accepted at the information session.

PUBLIC HEARINGS (ONLINE AND IN-PERSON STYLE)

In person – Pittsburgh Regional Transit Board Room, 345 Sixth Avenue, 5th floor, Pittsburgh, PA 15222 Online – Teams application (by phone or computer) **Wednesday January 18th, 2023 10 AM to Noon 2 PM to 4 PM**

Online Link: Please register for a time to provide oral public comment, or register to listen in only online or via phone Register: www.rideprt.org/brt or call **412.442.2000**

PUBLIC HEARING (ONLINE OR PHONE ONLY)

Online - Teams application (by phone or computer) **Wednesday January 18th, 2023 6 PM to 8 PM**

Online Link: Please register for a time to provide oral public comment, or register to listen in only online or via phone Register: www.rideprt.org/brt or call **412.442.2000**

ACCOMMODATIONS

Pittsburgh Regional Transit will provide an American Sign Language interpreter at all hearings. If any other ADA accommodations or language translation of a speaker's comments if not being made in English are required, please contact Melissa Girty at mgirty@rideprt.org or **412.566.5264** at least 10 business days before the hearing date to submit your ADA accommodation or language translation request. If an ADA accommodation request for a hearing cannot be fulfilled for some reason, PRT will work with the individual(s) seeking the accommodation to provide their public comment via an alternative method. It is anticipated that language translation of a speaker's recorded comments if not made in English would be made post-hearing and then made part of the public comment record. However, if that cannot be completed, PRT will work with the individual(s) seeking language translation to provide their public comment via an alternative method.

For more information, call Customer Service at **412.442.2000** (TTY **412.231.7007**) or visit www.rideprt.org/brt.

Summary of Downtown-Uptown-Oakland Bus Rapid Transit Major Service Changes

The following service changes are proposed to be implemented in 2023 as project construction is underway, with the exception of the P3 service changes, which are not proposed to be implemented until construction is complete following 2023.

Route	Change Type	Change Detail
61D Waterfront	Reduction of route miles	The inbound 61D route will serve the Fifth Ave at Chesterfield Road bus stop, turn left on Craft Ave in Oakland, turn left again on Forbes Ave in Oakland, and then begin its outbound routing at the Forbes Ave at Craft Ave far side bus stop.
71A Negley 71C Point Breeze 71D Hamilton	Reduction of route miles	The inbound 71A, 71C, and 71D routes will serve the Fifth Ave at Chesterfield Road bus stop, then turn left on Craft Ave in Oakland, turn left again on Forbes Ave in Oakland, and then begin their outbound routing at the Forbes Ave at Craft Ave far side bus stop. They will serve Forbes Ave bus stops in Oakland before turning left on Bellefield Ave and then right onto Fifth Ave to continue their normal outbound routes beginning at the Fifth Ave at Bellefield Ave intersection.
P3 Oakland-East Busway	Addition of route miles and hours	Route P3 will have two routing changes. The first change is a shortening of the outer end of the route. The P3 will terminate outbound at Wilkinsburg Station and will no longer serve Hamnett, Rosslyn, and Swissvale Stations on the East Busway. The second change is an extension of the inner end of the route. Rather than turning around at Robinson Ave in Oakland, the P3 will continue to Uptown and Downtown. It will continue inbound on Fifth Ave, turn right on Liberty Ave in Downtown Pittsburgh, turn right on Sixth Ave, turn left on Forbes Ave, and continue on Forbes Ave in Downtown Pittsburgh, Uptown, and Oakland before turning left onto Bellefield Ave in Oakland, then turning right onto Fifth Ave in Oakland to continue its outbound trip. Additionally, the P3 will have day of service additions. The route will begin offering approximately 30-minute service on Saturdays and Sundays. Saturday span of service will be from approximately 6:30 AM to 11:00 PM. Sunday span of service will be from approximately 7:00 AM to 11:00 PM.



No. _____ Term, _____

Proof of Publication of Notice in Pittsburgh Post-Gazette

Under Act No 587, Approved May 16, 1929, PL 1784, as last amended by Act No 409 of September 29, 1951

Commonwealth of Pennsylvania, County of Allegheny, ss D. Rullo, being duly sworn, deposes and says that the Pittsburgh Post-Gazette, a newspaper of general circulation published in the City of Pittsburgh, County and Commonwealth aforesaid, was established in 1993 by the merging of the Pittsburgh Post-Gazette and Sun-Telegraph and The Pittsburgh Press and the Pittsburgh Post-Gazette and Sun-Telegraph was established in 1960 and the Pittsburgh Post-Gazette was established in 1927 by the merging of the Pittsburgh Gazette established in 1786 and the Pittsburgh Post, established in 1842, since which date the said Pittsburgh Post-Gazette has been regularly issued in said County and that a copy of said printed notice or publication is attached hereto exactly as the same was printed and published in the regular editions and issues of the said Pittsburgh Post-Gazette a newspaper of general circulation on the following dates, viz:

24 of November, 2022

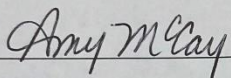
01 of December, 2022

Affiant further deposes that he/she is an agent for the PG Publishing Company, a corporation and publisher of the Pittsburgh Post-Gazette, that, as such agent, affiant is duly authorized to verify the foregoing statement under oath, that affiant is not interested in the subject matter of the afore said notice or publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.



PG Publishing Company

Sworn to and subscribed before me this day of:
December 1, 2022



Commonwealth of Pennsylvania - Notary Seal
Amy McCay, Notary Public
Allegheny County
My commission expires January 24, 2026
Commission number 1323004
Member, Pennsylvania Association of Notaries

STATEMENT OF ADVERTISING COSTS
Pittsburgh Regional Transit
345 SIXTH AVE, 3RD FLOOR
Pittsburgh, PA 15222

To PG Publishing Company

Total ----- \$1,151.30

Publisher's Receipt for Advertising Costs

PG PUBLISHING COMPANY, publisher of the Pittsburgh Post-Gazette, a newspaper of general circulation, hereby acknowledges receipt of the aforesaid advertising and publication costs and certifies that the same have been fully paid.

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Phone 412-263-1440

PG Publishing Company, a Corporation, Publisher of
Pittsburgh Post-Gazette, a Newspaper of General Circulation

By _____

I hereby certify that the foregoing is the original Proof of Publication and receipt for the Advertising costs in the subject matter of said notice.

Attorney For

COPY OF NOTICE OR PUBLICATION

Public Hearing & Comment Period for Downtown Light Rail
Caldwell Bus Rapid Transit Project: Major Service Changes

For more information, please visit the project website at <http://www.pghistory.com/light-rail>.

The following table lists the proposed changes to the Downtown Light Rail service, including the proposed route, station locations, and the estimated travel time for each segment.

Segment	Proposed Route	Station Locations	Estimated Travel Time
1	Downtown Light Rail	Allegheny City Center, Downtown, and University City	15 minutes
2	Downtown Light Rail	Allegheny City Center, Downtown, and University City	15 minutes
3	Downtown Light Rail	Allegheny City Center, Downtown, and University City	15 minutes

For more information, please visit the project website at <http://www.pghistory.com/light-rail>.

New Pittsburgh Courier

Information regarding the public comment period was added to the New Pittsburgh Courier on November 23, 2022 and November 30, 2022.

Below are screenshots of the advertisements in the paper:

NEW PITTSBURGH COURIER METRO NOVEMBER 23-26, 2022 A8

ALL IN THE FAMILY

HAMPTON FROM AB

a photo of four African Americans walking towards the Civic Arena entrance for the convention. The two people on the right were his parents, Curry Sr. and Sade.

Clarence "Jap" Curry Sr. died three years ago at age 99. In 2021, Hampton University erected the statue for "Jap," along with another major Hampton contributor, Dr. Mary T. Christian.

Curry Sr. was a faithful supporter of the Hampton Chapter of the National Hampton Alumni Association Inc., and the Pirates' Booster Club. Curry Sr. and Sade endowed a scholarship for music majors, donated a collection of big band jazz arrangements, and for Curry Sr., was a fix-

A THREE-DAY TRIP TO D.C. AND VIRGINIA...

THE FRODO... with Clarence Curry Sr. as the frodo...

ture at Hampton football and basketball games.

On Jan. 23, 2011, Curry Sr. received the Presidential Citizenship Award at the 118th Founder's Day Celebration.

"I always thought that Dr. Christian and Mr. Curry were two of the most loyal, supportive, and dedicated graduates of this world-class institution. We commend the positive impact, good work and faithful efforts made by these two individuals," said Dr. William R. Harvey, Hampton University President, in a statement from 2021. "We honor both Dr. Mary T.

Christian and Mr. Clarence F. "Jap" Curry, for their service to the community and the world, as well as their support of their alma mater, Hampton University. For years, people's lives were aided by their endeavors. For these reasons and others, it is my pleasure to unveil these new statues."

You never know, there could be more Currys who decide to attend Hampton University one day. It could be Hampton or another historically Black college, Curry Jr. told the Courier that he encouraged his children to attend HBCUs. They both graduated from All-

derdie High School. His son, Clarence Curry III, did attend Hampton. His daughter attended Spelman College, in Atlanta. "They did well at All-derdie, but there were very few minorities in the scholar program which they participated in," Curry Jr. said. He added that he felt his children "needed the HBCU experience to round out their education, to see more African Americans not only as student-peers, but also as faculty and administrators."

Public Hearing & Comment Period for Downtown-Uptown-Oakland Bus Rapid Transit Project Major Service Changes

As early as spring 2023, the Authority of Allegheny County Area Regional Transit (Pittsburgh Regional Transit) proposes to implement the major service changes to the Downtown-Uptown-Oakland Bus Rapid Transit (D-U-O) project. The proposed changes include the construction of the Downtown-Uptown-Oakland Bus Rapid Transit (D-U-O) project. The proposed changes include the construction of the Downtown-Uptown-Oakland Bus Rapid Transit (D-U-O) project. The proposed changes include the construction of the Downtown-Uptown-Oakland Bus Rapid Transit (D-U-O) project.

Authority, Pittsburgh Regional Transit is holding a public hearing and comment period for the proposed changes to the Downtown-Uptown-Oakland Bus Rapid Transit (D-U-O) project. The proposed changes include the construction of the Downtown-Uptown-Oakland Bus Rapid Transit (D-U-O) project. The proposed changes include the construction of the Downtown-Uptown-Oakland Bus Rapid Transit (D-U-O) project.

In addition to the public hearing, Pittsburgh Regional Transit will have a public information session to provide information about the proposed changes to the Downtown-Uptown-Oakland Bus Rapid Transit (D-U-O) project. The proposed changes include the construction of the Downtown-Uptown-Oakland Bus Rapid Transit (D-U-O) project. The proposed changes include the construction of the Downtown-Uptown-Oakland Bus Rapid Transit (D-U-O) project.

FOR MORE INFORMATION, VISIT US ONLINE OR BY PHONE ONLY
Tuesday, January 10th, 2023 4 PM to 6 PM EST
Online: Visit us online at www.prt.org/rti or call 412.442.2000
Phone: Call 412.442.2000

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WE WANT THE Funk

FESTIVAL

DECEMBER 9-10, 2022 8PM

FRIDAY MORRIS DAY & THE TIME & ALEXANDER O'NEAL

SATURDAY BAR-KAYS & CON FUNK SHUN

THE AUGUST WILSON AFRICAN AMERICAN CULTURAL CENTER

THE AUGUST WILSON AFRICAN AMERICAN CULTURAL CENTER

THE AUGUST WILSON AFRICAN AMERICAN CULTURAL CENTER

Influential activist Celeste Scott dies at age 46

Led effort for more affordable housing in Pittsburgh

SCOTT FROM A1

ble for its creation. "This is a major win for the city of Pittsburgh," Scott told the online housing trust funds project in 2018. She lauded the HOV, saying it would allow "more than 7,000 Pittsburgh families to stay in their homes or move to safe and affordable homes. Every person in Pittsburgh deserves a place to call home. The affordable housing crisis required our elected leaders to take action, and that's what they did."

Scott died on Nov. 2 at her home in Homestead. It's unclear the manner of Scott's passing.

On Sunday, Nov. 13, a daylong memorial event was held at the Homewood YMCA to celebrate Scott's life, organized by the Celeste Legacy Circle group. "Celeste raised most of us into the activists we are today," said her close friend, Britanni Murray, on Facebook. "Celeste uplifted every fabric of what it means to have a Black life in Pittsburgh and supported every intersection of that life."

Community activism is something most people aren't cut out for. But for Scott, it was a calling. In addition to Pittsburgh United, Scott volunteered

with New Voices Pittsburgh, the Alliance for Police Accountability and Sisters PGH. Scott served on the boards of Sisters PGH, Pittsburgh Union of Regional Renters and Lawrenceville United. Scott also was a founding member of Black Femme Excellence Co.

While the COVID pandemic stopped a lot of things and people, Scott carried on. In July 2021, when the City of Pittsburgh, then under Mayor Bill Peduto, announced it would receive \$335 million in funds from the American Rescue Plan, Scott joined other activists on the steps of the City-County Building.

"We must ensure that the city uses these funds to address years of racial and economic inequality and ensure accountability and transparency in the process," Scott said. "Homeownership is important, but it's renters who have suffered the most during the pandemic. Including rent relief is critical, and if Council had engaged the public in this process, that's one of many things that would have been abundantly clear. It is vital that the public has a say in deciding how to spend this money—not just the usual voices and the folks in power—but the community, especially those most in need of re-



A MEMORIAL WAS HELD FOR CELESTE SCOTT IN HOMEWOOD, NOV. 13. (Photo by J.L. Martello)

lief. Council needs to slow down, pause the vote, and engage the community in a real and transparent way."

Pittsburgh Mayor Ed Gainey, upon learning of her passing, said that "Celeste was not only a tireless advocate for affordable housing—resulting in the creation of Pittsburgh's Housing Opportunity Fund—but a cele-

brated community leader known for her kindness and generosity. She was a fierce champion for racial justice, housing justice, and queer liberation. The City of Pittsburgh is a better place because of Celeste. May her memory be a blessing, now and always."

Soon-to-be Congressional woman Summer Lee also commented on Scott's

passing. "Celeste Scott was such a beacon of light and love for our community. A fierce advocate, especially for our Black and queer communities, for housing justice and racial justice, a compassionate mother and community mother to so many. Rest in power, Celeste."

Scott also advocated for Black transgender people in Pittsburgh, which was

noted by Sisters PGH founder Clara Thomas: "I am forever grateful for your life and your sacrifice and the fight it took for you to exist within a place that worked you to death."

WE WANT THE
STREET
FESTIVAL
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MORRIS DAY & THE TIME
& ALEXANDER O'NEAL
SATURDAY
BAR-KAYS & CON FUNK SHUN

THE AUGUST WILSON II
AFRICAN AMERICAN
CULTURAL CENTER

ROBERTS AVAILABLE AT
AWAFC.ORG
412-333-1011

@AugustWilsonC
@AugustWilsonCulturalCenter
@AugustWilsonCulturalCenter

Public Hearing & Comment Period for Downtown-Uptown-Oakland Bus Rapid Transit Project Major Service Changes

As early as spring 2023, Port Authority of Allegheny County (PAC) Pittsburgh Regional Transit (Pittsburgh Regional Transit) proposes to implement bus major service changes (see more fully commented below) in connection with the construction of the Downtown-Uptown-Oakland Bus Rapid Transit Project's first phase of construction. Pursuant to applicable Pittsburgh Regional Transit policy, major service changes affect more than 50% of a route's daily trip, directional miles in service hours and can also include the addition of a service day to a route. Four of the routes with major service changes for the comment period have a proposed reduction in miles of service, one route has a proposed increase in miles of service, and three routes have no proposed addition days of service.

Accordingly, Pittsburgh Regional Transit is conducting a public comment period for the purpose of making public comment regarding these proposed major service changes beginning at 9 AM EST on Thursday, December 15, 2022, and ending at 5 PM EST on Wednesday, February 1, 2023. Public comment will be accepted on any of the following items:

1. Written comments submitted online at www.prt.org/pt at 9 AM EST on Wednesday, February 1, 2023.
2. Written comments sent by U.S. mail, e-mail, or hand-delivered to Pittsburgh Regional Transit, 880 Service Center, 51 Center, 345 South Avenue, Third Floor Pittsburgh PA 15222, or
3. Oral comments by calling 412.442.2000 and leaving a message on a recorded line, or
4. Pittsburgh Regional Transit will also hold a public hearing to receive oral public comment regarding these proposed major service changes.

In advance of the public hearing, Pittsburgh Regional Transit will host a public information session to provide an overview of the proposed changes to the community and allow community members to ask clarifying questions about the proposed changes. The public comment will be taken at this information session.

For public hearings, registrants are asked to only sign up for one time slot at one meeting to allow time for others' comments. If he needs to work his way to the other—these meetings to provide official public comment at a public hearing must register for a session. Oral testimony will be limited to five minutes per speaker. All hearings will be recorded and transcribed by a court reporter and made part of Pittsburgh Regional Transit's public record. Registration for the public hearing will close at 5 PM on Tuesday, January 17, 2023. If any of the sessions completes a public comment period to the scheduled session and time, the session time for attendance early PRT will have discretion in the case of inclement weather or other emergency situation that requires cancellation of an in person session. PRT will contact in person registrants to move them to an online, phone, or other alternative method of providing public comment.

INFORMATIONAL SESSION (ONLINE OR PHONE ONLY)
Tuesday, January 17, 2023 1 PM to 7 PM EST
Online Link: To be provided upon completion of registration. Register: www.prt.org/pt or call 412.442.2000
*Note that this informational session will be recorded and stored on the www.prt.org/pt website following the session. No official public comments will be accepted at the informational session.

PUBLIC HEARINGS (ONLINE AND IN PERSON ONLY)
In person—Pittsburgh Regional Transit Board Room, 345 South Avenue, 5th Floor, Pittsburgh, PA 15222. Online—Teams application by phone or computer. Wednesday January 18, 2023 10 AM to Noon & 2 PM to 4 PM
Online Link: Please register for a time to provide oral public comment, or register to listen in only online or via phone. Register: www.prt.org/pt or call 412.442.2000

PUBLIC HEARINGS (ONLINE OR PHONE ONLY)
Online: Please register by phone or computer. Wednesday January 18, 2023 6 PM to 8 PM
Online Link: Please register for a time to provide oral public comment, or register to listen in only online or via phone. Register: www.prt.org/pt or call 412.442.2000

ACCOMMODATIONS
Pittsburgh Regional Transit will provide an American Sign Language interpreter at all hearings, if any other ADA accommodation or language translation of a speaker's comments is not being made in English are required, please contact Metasoft City at metasoftcity.org or 412.564.5264 at least 10 business days before the hearing date to submit your ADA accommodation or language translation request. For ADA accommodation request for a hearing cannot be fulfilled for some reason, PRT will work with the individuals seeking the accommodation to provide their public comment via an alternative method. In addition to the language translation of a speaker's recorded comments first made in English would be made post-hearing and made part of the public comment record. However, if that cannot be completed, PRT will work with the individual seeking language translation to provide their public comment via an alternative method.

For more information, call Customer Service at 412.442.2000 (TTY 412.231.7007) or visit www.prt.org/pt.

Summary of Downtown-Uptown-Oakland Bus Rapid Transit Major Service Changes
The following service changes are proposed to be implemented in 2023 as project construction is underway, with the exception of the P3 service changes, which are not proposed to be implemented until construction is complete following 2023.

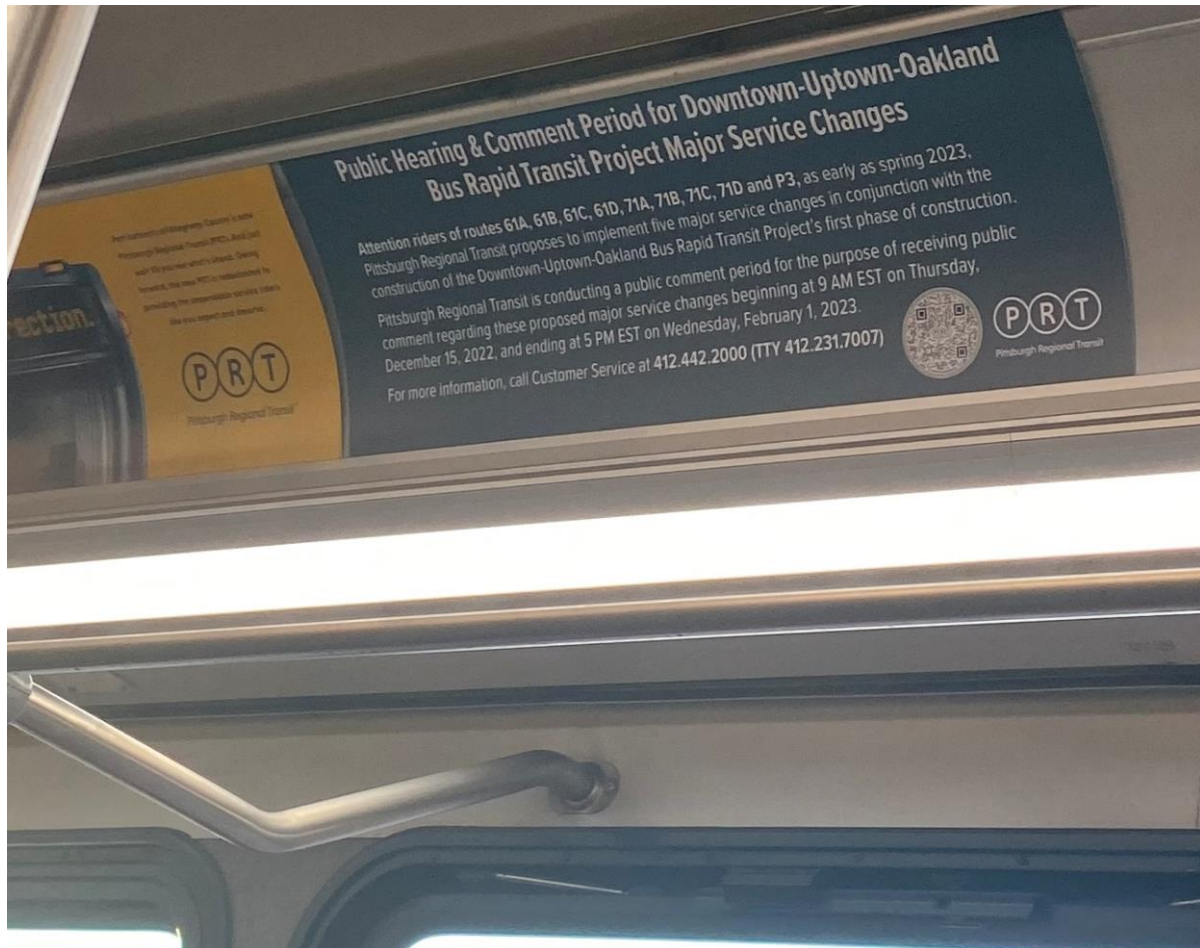
Route	Change Type	Change Detail
61D Waterfront	Reduction of route miles	The inbound 61D route will serve the Fifth Ave at Chatterfield Road bus stop, turn left on Craft Ave in Oakland, turn left again on Forbes Ave in Oakland, and then begin its outbound routing at the Forbes Ave at Craft Ave bus stop.
71A Regency 71C Point Breeze 71D Hammon	Reduction of route miles	The inbound 71A, 71C, and 71D routes will serve the Fifth Ave at Chatterfield Road bus stop, then turn left on Craft Ave in Oakland, turn left again on Forbes Ave in Oakland, and then begin their outbound routing at the Forbes Ave at Craft Ave bus stop. They will serve Forbes Ave bus stops in Oakland before turning left on Bedford Ave and then right onto Fifth Ave to continue their normal outbound routes beginning at the Fifth Ave at Bedford Ave intersection.
P3 Oakland-East Bunbury	Addition of route miles and hours	Route P3 will have two routing changes. The first change is a shortening of the route and of the route. The P3 will terminate outdoors at Wilkesburg Station and will no longer serve Hammon, Regency, and Inverness Stations on the East Bunbury. The second change is an extension of the route end of the route. Rather than turning around at Redstone Ave in Oakland, the P3 will continue to Uptown and Downtown. It will continue inbound on Fifth Ave, turn right on Liberty Ave in Downtown Pittsburgh, turn right on Sixth Ave, turn left on Forbes Ave, and continue on Forbes Ave in Downtown Pittsburgh, Uptown, and Oakland before turning left onto Bedford Ave in Oakland, then turning right onto Fifth Ave in Oakland to continue its outbound trip.

Additionally, the P3 will have day of service additions. The route will begin offering approximately 20 minutes service on Saturdays and Sundays. Saturday span of service will be from approximately 6:30 AM to 11:00 PM. Sunday span of service will be from approximately 7:00 AM to 11:00 PM.



Bus Interior Cards

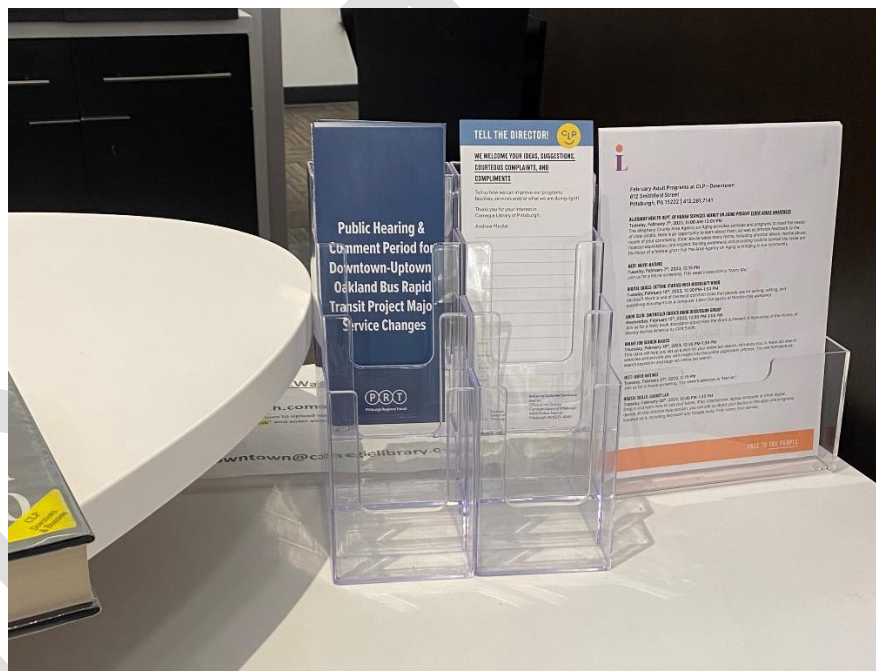
Information regarding the public comment period was added to bus interior cards which were printed and installed on all buses before December 15th, 2022, at the East Liberty and West Mifflin bus Divisions, which covers all services proposed to be changed by this project. Below are screenshots of the interior card on board a bus describing the comment period and how participants can engage.



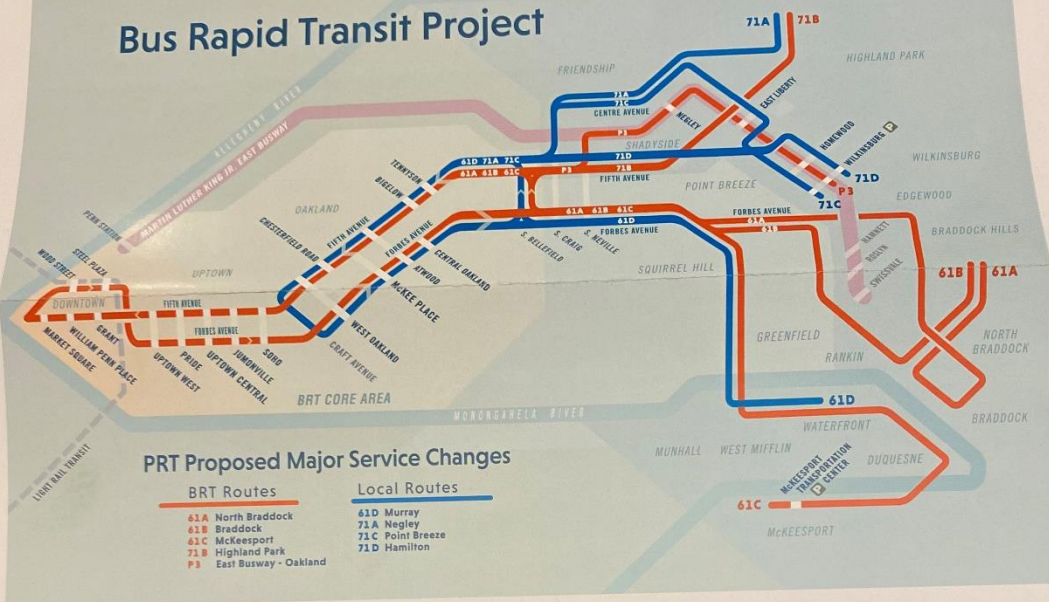
Brochures

Information regarding the public comment period was added to all transit vehicles at the East Liberty and West Mifflin Divisions (the two operating Divisions that operate all routes proposed to have changes). Five thousand total brochures were printed for the service change public comment period. These brochures were stocked prior to December 15th so that riders could take a brochure while riding transit. Additionally, the brochures were sent to major libraries in the area. Below are screenshots of the brochure describing the comment period and how participants can engage and a table of the specific libraries and number of brochures they were provided.

LIBRARY BRT BROCHURE CONTACT LIST		
Carnegie Library Name-Address-Phone#	Date of Mailing	Verified Received
Oakland 4100 Forbes Avenue	12/07/22	Yes – 100
Downtown 612 Smithfield Street	12/07/22	Yes - 50
East Liberty 130 Whitfield Street	12/07/22	Yes - 50
Hill District 2177 Centre Avenue	12/07/22	Yes - 50
Squirrel Hill 5801 Forbes Avenue	12/07/22	Yes - 50
Wilksburg 605 Ross Avenue	12/07/22	Yes - 50
Homewood 7101 Hamilton Avenue	12/07/22	Yes - 50
Downtown 623 Smithfield Street	12/07/22	Yes - 100



Bus Rapid Transit Project



Public Hearing & Comment Period for Downtown-Uptown-Oakland Bus Rapid Transit Project Major Service Changes



Attention riders of routes 61A, 61B, 61C, 61D, 71A, 71B, 71C, 71D and P3, as early as spring 2023, Port Authority of Allegheny County db/a Pittsburgh Regional Transit ("Pittsburgh Regional Transit") proposes to implement five major service changes (as more fully summarized below) in conjunction with the construction of the Downtown-Uptown-Oakland Bus Rapid Transit Project's first phase of construction. Pursuant to applicable Pittsburgh Regional Transit policy, major service changes affect more than 30% of a route's daily trips, directional miles or service hours and can also include the addition of a service day to a route. Four of the routes with major service changes for this comment period have a proposed reduction in miles of service; one route has a proposed increase in miles of service; and that route also has proposed additional days of service.

Accordingly, Pittsburgh Regional Transit is conducting a public comment period for the purpose of receiving public comment regarding these proposed major service changes beginning at **9 AM EST on Thursday, December 15, 2022**, and ending at **5 PM EST on Wednesday, February 1, 2023**. Public comment will be accepted via any of the following ways:

- 1) Written comments submitted online at www.rideprt.org/btrt; or
- 2) Written comment sent by U.S. mail or hand delivery to:
Heinz 57 Center, 345 Sixth Avenue, Third Floor Pittsburgh PA 15222, or
- 3) Oral comment by calling **412.566.5335** and leaving a message on a recorded line; or
- 4) Pittsburgh Regional Transit will also hold a public hearing to receive oral public comment regarding these proposed major service changes.

In advance of the public hearing, Pittsburgh Regional Transit will host a public information session to provide an overview of the proposed changes to the community and allow community members to ask clarifying questions about the proposed changes. No public comment will be taken at this information session.

For public hearings, registrants are asked to only sign up for one time slot at one meeting to allow time for others' comments to be heard. No walk-ins will be allowed – those wishing to provide official public comment at a public hearing must register for a session. Oral testimony will be limited to three minutes per speaker. All hearings will be recorded and transcribed by a court reporter and made part of Pittsburgh Regional Transit's official records. Registration for the public hearings will close at **5 PM on Tuesday, January 17th, 2023**. If any of the sessions completes all public comment prior to the scheduled session end time, the session may be terminated early in PRT's sole discretion. In the case of inclement weather or other emergency situation that requires cancellation of an in-person session, PRT will contact in-person registrants to move them to an online, phone, or other alternative method of providing public comment.

INFORMATIONAL SESSION (ONLINE OR PHONE ONLY) Tuesday, January 10th, 2023 6 PM to 7 PM EST

Online Link: To be provided upon completion of registration Register: www.rideprt.org/btrt or call **412.442.2000**

*Note that this informational session will be recorded and placed on the www.rideprt.org website following the session. No official public comments will be accepted at the information session.

PUBLIC HEARINGS (ONLINE AND IN-PERSON STYLE)

In person – Pittsburgh Regional Transit Board Room, 345 Sixth Avenue, 5th floor, Pittsburgh, PA 15222 Online – Teams application (by phone or computer) **Wednesday January 18th, 2023 10 AM to Noon 2 PM to 4 PM** Online Link: Please register for a time to provide oral public comment, or register to listen in only online or via phone Register: www.rideprt.org/btrt or call **412.442.2000**

PUBLIC HEARING (ONLINE OR PHONE ONLY)

Online - Teams application (by phone or computer) **Wednesday January 18th, 2023 5 PM to 8 PM** Online Link: Please register for a time to provide oral public comment, or register to listen in only online or via phone Register: www.rideprt.org/btrt or call **412.442.2000**

ACCOMMODATIONS

Pittsburgh Regional Transit will provide an American Sign Language Interpreter at all hearings. If any other ADA accommodations or language translation of a speaker's comments if not being made in English are required, please contact Melissa Girty at mgirty@rideprt.org or **412.566.5264** at least 10 business days before the hearing date to submit your ADA accommodation or language translation request. If an ADA accommodation request for a hearing cannot be fulfilled for some reason, PRT will work with the individual(s) seeking the accommodation to provide their public comment via an alternative method. It is anticipated that language translation of a speaker's recorded comments if not made in English would be made post-hearing and then made part of the public comment record. However, if that cannot be completed, PRT will work with the individual(s) seeking language translation to provide their public comment via an alternative method.

For more information, call Customer Service at **412.442.2000** (TTY **412.231.7007**) or visit www.rideprt.org/btrt.

Scan QR Code below for more information and to comment on our proposed changes.



Summary of Downtown-Uptown-Oakland Bus Rapid Transit Major Service Changes

The following service changes are proposed to be implemented in 2023 as project construction is underway, with the exception the P3 service changes, which are not proposed to be implemented until construction is complete following 2023.

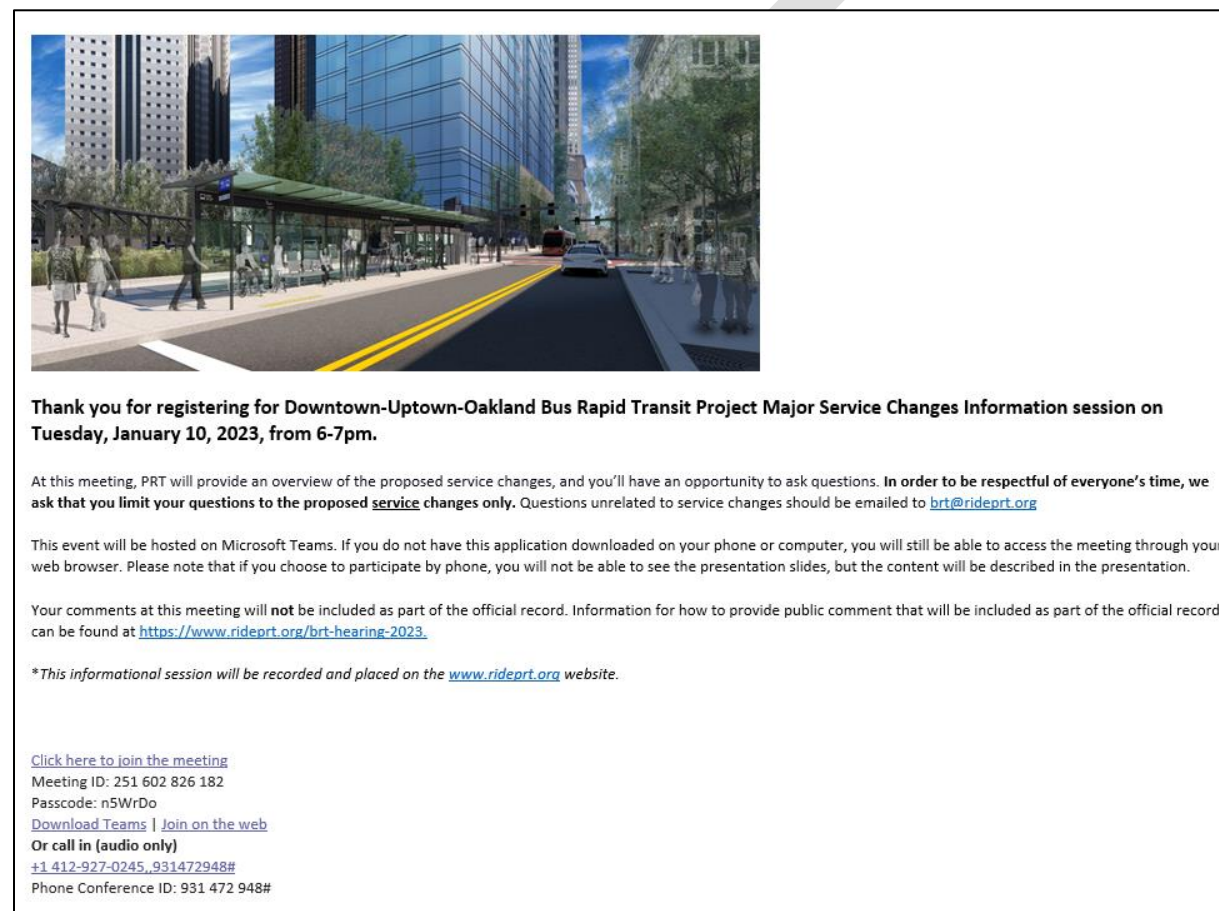
Route	Change Type	Change Detail
61D Waterfront	Reduction of route miles	The inbound 61D route will serve the Fifth Ave at Chesterfield Road bus stop, turn left on Craft Ave in Oakland, turn left again on Forbes Ave in Oakland, and then begin its outbound routing at the Forbes Ave at Craft Ave far side bus stop.
71A Negley 71C Point Breeze 71D Hamilton	Reduction of route miles	The inbound 71A, 71C, and 71D routes will serve the Fifth Ave at Chesterfield Road bus stop, then turn left on Craft Ave in Oakland, and then begin their outbound routing at the Forbes Ave at Craft Ave far side bus stop. They will serve Forbes Ave bus stops in Oakland before turning left on Bellefield Ave and then right onto Fifth Ave to continue their normal outbound routes beginning at the Fifth Ave at Bellefield Ave intersection.
P3 Oakland-East Blusway	Addition of route miles and hours	Route P3 will have two routing changes. The first change is a shortening of the outer end of the route. The P3 will terminate outbound at Wilkesburg Station and will no longer serve Hammett, Bosswin, and Swissvale Stations on the East Blusway. The second change is an extension of the inner end of the route. Rather than turning around at Robinson Ave in Oakland, the P3 will continue to Uptown and Downtown. It will continue inbound on Fifth Ave, turn right on Liberty Ave in Downtown Pittsburgh, turn right on Sixth Ave, turn left on Forbes Ave, and continue on Forbes Ave in Downtown Pittsburgh, Uptown, and Oakland before turning left onto Bellefield Ave in Oakland, then turning right onto Fifth Ave in Oakland to continue its outbound trip. Additionally, the P3 will have day of service additions. The P3 will begin offering approximately 30-minute service on Saturdays Sundays. Saturday span will be from approximately 6:30 AM to 11:00 PM. Sunday span of service will be from approximately 7:00 AM to 11:00 PM.

Public Comment Period – Records and Summaries of Input

Informational Session

An informational session was held from 6:00pm – 7:30pm on Tuesday, January 10th, 2023. This session included a presentation and a question and answer session where members of the public could clarify the proposals for service changes to ensure they had all of the appropriate information needed in order to provide their formal comments or testimony at the public hearing or via mail, phone, or online methods.

A reminder was sent via email to those who had signed up for the information session one day before the meeting; a screenshot of this reminder email is below:



X stakeholders and members of the public participated in the Information Session. A recording of the information session is available on PRT's website at <https://www.rideprt.org/inside-Pittsburgh-Regional-Transit/projects-and-programs/bus-rapid-transit/BRT-service/>. The presentation had 138 views for the remainder of the comment period following its upload. Additionally, the slides presented are included below.

Downtown – Uptown – Oakland Bus Rapid Transit (BRT) Project

Service Informational Session for Public Comment Period
Proposed Service Changes for 2023-2024

Planning Division
January 10th, 2023

1

1

What have we been doing?

- 2017
 - Spring – Original selection of preferred routing (3 routes)
 - Summer - Station location workshops public meetings
 - Fall - Mon Valley community meetings; direct connections to Downtown desired
- 2018 - Revisiting the service – public meetings; concurrence on new service plan (5 routes – 61A, 61B, 61C, 71B, P3 to be “BRT”)
- 2020 – 60% Design review public open house and meetings
- 2021 – January - 90% Design review public meetings
- 2022 – Summer – Scope update public meetings (branch infrastructure moved to future project phase)

2

2

Proposed Service Changes

3

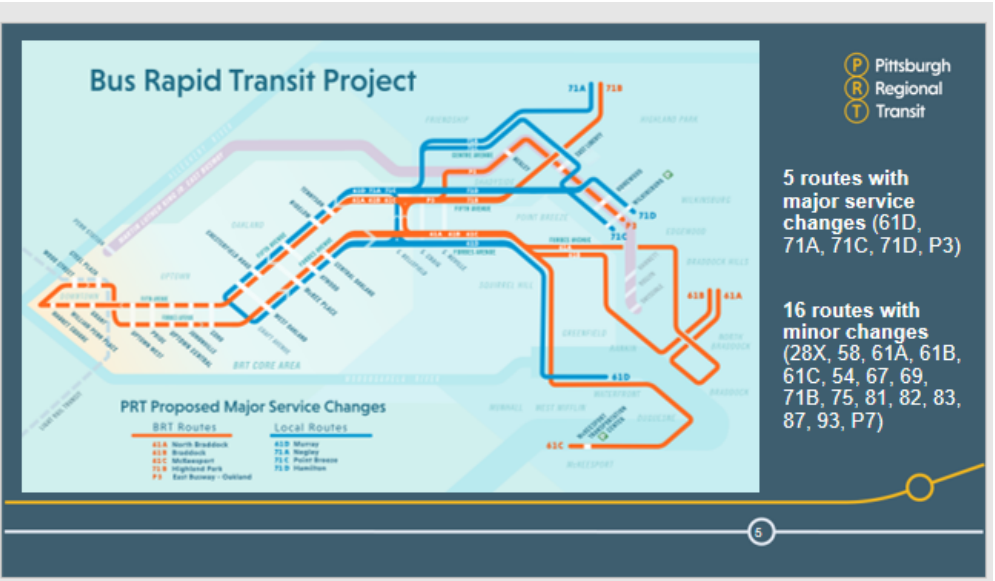
3

Why now? Proposed Timeline

- PRT is proposing to implement major service changes to routes **in advance of the completion of construction of the BRT project**. The main reasons for proposing this timeline are:
 1. PRT **service will be affected by construction** beginning in the Downtown area in 2023. Construction will slow down buses, leading to additional reliability issues for routes that are already struggling with reliability.
 2. PRT continues to experience a **shortage of Bus Operators** which are affecting its ability to cover 100% of scheduled service and which have been requiring PRT to reduce scheduled service. These changes would free up operational hours and workforce to ensure reliability is met.

4

4



5

Proposed Major Service Changes

Route	Change Detail
Route 61D Waterfront	The inbound 61D route will serve the Fifth Ave at Chesterfield Road bus stop, turn left on Craft Ave in Oakland, turn left again on Forbes Ave in Oakland, and then begin its outbound routing at the Forbes Ave at Craft Ave far side bus stop.
Route 71A Negley Route 71C Point Breeze Route 71D Hamilton	The inbound 71A, 71C, and 71D routes will serve the Fifth Ave at Chesterfield Road bus stop, then turn left on Craft Ave in Oakland, turn left again on Forbes Ave in Oakland, and then begin their outbound routing at the Forbes Ave at Craft Ave far side bus stop. They will serve Forbes Ave bus stops in Oakland before turning left on Bellefield Ave and then right onto Fifth Ave to continue their normal outbound routes beginning at the Fifth Ave at Bellefield Ave intersection.
Route P3 Oakland-East Busway	<p>Route P3 will have two routing changes. The first change is a shortening of the outer end of the route. The P3 will terminate outbound at Wilksburg Station and will no longer serve Hammett, Rosslyn, and Swissvale Stations on the East Busway. The second change is an extension of the inner end of the route. Rather than turning around at Robinson Ave in Oakland, the P3 will continue to Uptown and Downtown. It will continue inbound on Fifth Ave, turn right on Liberty Ave in Downtown Pittsburgh, turn right on Sixth Ave, turn left on Forbes Ave, and continue on Forbes Ave in Downtown Pittsburgh, Uptown, and Oakland before turning left onto Bellefield Ave in Oakland, then turning right onto Fifth Ave in Oakland to continue its outbound trip.</p> <p>Additionally, the P3 will have day of service additions. The route will begin offering approximately 30-minute service on Saturdays and Sundays. Saturday span of service will be from approximately 6:30 AM to 11:00 PM. Sunday span of service will be from approximately 7:00 AM to 11:00 PM.</p>

de 6 of 11

Proposed Minor Routing Changes

P Pittsburgh
R Regional
T Transit

Route	Change Detail	Change Summary
Route 61A Route 61B Route 61C Route 71B	Routes have their Downtown Pittsburgh loop reversed. Inbound buses on Fifth Avenue continue on Fifth Ave all the way to Liberty Ave, turn right onto Liberty Ave, then right onto Sixth Ave, finally making a left onto Forbes Ave to continue outbound routing on Forbes Ave. Route 71B stays on Forbes Ave through Uptown and Oakland until making a left onto Bellefield Ave, then right onto Fifth Ave to resume outbound routing.	Two block shift in Downtown Pittsburgh. 71B Only – One block shift in Uptown and Oakland.
Route 54	Route uses Forbes Ave moving eastbound through Oakland from the Birmingham Bridge to S Craig St, left onto S Craig St to resume outbound routing.	One block shift in Oakland.
Route 75	Route uses Forbes Ave moving eastbound through Oakland from the Birmingham Bridge to Bellefield Ave, left onto Bellefield Ave, then right onto Fifth Ave to resume outbound routing.	One block shift in Oakland.
Route 81 Route 83	Routes turn left on Oakland Ave instead of Bellefield Ave in Oakland from Forbes Ave, then continue straight on Oakland Ave past Presbyterian Hospital towards the Hill District.	Three block shift in Oakland.
Route 93	Route turns right onto Halket from Blvd of the Allies heading towards Lawrenceville, then turns right onto Forbes Ave in Oakland until making a left onto S Craig St, then right onto Fifth Ave to resume outbound routing.	One block shift in Oakland.
Route 28X	Route continues straight on Fifth Avenue headed towards Downtown to use BRT lanes.	Two block shift in Uptown (reverse of the 67 and 69).
Route 67 Route 69	Routes turn left onto Blvd of the Allies on ramp between Oakland and Uptown to use Blvd of the Allies inbound instead of Fifth Ave to Downtown.	Two block shift in Uptown (reverse of the 28X).

7

Proposed Minor Service Level Changes

P Pittsburgh
R Regional
T Transit

Route	Change Detail	Change Summary
Route 61A Route 61B Route 61C Route 71B	Add trips to early morning and late evening to bring service closer to a 24-hour day.	Early and late trip additions.
Route 82 Route 87	Add morning rush hour trips to accommodate direct Downtown riders.	Trips added to morning rush hour.
Route 58	Add trips to accommodate riders at peak hours.	Add trips to AM and PM rush hour.
Route P7	Add trips to accommodate riders at peak hours.	Add trips to AM and PM rush hour.

8

Schedule and Next Steps



Winter 2022/2023:

- **Public comment period runs through February 1 (website, phone call, write a letter, or attend a hearing virtually or in person)**
- Summarize public comment and finalize Title VI Report for Board authorization in February

Summer/Fall 2023:

- Begin construction of Downtown Loop (Phase 1)
- Finalize proposed service changes
- Implement major service changes (except P3), minor changes to 58, 82, 87, P7

Spring 2024: Begin construction in Uptown-Oakland (Phase 2)

Following construction:

- Implement major service changes to P3 and other minor service changes

9



Public Hearing Sessions – January 18



- In person where noted – Pittsburgh Regional Transit Board Room, 345 Sixth Avenue, 5th floor, Pittsburgh, PA 15222
- Online - Teams application (by phone or computer)
 - Please register for a time to provide oral public comment, or register to listen in only online or via phone
- Wednesday January 18, 2023
 - **10 AM to Noon ONLINE AND IN-PERSON**
 - **2 PM to 4 PM ONLINE AND IN-PERSON**
 - **6 PM to 8 PM ONLINE ONLY**

To Register: www.rideprt.org/brt or call 412-442-2000

10



Public Hearings

PRT held 3 public hearings on Wednesday, January 18th, 2023. They were held from 10:00am – 12:00pm, 2:00pm-4:00pm, and 6:00pm – 8:00pm. There were a total of 16 speakers that signed up to provide testimony during the hearings, and a total of eight (8) speakers actually provided testimony. The hearings were recorded and will be kept as part of the public record within a PRT shared drive. Additionally, the full hearings were transcribed by a Court Reporter, which can be found in the Appendix. The list of speakers signed up to provide testimony is below. Additionally, 86 other members of the public and/or stakeholders signed up to listen to the hearings.

Below is a summary of the input received by the eight speakers during the public hearings, who provided a total of 28 different comments on concerns or supports for the service changes or other changes associated with the broader infrastructure project. Most concerns were regarding the 5 major service changes proposed and being concerned that these service changes would provide a hardship either through an added transfer due to a route no longer going to a current terminus or due to the longer time it would take to instead use another direct alternative route to their final destination.

Summary of Public Comments at Public Hearing Total Speakers: 8		
Hearing Day/Time: Jan 18, 2023, all 3 hearings		
Notetaker: Amy Silbermann		
Comment Area	Number of Unsupportive/ Concerned Comments	Number of Supportive Comments
Major Service Change – 61D	2	
Major Service Change – 71A	3	
Major Service Change – 71C	4	
Major Service Change – 71D	2	
Major Service Changes (3) – P3		
P3 Extension to Downtown	1	
P3 Addition to Weekend Service		
P3 Shortening to Wilkinsburg	3	
Other – service related		
Crowding (on bus/at stops)	2	
General project concern	2	
Extend Route 88	1	
Increase frequency of 67, 69	1	
Believes service plan is racist	1	
Other – not service related		
Need higher level rapid infrastructure (LRT, etc)		1
Better engagement materials /awareness of meetings	3	
Bike lane concern	1	
General support of project infrastructure		1
Speakers: 8		
Comments: 28		

Website

A total of 692 participants provided survey comments in response to the request for input on BRT changes at www.rideprt.org/brt. The nature of these comments is summarized following the Phone Line

and Written Comments summaries below, as all 3 comment types were grouped together for analysis. Additionally, a full chart of all comments is included in the Appendix.

Phone Line and Customer Service Calls

A total of 24 participants provided verbal comments via a voicemail box that was set up within PRT's Customer Service Department to record testimony, and five people directly called the Customer Service Department and spoke with PRT Representatives. A record of these voicemails has been kept in a shared drive at PRT, and they are also transcribed fully in the Court Reporter's report in the Appendix. The 5 Representatives' comment summaries are included in the Appendix.

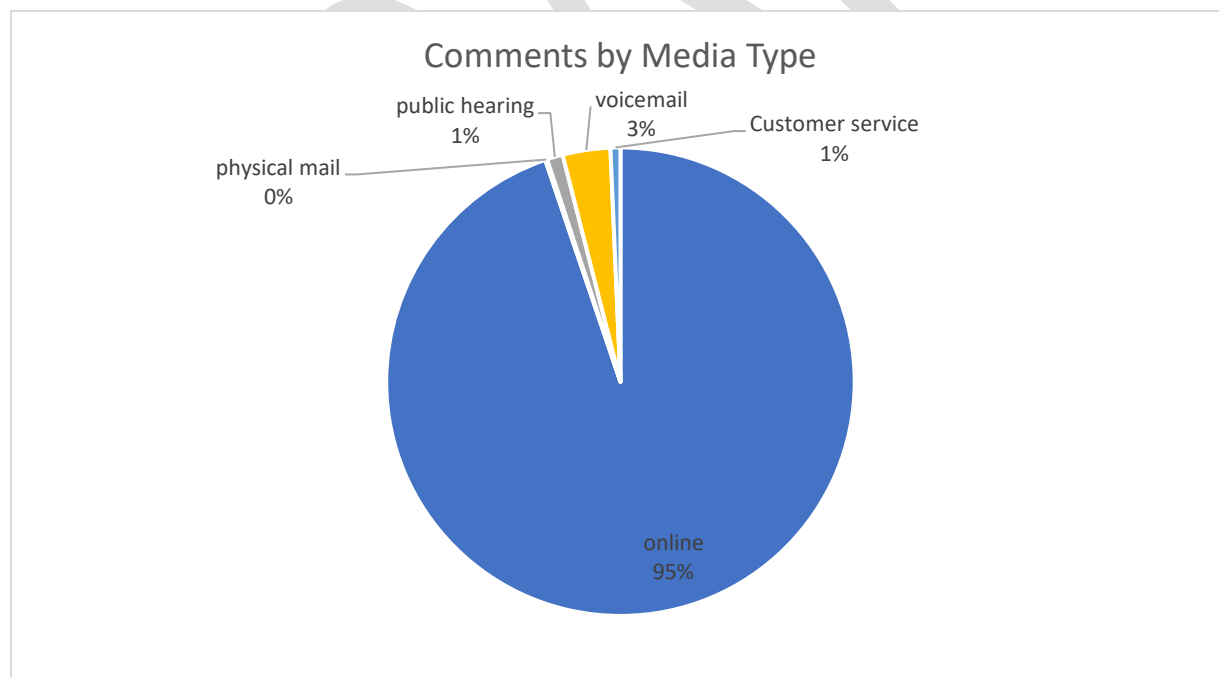
Written Comments

A total of 1 participants provided written physical mail delivered or through the U.S. Postal Service to PRT's main offices in Downtown Pittsburgh. A screenshot of the physical letter is included below and hard copies have been kept along with other original documents within PRT's Planning & Service Development Department Files.

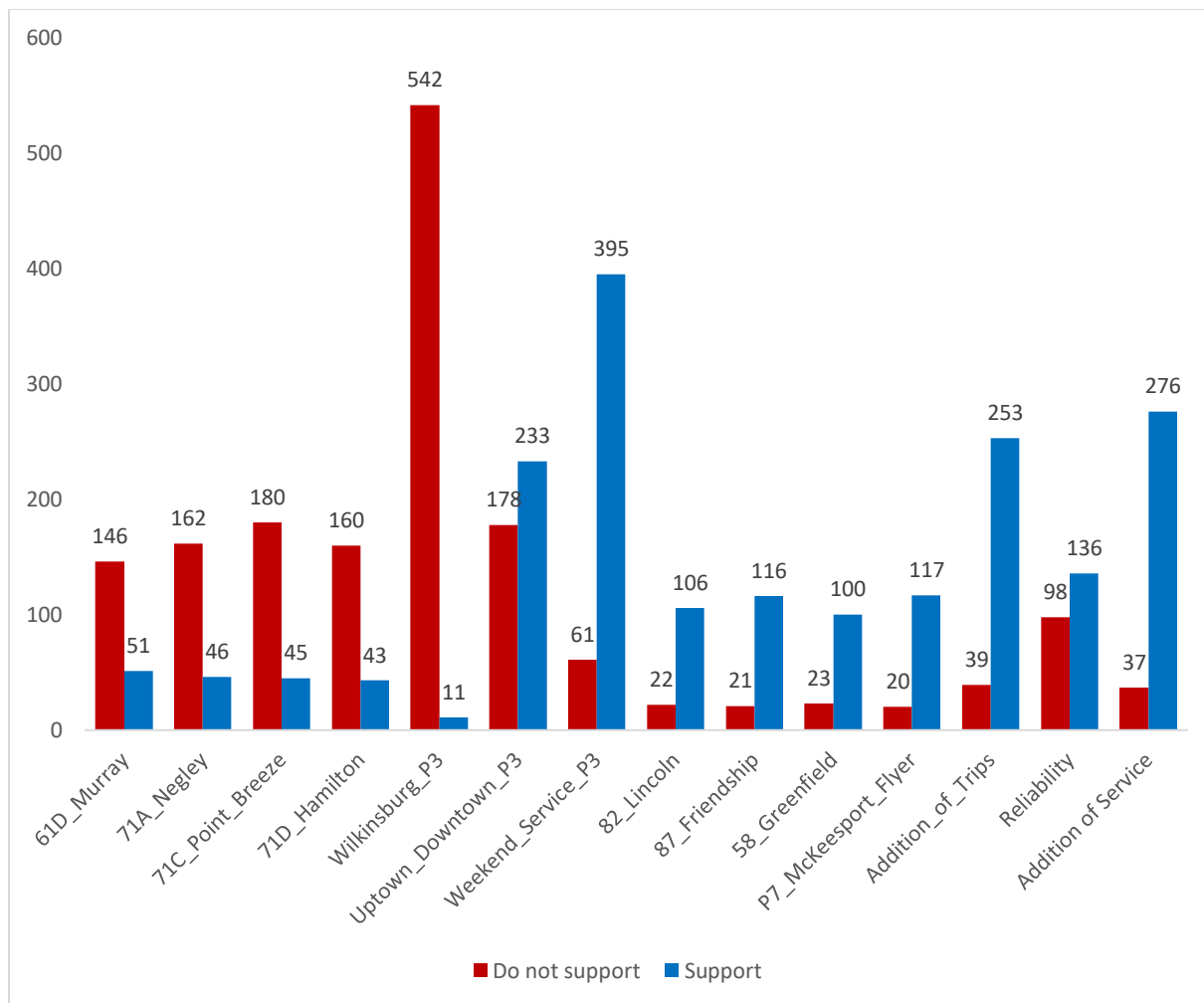
Summary

In total, the 2017-2018 engagement period had approximately 2,800+ touch points with the community; these started off supportive, then became concerned, and ended up being supportive of the finally accepted LPA in mid-2018.

In total, the 2022-2023 formal major service change public comment period had 730 touch points with the community in the following ways:



Of these, the following is a summarized categorization of the comments:



Response to Community Input in 2022 – 2023

As a result of the overwhelming input received from the community not supporting the proposed changes to the P3 service (74% of the people who provided input did so to let us know that they were not in support of this aspect of the proposed changes), the Planning Division evaluated numerous other opportunities for adjusting service to better meet the needs of the riders of the P3 route on the last 3 stations of the MLK, Jr. East Busway. 542 comments were received where individuals were not in favor of the change. In 2022, these 3 stations had approximately 250 daily riders using the P3 route to board at one of the stations impacted by the proposed change. Even if the number of individual people is double the daily ridership due to new part time remote work patterns, that is still an engagement rate of over 100% of the riders using this service. So, our riders were very vocal and very active in providing their input on this proposed change.

PRT staff will spend additional time evaluating possible changes to the proposed shortening of the P3's outer terminus in response to this overwhelming public comment. Staff will develop proposals for additional public engagement in winter 2022-2023, as this phase of the project's service changes is not anticipated to be until 2025.

For the proposed shortening of the 61D, 71A, 71C, and 71D routes on their inner termini to Oakland, PRT staff recommend the PRT Board advance these major service changes for the fall, 2023 schedule change.

DRAFT

Appendices

Minutes Approving Public Comment Period and Title VI Draft Report in November, 2022

**PORT AUTHORITY OF ALLEGHENY COUNTY
MINUTES OF THE REGULAR BOARD MEETING
THURSDAY, NOVEMBER 17, 2022**

The Regular Meeting of the Board of Port Authority of Allegheny County was held on Thursday, November 17, 2022, at 9:30 a.m., at the Authority's Administration Offices, 345 Sixth Avenue, Pittsburgh, Pennsylvania, 15222-2527, pursuant to due public notice given as required by law.

The following members were in attendance in person: Jeffrey Letwin, Chair, Jennifer Liptak, Ann Ogoreuc, Representative Austin Davis, Stephanie Turman and Michelle Zmijanac. The following members were in attendance virtually: Senator Jim Brewster, Gerry Delon, Representative Lori Mizgorski, John L. Tague Jr. and Ali Doyle. Board Solicitor Sandy Garfinkel attended in-person.

The Chair called the November 17, 2022 Regular Meeting to order and requested everyone stand for the pledge of allegiance and observe a moment of silence for all victims of gun violence.

A recommendation was made for approval of the minutes of the October 28, 2022 Regular Meeting. A motion was made, seconded, and unanimously passed.

Mr. Letwin congratulated Representative Austin Davis for becoming Pennsylvania's Lt. Governor Elect on November 8 and acknowledged that, unfortunately, this will be Representative Davis' last meeting as a PRT Board member. Mr. Letwin thanked Representative Davis for being such a great advocate for public transportation for not only his district but throughout the County. Representative Davis thanked the Chair and other members of the Board and said how much he enjoyed working with them. He stated that he will continue to be a strong advocate for public transportation in his new role of Lt. Governor in Pennsylvania.

The Chair also congratulated Ms. Inez Colon who was honored last week at the Pittsburgh Business Times C-Suite Awards 2022 event for Human Resources at the Westin Convention Center.

Mr. Letwin then called on Pittsburgh Regional Transit CEO Katharine Kelleman for a report.

Ms. Kelleman first asked for a moment of silence for the following retired employees who passed away since we last met: Operators Frank Bacco, Herman Martin, Carl Patrick Jr., Leon Harvard, James Curl, Russell Pugh Jr., and Wayne Wilson; Assistant Manager of Maintenance and Service Nancy Smith; Director of Shop Maintenance, Support and Training David Hillenbrand; Trainman Melvin Gibson; and Building Maintainer John Phillips.

Ms. Kelleman continued reporting that the prior week a ceremonial groundbreaking event for Phase 1 of our upcoming Bus Rapid Transit project was held. "The BRT project will enhance safety in the corridor by improving crosswalks, sidewalks, adding protected bike lanes, and eliminating the issue in Oakland where buses travel against four lanes of traffic. It will help improve reliability to keep buses from stacking up behind one another. It will bolster service efficiency, allowing us to save hours and redistribute that service throughout the county. It will bring more amenities to riders throughout the corridor; and it will help lay the foundation for investment and development opportunities close to reliable public transit in Uptown."

She said that today, the Board would be asked to take the next step in the project by approving the opening of a public comment period on the transitional BRT service plan.

Next Ms. Kelleman discussed transportation service. She said that PRT is exploring every avenue to increase hiring since there's a direct correlation between the number of operators PRT has and the number of operator hours reduced over the last three years.

Ms. Kelleman next stated that also today, the Board would be asked to consider a resolution to approve a new collective bargaining agreement with the union, which is a step to retain employees and ensure long-term stability in our system. "The new CBA will increase wages 12.75% over four years, increasing the starting wage to nearly \$25 an hour, and the max rate \$38 an hour, keeping our employees among the highest paid transit workers in the nation."

"Once the agreement is finalized, we plan to continue discussing additional opportunities to attract new employees that will help make a tough job more attractive to prospective employees."

That concluded the report of the Chief Executive Officer.

The Chair called on Michelle Zmijanac for a report of the Performance Oversight Committee.

Ms. Zmijanac reported that the Performance Oversight Committee met last week and she had four resolutions for consideration.

The Committee first reviewed six procurement items and determined the bids to be in accordance with PRT's procurement policies and procedures, the prices fair and reasonable, the bidders to be responsible and the bids responsive.

The Performance Oversight Committee recommended the award of bids listed in the resolution for the total amount of approximately \$1.8 million dollars.

On behalf of the Performance Oversight Committee, Ms. Zmijanac respectfully requested the Board's approval of the resolution. It was moved, seconded, and unanimously agreed that the resolution be approved as presented.

The second resolution sought authorization for PRT to enter into an agreement with Commercial Consulting, which submitted the highest rated proposal to provide Drug and Alcohol Compliance Program services. This resolution is for a three-year period with up to an additional two years at the sole discretion of PRT.

The Performance Oversight Committee recommended entering into an agreement with Commercial Consulting for a total not-to-exceed amount of \$1,331,001.68.

On behalf of the Performance Oversight Committee, Ms. Zmijanac respectfully requested the Board's approval of the resolution. It was moved, seconded, and unanimously agreed that the resolution be approved as presented.

The next resolution was seeking authorization for PRT to enter into an agreement with The Segal Company, Inc., which submitted the highest rated proposal to provide compensation market study services. This resolution is for a three-year period with up to an additional two years at the sole discretion of PRT.

The Performance Oversight Committee recommended entering into an agreement with The Segal Company, Inc., for a total not-to-exceed amount of \$270,000.

On behalf of the Performance Oversight Committee, Ms. Zmijanac respectfully requested the Board's approval of the resolution. It was moved, seconded, and unanimously agreed that the resolution be approved as presented.

Ms. Zmijanac presented the final resolution authorizing PRT to enter into construction contracts with contractors that submitted the highest rated proposals for the South Hills Village Maintenance Building Paint Booth Upgrades project.

The Performance Oversight Committee recommended entering into contracts with Mosites Construction Company in the amount of \$4,455,555.00 for the general construction contract, Hranec Sheet Metal, Inc., in the amount of \$910,000.00 for the mechanical construction contract, Wheels Mechanical Contracting & Supplier, Inc., in the amount of \$293,500.00 for the plumbing construction contract, and Merit Electrical Group, Inc., in the amount of \$372,363.00 for the electrical contract, subject to completing all pre-award requirements.

On behalf of the Performance Oversight Committee, Ms. Zmijanac respectfully requested the Board's approval of the resolution. It was moved, seconded, and unanimously agreed that the resolution be approved as presented.

Ms. Zmijanac concluded her report by stating that the Committee had received a detailed update of the 2022 efforts, highlights and current initiatives of the Rail Transit Safety Review Program.

That concluded the report of the Performance Oversight Committee.

The Chair called on John Tague for a report of the Planning and Stakeholder Relations Committee.

Mr. Tague reported that the Planning and Stakeholder Relations Committee met last week and he had a few items for the Board.

First, the Committee received a presentation of the Draft Title VI Analysis for proposed BRT major service changes. It was reported that construction on the downtown loop is expected to begin as early as spring 2023 before moving into the Uptown and Oakland portions of the project. Routes 61D, 71A, 71C and 71D will end in Oakland to improve reliability and keep these routes from entering downtown traffic affected by downtown loop construction. The P3 route will terminate in Wilkinsburg but will also be extended to downtown and will have Saturday and Sunday service.

It was also reported at the meeting that PRT conducted a Title VI study to determine if these changes would negatively affect low income or minority residents. Most of the changes were found to have negative impacts to those communities. The extension of the P3 and addition of weekend service will be a positive change. The next step for the project is to enter a public comment period and award construction contracts before construction begins.

Mr. Tague presented a resolution requesting the authorization to proceed to a public comment period for the Downtown-Uptown-Oakland BRT project related to the proposed major service changes. This resolution would authorize PRT to begin a public comment period from December 15 until February 1, 2023 for the changes detailed in his report. Included will be an online-only information session currently planned for January 10 from 6-7 p.m. and three public hearings currently planned for January 18. Two of the hearings will be both in-person and online from 10 a.m. to noon and 2 p.m. to 4 p.m., and there will be a single online-only session from 6 to 8 p.m.

On behalf of the Planning and Stakeholder Relations Committee, Mr. Tague requested the Board's approval of the resolution. It was moved, seconded, and unanimously agreed that the resolution be approved as presented.

Mr. Tague concluded his report by updating the Board on the Allegheny County Transit Council and the Committee for Accessible Transportation.

ACTC met on November 16 and the group received an update on the BRT project service changes and Title VI overview. The next regularly scheduled meeting is expected to be held January 25.

The CAT Committee met on November 3. First, the Committee approved the application for a new member, Christine Hunsinger. Planning and Service Development Department staff presented the final bus stop sign design and braille plate. Transit Scheduling Department staff then discussed the November service changes.

Ms. Karen Hoesch of ACCESS introduced new staff, provided an update on the Same Day Pilot Program, gave an update on ridership and driver recruitment and retention, and discussed the new rider survey results. The next regularly scheduled meeting is expected to be held on February 2, 2023.

That concluded the report of the Planning and Stakeholder Relations Committee.

The Chair called on Ms. Ann Ogoreuc, Chair of the Finance Committee, for a report.

Ms. Ogoreuc reported that the Finance Committee met last week and she had one item to report.

The single agenda item at the meeting was presentation of the October 2022 financial results.

Ms. Ogoreuc reported that Total Operating Income for the month of October was \$228,360 below budget primarily due to lower Passenger Revenue and ACCESS Shared-ride revenue. Interest Income was \$169,042 above budget which offset a portion of the Passenger Revenue shortfall.

Total Operating Income for the fiscal year was \$1.7 million below budget due to lower Monthly, Annual and Stored Value sales in Passenger Revenue as well as lower ACCESS Shared Ride Revenue.

Ms. Ogoreuc noted that while PRT's Total Operating Income is below budget, it is \$1.65 million higher than last fiscal year. Total Expenses for month of October, and year-to-date, were below budget by \$1.6 million and \$17.6 million respectively.

(End of pertinent pages of the Board Minutes.)

Physical Mail Comments

January 27, 2023

Pittsburgh Regional Transit
Attn: BRT Service Changes
Heinz 57 Center
345 Sixth Avenue, Third Floor
Pittsburgh, PA 15222

Dear Pittsburgh Regional Transit:

Pittsburgh Regional Transit
I write to you my comment about the BRT Service Changes. I request that you explain why a rider who has to get off of a 61D, 71A, C and D bus at Craft Avenue and who has paid in cash will be charged \$2.75 each time they enter a new bus.

First, to charge an additional \$2.75 for a short ride to Downtown is unfair. How many miles is it from Oakland to Downtown? The rider might as well walk it. Why can't a transfer be offered? The rider has paid her/his fare like the pass and ConnectCard rider has.

Second, I presume that this fare policy was set by an administrator who does not ride buses. If so, you would have observed that riders might have financial or other personal reasons for not securing ConnectCards or passes. Or is it because PRT wants riders to only have cards, passes and phones?

I ride the 61D and am not looking forward to getting off at Craft Avenue for that short ride into Downtown. But I am thinking more about persons who might have just gotten out of a health care or detox facility, or jail, or is unhoused. Please let us not make their lives more difficult with this additional cash fare.

I look forward to your response.

Theresa Chalich

Theresa Chalich
Squirrel Hill
tchalich@gmail.com
412-877-4962

Customer Service Calls tagged to Scheduling Department

A total of 5 calls were tagged to the Scheduling Department from the Customer Service Department during the public comment period. They are summarized in the main document, but each screenshot of record of concern/comment are copied below.

1.

Comment		Context	
Identifier:	NWEB286975	Date/Time:	01/09/2023 710p
Received:	01/09/2023 710p	Route:	P3 East Busway-Oakland
Provenance:	Web site	Dir.:	
Category:	17 Routing	Stop:	
Type:	94 Schedule Change	TVM number:	
Classification:	Complaint	Location:	
<p>I'm writing to express my disappointment in the discontinuation of the P3 service to Hamnett Station that is planned for later this year. Myself and several of my neighbors rely on this stop to commute to work every day. Having to either make a twenty minute walk to Wilkinsburg Station or requiring us to take multiple buses is a huge inconvenience considering that Hamnett is already on the same busway that</p>		More...	Division: 56 East Liberty Employee: Vehicle: Block: Trip:
Customer		Administration	
Customer...	NWEC28697 HILL JAMES	Priority:	Standard <input type="checkbox"/> ADA <input type="checkbox"/> Title VI
Third Party...		Department:	SCH_56 East Liberty Scheduling
Relationship:		Assigned to:	SCH 1 Stevie Mathews
Call back:	If necessary	Status:	Released
Credit card:	ConnectCard:	Closed on:	

cmt03 - Comment Text

I'm writing to express my disappointment in the discontinuation of the P3 service to Hamnett Station that is planned for later this year. Myself and several of my neighbors rely on this stop to commute to work every day. Having to either make a twenty minute walk to Wilkinsburg Station or requiring us to take multiple buses is a huge inconvenience considering that Hamnett is already on the same busway that the P3 will be using regardless. I ask PRT to reconsider as this change of service will be disruptive to many people. ***
 Customer Website Details: *** FOLLOW UP METHOD: Email ROUTE: P3 VEHICLE: n/a DATE/TIME:

Close

Comment

Identifier: NWEB286976
Received: 01/09/2023 710p
Provenance: Web site
Category: 17 Routing
Type: 94 Schedule Change
Classification: Complaint

I strongly oppose the planned change to the P3 route that will cut out Hamnett station. My household and many of my neighbors rely on that service to access our jobs in Oakland. Please reconsider this change given how many commuters it will negatively impact. *** Customer Website Details: *** FOLLOW UP METHOD: Title VI Comment ROUTE: P3 VEHICLE: n/a DATE/TIME: N/A

Context

Date/Time: 01/09/2023 710p
Route: P3 East Busway-Oakland
Dir.:
Stop: ↓
TVM number:
Location:
More... Division: 56 East Liberty
Employee:
Vehicle:
Block: Trip:

Customer

Customer... NWEB28697 WEST ABAGAE
Third Party...
Relationship:
Call back: If necessary
Credit card: ConnectCard:

Administration

Priority: Standard ☐ ADA ☐ Title VI
Department: SCH_56 East Liberty Scheduling
Assigned to: SCH 1 Stevie Mathews
Status: Released
Closed on:

Comment

Identifier: NWEB286974
Received: 01/09/2023 710p
Provenance: Web site
Category: 17 Routing
Type: 94 Schedule Change
Classification: Complaint

It is outrageous and deeply upsetting that the the P3 will no longer be going to Hammet Station or Swissvale. People in those neighborhoods depend on it to get to work when there is no parking available for employees in the Oakland neighborhood. Our entire neighborhood rides the P3 to work every day. People bought homes here because of the P3 stops. This is devastating. A major inconvenience to residents plus

Context

Date/Time: 01/09/2023 645p
Route: P3 East Busway-Oakland
Dir.: Inbound
Stop: E17257 ↓ EAST BUSWAY AT HAMNETT STATION C
TVM number: 203054
Location:
More... Division: 56 East Liberty
Employee: 2558 Wheaton Mia
Vehicle:
Block: P3 -450 Trip: 10283

Customer

Customer... NWEB28697 FINLEY ALEXANDRA
Third Party...
Relationship:
Call back: If necessary
Credit card: ConnectCard:

Administration

Priority: Standard ☐ ADA ☐ Title VI
Department: SCH_56 East Liberty Scheduling
Assigned to: SCH 1 Stevie Mathews
Status: Complete
Closed on:

2.

3.

cmt03 - Comment Text

It is outrageous and deeply upsetting that the the P3 will no longer be going to Hamnet Station or Swissvale. People in those neighborhoods depend on it to get to work when there is no parking available for employees in the Oakland neighborhood. Our entire neighborhood rides the P3 to work every day. People bought homes here because of the P3 stops. This is devastating. A major inconvenience to residents plus causing more traffic plus more expenses for people. *** Customer Website Details: *** FOLLOW UP METHOD: Title VI Comment ROUTE: P3 VEHICLE: n/a DATE/TIME:

Close

cmt01 - Manage Comments

File Edit View Lists

Comment

Identifier: 96656
 Received: 01/19/2023 1102a
 Provenance: Call
 Category: 17 Routing
 Type: 94 Schedule Change
 Classification: Suggestion

Please do not shorten the bus route from Wilkinsburg Station and keep going to swissvale station.

Context

Date/Time: 01/19/2023 1055a
 Route: P3 East Busway-Oakland
 Dir.: Inbound
 Stop: E17297 EAST BUSWAY AT WILKINSBURG STATION C
 TVM number:
 Location:

More... Division: 56 East Liberty
 Employee: 0604 Shareef Khalil A
 Vehicle:
 Block: P3 -442 Trip: 10151

Customer

Customer... 48032 FEDORE CHRIS
 Third Party...
 Relationship:
 Call back: If necessary
 Credit card: ConnectCard:

Administration

Priority: Standard ADA Title VI
 Department: SCH_56 East Liberty Scheduling
 Assigned to: SCH 1 Stevie Mathews
 Status: Complete
 Closed on:

OK Properties... Cancel

4.

Comment

Identifier: 96864
 Received: 01/24/2023 452p
 Provenance: Call
 Category: 17 Routing
 Type: 94 Schedule Change
 Classification: Complaint

With the new BRT there is now no bus that will service Hamnett Station and then go into Oakland. This is not favorable with patron.

Context

Date/Time: 01/24/2023 452p
 Route: P3 East Busway-Oakland
 Dir.: Inbound
 Stop: E17257 EAST BUSWAY AT HAMNETT STATION C
 TVM number: 203054
 Location:

More... Division: 56 East Liberty
 Employee:
 Vehicle:
 Block: Trip:

Customer

Customer... 48132 ALTER ANNE
 Third Party...
 Relationship:
 Call back: If necessary
 Credit card: ConnectCard:

Administration

Priority: Standard ADA Title VI
 Department: SCH_56 East Liberty Scheduling
 Assigned to: SCH 1 Stevie Mathews
 Status: Complete
 Closed on:

OK Properties... Cancel

5.

Online Survey Comments

First_Name	Last_Name	Comment_Box
Hannah	Dean	I ride the 71A/71C or 71D every day to get to Duquesne's campus. This change would mean a huge shift in access to campus for me on a daily basis, and would greatly affect my commute. Many people use this route every day -- I've seen it as a frequent rider! I understand the concern about usage, but eliminating the downtown stops for these buses would make it very difficult for me to get to campus and would have a negative impact on accessibility from Shadyside to downtown/Duquesne area in general.
Jan	Bamford	The elimination of the P3's stop in Swissvale directly impacts businesses and organizations based in the community. Notably, The Pennsylvania Organization for Women in Early Recovery is located on Church Street. Employees and clients of the organization will not be able to travel easily to the POWER campus if the P3 route is truncated.
Karen	Clark	
Lucia	Mogilyansky	Busses should be expanded to serve everyone in Pittsburgh, not just Pitt students.
Elsa	Eckenrode	Your ideas suck. Just make buses come more often and add additional stops. Why would you make the 71a not go to downtown. Make a new bus to do the route.
India	Krug	
Daniel	Stock	In general I support the creation of a BRT route in Pittsburgh. However, I do not support the proposed service cuts, especially those affecting neighborhoods already underserved by public transportation. In particular, I am alarmed at the prospect of cutting off downtown and uptown access to riders of the 61D, 71A, 71C and 71D lines, and cutting off Swissvale-area access for users of the East Busway. The solution to problems like bus driver shortages is to invest more in bus driver pay and recruitment, not cut services for those who need them the most. Thank you.
Elizabeth	Scott	It is asinine to cut busway service to the Swissvale Park-and-ride. It saves you but a few minutes in travel time, but greatly inconveniences rides in Swissvale, Swisshelm Park, Braddock, Braddock Hills, Whitaker, West Mifflin, and other neighborhoods that rely on the busway. It also smacks of racism.
Frances	Verschuure	I live in Oakland and am a senior citizen. I take the bus downtown in the evening, because I don't like to drive at night. Also, I feel safer waiting with a group of people at a bus stop (even Steelers fans) than walking alone to a dark parking garage to get my car. Not having the option to take a bus all the way downtown in the evening will have a chilling effect on my attendance at events downtown, which of course means reduced revenues for the venues (Benedum, Heinz Hall, etc.) where I have purchased subscription tickets up to this point.
Zainab	H	add more stops, more lines, and stop removing lines or stops.
Sophia	Catanzaro	I am against the "minor changes" to the 54. Forbes Ave has considerably more traffic which would add to commute time and I know several Pitt and Carlow students who would be inconvenienced by the route taking Forbes instead of Fifth.

Kelly	OConnell	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As the Program Director of the POWER HOUSE, I see first-hand how barriers to treatment impact our clients' recovery. The POWER Campus will transform the way treatment is delivered to women in Allegheny County and transportation access is vital</p>
Melissa	Ratajeski	<p>My largest concern is with the shortening of the P3 bus route -- removing three stops.</p> <p>I currently work in Oakland for Pitt and do not have a parking lot option on campus. I therefore use the Hamnet station, driving to it from Plum. I understand I could park at Wilkinsburg but this lot is very crowded and congested already, and I question the safety of my car there as well. Additionally there will be at least 10 minutes added to my drive to get there with traffic in the morning and afternoon. I also worry about students that attend Oakland Catholic and Central that walk to the bus stop. There are a number of these students on my bus each morning....I'm not sure many of them will have an option to get to Wilkinsburg.</p>
Nora	Faraci	<p>I am concerned about how I will commute to school everyday if there are limited busses near Edgewood anyways and if hamnett station on the P3 is taken away. These changes will add serious amounts of time to my commute therefore going against the objectives of the new 'reliable system.'</p>

		<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p>
Kelli	Perkins	I also reside in this community and the P3 bus is very necessary for everyone.
Jen	Shotts	The P3 is one of the only buses that go to the busway where I then get my other bus to go home. I'm concerned that the wait time will be greater and I will have to catch a bus down on Forbes .
Mara	Mynahan	i think you should keep the p3 running to swissvale AND extend it to downtown, while still servicing oakland obviously.
kaylani	brown	
Eric	Verschuure	One could say that I live at the corner of Fifth and Craig. I go downtown weekly. It is ridiculous that I will now have to take two buses to get downtown. How is that an improvement?
Amber	Battaglia	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As the vice president of the board, I ask that you seriously reconsider the impact this will have on our community and request that you continue this essential service. Do not put provide an additional restraint on a community in need.</p>
Maria Isabel	Villegas	

Asha	Edson	Being able to reliably get downtown via any 71 or 61 is integral to the functioning of public transit in the city. Keep in mind that 2 high schools and a college are downtown, and that travel to the east end is a significant point of traffic flow for people. Streamlining bussing is imperative.
		<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As an Assessment Specialist with the POWER Intake Team, I see first-hand how barriers to treatment impact our clients' recovery. The POWER Campus will transform the way treatment is delivered to women in Allegheny County, and transportation access is vital.</p> <p>Thank you,</p> <p>Holly Spencer, BA Assessment Specialist Graduate Student of MSCP at Chatham University hspencer@power-recovery.com</p>
Holly	Spencer	
Patrick	Geraci	
valeria	liller	
vienna	wolff	
Sydney	DuBose	
Gabrielle	Payne	

<p>AARP Pennsylvania</p>	<p>Contact: Colleen Cadman</p>	<p>January 31, 2023</p> <p>Pittsburgh Regional Transit ATTN: BRT Service Changes Heinz 57 Center 345 Sixth Avenue, 3rd Floor Pittsburgh, Pennsylvania 15222</p> <p>To Whom It May Concern:</p> <p>AARP Pennsylvania congratulates Pittsburgh Regional Transit (PRT) on the November 2022 ground-breaking for the Downtown-Uptown-Oakland Bus Rapid Transit (BRT) project and writes in support of the BRT project and the proposed associated bus service changes to be put in place in 2023 and 2024. The BRT project's bus-only lanes and station amenities will improve travel times and reliability for transit riders traveling in the corridor connecting Downtown to Oakland and bring a significant transit improvement to the Pittsburgh region.</p> <p>AARP Pennsylvania also commends PRT for including users of its ACCESS paratransit service in the BRT project by permitting ACCESS vehicles to use the bus-only lanes.</p> <p>AARP Pennsylvania notes with favor that PRT is considering in advance how to mitigate the disruption that constructing the BRT project will cause in the corridor, including the potential for the construction phase to decrease the reliability of bus service and to increase the service hours required of bus drivers. AARP Pennsylvania also recognizes that PRT, like transit agencies across the nation, is confronting a shortage of drivers.</p> <p>PRT's proposed solution is to move major BRT-related service changes forward to Spring 2023 so that they occur during the BRT project's construction phase and thus reduce the number of buses and bus drivers slowed by construction traffic. Some riders will need to transfer buses to reach their destination. Although older adults may be particularly affected by the loss of a one-seat ride, PRT has taken steps to address this by increasing service on parallel one-seat routes. AARP Pennsylvania supports PRT's efforts to reduce cancelled trips caused by the bus driver shortage and to use the proposed service changes to restore some of the service reductions that took place during the pandemic.</p> <p>AARP Pennsylvania appreciates PRT's attention to this important issue as transportation is essential to enable older adults to live independently in their own homes and to stay connected to the community. We stand ready to serve as a resource in furthering local policies including Complete Streets and Vision Zero efforts which will make our Pittsburgh Community safer, healthier, and more livable for people of all ages. We appreciate the opportunity to comment and should you have any questions, please do not hesitate to contact Colleen Cadman, our Pittsburgh Associate State Director of Outreach at (412) 627-9665 or ccadman@aarp.org.</p> <p>Sincerely,</p> <p>Colleen Cadman AARP Pennsylvania Associate State Director, Outreach</p>
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Amitha	Halhore	do not cut stops that are most accessible
Allen	Warren	
Wayman Todd	Nelson	This is just utterly ridiculous. Getting to amnd dro destinations is key to all.
Nicholas	Bersin	We need more routes serviced more frequently. Pay your drivers better. Also, make monthly or yearly passes more affordable.
Jennifer	Hempen	<p>Hello,</p> <p>Please consider not cutting the Swissvale P3 stops! Very few buses already run through Swissvale. We depend on the P1 and P3. Without the P3, this will greatly harm our community, making it nearly impossible for students to get to class in Oakland or people to get to work without a cut. Cutting the Park in Ride elements from this around will increase car traffic from to Oakland and Downtown as well.</p>
Orry	Segol	
Laura	Kuster	<p>Re:P3 changes - It's unclear how adding downtown stops and removing Edgewood/Swissvale stops would be that beneficial overall, and it would be disruptive to a bunch of people who use that route to get to Oakland. As a Swissvale resident, the disruption to Mon Valley users seems to out-weigh any benefit. The P1 seems sufficient for busway travel downtown, unless I'm missing something.</p> <p>Overall, I would like more information on how the overall BRT proposal will benefit bus riders - I'm seeing a lot of emphasis on relatively minor changes and still don't really understand if/how this will have a huge impact on reliability and efficiency to the wider system, despite reading through the materials and watching meeting recordings.</p> <p>Re: this survey - I would have preferred a 1-5 scale or something a little more nuanced than Support/Do Not Support.</p>
Courtney	Clinkscales	
Paul E	Block	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p>

Marla	Clinkscales	I am very upset about the changes you want to make. I see these changes affect mostly poorer neighborhoods but add more to Oakland and up and coming neighborhoods. It is already difficult to get from downtown to Swissvale and there are a lot of people this will affect as well as school kids who go to school downtown. I have supported this bus company for over 30 years and I never thought that this company would take away services and make it extremely difficult for certain riders to make other neighborhoods and people happy. Pittsburgh used to take care of ALL of it's people rich poor it didn't matter but this plan clearly shows who this transit company is clearly more concerned about and it is not these urban neighborhoods in which most of the people rely on public transportation and they do not have vehicles. Also the cost will be more since we will have to switch buses. I am so disappointed. Do better PRT
Alyssa	Curtis	
Nica	Ross	I do not understand why the P3 is becoming a downtown serving bus and ending service for Swissvale. The P3 is a vital conduit to an area of high employment and access to medical services in Oakland. Eliminating the Swissvale stops and serving a VERY well served downtown area doesn't make any sense. Improving service, extending to 7 days and making the ride more efficient is great! But don't swap downtown for Swissvale. There's the P1!
Bianca	Gonzales	
Rebecca	Hanley	
Karen	Brooks	People have come to rely on their bus routes. Continuous changes will alter their lives and there is enough havoc in lives today. For instance, I work at POWER (Pennsylvania Organization for Women in Early Recovery). Many women have achieved sobriety and began new lives. The majority rely on the bus. In September, an entire campus will be dedicated to serving POWER clients as well as women in surrounding communities. These women need the services this organization provides. Substance abuse is at its' highest. Do NOT take the access to this community away. Our clients depend on bus access to our services. We continue to serve these clients. Do your part in helping to break the stigma of substance abuse, mental health, physical abuse, etc by providing this much needed access to public transportation.
Emily	Casey	
Jennifer	Kaplan	I do not support the proposed changes to the 81 and 83 routes. The cut from Bellefield ave to Oakland ave will exclude many Pitt students traveling up the hill.

Kara	Hall	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As the Clinical Director of POWER, I can say with certainty that the elimination of Swissvale stop would be very detrimental to the women we treat at our Swissvale location. The POWER Campus will transform the way treatment is delivered to women in Allegheny County and transportation access is vital.</p>
Leslie	Hausmann	<p>P3 provides an important connection between Swissvale and Oakland. The fact that P3 picked up and dropped off at the Swissvale and Roslyn bus stops on the East Busway were a main reason why I bought a house in this area. The proposed changes to other routes (61b, 61a, P7) do not adequately compensate for the discontinuation of P3 to stops beyond Wilkinsburg. Once again, changes are being made to benefit the most affluent neighborhoods and run the risk of further isolating struggling neighborhoods from areas of the city with career opportunities (in this case, Oakland).</p>
Goldie	Segol	<p>Cutting off service for the P3 is unfair to the community members who live further out. Making the city better connected for people who already live in better serviced areas (comparatively) and cutting off service from already lower serviced area would increase the disparity.</p>
Lyss	Stainer	
Lyss	Stainer	
Kathryn	Ishiyama	
Nadia	Narnor	

Stephanie		<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As a recovery support specialist working for POWER, I see first-hand how barriers to treatment impact our clients' recovery. The POWER Campus will transform the way treatment is delivered to women in Allegheny County and transportation access is vital.</p> <p>I are no words that can quantify how important these services are to saving the lives of the people we serve. I strongly urge you to decline the change to shortening service to end at the Wilksburg station for the P3 East Busway—Oakland.</p>
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Lisa	Childers	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>AS a Mentor at Power for the past 5 years and now an Intake specialist, I see first-hand how barriers to treatment impact our clients' recovery. The POWER Campus which will be located on Church street in Swissvale will transform the way treatment is delivered to women in Allegheny County and transportation access is vital. Access to treatment, healthcare and other vital services is necessary to improve the lives of the women and children in our community. Taking away transportation will create hardships and barriers for people most in need.</p>
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		<p>I'm the CEO of a non-profit organization called POWER (Pennsylvania Organization for Women in Early Recovery). POWER has been providing drug and alcohol treatment for women in Allegheny County and the surrounding region for over 31 years. We serve nearly 2,000 people a year.</p> <p>One of our programs, POWER House, is a 26-bed residential treatment facility located in Swissvale. Our clients rely on on the East Busway to get to work, get to their medical appointments, and reconnect to the community, including their families. Many of our 85-member staff also rely on bus transportation. Eliminating the Wilkinsburg Station (P3-East Busway-Oakland outbound) will have dire consequences.</p> <p>POWER is currently building a Campus in Swissvale, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community. Some of these services will include healthcare, child care, and workforce development.</p> <p>The POWER Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location. Together with our partners, we'll have more than 100 individuals working on site and we're projected to serve upwards of 2,500 individuals a year.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment and other health and human services they need to live healthy and happy lives.</p> <p>As the CEO of POWER for 30 years, I see first-hand how barriers to treatment impact our clients' recovery. The POWER Campus will transform the way treatment is delivered to women in Allegheny County and transportation access is vital.</p>
Rosa	Davis	
Keilah	Vidal	Public transit should be accessible to all, especially to neighborhoods with low income households.

		<p>I strongly urge you not to shorten the P3-East Busway-Oakland route to eliminate the stop in Swissvale. I am board member of POWER (Pennsylvania Organization for Women in Early Recovery) and this severely impact 1700 women who receive our services.</p> <p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p>
Emmie	Calland	Please don't eliminate these stops!
Grace	Squitiero	Do not take away the wilkinsburg stops on the P3
Jason	Simpson	POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.
Adil	Abdulahi	As an employee for a clinical care program, we are always looking for better ways to find the most effective mode of transportation for our clients. Most of our clients use public transportation. We are concerned about the proposed changes as it makes the route for the clients.

		<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with on-site partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As the COO of POWER, I see first-hand how barriers to treatment impact our clients' recovery. The POWER Campus will transform the way treatment is delivered to women in Allegheny County and transportation access is vital.</p>
Leslie	Slagel	Leslie Slagel, PhD, LPC
		<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As the Chief Development Officer at POWER, I see first-hand how barriers to treatment impact our clients' recovery. The POWER Campus will transform the way treatment is delivered to women in Allegheny County and transportation access is vital.</p>
Samantha	Dye	
Heather	Munro	Swissvale needs you

Rachel	Wagner	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As a manager of the Intake Department, I see how transportation availability can impact a person's ability to enroll and receive treatment. Taking this stop away will impact our ability to serve the community, making it one more barrier a person has to overcome to receive the treatment and services that they need. Please do not eliminate this stop.</p>
Terrell	Rose	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community. The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location. One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As an employee of POWER , I see first-hand how barriers to treatment impact our clients' recovery. The POWER Campus will transform the way treatment is delivered to women in Allegheny County and transportation access is vital.</p>
Steven	Alschuler	<p>POWER (Pennsylvania Organization for Women in Early Recovery) has raised over \$10 million - much of it with support from government officials and agencies - and is building a new facility on the former Word of God campus in Swissvale, adjacent to a halfway house it already operates. This site is on its way to becoming a place where people in recovery can receive a wide range of services, helping to keep families together, find them housing, jobs and fulfill other needs. Its location has always been a key asset because of its accessibility by bus. Taking that away will create an additional obstacle to clients' successful recovery.</p>
Cynthia	Wright-Jones	<p>I work for an agency that support women, and cutting out routes would affect them getting the service they need, because there would be no transportation for them to get there and return home.</p>

Erin	Frohnhofer	<p>I am concerned with the proposed service reduction (shortening service to end at Wilkinsburg station) on the P3 East Busway – Oakland as it will greatly affect the clients that my organization serves at POWER</p> <p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>The POWER Campus will transform the way treatment is delivered to women in Allegheny County and transportation access is vital.</p>
Kristin	Manning	<p>I am a Clinical Supervisor at the POWER House, located in Swissvale and am very much concerned about the loss of services to our community, specifically the reduction of services to the p3 East Busway: Oakland. POWER has been a staple in the Swissvale community for decades and provides essential services to women in the community recovery from addiction issues. Additionally, the new Campus, which will be directly affected by this change, is newsworthy and was featured on WPXI as a benefit for the community as well as for the individuals who are in need of transportation support.</p> <p>I have been in recovery for over 18 years and have seen hundreds of women receiving services from POWER. Now that I am a supervisor in the same facility, I can see how incredibly important transportation services are to the women in the community. Eliminating this option would greatly detriment the ability of these women to utilize the necessary services to expand their recovery and become productive members of society. Please reconsider eliminating these stops from this route. It doesn't just affect the women in treatment, it effects their whole recovery process, which in turn effects the whole community.</p> <p>Thank you for your attention.</p>

		<p>Regarding the proposed service reduction (shortening service to end at Wilkinsburg station) on the P3 East Busway – Oakland:</p> <p>I DO NOT support this action.</p> <p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives</p>
Corey	Kinsel	
		<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As a member of the board of POWER and a health services researcher at RAND, I have seen how barriers to treatment impact recovery. The POWER Campus will transform the way treatment is delivered to women in Allegheny County and transportation access is vital.</p>
Joshua	Breslau	
Alexa	Schwartz	

SUSANNE	FORQUER	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community. The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p>
Heather	York	<p>Changing this bus route will directly impact the treatment of the women that POWER serves as a lot of them rely on public transportation for substance use and mental health treatment. This would further complicate the process of treatment. Thus, contributing to the already stretched then and strained system that serves this population.</p>
Sam	Gorsuch	<p>I live in Braddock Hills and work in Oakland. I STRONGLY oppose eliminating the Hamnett, Rosslyn, and Swissvale stops from the P3 route. The 61A and P3 buses are my only one-bus connections to Oakland, and the closest stops for those are still a decent walk away from where I live. Minimizing commute time is very important to me and others I know who utilize these buses to get to Oakland on a regular basis.</p> <p>In summation, PLEASE DO NOT ELIMINATE THE HAMNETT, ROSSLYN, AND SWISSVALE STOPS FROM THE P3 ROUTE. It's hard enough to get to Oakland from my area as it is.</p>
Cheryl	Werber	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is the lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating the stop for the P3-East Busway-Oakland route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>Please reconsider eliminating this stop.</p>

Maya	Iliff	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p>
Nicole	Krygowski	<p>POWER has been providing drug and alcohol treatment for women in Allegheny County for over 30 years. We serve 1,700 people a year. POWER is currently building a Campus in Swissvale next to our halfway house, which will bring all of our services into one geographic location. We will have partners on the ground floor to provide wraparound services for our clients and the community.</p> <p>The Campus will open in Swissvale this fall, 2023. This will be the first campus of its kind in our region to provide the full range of drug and alcohol treatment services dedicated to women, with onsite partners, all in one location.</p> <p>One of the biggest barriers to treatment is lack of transportation. The population we serve is vulnerable and over 80% live below the poverty line. Eliminating this route will make it much harder for many people to get to the Campus which makes it harder for them to get the drug and alcohol treatment they need to live healthy and happy lives.</p> <p>As the Communications Manager, I see first-hand how barriers to treatment impact our clients' recovery. The POWER Campus will transform the way treatment is delivered to women in Allegheny County and transportation access is vital.</p>
Robert	Goetz	<p>I don't see the value in penalizing Riders Who currently use the 61a and 71c buses from the East End to downtown. I don't understand how with a dedicated source of State funding that PRT is still considering cutting routes especially for buses that service the Far East End of Pittsburgh. It seems to me that there's some kind of agenda at work here that PRT is not revealing to the public and it causes me extreme displeasure</p>

Caroline	Sefcik	<p>I'm concerned about the P3 not going beyond Wilkinsburg station thus no longer serving Hamnet, Roslyn, Swissvale stations. This along with other route changes will add to need for transfers, and P3 reduction "exceeds disparate impact threshold on minority population in service area" per PRT's Title VI report, page 9.</p> <p>I'm generally concerned about the cost associated with transfers for cash payers especially before the newer ticket machines are built at some BRT stops. It's fine to incentivize use of payment other than cash knowing it's faster, but we cannot penalize cash payers when these changes are in the first place disproportionately affecting low-income riders. As I understood it, PRT hopes to make route changes before construction is done. How long will it be between route changes and when newer ticket machines are actually available?</p> <p>I'm glad P3 service could be extended on weekends and into downtown.</p> <p>In general, communication must be paramount as well, before and after any changes are made, how to use machines, etc.</p> <p>In general, we need more operators, not reduction in service. In general, operators must be paid appropriately high wages. Public transit is many peoples' only mode of getting around.</p>
Lisa	Walker	<p>The elimination of Swissvale Station for the P3 is beyond frustrating. It's not that far of a distance where a turn around is provided easily for quick service. I don't see how eliminating three stops yards apart, which provide much needed parking, is saving that significant amount of time and money. It will hurt the people who need it most in the east end. Lack of transportation in the neighboring communities near the Swissvale station where there is no adequate walkways or bike routes is already an ongoing issue. Time and time again our side of town seems to be the one neglected. Our routes were cut signing the last round of cuts. Extremely frustrating to say the least.</p>
Bill	Paivine	<p>I think that overall these changes are a step in the right direction. However, I think that the changes are confusing and a bit lackluster since the "BRT" name is used for sections without a dedicated bus right of way. For example, the 71B line seems to be essentially a normal bus between oakland and highland park. Calling this BRT is disingenuous, and will reduce the public's opinion of BRT in general and in the future.</p> <p>I am happy to see the overall improvements, but we definitely need to extend the bus only lanes and bike lanes along the entire bus line! The given maps seem to imply this is the case, and will surely lead to disappointment to many once they realize the bus only lanes (the most important part of BRT) don't reach past the universities.</p> <p>Finally, I hope that the service improvements can actually materialize. Even 13 minute headways is still too long for most routes to be useful for many, especially if transfers are involved and some buses are late or missing. I know that with proper BRT and short enough headways, it will become a lot easier to encourage people to get out of their cars and into transit.</p>

Gregory	Sinn	Transportation is a basic human right. When you apply for a job here, you will be asked if you have “reliable transportation” and nobody seems to take that to mean the public bus. It’s a disgrace. The way these route changes are planned and proposed, it feels like most of the decision makers don’t even ride the bus. It feels like there is a preset BRT agenda being pushed. The East Busway is one of the few pieces of mass transportation infrastructure in this region. Cutting routes along an existing mass transit line would be obviously in opposition to the basic mission of a public transit authority. It is highly suspect that P3 cuts are even being proposed. It speaks to a potential corruption within the planning agenda of this process. It represents a breach of the public trust associated with the local transit authority’s contract with taxpayers and the public at large.
Eileen	Nesby	For the longest time the bus way ended in Wilkinsburg, so why go back? There are lots of people who still take advantage of the P3 in Swissvale.
Amanda	Wells	
Amy	Risko	I am commenting in opposition to the P3 station stop removals. Cutting the P3 route to stop at Wilkinsburg eliminates the fastest route for those in the East End to get to Oakland. The East Busway is the most reliable and efficient service the PRT offers. Without access to Oakland via the P3, affected residents (which includes those in Regent Square, Wilkinsburg, Edgewood, and Swissvale) will have to rely on the 61A and B, both longer and by PRT’s own admission, less reliable routes. This seems like a lot more residents will be on these often already crowded routes. Why eliminate a route that is well used and efficient for those residents? As far as the P3 now running into downtown, both the P1 and P2 service downtown so it is not clear how this benefits the East End residents while also cutting access to stations.
Julia	Frankenberg	The p3 must continue to serve Swissvale & Hamnett stations, it is essential to those who work and go to school in Oakland. Reducing/cutting off public transit service to predominantly Black neighborhoods directly contributes to Pittsburgh’s problem of economic inequality. Riders heading to downtown who board at these stations would be crowded out by riders attempting to connect to the p3 at the Wilkinsburg station, and furthermore, the Wilkinsburg station as it currently stands could not accommodate the influx of riders that would result from this proposed service cut. Any benefit to PRT afforded by this service cut would be far outweighed by negative impacts to the community.
Bill	Price	I live by Hamnett station and have been loyally commuting by bus to Oakland for around 15 years. I built my life here around the expectation of quick and reliable transit service directly to Oakland. Cutting the P3 route short would be an outrageous betrayal of eastern communities and an utter misuse of the East Busway infrastructure.
Sara	Khalil	I hope there is a way to continue to serve hamnett, roslyn, and swissvale with the p3 bus. That is a lifeline for folks in Swissvale and Braddock Hills (my old neighborhood!). Without the P3, I would have driven to work each day. Thanks for your work!

		<p>January 31, 2023</p> <p>Ms. Katharine Kelleman Chief Executive Officer Pittsburgh Regional Transit 345 Sixth Avenue, 3rd Floor Pittsburgh, PA 15222</p> <p>Re: Opposition to elimination of the P3 Route to Swissvale</p> <p>Dear Ms. Kelleman:</p> <p>Please accept this correspondence from Swissvale Borough Council and staff as our official opposition to the proposal to eliminate the P3 Route between Swissvale and Wilkinsburg as part of the Bus Rapid Transit project.</p> <p>The P3 serves as a lifeline for many Swissvale residents for transportation access to their jobs, schools, higher education, healthcare and everyday needs. Eliminating this route from Swissvale will cause an undue hardship on our residents who ride this route regularly as they will now have to seek alternative methods to travel to Oakland.</p> <p>Although it is only a seven-minute ride between the Swissvale and Wilkinsburg stations via the Martin Luther King, Jr. East Busway, the elimination of this route will add significant travel time to our residents who will have to ride a different bus and then transfer onto the P3 at another location. Other riders may need to drive to a different location to board the P3 which is contradictory to one of the goals of public transit of reducing or eliminating single use vehicles from the road.</p> <p>The elimination of the P3 from Swissvale would disproportionately affect low-income residents of Swissvale as they do not have the means to seek alternative transportation solutions. Riders who do not have a Connect Card will incur additional costs. Others may be forced to miss work, school or critical healthcare appointments if the bus service can no longer accommodate their needs.</p> <p>We find the proposed elimination of the P3 between Swissvale and Wilkinsburg to be unacceptable and detrimental to the overall well-being of the residents of the Borough of Swissvale. Pittsburgh Regional Transit and its predecessor agencies have made significant infrastructure investments in Swissvale that will now be underused. The elimination of this route is contradictory to your mission to "Advance our region by investing in our communities and connecting people in a safe, equitable and reliable manner." Safety, equity and reliability will be diminished in Swissvale if you enact the proposal to eliminate the P3 segment between Swissvale and Wilkinsburg. We ask that you please reconsider your proposal to eliminate this route and continue to serve the residents of Swissvale in the manner that they have become accustomed to and deserve.</p> <p>On behalf of the Council for the Borough of Swissvale I would like to thank you for your consideration of our request.</p> <p>Sincerely,</p> <p>Greg Bachy</p>
Greg	Bachy	

		Borough Manager
Sara	Khalil	
Dakota	Arnold	<p>So many people need and use the P3, so many people use the oakland busses that you are cutting off downtown access to. I have no idea where you get your reduction numbers from because I live in Oakland and have never not seen one of these busses full. Prepandemic and in the pandemic they are constantly full. Certain stops are used more than others admittedly but they see so much use I dont see how you justify cutting off so many people for certain parts of the city like that. The people making these decisions must not rely on the bus too heavily because if you did, you'd know how EXHAUSTING an hour long commute to and from your potentially 8 hour shift is. You dont even have time to slow your free time down. Right now the P3 and the 71 busses and 61D as they are, shorten a lot of peoples commute times to 20minutes. Adding a transfer to peoples lives and several extra minutes on top of that because you all dont view the bus as a necessary public good is negligence or purposefully mean. I dont care if 50 people or if 5 people use a certain bus because at the end of the day, someone is always using it and not a single person should be looked over in public transport. If these cuts are due to lack of funding or bus drivers, look at that and figure out how to fix that first before coming after riders, please</p>
Robert	Kline	<p>Expanding services is an excellent idea. Some minimal reductions may be required. But making getting into Oakland from the east end harder is not useful to this rider. As I am preparing to return to the workforce it could potentially make that much more difficult. Especially as I am a disabled reduced fare rider.</p>
		<p>I'm a fan of these changes because it increases frequency and frequency increases ridership. I don't agree with Pittsburghers for Public Transit - I think they're wrong about opposing these changes.</p>

Joshua	Miser	I am writing to express my concern about the shortening of the P3 to no longer serve the Swissvale busway stops. As a member of Swissvale Council, my responsibility is to ensure that our residents have access to the most accessible public transit for their needs. Removing access to the most direct connection to Oakland is not meeting that need. Having this service cut will add transfers and additional time to residents commutes. In addition, for our residents who may not have a ConnectCard, this will also add an additional fee to their commute. I understand and support the initiative for BRT, but do not support the removing of Swissvale's direct connection to Oakland as a part of the wider initiative. I hope you will reconsider this portion of the proposed changes. Thank you for your time.
Krysia	Vila-Roger	I live on the 61D and I think these changes make sense. Most people who ride the 61D or C get off at Oakland. Although I ride downtown, there is no reason to have 2 buses going downtown - there is a lot of bus congestion downtown and this should make it faster. Also, it is easy to get off at Oakland and change to another bus.
Alexandra	Kempf-Malys	Oakland is a huge hub for workers who use buses, and rush hour traffic makes a lot of them unreliable at best. Losing the P3 service to the rest of the East End essentially just gives us another P2 and means more and more folks will have to start their commute earlier. The pandemic changes already meant I couldn't take the P3 in the morning (unless I wanted to start so early and get to my office before it even opened and wait outside in all weather) and changing to the 61B increased my travel time but I was so glad to take it in the evening, on my way home. This change would cut off a lot of workers (including some medical residents!) from Oakland, an area that needs them, and is going to make folks think twice about whether they want to work there, or even if they can given tight schedules.
Amanda	Argabright	
Holly	Karabetsos	I live Downtown. I'm also disabled. I shouldn't have to take 2 buses to be able to get to places like Squirrel Hill and Shadyside, or even my doctors at UPMC in Oakland. Not only would that cost me more money, but the proposed bus change at Craft is incredibly dangerous. That entire 5th Avenue corridor starting in Uptown has no crosswalks. And Craft is incredibly busy. That may not be a problem for an able-bodied person, but I would be risking my life to get from Point A to Point B, and that is unacceptable.

William	Price	<p>I'm reaching out to express my opposition to shortening the P3 to begin in Wilkinsburg, cutting out Swissvale. This is a betrayal of the public officials and residents of Swissvale who originally pushed hard for the busway in the first place.</p> <p>I presently serve on Swissvale Borough Council. I have managed a law firm in Swissvale for over 40 years. My wife and I also live above my law office, within 100 feet of the busway.</p> <p>In the 1990s I was one of the citizens who served on Swissvale's busway committee. I personally pushed for approval of the project by Swissvale. Edgewood fought the project very hard. Swissvale's support was the tipping point to it getting built.</p> <p>Our community is poor and has a large percentage of elderly. These are the people who are hurt the most by such a denial of service.</p> <p>I am 67 years old. Over the years I have observed how the Port Authority, now PRT, expended huge sums of money on light rail service to rich communities in the South Hills and then dug a billion-dollar tunnel under the river to extend service for occasional sports fans to the stadium and gamblers at the casino.</p> <p>Now you propose to cut service to the poor and elderly Swissvale, even though in the 1990s Swissvale was instrumental in helping the Port Authority get the busway approved.</p> <p>Please do not eliminate the P3 service in Swissvale. This service was one of the perks attracting new residents to our blighted town.</p>
Deborah	Owens	<p>I use public transportation to get around for work and daily needs. Living in the Swissvale/Wilkinsburg/Edgewood area for over 15 years, I rely on public transportation.</p> <p>I have seen the 71A route shorten (not coming to the Jane Street junction), which force me to walk from the Wilkinsburg station a number of times. This was a great hardship. So, I started taking the P3 to get to work and to get around (Edgewood Towne Ct) to shop and bank etc. Now you are proposing to eliminate services to the Hamnet, Roslyn, and Swissvale to "improve service" that is joke. I amount of hardship this would create will outweigh the "supposed benefits". I work in Oakland, the P3 gets me to work in about 15 minutes, other routes like 61A Braddock and 71A Hamilton with the number of stops along the way is over 45 minutes. That is unacceptable. Don't eliminate the P3 stops to Hamnet, Roslyn and Swissvale this would be a dis-service to commuters who don't have the resources like Squirrel Hill. The Fern Hollow Bridge is prime example of money being spent to farther the East End communities, at the expense of lesser income areas.</p>
Catherine	Kulandaivel	<p>The P3 is very important to a lot of people and should not be reduced.</p>

Holly	Sisk	I think eliminating 3 stops on the P3 by ending the service at Wilksburg is extremely detrimental to the passengers of PRT and to the citizens of Pittsburgh who need these people to show up to work. Many of the passengers whose stops would be eliminated work in our hospitals and healthcare facilities. Eliminating their transportation doesn't just affect them, it effects all of Pittsburgh as it leaves Pittsburgh's medical facilities understaffed.
Carol	Smalls	The cuts to the p3 bus are inconsiderate to the people who live past wilksburg busway. We are people too and although these are low income areas we deserve to have a timely direct route to Oakland as well! I do not support the changes to the p3 there have been changes to the other bus schedules as well and this is just outrageous! I spend a lot of money on PRT and this is unacceptable!
shauntya	Freeman	I do not support any route changes, especially the P3. That's the quickest way to avoid traffic going into Oakland in the morning. I have another bus I can catch to get to Oakland, but it takes longer and sometimes it doesn't even show up when it's suppose to as it is. So, no I do not support the P3 being eliminated from the other stops. That bus is a convenience for those neighborhoods. You're pretty much leaving those people behind. People who actually need that bus. I don't see what's the problem with going past Wilksburg Station, that's actually quit stupid. What is it hurting by just going to the next two stops? What's the point of another busway bus going downtown? The P3 going downtown is pointless. Keep the P3 going to past Wilksburg Station. DO Not leave those people behind for a dumb reason just to save money or whatever you're doing it for. IF you plan on doing that, add more buses add times, and add more routes to those neighborhoods. Make it a convince for them. We're your guys customers, we're already spending money for passes, I don't see why you're making it harder for your customers to get around. DO NOT change the P3.
Brendan	Wissinger	<p>Hi, my name is Brendan Wissinger. I'm submitting this comment on half of Sunrise Pittsburgh, the Pittsburgh-based hub of the Sunrise Movement, a youth climate activist movement pushing to enact a Green New Deal, both locally and nationally. A critical element of a Green New Deal will be better transit service which will allow for reduced congestion, reduced inequality and reduced greenhouse gas emissions.</p> <p>We are extremely excited about the Bus Rapid Transit service between Downtown and Oakland. A rapid transit connection has been desperately needed between Downtown Pittsburgh and Oakland for more than half a century, if not longer. However, we are disappointed on some of the route choices for the BRT, especially the P3 changes.</p> <p>P3 Bus Route</p> <p>Sunrise Pittsburgh believes that reducing service on the P3 from Hamnett, Rankin and Swissvale stations would be shortsighted and would adversely impact more predominantly low income individuals and people of color. It would mean they would lose their fastest means of direct connection to Oakland, and it would also increase fares on such users, and reduce services to areas in Hamnett, Rankin and Swissvale. Plus riders from Hamnett, Rankin and Swissvale would have to transfer onto the P3 at Wilksburg Station, and no other station would be possible, possibly causing overcrowding, and directing cars to park there would make the area around the station unable to be used for better uses such as affordable transit-oriented housing and small business space. However, we praise that Pittsburgh Regional Transit will increase service on Saturdays and Sundays to every 30 minutes between 6:30 am and 11 pm on Saturday and 7 am to 11 pm on Sundays.</p>

		<p>61D, 71A, 71C and 71D</p> <p>We also feel that reducing service on 61D, 71A, 71C, and 71D to local service only going as far as Oakland is problematic (but not as problematic as the P3) as it reduces the number of buses heading to destinations the working class and poor people, especially people of color want to go to, downtown, either to transfer or to go to work in businesses in downtown. Coupled with the erratic behavior of bus times when compared to the bus schedule, this could cause serious problems with people getting to work on time.</p> <p>"Improve reliability system-wide by restocking the extra board": We definitely support you hiring more workers to reduce cancelled trips and keep buses on time, please hire more people. We also support prioritizing certain routes used by people who most frequently use transit.</p> <p>Comments on the BRT Proposal</p> <p>We believe that much of the BRT as currently designed, without barriers to car traffic will get clogged with car traffic dropping off people or picking them up in the bus lane. We suggest putting a concrete curb to separate the bus lane from other vehicle traffic to prevent this. We also believe more of the bus fleet should battery-electric, more even better and more cost-effective trolleybuses.</p> <p>Timepoints Issue</p> <p>There is a huge problem across Pittsburgh-Unrelated to the BRT with Pittsburgh Public Transit buses not arriving at their expected times. Of Pittsburgh's 105 routes, 38 have a service reliability of 50% or less, which means that people on those routes cannot arrive to work, and doctor appointments on time, and if people don't make it to work on time they may get fired, and if they don't make it to doctors appointments they may not get to see the doctor. Transit operators have often not been able to have restroom breaks and have been harassed by riders because the impossible running times. But instead of Pittsburgh Regional Transit rescheduling things to make the timepoints accurate in their February quarterly changes they've removed timepoints on 9 of 16 service trip adjustments they've made. It seems that you are trying to find an extra pool of drivers and we definitely support this!!</p>
Stephen	Tkacik	Turning the 71 A, C, and D into local routes and ending them in Oakland will create massive bottlenecks for the countless rides on those lines. It would become nearly impossible for me to get to downtown without having to transfer and wait for a second bus in Oakland. You cannot claim to be improving services for future riders while making it more difficult to use. It also seems counterintuitive to cut stops on one of the fastest and most efficient routes in the city (the P3). It also feels incredibly unfair to remove the transit services to poorer communities, as it's been proven that access to public transportation is one of the greatest ways to lift people out of poverty. Removing the stops would do a great disservice to one of the best BRT systems in the United States.
Caroline	Sefcik	

Andrew	Cole	<p>I will always be in favor of making public transit more accessible to people who need it, whether by extending service to new areas, increasing the frequency of trips, increasing the availability of single-seat rides from any given Point A to any given Point B (especially where either A or B is a major employment hub), or otherwise making public transit easier to use.</p> <p>That said, the proposed Bus Rapid Transit service has always smelled like a boondoggle, and I have yet to be convinced that it is anything else. And even if everything is on the up-and-up, Bus Rapid Transit sounds more like a project that will allow PRT and other local officials to feel as though they have done something large and important than like a project that will actually improve anything for Pittsburghers at large. The people of the greater Pittsburgh area would be better served if PRT focused its energies on increasing the accessibility and usefulness of public transit in ways such as those described above.</p>
Taylor	Napierkowski	Keep the 71D route to travel all the way into downtown
Kaitlyn	Wittig Menguc	
Mark	Dayton	<p>I ride the P3 all the days it runs. Early morning to the evenings I would use the P3 longer travel times are unacceptable.</p> <p>I help a friend to a Doctor in Oakland, transfers would be a problem as he is mobility challenged.</p>
Isabella	Sanzi	
Alexis	Yakemovic	As someone who lives at the intersection of Friendship and negley and works downtown, this plan is catastrophic. I am fortunate to work a hybrid schedule but if asked to take two buses to get to a downtown office, I would advocate going fully remote or turn to a rideshare. If enough people like me follow suit, that would either depress the "return to work" economic boost downtown is trying to mount or increase emissions/traffic by individual car use. You can put all the metal and glass you want around a bus stop in Oakland, no one is going to wait there to catch a bus in 30 degrees to get to downtown
Marcela	Gonzalez	Do not reduce routes, focus on service provision to those that need it the most, not on the already well served routes
Paul	Van	
Sudhir	Pathak	I take P3 daily, and cutting the route can add more time to my commute. I highly recommend reconsidering cutting routes beyond wilkinsburgh.

BRITTANY	EZELL	Many of us in the community ride the p3 to Oakland because we work for the university or the hospital. With traffic being such a mess already because of the construction in Oakland, to add another step of having to park and ride or transfer would make using public transportation a nightmare. The 61a goes through too many neighborhoods and it takes much longer to get to and from Oakland, especially during rush hour. Our major hospitals are in Oakland and cutting routes that go to the hospital makes travel for patients, many of which are critically ill, much harder. My mom has to work the early shift at Magee and having to transfer would impact her as well. I don't think we need an extension through downtown as that would make the schedule even longer. We already have the p1 and other fliers for that. I do support the addition of later evening stops and weekends as some still work in Oakland.
Blair	Stackhouse	
Kelly	Glavin	I take the P3 bus to work from the Roslyn station and my coworker (who is a professor in bioengineering at Pitt) also does. Cutting the P3 bus service beyond Wilkinsburg will adversely affect so many people. Obviously cutting these services affect low income riders most, but it cuts across class as well. At the least, please reconsider the cuts to the P3 bus route! I am begging you!
Kristen	Greene	Just leave it the way it is and focus on getting more drivers and better service it's hard already this will not make it no better just more stressful. People are gonna be very frustrated and with the p3 route please do not do that many people depend on that bus in swissvale and etc gonna cause people to lose their jobs please do better instead of these changes it's not making anything better
Brandon	Garivaldo	P3 is an accessible route for public transportation users. This line is important for the Wilkinsburg community.
Vikki	Harris	
Morgan	Boyer	SCREW YOU FOR TRYING TO GET RID OF THE 71A, 71B, 71C and 71D. People NEED those bus lanes. Not all of us are rich hipsters who ride luxury bikes.
Andrew	Mchaney	Do not cut P3 service to Hamnett. The P3 is always packed and this will negatively impact MANY people's commute to Oakland for work on a daily basis.
Sean	O'Donnell	

ANDREW	HUSSEIN	<p>I'm strongly opposed to cutting the</p> <p>P3 short at Wilkinsburg for all trips</p> <p>I would rather see some trips still go to Swissvale or leave the P3 as is to Swissvale</p> <p>I do however support the downtown uptown extension.</p> <p>I also do not support the 61D ending in Oakland.</p> <p>My suggestions and counter proposals are for routes</p> <p>71A 71D 61A to end in Oakland</p> <p>67 to use Blvd of Allies inbound and</p> <p>Forbes BRT Outbound no longer serving</p> <p>Duquesne Footbridge</p> <p>61B 71C 61C 61D 71B to continue to town using BRT Routing</p> <p>69 to go to Oakland Robinson street</p> <p>ONLY 7 days a week but with the</p> <p>outer end being extended to</p> <p>Forbes Hospital</p> <p>and Holiday Park via</p> <p>UPMC EAST and CCAC BOYCE</p> <p>7 days a week</p> <p>28X Using Blvd Of Allies to the</p> <p>Airport and Forbes BRT when headed to</p> <p>Oakland-Shadyside with stop restrictions removed on busways and the BRT corridors or removed fully and perhaps an</p> <p>extension from the Airport Layover</p> <p>To behind the Airport Moon Park-N-Ride</p> <p>via Airside Industrial Park 7 days a week</p> <p>54 58 93 75 81 83</p> <p>reduced limited stops in</p>
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		Oakland
Eric	Frankenberg	The proposal to cut P3 service to Swissvale and Rankin does not make any sense. The time it takes to drive from the Wilkinsburg station to the Swissvale station seems like a pitifully small savings that would come at great cost to the surrounding community. Why have these busway stations if they aren't being used? Swissvale and Rankin, along with neighboring Edgewood and Wilkinsburg, all benefit from more transit connections to Oakland, not fewer. These cuts would have the effect of isolating our communities, making them less accessible and making them less desirable for students, school staff and medical professionals who commute to Oakland. It's disingenuous to suggest that transferring to the P3 at Wilkinsburg station will be quick or easy, as any regular PRT customer will know. The Wilkinsburg station is crowded and busy as-is, and this cut to the P3 would only make it more so. Why not allow the Hamnett, Roslyn and Swissvale stations to help absorb any increase in ridership?
Billie	Davis	Ending the P3 at Wilkinsburg instead of Swissvale Station will be a big inconvenience for anyone traveling into Oakland who currently uses the last three stops. The busway is a great asset and access should be expanded, not diminished.
Tessa	Barber	I do not support cutting services in the Swissvale area in order to focus on oakland/downtown. Unconscionable.
Steven	Greene	
Kelsey	Chapman	Please reconsider changes to the P3 bus route! People need this line!
Jessica	Heathcote	The p3 is an indispensable route for our underpaid, overworked essential healthcare workers in Oakland. We need to keep our hospitals resourced and quick easy transportation for workers living in the affordable eastern suburbs is vital to the health of our community. Do not cancel the P3 route.

Jenna	Pollock	A lot of people commute to Oakland via Swissvale and Wilkinsburg, please do not take access away from us to work.
		<p>To Whom it May Concern:</p> <p>PLEASE DO NOT SHORTEN THE P3 EAST BUSWAY/OAKLAND SERVICE. IT SHOULD NOT STOP AT WILKINSBURG STATION. IT NEEDS TO CONTINUE TO SWISSVALE STATION. I WOULD EVEN SUPPORT THE P3 RUNNING ONLY HOURLY OR EVERY 45 MIN AT NON-PEAK TIMES, BUT PLEASE DO NOT STOP IT AT WILKINSBURG STATION.</p> <p>Many students and staff of the University of Pittsburgh (and others who need to go to Oakland on a daily basis) live in the Edgewood/Swissvale/Braddock Hills/Forest Hills area just outside of the City of Pittsburgh and even areas a little further to the east. The park n rides at Swissvale and Hamnett Station are very convenient for people who live just east of the City of Pittsburgh. I personally use Hamnett Station and it's much more convenient than having to travel to Wilkinsburg Station. Also many people that live within walking distance of Hamnett Station need it for P3 usage. As I said in capital letters above I would be fine with making the P3 an hourly or every 45 min service at non-peak times; just don't stop it at Wilkinsburg.</p> <p>I would be more than happy to discuss this over the phone (number listed below) or at any meetings you might have that are open to the public.</p> <p>Sincerely,</p> <p>Christopher Fedor Proud Hamnett Station P3 Rider cfedor@comcast.net 412-995-8863</p>
Christopher	Fedor	
Amy	Risko	
Dan	Bendit	
Crisanne	Nolan	I'm a regular, daily P3 rider who lives near Hamnett Station and works in Oakland. On weekday mornings during commuting hours, many if not most of the people waiting at Hamnett are there to catch the p3. This morning, more than 60% of the riders on my P3 when it entered Oakland had boarded prior to Wilkinsburg. Many if not most of the new homeowners on my street work or go to school in Oakland and purchased their home in part because of available transit options. Connecting Swissvale and Edgewood to Oakland - from my perspective - is a critical use of the Busway for those communities and ensures viability of PRT service in our neighborhoods.
Ian	Pollock	
Patricia	Rankin	Support the county workforce to offer buses and routes for peak commute times. Make the app more reliable to when a bus is enroute
Jane	Dirks	
Dave	Brown	Any service changes should be additions, and not subtractions from service. Sixth and Liberty downtown is a major stop for a lot of these bus lines, and should not be removed from any of the lines. The BRT is a solid plan, as long as they do not take stops away.

Rayne	Blakeman	
Rayne	Blakeman	
Vanessa	Braun	
Andrea	Tamayo	
Kevin	Porter	
Heather Joy	Lombardi	<p>The 61B is incredibly unreliable as it is. Your new proposal is confusing to me and I have a Masters Degree. How do you think it will fare with other people? You are doing a terrible job of implementing a new transit program in Pittsburgh. It is inequitable and completely inaccessible to the people who need it the most. I refuse to buy a car and I have recently relocated. I will become a loud proponent of the transit system here. I was easier to use the system in Dallas and that doesn't say much. If you are unable to roll out an entirely sustainable system at one time and it makes sense to the population you serve, you should wait. You are also trying to do this in the winter. Not a good choice. You are literally leaving a large population out in the cold. Literally. If Pittsburgh wants to be an 'equitable' city, it needs to start with the art of listening. Right now, it is not listening.</p>
Karen	Clark	<p>The organization POWER is planning to open a major facility in Swissvale in summer 2023, and now you want to eliminate one of the bus routes its clients would use to get there. POWER works with women in recovery from addiction, and its services are literally life-saving. But you are going to make it twice as hard for clients to access those services. There are other non-profits in the area I am sure will also suffer from this change.</p> <p>This is another example of the biggest reason ridership on PRT doesn't go up - lack of service. People do not want to wait half an hour for the next bus to come by. They do not want to take two buses and spend an hour making a trip that would take 20 minutes in a car. They do not want to go out on the town via public transportation when the last T leaves downtown before the bars close.</p> <p>The BRT is the opposite of increased service. It takes what is probably the best bus service in the area and "enchances" it, while cutting service to people who need to get through Oakland to downtown without getting off and waiting for another bus. It's mind-boggling that anyone would decide that makes sense. That there is money available for a project like that doesn't mean you should use it.</p> <p>It also makes me wonder if anyone who works for PRT has actually ridden the bus.</p> <p>Public transportation is expensive - it won't pay for itself. That's why it's a public utility and not a private enterprise as in the past. But it's a major economic generator for everyone else. You can't have a vital, thriving city without a healthy public transportation system. So PLEASE stop trying to cut costs - spend that time finding funding to create a public transportation system that the public actually wants to use and can rely on. The BRT isn't it!</p>
Alicia	McLaughlin	<p>I am a P3 rider and I have been for 10 plus years. I don't understand the thought process behind terminating at Wilksburg. It just doesn't make sense to me to discontinue the service at the other stations on the Busway that are still used on a regular basis. Has ridership at these stations decreased since the pandemic? Yes. Has ridership complete ceased at these stations since the pandemic? No.</p> <p>In January last year the Beyond the East Busway project was pointing to the fact that</p>

		there is a need to address service in the Mon Valley and potentially extend the Busway. And now, those ideas seem to have been abandoned with the proposal that the Mon Valley side of the Busway be essentially eliminated by discontinuing service beyond Wilkinsburg for the P3. I work at Pitt where parking is essentially non-existent and decreasing rapidly by the month due to construction (that will permanently eliminate the parking that WAS once available). But, I am told by my employer that I don't need to worry about parking because one of the great benefits of being a Pitt employee is my ability to commute, for free, via the services provided by PRT. If these proposed changes are put in place for the P3, I'll be required to drive my car and take two different buses just to get to my job. I am not sure of anyone who would count that as a "benefit" to their daily work/life balance.
Chris	Ansell	Removing the P3 from Swissvale will negatively impact many of our residents. It is one of the major bus routes connecting our borough to the eastern portion of the city of Pittsburgh. Many residents use this route for commuting to work and personal occasions. I have often used it to get into the East Liberty area to run errands. I would like to see this service continue in my neighborhood.
Angela	Stribling	I live in Swissvale and I commute via the P3 as well my neighbors in my community. Removing the P3 would be a disservice to those going to work in the Oakland area.
Yardley	Bentley	The P3 is required without this bus the extra trips are simply not worth the commute. Then that will increase the amount of people on the p1 which is already filled daily.
Julie	Hanify	
Mallory	Jemison	As a Wilkinsburg resident I rely on public transit, for the majority of my transportation needs due to a disability, for independence. Any stoppage and/or reduction in routes would cause a huge disruption to my social service and medical needs.
Leah	Reith	I think that reduction of routes are only affecting those who live in the "poor" neighborhoods. If you reduce routes in Wilkinsburg and Swissvale, you are continuing the keep the poor, poor by eliminating their ability to get to the jobs that are to help them better themselves. Also, making multiple routes from the East End have to transfer in Oakland is laughable. We're already struggling with getting buses and now you want large amounts of people to get out and pray that another bus shows on time to get them to their job on time. You're creating an unequal balance within the system to disadvantage large numbers of people. If you're concerned with the driver shortage, isn't it time to look within and determine what YOU as a company can do better, rather than continuing to punish riders.
Elizabeth	Gassler	

		<p>I think it's unwise to reduce service on any route utilizing the East Busway because this is the single most valuable transit asset in the county. Determining how to increase, not reduce, Busway usage of new and existing routes must be the priority, and reducing P3 service to and from Swissvale runs counter to the mission of making transit a viable alternative to driving to the densest commercial districts.</p> <p>While I commend PRT for extending the P3 route to Uptown, this does nothing for eastern residents who work and receive healthcare in Oakland, Pittsburgh's 2nd largest commercial district. It's a cruel irony: as lower-income residents are pushed further from city centers, leaving them even more reliant on transit systems, these same systems reduce whatever convenient service existed in those areas for efficiency's sake.</p>
David	Colarusso	Thank you for all that you do - DO NOT REDUCE BUSWAY SERVICE
Leland	Scales	
		<p>P93 service: to discontinue or cut service on this route appears to be a hardship for those who depend on bus service the most. We continue to create obstacles for those who need it most. Please reconsider.</p> <p>Bus service curtailed from going into the city: Those who live along the Fifth/Forbes avenue corridors will no longer have access into the city. Perhaps you don't realize those who live in the apartments along these avenues depend on that service as many are seniors who moved there for that purpose. Many don't drive, have disabilities and there are many people with sight issues who live in this area. Not only for health care appointments, shopping and to access cultural events in the evening.</p>
Virginia	Caliguiri	Thank you for the opportunity to express the viewpoint.
Debra	Bailey	

		<p>I really wish that PRT would STOP trying to eliminate the P3 stop in Swissvale. This bus is used to not only go to Oakland, but to some of the other stops on the busway. You're trying to make the citizens living in the eastern boroughs outside of Pittsburgh (PGH) be inconvenienced and made to pay additional fare to come into PGH. From Swissvale to Wilkinsburg it takes 2 minutes on the busway. On all of the 61 buses it takes 20-30 minutes to get to the first part of Pittsburgh. It's not like your wasting a ton of gas going that short distance. Your driver's waste a ton of gas on most buses on the busway by sitting at the end stops longer than the time on the schedules running the engines, and heating systems during the additional minutes. Then they put the riders lives in danger speeding down the busway trying to make up for the time that they used for the naps that they were taking or the cellphone conversations, or the movies that they are watching while they are on the extended breaks.</p> <p>In addition, your proposing additional new stops that lead to parts of town that really may be stops that eastern borough residents may need. If you really think about your proposal, you want to eliminate the stop because your saying that we have the 61 buses that will get us to Oakland. But in the city they also have 71 buses that take them to Oakland (71A, 71B, 71C, etc). And all of these buses are closer to Oakland. So if you eliminate the P3 for Swissvale, then you should eliminate it for everyone. The people on the 71 routes should be made to be inconvenienced if those on the 61 routes are inconvenienced.</p>
Andre	Dixon	I definitely want a response to my comments
Jan	Biddle	NO ROUTE CHANGES, ADDITIONS, OR EXTENTIONS ARE ACCEPTABLE AS LONG AS THESE ROUTES USE PUBLIC ROAD SYSTEM. THIS CITY IS A GRID LOCK MOST OF THE TIME. GET RID OF THE BUSES AND EXPAND THE "T" ! LOOK AT CHICAGO THE MOST EFFECTIVE MASS TRANSIT IN THE COUNTRY
Eric	D'Ambrogi	All in all a greater bus system is usually an asset to any city but here in Pittsburgh there seems to be a lack of concern for communities of color and their access to the bus system as well as an overwhelming and obvious desire to meet the demands of the medical and university systems located in Oakland.
Lisa	Barry	
Helen	Trautman	71D needs to continue to go downtown and not turn back on to Forbes Avenue in Oakland.
Michael	Horvath	I do not support cutting 3 short stops for the P3 past Wilkinsburg station. Keeping these stops would not significantly impact the expanded route and transit times. Cutting service would adversely impact residents in Wilkinsburg, Edgewood, and Swissvale.
Kaylea	Schreibeis	
Jenna	Hammond	
Jenna	Hammond	
Mary	Ganska	

		As someone who relies on the light rail system to get around, I am not unfortunately too familiar with the routes that are being affected with the BRT project. I do hope that when the project is finished that it is quicker to get between Downtown and Oakland, and that traffic isn't too hectic while construction is going on. I also would be interested in seeing PRT in the future looking into building rail lines underground between downtown and Oakland. I know that might be a lot to ask, but I thought it would be worth mentioning as a suggestion.
Samuel	Smallwood	I live along Negley Avenue and depend upon the 71A to get to and from downtown and also into Oakland. Eliminating the route to downtown will greatly impact morning commutes and make the trip so much longer than it needs to be, posing potential impacts to my career and livelihood but also allowing me less time at home as I have to account for changeovers in buses. It has always been a huge convenience to get on any 71 or 61 in downtown to take back to Oakland, and this proposal will take that away, creating even worse situations on buses that are already too infrequent and overcrowded.
Martha	Layne	I have a lot of anxiety about taking public transportation and am planning on using the 71A to get downtown for work. It is a great reassurance to me to know that I only need to take 1 bus, no transfers, to get between work and my home. It would really distress and frustrate me if I needed to worry about transferring buses during an already anxiety filled experience. Thank you for your consideration.
Zach	Miller	
avocet	greenwell	
Joshua	Walburn	
Tom	Bajorek	When I need to go downtown, I use the 71C from my neighborhood in North Point Breeze. As a senior citizen with a hip / back problem, going only to Oakland and having to transfer to another bus to continue the trip downtown would make the experience physically difficult, more time consuming and overall daunting. Oakland is congested and confusing enough as it is, and I generally try to avoid having to spend time there for a multitude of reasons. The current 71C route gets me safely downtown without having to struggle with transfers etc. I implore you not to change the route of the 71C! Many thanks for considering my thoughts and opinions.
Victoria	Bacon	I take the P3 home from work every day. The alternative routes with connections are unreliable and double my commute. There are always multiple riders who get off at Hamnet and the bus has a high number of riders who continue after that stop.
Milind	Srivastava	
Noah	Lichstein	
		How does elimination of four previous stops for P3 just to add to buses going into town make since. Now get your own way to get to Wilkinsburg station to ride.

George	Hazimanolis	The idea to end service to downtown on 61D, 71A, and 71C is not going to go over well. People hate a forced transfer. They like to get on the bus at one end and get off at their destination. Forced bus transfers were proposed for the T when the line (bus service would end at T station in the South Hills) was rebuilt in the 80s and there was so much outrage from the community that the plan was dropped. Look beyond analyzing data and benchmarks from other systems and think of the actual people who ride.
Lexie	Sobolewski	I commute to work either via the 67 or going to the Wilksburg park and ride and taking the P3 to Oakland. I am completely flabbergasted that you're even considering having the P3 end in Wilksburg. Obviously this change wouldn't affect me, but every time I take the P3 there are MANY people already on the bus who boarded at the one of the previous stops you want to get rid of. People use this route and have no other convenient options. It really shows how little PRT cares about people in lower socioeconomic classes despite them being one of the largest populations to use public transit in Pittsburgh. Disgusting and unethical.
Susan	Kalisz	<p>The removal of the stop at the Hamnett, Rosslyn, or Swissvale Stations on the P3 line are short sighted and inequitable. The Hamnett, Rosslyn, or Swissvale Stations serve areas where the age demographics are changing rapidly and younger people are moving in. Many of these people work in Oakland and Downtown and rely on the P3 for travel to work. In fact, the P3 line has been a key selling point for those buying a home in that region. Removing service to the Hamnett, Rosslyn, or Swissvale Stations is as injustice to these areas and should not happen.</p> <p>In addition, the area that the Hamnett, Rosslyn, or Swissvale Stations serve are historically under served with respect to public transportation. Access to reliable and time-efficient public transportation is critical to supporting working people who do not own cars and rely on the Pittsburgh bus system as their life line.</p>
Stephen	Tonsor	Public transit can be one of the great equalizers and integrators across this region, a region that has suffered historically from egregious levels of inequity in access to employment and full participation in Pittsburgh's wonderful culture and economy. While the over-riding goal of the proposed changes is to increase the rapidity and ease of transit between Oakland and downtown is an important transit goal that will serve the region's citizens and economy, it should not be implemented but cutting service and efficiency of service to those most in need of public transit. Either raise the money to make the upgrades for some without downgrading access for others, or reject the plan altogether.
Heather	Chirdon	Having worked for an Oakland-based non-profit, supervising approximately 175 staff, and prior to that managing research at times involving an number of staff across multiple university departments, I have known many wonderful colleagues who depended on the the bus routes to to travel back and forth from Swissvale and beyond. The changes to the P3 route in particular are a disservice to both the riders who depend on the P3 for efficient transit to their work in Oakland, as well as a disservice to the city, since those same riders are engaged in serving and supporting the major non-profits in the Oakland area. This is not a just way to balance the books for the BRT project or a practical approach to supporting the vital economy of Oakland or the outlying neighborhoods.

Lucas	Valone	
Kurt	Colborn	Cutting the P3 at Wilkinsburg seems of little benefit, but comes at great cost to the mobility for residents of Rankin, Swissvale, and Edgewood.
Jesse	Sossong	Please keep the P3 bus to Hamnett Station
Margaret	O'Genny	While it seems wise to rearrange schedules to avoid duplicative services of the 61 and 71 buses in Oakland, the changes to the stops on the busway in Swissvale seem likely to add very significant time and expense for some commuters.
Kimberly	Hannigan	
Tricia	Burmeister	You can't just cutoff P3 service to half the east busway!! Being able to catch the P3 to Oakland is ESSENTIAL for people in Regent Square, Edgewood, Swissvale, Braddock and Rankin to be able to go to school at Pitt and jobs at UPMC and all the other major employers based in Oakland. The P3 MUST continue to serve Swissvale, Roslyn and Hamnett Stations. There's literally no other way to easily get to Oakland from these communities.
Jodi	Klebick	
Hillary	Roman	Hazelwood should have more convenient access to the Southside. It's inefficient to have to bus Downtown and transfer to get to one of its closest neighborhoods. Thanks!
Stephanie	Pawlowski	I take the 71C or the 71D regularly to downtown. I am opposed to ending the in bound route in Oakland. It would add a bus transfer and additional time to my morning commute each day.
Morgan	Avrigean	I'm particular, cutting off or making travel more difficult for folks in the East End is a poor decision that impacts working class and minority citizens who are already suffering. Please reconsider this especially. It's a major disruption.
Elizabeth	Taylor	I strongly support the service changes to provide rapid transit along heavy-traffic corridors as proposed. However, I do not think that reducing service on other lines along those corridors is necessary or wise. The 71ABCD routes do not serve exactly the same neighborhoods, nor do the 61ABCD routes serve exactly the same neighborhoods. In particular, the 61D that serves Oakland to the Waterfront is heavily used by both Pitt and Carnegie Mellon students to access the Waterfront's shopping and entertainment venues. I feel that reducing service on the 61D in particular would have a greater negative impact than expected. As a primary rider on the 58 line, I applaud the addition of trips during peak hours; having a bus that only runs once per hour has been exceptionally inconvenient.
Jack	Wepler	N/A
Denise	Mccormick	My concern is the elimination of the P3 route as it is currently known. I have been using the P3 exclusively for my commute from swissvale to Oakland Monday through Friday since 2014. This commute is approximately 25 minutes. By eliminating the P3 as we know it, my commute time will not only double but triple. None of the options to replace the P3 are truly convenient or acceptable. The options pose a hardship for this commute. Many busses go into the city. eliminating one end of the route only to add to the other end of the route is ludicrous. Keep the P3 as we know it, have fewer trips into Oakland, utilize smaller busses but don't cut off the devoted Mon Valley passengers.

Sebastian	Leis	<p>Every time there is an update on this project, the scope of the project has been reduced, the price tag has gone up, and now you are proposing cutting back service to some communities that rely on transit the most. Some of your own planners have accused me of being racist or privileged for advocating for rail restoration/expansion...and then you have turned right around to blatantly cut service to communities that are predominantly black/minority/low-income. The Oakland BRT is a waste of time and money, the resources would be better used restoring cut services, expanding the transit network, and planning for a more *proper* rapid transit expansion to Oakland in the form of rail or dedicated right of way. Half implemented bus lanes with a shiny new logo and route cuts to go along with it is not my idea of "rapid transit".</p>
Margaret	Heely	<p>I write to express concern about the proposed changes to Pittsburgh Regional Transit buses due to new routes created for the soon-to-be-constructed BRT system. I have found several online articles about these proposed route changes, each article having slightly different information as to which bus routes and passenger populations will incur the greatest and, likely, negative impact.</p> <p>I am concerned about bus routes that currently travel through communities close to Pittsburgh's East End, taking passengers into Oakland and/or Downtown—especially the communities of Braddock, Rankin, Swissvale, and Wilkinsburg.</p> <p>I, for one, depend on the 61B that travels and makes stops along Braddock Ave, where I can board this bus and travel into Oakland to work at one of the hospitals there. I hope that its current route to and through these communities, down Braddock Ave. to Forbes Ave, and into Oakland and downtown will not change. People in these communities depend on that route to get to their places of employment or to their schools (i.e. universities and high schools). I have read that those most likely to be impacted by the proposed route changes are health care workers and students—two populations key to the continued vitality of Pittsburgh.</p> <p>As riders on the 61B and the 61A, we already went through route changes due to the collapse of the Fern Hollow Bridge on Jan. 28, 2022. (I boarded the 61B that Friday morning about 20 minutes after the bridge collapse.) All riders on the 61B continue to be very thankful that there were no fatalities due to that collapse, and that all on the bridge that morning when it collapsed are recovering—including Mr. Daryl Luciana, our regular and much respected driver on the 61B route. We are all so glad that the new bridge is open and that we are once again able to travel this route to our places of work or study.</p> <p>Could there be ways to assist those currently traveling on the 61 or 71 routes to make sure they will have continued service from their communities and access to their places of employment and/or study in Oakland and/or downtown? E.g. leave the P3 as is, and create a new bus route that travels the BRT?</p> <p>Thank you for listening to the concerns and comments from the PRT ridership.</p>
Anne	Alter	<p>I use the P3 to get from Hamnet Station to Oakland, to go to medical appointments, cultural events and places, and other appointments. Dropping Hamnet station from P3 service would affect a lot of people. Requiring us to transfer at the Wilkinsburg station would</p>

		reduce the time saved by taking the P3 directly , and I also do not feel safe waiting at the Wilkinsburg station.
Lenore	Wossidlo	<p>You can bring back drivers whom you fired because they did not get the Covid vaccine. MAKE THEM GET TESTED WEEKLY. MAKE THEM WEAR A MASK. DO SPOT CHECKS ON THEM. FIND A WAY TO BRING BACK STAFF.</p> <p>You also don't seem to care about areas outside the City such as Swissvale, Braddock, etc. I do not support the BRT.</p>
Alexander	Noel	Changing the 71D route would make it absolutely horrible to get to and from class in shadyside, I would have to walk at least a mile off of the 71b to get to class and the same to get back home at the end of the day where buses only run every half hour. 71D should run to Steel Plaza.
David	Howe	
Valetta	Boudreau	I'm concerned about the proposed cut to P3 service at the Swissvale, Rosslyn, and Hamnett stations. I live next to the Swissvale station and the P3 is often the quickest and most reliable route to get from Swissvale to Oakland. I personally use the P3 to travel to medical appointments and work assignments in Oakland. I also often use the P3 to commute to my work office in East Liberty in lieu of the P1. Several of my neighbors use the P3 to commute to work and school. Although I can see the benefits of the proposed P3 route change, I'm concerned that this cut might take place without also increasing the frequency of the P1 and 61A. It's important for those of us at the farthest reach of the East Busway to not lose regular access to Oakland and the other stops along the way.
Glenn A.	Walsh	I strongly support the termination of bus routes in Oakland. This should increase transit system efficiency. This should also allow additional head-ways, and hence greater service to the public, on the routes which terminate in Oakland.
Glenn A.	Walsh	
Violet	Hecmanczuk	Do not change the routes. Increase hours of availability and improve your infrastructure. I support bus lanes, more hours of availability, and you paying bus operators well enough to solve your "shortage problem". I do not support changing routes, especially in cases where you propose eliminating existing bus stops.
Daniel	DelMaramo	I rely on the P3 to get to Oakland for work every day, and the proposed cuts would turn a walk of a few minutes to Hamnet station into either having to drive to the Wilkinsburg park & ride or having to depend on the longer ride and overcrowded buses of 61A.
Josh	Jones	<p>I am concerned that losing my bus stop for the P3-Swissvale route will give me one less option to get to work on time without the expense of parking in the city and</p> <p>I just noticed something in the picture of Fifth ave on this webpage.</p> <p>The loss of the bus lane on Fifth Ave in the Oakland neighborhood of Pittsburgh will cause more traffic on Forbes avenue and be harder to limit buses to lanes painted red for new drivers on these surface streets with restricted roadways.</p> <p>I believe both of these items will have a detrimental effect on my commute.</p>

		<p>To whom it concerns,</p> <p>I am reaching out to express my concerns of the reduction of bus services of the 61a,b,c, 71a,b,c,d and the P3.</p> <p>These busses are essential for many Pittsburghers who rely on public transportation. Many of these busses connect citizens to their work, their childrens, schools, and other necessities. These cuts are deliberate and shows the lack of respect of the citizens that work and live in our county. Hospital workers are already in a stressful situation and to add the lack of transportation is grossly unfair.</p> <p>The solution is not to cut stops, routes, and create a hostile transportation situation.</p> <p>We need to keep our stops and protect our valued citizens.</p> <p>I do not agree with the proposed changes.</p>
Janina	Riley	Sincerely
Aya		<p>71C (& 71D): Please do not shorten the services to end in Oakland.</p> <p>Overall: Please do not shorten, reduce, or eliminate services especially in the economically disadvantaged areas.</p>
James	McKay	<p>Do not reduce or remove any service!</p> <p>Add but do not reduce.</p> <p>Ineffective idea to end routes in Oakland.</p> <p>Very poor decisions to reduce service to communities.</p> <p>I love change for improvement but this mostly would harm people.</p>
Mike	Cadaret	I frequently (several times a week) ride both the 71C and the P3 to and from work. I rely on their service from East Liberty to Edgewood. Restrictions on these routes would pose difficulties in my ability to get to work and home safely and efficiently.
Ashley	Cadaret	I need P3 so we can use one car to get to work.
Ken	H	
Douglas	Cortinovis	
Joyce	Pagan	I think this is a horrible idea and unfair to the many people who take the 71A and/or 71C daily to downtown. This will leave bus riders with limited options to get to downtown including an unreliable bus or having to walk far away to find a bus that can take them to downtown.
Joyce	Pagan	
Megan	Heise	Please do not cut P3 service to the east — this is how I see my family and how my nephew gets to school every day.
Kristen	Greene	Please just keep it the way it is what they trying to do is just gonna make it harder to get around. It's already stressful with the shortage on drivers and buses not coming. Focus on getting more drivers and better service.
Jolene	Dever	I think you should do something like Main Street on Exton

Sam	Bliss	Make it all free forever, ban cars between 10AM and 3PM, do whatever you have to do to stop all these stinking cars!!!
		<p>I live at the Eastern edge of Oakland -- where I moved when I sold my house in Squirrel Hill -- because of the ease of using bus service to travel into Oakland and downtown as well as Shadyside and East Liberty. I felt that, as I got older, it would be unreasonable to assume I would continue driving everywhere. I am disappointed and concerned about the reduction</p> <p>of through service to downtown. I am 75 now and find that pain and power to my legs</p> <p>come and go and the bus has been a necessity to get to/from cultural, educational, and social events. Unfortunately, the stealth pamphlets announcing changes seem to have been designed to cost the least amount of money and attract the least amount of attention.</p> <p>Everything is a learning process, but decisions are to be made in spite of poor advance publicity. I don't understand the changes fully, but fear that they will make using a car</p>
Lucille	Thornton	more frequently an increasing option. This is unfortunate for all.
Sarah	Meyer	I take the 71A to class twice a week and it is always full. It has gotten to a point where I cannot rely on the bus to get me to class on time because so many are cancelled or just never show up. I thought our new mayor was going to improve the bus system not completely gut it. How is PRT worse than the already terrible port authority? This sucks.
Erin	Kraus	
Corinne	Seris	
Sara	Kraus	Stopping the P3 from going beyond the Wilkinsburg station would have a major negative impact on populations living beyond that stop, many of whom are already disadvantaged people who can't afford to live closer (especially now!) and who work in Oakland.
Kenneth	Peters	Build light rail underground between DT Pittsburgh and Oakland or even a light rail line all way to Monroeville. Sorry to say this, but underground rail and built railroad above ground towards the suburbs are worth the investment. Or a new busway where the buses have the right of way!
Fred	Mergner	There is no service benefit for riders with the proposed changes to 61D, 71A, 71C, 71D or P3. These proposals will actually make transit more difficult to use for riders for these routes and negate any benefit BRT may have had for these routes. The current routes should be preserved so all riders of the routes affected by BRT see a benefit. Forced transfers will actually drive away riders, particularly during evenings, night time and/or weekends when service is less frequent and transfers more time consuming.
Sophia	Staggers	
A. Jean	Linder	Cutting off the East End is a horrible idea that affects a disproportionate number of lower-income and BIPOC riders. I am not BIPOC, but I am lower income. Without the 71D, it will be harder to commute to necessary work, events, and live a more connected lifestyle. It will also affect businesses in the East End, who won't see as much foot traffic since Downtown and Uptown residents will have a harder time getting to grocery stores.

Travis	Court	Reducing the 71 A & C to downtown is not equitable for those of us in the East Liberty, Highland Park, and Friendship neighborhoods. The 71A is frequently the latest bus running from downtown to this area. If this change is made there will be many folks abandoned downtown late at night after the 71B stops running
Sarah Elizabeth	Baumann	By eliminating routes to downtown via 71A, 71C, and 71D you are disproportionately impacting disabled riders in an EXTREMELY negative way. Eliminating routes from the east end edges of the city to downtown, you are putting an undue burden on disabled passengers who rely on public transportation and for whom transfers are incredibly difficult, as you come onto buses in the middle of their routes and up the chances of not being able to get a seat on their routes. This is hugely negative to your disabled passengers who don't seem to have been a thought.
Elizabeth	Rubin	Reducing service to downtown from Oakland is not smart as the Vision tower downtown will be opening up in April/may, and many students and faculty will be commuting to there from Oakland, and it will greatly increase traffic as labs/doctor offices are slowly moved from the Oakland campus to Mercy.
Laura	Byko	
Chelsea	Merkel	The service stoppage for the East End of Pittsburgh on the P3 disproportionately effects those who rely on public transit to reach one of the largest employers in Western PA. The P3 regularly picks up / drops off passengers beyond Wilksburg, who will now be required to find additional ways to access reliable public transit - either through driving (which not all individuals have access to vehicles) or through multiple busses (which requires the right ticket and proper timing, making it more likely that people could miss their bus). PRT has provided insufficient evidence in support of this plan and has provided no details on how these impacted individuals will reliably access their necessary public transit.
Brian	Czarniecki	I feel that 61D 71A 71C 71D should continue to serve Uptown and Downtown. P3 should NOT go downtown, but should continue to serve the outer busway stations. 54 should be extended back to Forbes & South Craig in both directions to better serve Carnegie Mellon Univ. riders as well as the patrons of the S. Craig business district. It would be beneficial for 93 to serve the Forbes/S. Craig area as well.
christian	mazur	
Raymond	Eichenmuller	I am not in favor of the changes coming to 71A Negley. Considering that Oakland is already busy, having to then transfer there to then get into town is a great inconvenience to the elderly and people with physical issues. I realize that my opinion does not change a forgone decision.
Salome	Vanwoerden	
Jenna	McGreevy	
Loring	Taoka	Specifically in relation to the P3: I know that these comments will not alter these proposed changes; you are going to go through with no matter how much they hurt the community. You are making wait and travel times longer for communities who already have fewer options to ride the bus. Increasing these times means we have to leave our houses earlier and we get home later. This means we have less time to spend with our loved ones and take care of our lives. How would you feel if you were in our position? What would you tell your spouse? Your kids? Your family? How would you explain that?

Thomas	Bednarz	The BRT project as it was originally envisioned was SUCH a great idea with awesome quality of service improvements across the board. In my opinion, it is most important to 1) reduce Downtown congestion, 2) increase neighborhood-to-neighborhood connections, 3) increase frequency on routes as much as possible. High frequency, more so than reliability, has proven to be the key to high ridership -- it makes sense: if the next bus will be in, at most, 10 minutes, there's no need to think, just walk to the bus stop and go. I'm disappointed in the level of cutting measures taken on the BRT project so far and really hope that PRT and stakeholders will see the huge value in this project and the benefit to the region it'll provide. Please don't go half-way on this project! Thank you for reading.
William	Frederick	
Danae	Williams	Please do not modify the P3 route. Pitt has limited parking for employees and students and it will make it hard for us who use the Hamnett Station Park-n-ride and those who live in impacted areas. Additionally, these routes help people get to doctor's appointments in oakland.
Olivia	Migliori	Please don't take away P3 service to the Hamnett, Roslyn, and Swissvale stations. I utilize the Hamnett Station park & ride service to get to my job in Oakland, and it is already a 45 minute commute from the time I leave my house. If this gets changed, my options would be to add a mile round trip walk to my daily commute or to add an extra 15 minutes on each end to get through morning and evening traffic on Penn Ave or Pennwood Ave to get to and from the Wilkinsburg park & ride- I had been so excited to get this new job so my commute wouldn't be an hour long anymore. I am fortunate enough to have a car but I can't afford to pay \$13 per day in an Oakland parking garage and have been very grateful for the bus access. I know many folks in the morning who walk to the Hamnett station and might not have other options like I do. Thank you for your consideration.
Dan	Burrows	I support these changes because they are designed to improve reliability
Ashley	Peiffer	Shortening service and cutting easy routes to downtown only hurts people in lower income brackets that do not have the luxury of having a vehicle and need to use public transit. Then makes it difficult for them to go about their day stress free. It's just keeps show how Pittsburgh really feels about income disparity within the city ans making it more expensive for people to get around when they have no other choice.
Claudia	Pearl	Keep P3 Hamnet station alive.
Colleen	Kastroll	I think the changes to the P3 and 61D would negatively impact lower Income communities if the routes terminate or drastically change.
Mikaela	Kingsley	Disappointing (but not surprising) that many of the cuts are in poorer neighborhoods. For example with the 71 route changes - the wealthiest route (71B) gets to continue to downtown while all the cuts (71A, 71C, 71D) go through poorer neighborhoods. This project is seen as an 'upgrade', so there should not be any cuts associated with it, especially in poorer neighborhoods where people are less likely to have alternative transportation solutions.

Alex	Wert	<p>Cuts to 71A / 71C and P3 seems like a bad trade for my neighborhood. I don't understand why we're spending money on the uptown/Oakland corridor if we can't staff existing routes. This project makes less sense the more time passes. Half of my transit routes will get cut in half, but Highland Park gets dedicated service downtown via the 71B... any time saved with the BRT gets wasted waiting for a transfer in Oakland now.</p> <p>I'm an avid rider, but I'll just avoid using transit if I have to take two busses to get uptown or to the Arena instead of one.</p>
John	Edurese	Please do not change p53, 71 routes
Katy	Lykens	
Rachel	Zimmer	
ed	ford	<p>as a senior citizen I believe fast service to the Oakland medical mecca is vital to retain</p> <p>there is always sit down seats on the P3 as compared to the other crowded buses</p> <p>Sit down space is a necessity for us</p>
Stacey	Becker	
Rachel	Rose	<p>These changes.....are ridiculous. Because it will serve nobody except for those at the top.</p> <p>Here's why:</p> <p>I live downtown. I have appointments at UPMC in Oakland. And I'm disabled.</p> <p>So do many other people. People who have appointments at Montefiore/Kaufman/Presby/Falk/Bellefield/etc. People who rely on the routes that exist as they are now to get to their appointments on time. Including disabled people with mobility issues. How can you expect disabled people who are not able to climb a hill to reach their appointments on time? How can you expect them to ride a bus to a certain point, then make the transition (that can mean walking/transiting over 30 feet? Especially if their power chair is low on power, or they do not have the energy to propel themselves forward? And with Uber/Lyft not providing accessible rides for the disabled? And not everyone drives! I don't drive, and yet, how can you take away something that works for me to reach my appointments and fulfill my obligations?</p> <p>I think the most important factor you must take into consideration is how will it serve the people, especially the disabled?</p> <p>Please don't make these changes. They'll do more harm than good to so many people!</p> <p>There is a lesson to learn here--Don't try to fix what's not already broken; because if you try to fix what isn't broken, you will wind up breaking it yourself.</p>

		<p>I'm worried about the proposed plan for the P3. Cutting off the 3 stations is not a good idea and adds more time onto commutes. It's very nice to go to Swissvale station and get on the P3 to visit Oakland, and makes it fast and convenient. I'm afraid about how crowded the Wilkinsburgh station will get after these changes. Weekend support for the P3 would be great, but I'm not sure if it's worth the cost of these 3 stations. Maybe a bus every 30 minutes on the weekends?</p>
Megan	Miller	Also extend the T to Oakland/East Liberty instead of adding more bus lanes please.
Bill	Hoge	Overall I heavily support the BRT project and support route and frequency changes to implement it. As someone who used to take the P3 from Hamnett I think reducing this service to start start in wilkinsburg is unnecessary, will cause longer rides for those coming from hamnett and swissvale, and cause more crowding at wilkinsburgh for park & riders
Briana	Clarke	<p>I live in swissvale and am a decent distance from any major bus route, about a 15 minute walk no matter the bus. Stopping the ps3 at wilkinsburg station greatly limits my options when going downtown and can possibly hinder me getting a new job downtown. I'll no longer be able to easily commute from downtown to the squirrel hill area without taking more than one bus. I already have to walk a decent ammount to get from east liberty Station to my current job so with less bus options I'm going to have to leave earlier to make sure I can get to work on time. I catch the very first p1 5 days a week and thats never on time, it would be nice to still have options for when going home. I feel by limiting the stops busses are going to be even more crowded, more people standing and certain routes being overcrowded. Forget trying to get from pit/cmu to squirrel without it being overcrowded during the school year.</p>
Susan M	Smith	<p>I am concerned and did not hear about 1-seat into town service on weekends with the shortening of 71A C and related routes. Will the 82 and 87 additional service also provide options to get into town on the weekends?</p> <p>I also want to know about the possible elimination of bus stops, esp. in Oakland for the shortened routes. It is not clear to me where the transfer spots would be to get to a 61 route that would go into town.</p> <p>Many of the areas in Oakland have dedicated bus lanes. Are you taking about adding more? Improving those there? How will these proposals effect pedestrian and car traffic?</p>
Lucinda	Morgan	
Marta	Wolosowicz	
Joshua	Nygaard	
Ian	O'Neill	
Toni	Black	<p>It is difficult enough to travel through Pittsburgh because the routes are laid out in a web and transfers are necessary for travel from one outlying area to another. Please consider this when deciding who is affected when you propose cutting routes (P3). Many people cannot get to their jobs if they are without a car.</p>
Justin	Dandoy	
Maria	Wheeler-Dubas	
Arthur	Mueller	

Steven	Ninehouser	We need more public transportation in our city, not less. The busway is extremely under utilized and is a benefit to everyone as it reduces the number of cars on our roads. With so much excess / irresponsible use of our tax dollars proposed service cuts to buses are frankly insulting.
Frances Mary	D'Andrea	I am concerned about limiting the 61D to Oakland only and not all the way to downtown. the 61C is already so crowded as it works its way up Murray Ave. that it can be difficult to get a seat by the time it gets to Squirrel Hill. (All the 61s are crowded between Squirrel Hill and Oakland, of course--lots of students who go to CMU, Pitt, and Carlow.) Why not bring back the old 61F and have that route end in Oakland instead? That way there will still be two routes along Murray that go Downtown.
Dr. Jean E.	Snyder	
Connor	Woods	I'm currently a commuter who works downtown and then leaves the city after work on a non-PRT bus. However, when I stay in town, the places I get the bus to from downtown are typically Squirrel Hill, Bloomfield, Lawrenceville, and the North Side. The proposed changes to bus routes through Oakland is a mixed bag for me. Getting to and from downtown faster is a big selling point, but not at the cost of a transfer. Transfers too often end up being missed connections as buses quickly become packed. Especially going through Oakland with a large student population that only takes the bus locally, people leaving downtown will likely end up trying to jam themselves onto Oakland buses packed with students as they try and get to their ultimate destination. Additionally, I hope to soon move into the city, and the neighborhoods I would move to are all outlying ones due to the cost of rent spiraling out of control. If I were to move to Highland Park, I already have to take either one sporadically available local bus, or take a busway flyer and then transfer in East Liberty. I want more options that involve speedier, direct service. If the choice is between speedy, connection services, or slower, direct services, I would take the slower, direct service. But most likely I would just end up driving because the bus became too much of a hassle to use reliably.
Faith	R	Please do not cancel the P3 Hamnett station stop

		<p>From the onset the BRT proposal has been very focused on a particular result without regards to other implications.</p> <p>In Highland Park, it was proposed to destroy part of the park that is used for athletic activities like Tennis and Basketball which is used regularly during above freezing weather.</p> <p>Now, you're proposing with the 71 series of busses, particularly the 71a, that it only goes to Oakland. You are basically deciding that Pitt and CMU riders are more important than East End workers who have jobs Downtown. You cut down our options without making it a multi-bus operation.</p> <p>And then making it more difficult to park and drive after making the bus riding options less friendly. Are you familiar with the term adding insult to injury?</p> <p>How is anyone in Highland Park supposed to see any of this as a positive thing? More and more it feels like it is more important to have a BRT proposal that gets done than to have a positive impact to the citizens of the areas it impacts.</p> <p>With my family, we just want to go to work, get a kid to daycare and get home in a quick and efficient manner. We want to enjoy our parks and athletic areas. With these proposals, it doesn't matter what we choose, our options will be more limited, and we will spend more time getting to places than we did before.</p>
Paul	Dell	
Robert	Jucha	Important that only the largest and newest buses are used on the BRT.
Brian	Blasiole	You are cutting off service to a significant group of underserved and minority populations by shortening the P3 route and eliminating the origin of the inbound P3 from Swissvale. The MLK busway is an open line without outside traffic interference, and keeping the three stops prior to Wilkinsburg will have minimal time impact to the proposed BRT. I doesn't make sense to just eliminate those stops particularly when they exist on a "rapid" route already.
Margaret	Ellison	Service from downtown to Oakland very important, service to airport very important, and my own personal heavy usage involves the 38, 36, and 31. Go into high schools and community college and make presentations about why a transit job would be a good vocation. Driver shortage seems big issue and the folks who live outside the city seem to suffer for that lately. Thank you.
Peggy	Heidish	I'm very concerned about the proposal to end the P3 at the Wilkinsburg station. So many of us from the Swissvale area (and that included Edgewood, Rankin, Braddock) use the P3 to get to jobs / universities in Oakland. This is unbelievably shortsighted.
Judy	Hale	I bought my home in Swissvale in large part because it's a short walk to the Roslyn Busway station so that I can easily commute downtown for work and I can rent out my spare room to students who can easily commute on the P3 to Oakland. Every time I commute, I see many neighbors at the Roslyn busway station waiting for the P3 to Oakland. This is an important route for me, my household, and my neighbors. Please do not cut the last stops on the P3, we need P3 access in Rankin and Swissvale.

Morgan	Block	Thank you for operating and maintaining the system overall. Keeping the 71D access into downtown will help convince people to take the bus who would have otherwise drove. The 71D is an important lifeline for those looking to get into Oakland or downtown.
Ian	Jones	
		make sure the bike lanes are actually protected!!!!
Ryan	Johnson-Evers	Shortening of routes including P3, 61D, 71A, 71C, and 71D will decrease convenience and accessibility for riders.
Shawn	Alfonso Wells	Please do not cut P3 service to Swissvale. We need to have this option when trying to get to work or appointments.
		The plan to eliminate Hamnett, Roslyn and Swissvale is a big mistake. Taking these service stops away will create a hardship for me and other customers who rely on public transportation. I move into the Wilkinsburg/Swissvale area so I could be close to and in walking distance to the busway. I work in Oakland at one of the major hospitals and having the P3 (Hamnett location) as a means of transportation is a lifesaver. You would be surprised at the number of people who rely on the P3 just like me who work in various professions. Eliminating Hamnett, Roslyn and Swissvale will create a great hardship. I have to admit the proposal of Saturday and Sunday service would be nice, but I don't work on the weekend.
Deborah	Owens	The people I ride with everyday don't work on the weekend either. So, what is the benefit?
Ben	Love	Hamnett Station is an important park-n-ride, and serves multiple communities with access to Oakland. The 71 series lines are not an approximate replacement for removing the P3 service from Hamnett Station. Commuter access to the P3 service from the East Busway (via Hamnett Station and beyond) is critical.
		Being near the P3 is one of the reasons I purchased a home near Hamnett station in Wilkinsburg. The P3 service to Oakland is why many workers and students have been excited to move here from other parts of the city in the last 10 years. At times, three different people from my address were using this station to get to our jobs in Oakland or Shadyside. There is always someone at the stop with me in the morning and getting off in the evening. This is an essential connection for us, especially those of us without the means to drive a car every day. Taking away our ability to access the busway is a huge disservice to our community.
Michael		
Joel	Beeby	
		My son (14) relies on the P3 at Hamnet Station for transportation to and from his high school in Oakland. Our school district provides PRT bus passes rather than school buses, and I do not want to add significantly to his daily commute. He would have to walk much farther to another station and/or take a bus that makes many more stops. The P3 is very convenient and reliable, and we would be very disappointed to see service in our neighborhood reduced. Thank you!
Katie	Love	
Harriet	Smith	

Peter	Bell	<p>I would urge revisiting the plans to eliminate P3 service the Hamnett, Roslyn, and Swissvale because of the minimal additional time needed to serve those stops and the unique and unmatched service to Oakland the route provides to those neighborhoods.</p> <p>I came to Pittsburgh as a grad student in 2002 and have never had a car since. I don't even remember when I first saw BRT floated as an idea and am eager to see it implemented and hope that the plans will be plastic and go rapid adaptation in the beginning.</p> <p>As a professor of chemistry at Pitt, it has taken time, but I was finally able to afford a home in the last year and I bought one within walking distance of Hamnett Station because it was within walking distance of Hamnett Station on the East Busway.</p> <p>The P3 provided a rapid, dependable route to work in Oakland. (The access downtown with P1 was also important, and I wish the P1 went on a loop deeper into town which would be more helpful than the P3 proposed downtown extension - I understand the alignment issues though.) The 61A is an alternative for access to Oakland, but because it travels on surface streets, the travel time is both significantly longer (50% longer, 17 minutes vs 30 minutes scheduled) and less reliable as traffic and detours are more common. These make the 61A a connection to Oakland on paper, but one that in practice is a significant decrease in service</p> <p>Meanwhile, current schedules indicate the drive from Wilkinsburg to the end of the busway line is on the order of 6 minutes. Information indicates that the P3 will be cut at Wilkinsburg because of the installation of the charging infrastructure cited as a major reason. Right now the busses "charge" at east liberty garage and run to the end of the line to start their runs. The run will be even shorter to wilkinsburg to charge. The time needed to deliver passengers or pick up at those stations is brief as noted (~6 minutes per trip/ 12 minutes round trip)</p> <p>When waiting at the stop, I got to know fellow riders who are staff at Pitt, CMU and Carlow, faculty at the oakland universities, and had other jobs in oakland. I also noted students at oakland schools who relied on these busses to get to their high schools in oakland on the days I rode busses early in the day.</p> <p>The reliable, rapid connection to oakland by the P3 is unique. Other major proposed changes eliminate service that already exists and that will be improved by bus spacing after cuts (e.g. 71A/71C) or duplicates service in the case of the P3 extension downtown (By the same reasoning riders on the 71A and 71C can transfer in oakland, so can riders of the P3 transfer. Moreover, busway riders can easily access part of downtown already on the P1.)</p> <p>I would urge revisiting the plans to eliminate P3 service the Hamnett, Roslyn, and Swissvale because of the minimal additional time needed to serve those stops and the unique and unmatched service to Oakland the route provides to those neighborhoods.</p>
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Jansen	Simone	<p>I live along the Baum Blvd/Centre Ave corridor and frequently use the 71A and C to get downtown. They are much more reliable and come more frequently than the other routes available to me (86 and 82). The 80 numbered busses are scheduled on the half-hour and always seem to be late or skip a scheduled time. I take at least 1 downtown trip a week and cutting the 71s will leave with me only the P1 for a reliable bus, and it is a far walk from my address.</p> <p>I would propose only making one, either the 71A or C depending on ridership, turn around in Oakland and keep the other a downtown route. That way those of us in the Cente/Baum area still have access to a fast bus route downtown.</p>
Tom	Batroney	
CHARMAYNE	SHEALEY	
Leslie	Centola	
Michelle	Wolfe	No pet, unless real service animal.
Leel	Bandz	
Amalia	Tonsor	<p>I am writing to express deep concern with PRT's Bus Rapid Transit proposal to cut the Swissvale, Roslyn and Hamnett stations from the P3 bus line. I am a life-long Pittsburgh resident and a new nurse, and when I bought my first home two years ago, I looked for a house in Swissvale specifically because of the proximity to the busway and the P3 line's direct connection to school and work in Oakland. While I was in nursing school at Pitt, I rode the P3 back and forth every single day to my classes and clinicals in the Oakland hospitals. I did the math and would estimate that I cumulatively spent more than two weeks riding PRT, the majority of which was on the P3 line. This route is vital to my neighborhood and community. People rely on this bus line from Swissvale and the surrounding neighborhoods for all kinds of reasons— P3 riders are workers, patients, shoppers, families, university students, and high school students who commute to Sci-Tech, Oakland and Central Catholic. I have met people on the way to Oakland for healthcare appointments, like one man recovering from a stroke who cried with me at Roslyn about how difficult it's been for him to get around— even with the P3 running. I wait for the P3 before dawn with groups of regulars who commute to Oakland for 7am hospital shifts. Nurses, patient care technicians, hospitality and housekeeping workers, and security guards already work long, demanding shifts that start and end at hours most other people are comfortable at home. We depend on this bus. And the same is true for staff and faculty from the universities. The city's public infrastructure development plans directly benefit the hospital centers while making life harder for low-wage hospital workers. Our communities deserve efficient, reliable public transit. If the city wants to support so-called "essential workers" who have been on the frontlines of carework throughout the Covid-19 pandemic, PRT can start by maintaining and improving their transportation rather than cutting service.</p> <p>Cutting the Swissvale, Roslyn and Hamnett stations from the P3 will do far more harm than good. Forcing riders to transfer to the P1 at Wilkinsburg means careworkers will have to wait for two busses on the way to or from a 12+ hour shift. Given PRT's difficulty keeping buses running on time, this is bound to cause frequent problems for riders. I have been ghosted by both the P1 and the P3 many times over the past year when the scheduled bus simply never arrived, causing me to be late for shifts, classes and exams. Furthermore, the P3 is often quite full by the time it even reaches the Wilkinsburg station. During morning rush hour, there are long lines of riders boarding the P3 at both Hamnett and Wilkinsburg stations, and trying to cram all of those riders</p>

		<p>on at Wilkinsburg is unrealistic and dysfunctional. Riding alternative routes such as the 61A or 61B to Oakland is significantly slower and less direct.</p> <p>The proposed BRT plan would also remove TWO park-and-ride stations from the P3 service line. The idea that all of this commuter traffic to Oakland can be redirected to the Wilkinsburg park-and-ride doesn't make sense for commuters, and leaves less room for new affordable housing and small business space when the Wilkinsburg station is redeveloped. Besides, why would PRT want to make it more difficult for people to choose public transit instead of driving? This change is going to disincentivize public transit for people commuting from eastern neighborhoods and suburbs. PRT should be working toward transit infrastructure that increases our climate resiliency in Pittsburgh and decreases our dependence on fossil fuels. We want more transit riders, not less!</p> <p>Please, do not cut these stations from the P3 service! Bus lines are lifelines, and our communities deserve equitable, direct access to work, school, health care, and the many other necessities and amenities located in Oakland. -Amalia Tonsor</p>
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Kevin	Seal	<p>I am primarily concerned with the prospect of the P3 no longer extended past Wilkinsburg, especially to Swissvale (where I live). I don't drive. I moved to Pittsburgh from New York City over ten years ago, and have always lived by the East Busway. I've always been impressed by its existence, convenience, and speed. It's been a crucial part of my ability to navigate the city. And it's allowed me to live a car-free existence, which makes Pittsburgh a ever-so-slightly greener, safer, and more pedestrian-friendly place for all.</p> <p>I work in Oakland and moved to Swissvale from Shadyside two years ago. I take the 61B to and from work. But since the pandemic, the 61B's reliability has varied wildly from quarter to quarter, even from week to week. Knowing that the P3 is available as an alternative when the 61B is cancelled, running late, or otherwise hindered has been such a relief. Many other riders rely on this line to extend past Wilkinsburg. It keeps me conveniently and quickly connected to the East End and Downtown both as an economic entity (worker + consumer, which I would think the city would appreciate) and as a person with hobbies, interests, and friends all over the city.</p> <p>Overall, cutting off its service at Wilkinsburg feels unnecessary and excessive. I'm not sure what specific outcomes that benefit riders equitably and broadly are accomplished by this proposed route change.</p>
jim	sismour	I like the BRT concept. I don't understand the possibility of eliminating P3 stops.
		Taking away the Swissvale stops of the P3 is a travesty. Many people depend on the P3 for access to bus service. You are taking away a vital service, especially to a lower socio-economic area that needs this access. To remove the 2 stops would show that these kind of communities don't matter to the PRT.
Emma	Minnows	Reduce bus fares!
		I am interested in hearing the proposed solutions for Oakland riders who ride the P3 to get to their vehicles in the Hamnett/Rosslyn/Swissvale stations. Will riders have to transfer to an outbound P1 in Wilkinsburg just to get to those stations? Is there a long-term plan to close those lots? Would it be possible have the P3 only service those stations during peak morning (630-830) and evening times (1500-1700)?
Vivian	Feng	
Julianna	Tumbas	Why are you leaving people in Rankin and Swissvale hanging out to dry? These are communities of color who will be disproportionately impacted by these changes - many of whom performed essential work during the pandemic and kept ridership afloat while others were able to work remotely. The P3 is an essential route for decent jobs in Oakland and downtown and cutting service would make those commutes impossible, especially in harsh weather. Faster service is great but not when it comes at the expense of isolating already marginalized communities. Please reconsider this change and keep P3 service to Rankin and Swissvale intact.
Na-ir	Johnson	
Brian	Blasiole	
Victoria	Pitts	These changes will effect all who use this service to get to work in the early hours
Victoria	Pitts	
Victoria	Pitts	

Jessica	Berger	
Julien	Delange	
Rose	Delckum	I use the P3 to to to East Liberty. I walk around half a mile to get to the Hamnett Street Station. The Wilkinsburg Station is almost 1.5 miles from my home, which is ridiculous. Also, there is parking at Hamnett. Cutting off this end in order to provide yet more traffic into Oakland leaves out everyone who lives at this end of the line and wants to go to other places, for no good reason.
Sara	Raszewski	I am a Swissvale resident and I am dismayed and outraged at the proposal of the P3 bus line not servicing Swissvale anymore. The implications and effects of this decision will be very negative to many communities - Swissvale, Edgewood, Rankin, Braddock. The failure to understand how many residents rely on this route, and how devastating eliminating the Swissvale and Hamnett stops will be to them, is hard to comprehend. If the purpose of the service changes is to make public transportation work better for more people, this move does the opposite, and makes so little sense. The busway and park and ride lots are not going anywhere, and the riders are already here. Please do not eliminate the Swissvale and Hamnett stops from the P3 line.
Jordan	Sapp	I am a college student in Oakland. When I commute from my parent's house in Swissvale, I take the P3 bus from Roslyn Station. By getting rid of that stop, you would nearly double my daily commute by 20 minutes since I'd have to take 61A. The proposal to cancel service to Roslyn Station demonstrates PRT's disregard for Pittsburgh's poorer communities, which are the ones that need your services the most.
Cynthia	Pacolay	I work a 3-11 shift and at 64 years old I have concerns about taking two busses especially so late at night. Likely will have to stand inbound from Oakland to downtown and will be in less than a safe place in Oakland to go to the Waterfront at night. Driving to town is a financial hardship for parking 5 days a week.
Josh	Jones	I am concerned that the 8 folks that get on the P3 just after 7 a.m. will need to join the 11 or so folks that get on the P1 at Hamnett station. It looks like the P1 is already at half capacity by the Hamnett stop when headed inbound. I hope that it will be timed so that the new BRT bus system will allow the P1 folks to disembark before the P3 leaves so that we can change buses efficiently and continue on the route. It appears that the P1 usually comes a few minutes before the P3 so hopefully that schedule will continue when leaving the Wilkinsburg station.
Hilary	Ray	I am not a fan of the P3 losing half its stops in areas of need. It will cost rides more to get where they're going due to transfers and make their commute longer. It will make the wilkinsburg station even more crowded. I also do not like the idea of stopping certain 61 and 71 routes in Oakland. I see this causing a lot of confusion and all the additional buses doing the turnaround at craft will cause traffic backups. I do support the P3 operating on weekends. As a former pitt student and staff member it was hard getting into Oakland if I needed to go there on the weekends.
Stephanie	Liu	

Andrew	Weitz	<p>Terminating the P3 at Wilkinsburg is a massive mistake. I use the P3 to get to work in Oakland, and the P3 provides pivotal access between outlying towns west of Pittsburgh (Wilkinsburg, Swissvale, and Mon River Valley through Park&Ride) to Oakland/Downtown. If anything, there are currently ~9 stops along 5th Avenue. Half of those could easily be cut with no major disruptions in service.</p> <p>There is plenty of service within Oakland and downtown. But there is still a major shortage of access to Oakland/Downtown, from the outlying neighborhoods. Removing one more route of access will cause longer lines and more delays on the already overwhelmed 61A/B routes that get jammed with workers daily, not to mention the students who typically fill the busses between Oakland and Squirrel Hill, causing commuters to miss their buses.</p>
John	Mireles	<p>We need to restore P3 service to running on the weekends, in addition to keeping P3 service to the outer stations on the busway. This will help to reduce long wait times, especially on the weekends. Additionally, more frequent P71 service in the evenings would better serve passengers in the East End who need to run errands and go into the city after normal business hours.</p>
Rachel	Kartch	<p>If the P3 stops at Wilkinsburg I'll probably have to finally give up on PRT entirely and buy a car. It's incredibly disappointing to see this transit agency deliberately making transit less available and less useful to populations living so close to the busway, so that someone living in Edgewood or Swissvale will have to either take a ridiculously slow 61 or two buses just to get to Oakland.</p>
Madison	Justice	<p>Ending 61D service to Downtown dramatically increases my work commute from Squirrel Hill to the North Side. I would likely have to transfer twice (a total of 3 buses) to get to work on time in the early morning. I already have an almost 30 minute wait once I get Downtown on Sundays.</p> <p>I also frequently take the 61D from the North Side to the Waterfront after work to do my weekly shopping. This would once again turn my already almost 1.5hr trip during rush hour into an additional transfer.</p> <p>This would also affect Duquesne students who already have poor access to grocery options.</p>
Julz	Picard	
Kaylyn	Talkington	
Emily	Yoder	<p>I strongly oppose the elimination of the Hamnett, Roslyn, and Swissvale stops for the P3. It is an effective and efficient line between Oakland and the East End and would cut off effective travel to these communities.</p>
Valesha	Edwards	<p>New name, same old shit. You're doing what you've been doing since you were Port Authority.</p> <p>Your customers have to catch more buses to go short distances while dealing with the loss of once convenient service.</p> <p>You're only doing this to save/improve your profits. This frill isn't fooling me.</p>

Ciro	Black	<p>The main issue I have with this proposal is the cutting of three P3 stations for a savings of only 6 minutes per trip. Forcing all those communities to either travel to the Wilkinsburg park and ride or take a significantly slower local route will severely increase the cost and time of commuting. I could also see it encouraging people to drive instead of taking the bus which is what happened with me.</p> <p>Due to the infrequency of buses (specifically P69 & P76) for me, I now commute on 376 because it is significantly faster even with rush hour traffic. I'd hate for this to happen to even more people.</p>
eric	broeren	
Brooke	Berdnik	Cutting the P3 for three additional stops makes no sense. I rely on the p3 more than I do for the P1 at the Roslyn stop. I even moved out to Swissvale because the p3 was so reliable
		Reduction of P3 service would serve only to disadvantage East End neighborhoods who rely on PRT and I would implore PRT to reconsider this ill-conceived proposal.
Malcolm	Culleton	<p>Please don't terminate the P3 at Wilkinsburg! I am a graduate student who lives near the Hamnett busway stop and relies on a combination of the P1 and P3 buses to get to campus, particularly in bad weather. It's already annoying that the buses are rarely on time. It would be even more annoying if half of the buses I take regularly didn't even come to my stop!</p> <p>In general, I am very supportive of public transit and am excited by the project of expanding the busway. If there's an operator shortage, though, the PRT should provide better working conditions, wages, and benefits to bus operators to attract more applicants, NOT pass the burden onto customers by cutting service!</p>
carrie	rodzicz	Please do not remove Hamnet, Roslyn and Swissvale stops from the P3 east busway.
Olivia	Stransky	Do not stop P3 service to Swissvale/Roslyn/Hamnett stations!!!! Why would you do that??? I take the P3 to get to work. It is much faster to take the P3 than the 61B, especially during rush hour!
Berto	Guido	
Emilee	Roney	
Leo	Chen	Perhaps it would be worth renaming 61D/71ACD to prevent confusion on which lines go downtown. Also some of the route changes plan to go up South Craig St between Forbes and Fifth, but I'm not sure if the street will support that given how tight that area is and how many cars and trucks are stopped there.
Jacob	Fabian	Keep Hamnett station on the P3
Kristen	Gragg	
Aspen	German	
TY	EDMUNDS	I need the p3 to come to atleast hamnet every weekday. The rate of in/outbound trips is just reasonable.
Maya	Hayden	If the Hamnett bus stop on P3 route is cancelled I will not have a reliable way to get to work everyday. I cannot afford to drive.
Matt	Nickerson	Do not cut the P3 stops. More and more folks from the east end are returning to on-campus work in Oakland, post covid. This change is premature at the least considering the effects of covid.

Carla	Holmquist	The elimination of downtown service on 3 of the 4 71 lines is a little much. These buses serve the entire East End and are always full. I commute downtown on the 71A - if the bus service ends in Oakland, the BRT project does nothing to support riders like me. Having to transfer in Oakland will negate the benefits of the BRT. I also use the Duquesne U-Pass, which does not cover the cost of or allow for transfers. Having to transfer a bus just to get to campus will double my commuting expenses.
Shauna	Vasilatos	My biggest concern is the reduction of stops at the end of the P3 route. I do not want to see the bus end at Wilkinsburg station, I like to park at Hamnet. The lot is smaller with more empty spaces and not so many potholes, and it is easier for my commute. I don't like damage to my car or potential flat tires due to the poorly maintained lot. Please do not end P3 at Wilkinsburg. The Swissvale Riders and the Hamnet Riders would greatly appreciate your cooperation in this matter. Thank you
Lynn	Shea	I ride the p3 to and from Hammett. It is a busy and well used stop every weekday. Cancelling those p3 stops would virtually eliminate service to these riders or force them to use Wilkinsburg station which is already over crowded. Please do not cut this valuable and we'll used service that likely supports riders with few or any other options.
Erika	Fanselow	
Alana	Cljnton	
Meg	Lai	I think it is important to ensure that enough buses goes into downtown (especially those affected by 71A/C and 61D). However, I am not confident that adding the length to the P3 route will be a good idea to fix this, especially with taking away access to the busway and also making the 75 even less accessible (with the reduced frequency it has be difficult for riders on crowded buses).
b	king	Terminating the Swissvale stops to the P3 will be a huge hardship for me. This is the only way I can get to work at the moment.
GLORIA	HARRISON	P3 is a much needed Bus, many consumers use the Swissvale stop, Why would you want to discontinue this main STOP? You would be making it exceedingly difficult for the consumer and SENIOR CITIZENS who use the main Swissvale stop. What is the reason for this?
Tia	Calabrese	I regularly use the P3 to get between my job in Oakland and Wilkinsburg. Losing the Hammett station will have a strong negative impact on my ability to hold these jobs simultaneously, which is critical for my financial well-being.
Claudia	Peart	N/a
Tracey	Spear	Many people use the P3 services at Swissvale, Roslyn and Hamnett stations it would not be wise to cut those stops from the P3 schedule. Adding more P3's to the schedule would be beneficial to the overcrowding on the bus in the early morning. It also seems whatever bus would be left going from Oakland to downtown would be overcrowded.
Trista	Caldwell	I think that eliminating routes is going to impact the livelihood of many individuals and shouldn't be a consideration. Add routes if you like - expand hours- but do not eliminate routes or hours. People depend on you to go to work and companies depend on you to bring their employees in. Families need you. Don't be greedy.
Brian	Maloney	
Kat	Finch	

Gregory	DeCarolis	While I support the majority of the BRT-related changes and appreciate the difficulty of maintaining 100% service in the current environment, the proposed change to eliminate the Hamnett, Roslyn, and Swissvale stations from the P3 route strikes me as more harmful than beneficial. As a user of both East Busway and on-street routes, my experience suggests that the time spent between the Swissvale and Wilkinsburg stations is nothing compared to the delays that buses face due to on-street traffic. Eliminating the Hamnett, Roslyn, and Swissvale stations would thus seem to offer minimal time savings overall while making travel to and from Oakland significantly more time-consuming for users of these stops. I believe it would be best to retain these stops on the P3 if at all possible.
rory	mendat	The P3 provides a valuable connection for me from Oakland to locations that have been proposed to be cut from it's route. Specifically i use this line to travel to the hamnet station several times weekly and a loss of this connectivity would seriously hamper my travel ability. In this day and age PRT should make increased ridership and decreased dependency on private vehicles a priority, and a change such as this is not in line with that goal. Without this connection trips like this will become increasingly difficult for myself and many others that depend on PRT as their primary method of travel throughout the region
Amalia	Tonsor	
Nayck	Feliz	please do not change the P3 route.
Catherine	McGlynn	It is most certainly important to me to maintain the P3 stops at Hammet, Roslyn, and Swissvale
Glennen	Greer	
Abigail	Powell	
Ed	Galloway	As a long time rider of the P3 from Hamnett to Oakland (and back) to get to work at Pitt, I am truly stunned that the consideration of eliminating the route beyond Wilkinsburg is even on the table. Obviously you were not on the bus last night (5pm) when easily 20 people were still on the P3 on their way further down the line to Hamnett, etc., including me. Please do not change this route. One reason I chose to live in Forest Hills is the proximity of easy access to the busway. My commute is so easy that I encourage friends and neighbors to do the same. If anything have you considered keeping the route "as is" during rush hour and then reducing the route during off peak times? Perhaps that is a fair compromise. Thank you for considering my comments.
Evan	Varrato	
Kelly	McQueston	
Erica	Batte	If the P3 is ended in Wilkinsburg, we will no longer have an express route to Oakland. A lot of people in this area work in Oakland and go to school there. The 61a takes too long and the 61b is very unreliable. There is no reason to extend tge P3 to uptown and downtown. Enough buses go there. Please Reconsider!
Jess	Runco	Some of these changes are leaving a huge portion of Wilkinsburg without nearby service

		<p>This will add to the cars at wilkinsburg Park and ride. It will increase traffic (pedestrian and vehicles).</p> <p>More people will be on the bus to go downtown. People living past wilkinsburg will be effected.</p> <p>Not sure why the bus needs to switch from fifth to Forbes.</p>
Ritchie	Koshy	The bus route will be longer and more likely to be delayed (leaving Oakland).
Alissa	DePiro	
David	Merchant	
William	Gillis	Stopping P3 service beyond Wilkinsburg Station is a huge inconvenience for the many, many people who rely on this bus Monday through Friday to get to jobs in Oakland for employers such as the University of Pittsburgh. Please do not go through with this plan.
Drew	Wilfahrt	I think overall it all looks good. I'm always wishing for more frequent 64 trips, as every 30 min is not very convenient most of the time, but I'm happy with the changes as proposed.
William	Gunn	
Jessica	cox	Please do not cut service on the P3!
Jessica	Gold	
Cynthia	St. Hilaire	
John	Sanders	
Ernest	Meyer	The p3 is essential. I live on e. Hutchinson and ride the p3 every day for 15+ years. My son is going to Pitt next year and the p3 is a major factor driving this decision.
taylor	grieshober	
Kristen	Butela	
Danny	Galpern	I oppose cutting P3 service to Hammett, Roslyn and Swissvale stations. The proposed changes will make it much harder for people to get access into Oakland.
Roberta	Erickson	
		Removing stops for the P3 at Hamnett, Roselyn, and swissvale will significantly impact those communities. It will add commute time for the community members. Losing Hamnett would be inconvenient to me as I am driving to the busway and prefer Hamnett to the large Wilkinsburg lot. My main concern are all the bus riders I see walking to the busway.
Renee	Hill	I do not support removing these 3 stops from the P3 route!
Douglas	Reed	Please bring back the 13U that used to provide rapid transit from Oakland to the McKnight park n ride. When that bus existed - and it was always packed - my commute averaged 60-90 minutes (total per day). Currently it is 120-190 minutes/day with having to go into downtown to catch the O12. Plus significant safety concerns about the downtown area right now, this is why I drive and have no plans to take a bus again until the 13U is restored.

Jonna	Morris	<p>My main concern is the changes with the P3. For me personally, I would not look forward to additional crowds at the Wilkinsburg station busstop. It already takes awhile to load everybody up during the busy hours. I am concerned about the parking lot and loss of parking spaces. I am not sure why it would need to go downtown when there is the P1& P2 that fulfills that job from the Wilkinsburg station.</p> <p>Prior to driving in to the parking lot, I used to live near Hamnet station. I know many people will be severely inconvenienced if it goes away. People literally bought their homes and rent their apartment to be near that busstop. It makes no sense to move it. What will become of it?</p> <p>Lastly, the bussway needs to go further east, not less! Lots of people come in from Churchill, Monroeville areas and the 67 takes forever, and in my case, it won't drop me off at the same parking lot that it picks me up so isn't really a viable option to get into Oakland. Why are we making it harder to get into Oakland when there is so little parking there?</p>
Meg	Campbell	
Elizabeth	Oyler	
Annika	Horgan	Please keep Hamnett station as a stop on P3!
Emile	Durant	The working class of pgh does not need any more cuts to public transit. Period.
Ashley	Deal	
Amy	Evans	<p>Please don't eliminate the P3 service to Hamnett, Roslyn and Swissvale. I ride it daily to work from Hamnett and when it's light later, also home. I like that the P3 is so reliable and fast</p> <p>That said, I recognize that I am very fortunate and have other bus route options, primarily the 61A and 61B. I suppose if they became more frequent and weren't as affected by traffic and road conditions, I might choose to ride then more often.</p> <p>But I do worry about the folks who use the Roslyn and Swissvale stations. How well positioned are they to use other routes?</p>
Emily	Semmelroth	I live on Roslyn. People rely on p1 and p3. Don't make cuts, figure it out.
Bob	Edinger	<p>The P3 needs to stay as it is currently. Removing the Swissvale to Wilkinsburg is a back step for service to the public. As a rider of the P3 who gets on at the Hamnet station, there are times that the bus has been 25-50% full after boarding. This suggest that there is a need for the Oakland route to serve the eastern suburbs. The new BRT plan suggest that you more concerned to about the Oakland-Downtown corridor, serving commuters from Oakland to Downtown. There are plenty of buses that can serve this purpose that already go downtown via Oakland such as all the 71 and 61s. Please don't change the P3 route to accommodate only the downtown riders and allow the riders in the suburbs to have access to a seamless ride to Oakland.</p>
Josh	Gigliotti	
Dana	McClure	I believe the P3 should have weekend service and should not be eliminated it has tons of passengers including myself that need this bus to get to and from work in Oakland and is as the public has been supporting this route since day one even with rate hikes.
Brandon	Mahler	Terminating P3 service at Wilkinsburg will severely impact employees and school children from Swissvale and it's surrounding neighborhoods who lack the means or ability to drive and park.

Diamond	Stevens	I honestly feel like a lot of people between Swissvale and wilkinsburg who work in Oakland ride the p3 to work because it's a faster ride for us and it's very convenient, i think the p3 should definitely stay on the route that it's on now !
Hilary	Deroba	The P3 shouldnt be cut from swissvale. While other stops are being added there is not reason to leave the people who commute to oakland without transportation in our area. If it does happen synchronized p1 service would need to be added anyway to connect to the p3. Leave the p3 be please!
deondre	green	<p>Hello</p> <p>I believe cutting the bus route of the p3 is not a wise decision. Not only do you cut off pedestrians from getting to work in Oakland (a lot of them are first responders hat work in presbyterian Magee and montifore hospital) you will also be cutting the children off from getting to school in the Oakland area as well. Please reconsider and take these examples into account in your decision.</p> <p>Thank you</p> <p>Concerned first responder!</p>
Rebecca	Krall	The P3 service to Hamnett Station and beyond is a critical connection for so many people. It is illogical to disconnect these stations from Oakland, particularly if it is done just to add another route connecting Oakland to Downtown. UPMC, Pitt and CMU continue to expand, further increasing the need for rapid transit to Oakland. What is the point of a busway that extends outside the reach of most bus lines if it is not used? I have ridden the P3 nearly every week since August from Hamnett Station, at multiple times during the morning and afternoon. It is consistently used by both local residents and park-and-ride users.
Bailey	Brown	Hey, please do not eliminate P3 service to Hamnett, Roslyn and Swissvale stations!! I know several people personally who live within walking distance to these stations who have relied on this service for their daily commute to school or hospitals. Also, there is still relatively affordable housing in these areas. An affordable bus commute could determine whether one chooses to pursue an educational program or not. Easy, safe access to Oakland as a cultural and nightlife center, Pittsburgh's second downtown, would also generally add to one's experience of living in those neighborhoods. I GREATLY support the addition of service, without station cuts, on nights and weekends.
Samantha	McCoy Smith	Many medical professionals rely on full P3 service to go to work. Swissvale is an economically depressed area and cutting service to that community is cruel and unusual punishment to the people who use that bus to commute and keep this city running.
Rachel	D	Please keep the Hamnet, Roslyn, and Swissvale stations on the P3
Alexis	Canoy	
Robin	Burke	Removing the last three stops from the P3 is a mistake. Going out to Swissvale adds what, maybe another 20 minutes round trip to the P3 route? Removing the P3 stop in Swissvale will effectively double the commute of anyone who uses it to get to downtown.
Alex	M	Stop cutting access to poor and predominantly Black neighborhoods. Always more accessibility. Do you want to be profitable or not? Make it so people can ride the bus, it's so obvious
Jasen	Bernthisel	

Maria	Proto	Pittsburgh and it's surrounding areas need more access to public transit, not less. Bus routes should be expanded and maximized, the T should be expanded and the city should focus less on new highways to the airport.
Kane	Karsteter-McKernan	Please keep p3 service at Roslyn station
Houston	Frentzos	
Ben	Hickling	
Branka	Sormaz	
Sarah	French	Years ago there used to be Oakland only routes and downtown routes for several 71 routes. Bring back that option. It's bad to cut all 71 downtown routes.
Sarah	Buranskas	The proposed changes for P3 would really limit transportation options for Swissvale. Please don't shorten the route. Also, the proposed routes are entirely focused where there is already an abundance of public transit - a lot of riders are in those areas because they have access to higher frequency routes. The North Side/Manchester/Troy Hill/Spring Garden are incredibly hard to navigate by bus (one option route, low frequency). Why are these changes so limited in geography?
Vicki	Crowley	Many Oakland high school students utilize the P3 to get to school daily. Is the public school system ready to provide a bus for them?
McKenna	Crowley	
Jason	Cohn	My main concern is the P3 cutbacks in Wilksburg. I can see no good reason to reduce public transit access to these neighborhoods. We should be expanding coverage not shrinking it.
Laura	Brun	Please do not cut the stops on the P3 route! That is one of few ways to get into and out of Oakland in the city. If there is an intention to build up transportation between downtown and Oakland, but you don't already live inside of those places, how will you use that transportation? Oakland and downtown are the two big hubs for employers, so having more ways for people in outlying neighbors to get into the city is essential. The busway is the easiest, fastest transportation on the city, and makes whole neighborhoods actually liveable for commuters who cannot afford to live in Oakland/downtown or who do not want to crowd into the few neighborhoods with the 71s or 61s. Please do not cut stops on the busway!!!
Emily	Nagin	
Kimberly	Dugita	Stopping the P3 at Hamnett, Roslyn and Swissvale is going to be a major inconvenience and hardship for a lot of people who use those stops. Working people and students.
Aaron	Erb	Please do not shorten the P3 Busway route to end at Wilksburg! There is a high ridership from Hamnet Place and Swissvale and my neighbors and I rely on this route.
Pam	Panchak	Stopping the p3 service forces everyone from the braddock, rankin, homestead and the Wilksburg residents around hamnett station - mostly folks with limited means - would be forced to commute through wilksburg adding to their commute to Oakland during the morning rush hour
Hannah	Bailey	P3 reduction will harm poorer communities that rely more on public transit than richer communities

Katie	Willis	<p>My spouse and I are both graduate students (he attends CMU and I attend Duquesne) and we rely heavily on the MLK Busway to commute to and from Swissvale. In fact, the busway was a major determining factor in our decision to move to Swissvale, and not having easy access to Oakland via the P3 would be extremely inconvenient for us and others in our community. Although I generally take the P1 to get to my campus, I have also ridden the P3 to Oakland on occasion and appreciated having the reduced travel time it offers as opposed to riding other service lines to Oakland. If the proposed changes were all implemented, it would not make a difference to me if P3 were able to get me closer to my campus downtown because I would not be able to access it without first traveling to Wilkinsburg to transfer to a P3. Likewise, I would not be able to take advantage of P3 service on weekends if it did not extend to Roslyn station. Every time I have ridden the P3 it has been completely crowded and although a large number of people generally disembark around Wilkinsburg, there are still plenty of passengers who continue down the line into Swissvale and it would be a real loss to our area if the P3 route was cut short.</p>
William	Evans	<p>My wife and I are faculty at Pitt, live in forest hills, and use the P3 and Hammett station park and ride almost every day. Given the poor parking options in Oakland, direct transit into Oakland is extremely to our family personally and the pitt community in general. Long term, needing to drive further to use a park and ride will likely lead us to drive into Oakland instead, creating large additional expenses for us, decreased ridership for you, and increased environmental impact. I'm aware that you need to make tough decisions, but please prioritize keeping Pitt connected with Swissvale and the surrounding communities. You provide a vital link, a key part of what makes Pittsburgh such a livable city for the academics who work here.</p>
Chris	Campbell	<p>Hire more drivers. Don't cut services. Raise wages until more drivers are available.</p>
Danielle	Nicol	<p>I think the BRT service changes make sense in the context of reducing routes to maximize driver hours and improve service availability.</p> <p>I am concerned that the plan isn't equitable to underserved communities, based on the reduction of service in Uptown and Rankin/Swissvale.</p> <p>Happy to see the proposed bike lane on Fifth into the city, although the grade coming back into Oakland is steep.</p> <p>Hoping there will be considerable safety measures for pedestrians around the bus-only lanes - lots of Pitt and PPS students already cross against lights on Forbes and Fifth. Hoping there will be more physical barriers for safety.</p>

Christopher	Ligato	<p>I do not see how cutting the hamnett station for the P3 makes sense, since I usually see more people board at that stop than all others along the busway. The only one that has more people get off or on, usually, is wilkensburg station. So, cutting this loses one of the busier stations, so how does that help anything? I cannot support this, since I take this bus 10 times a week, so I am obviously not happy about it.</p> <p>Extending the P3 also does not make sense, since is that not the point of the P1? Why even do that? If you want more trips into downtown, then get more P1 buses and drivers for them..?</p>
Angela	Ford	Cutting busses because of driver shortages and not getting ro whybtheres a driver shortage is just damaging the community. Wish prt would be replaced by a more competent company
Kevin	May	I'm against the reduction of stops of the P3, I use the Hammett Station and I will begin using the P3 for work next week.
Glenn	Freund	The P1 and P3 links to Swissvale are vital links to our eastern suburbs and I think upgrades and extensions should not happen at at the expense of cutting routes to underserved communities. Hopefully ridership will increase and make P3 more sustainable.
Camila	Centeno Bonnet	
Marilyn	Gao	I take the P3 from Hamnett Station regularly
Kathleen	Gallagher	The idea of requiring all passenger in such densely populated areas as Oakland and Shadyside to transfer in Oakland is counterproductive. It increases traffic in Oakland and discourages many from using public transportation. Convenient access to the cultural district from these heavily populated areas is greatly inconvenienced.
Jacquet	Kehm	The P3 absolutely needs to continue serving out to Swissvale. If it goes all the way to downtown, okay... but if it only goes into Oakland & easily connects to all these other BRT routes, that seems to be the ideal.
Derek	Mcphearson	P3 service is very important for people commuting to Carnegie Mellon. Please don't shorten that route.
Caleb	Carson	Reduction of P3 service to Hamnett and Swissvale stations will majorly affect the ability of students and workers to get to and from Oakland.
Beverly	Brizzi	I use the Hamnet stop to attend doctor's appointments in Oakland and attend cultural functions
Jocelyn	Hill	
Stephen	Mayhew	The busway is such a wonderful resource, and I generally feel that expansion on these routes is good. We should be using it more, not less!
Heather	Manning	
Rachel	Wills	
Jessica	Jeffers	

Nikki	Randall	<p>I hate the fact that the P3 schedule is changing. I've been catching that bus since high school, and it works just fine. It makes no sense to have the P3 go downtown, if the P1 runs every 10 minutes Am and 20 in the PM. I can see getting rid of ONE bus station in Swissvale, but both is ridiculous. When I catch the P3 its ALWAYS packed, so how is a full bus of people going to fit on another bus who has a lot of people on it already. Will there be two 61A's back-to-back. For the people who can no longer get to work, do they quit. I work in a hospital where I can't park at work for the patients (now I'm fucked). It cost \$175.00 a month for me to park in a different neighborhood than my job, who pays that bill every month. This is very bad for my community. Every morning members of my community talk about how these changes are going to affect their day to day lives. This was a bad decision, very bad. With everything happening from Covid, to the rising cost of food, gas, heat and etc. this is very bad. I guess that doesn't matter because whomever made this decision doesn't live in these neighborhoods or catch buses. They sleep peacefully at night knowing they affected lots of families and jobs. Have a great day!</p>
Aaron	O'Data	Please do not cut P3 service to Swissvale, Hamnet, and Roslyn. This service is very convenient and important for the many folks in this neighborhood who go to Oakland.
Erin	Jensen	Do not stop P3 service to Hamnet
Raven	Elder	<p>Eliminating the Hamnett and Roslyn stops from the P3 is such a slap in the face to residents of Edgewood, Swissvale, and parts of Wilksburg who rely on this route to get to Oakland, work, school, and hospital visits.</p> <p>The 61 busses are slower, fill up quickly, and most importantly, are going to result in longer walks to and from stops, commute times, and</p> <p>For me personally, this change would easily double the amount of time I spend walking to and riding the bus in the morning. The P3 is a big part of why I chose to live where I do.</p> <p>The idea that everyone who uses the Hamnett and Roslyn stops should take the P1 to the Wilksburg stop, which already has huge morning lines to catch the P3 is mind bogglingly stupid. I really don't understand how extending the line to downtown helps anyone if you are cutting off the two farthest stops WHICH ALREADY HAVE A ROUTE TO DOWNTOWN VIA THE P1.</p> <p>I really hope you reconsider this.</p>
William	Scott	
William	Scott	
Love	Wanyoike	
Heather	Marin	

Christopher	Fedor	<p>To Whom it May Concern:</p> <p>PLEASE DO NOT SHORTEN THE P3 EAST BUSWAY/OAKLAND SERVICE. IT SHOULD NOT STOP AT WILKINSBURG STATION. IT NEEDS TO CONTINUE TO SWISSVALE STATION.</p> <p>Many students and staff of the University of Pittsburgh (and others who need to go to Oakland on a daily basis) live in the Edgewood/Swissvale/Braddock Hills/Forest Hills area just outside of the City of Pittsburgh and even areas a little further to the east. The park n rides at Swissvale and Hamnett Station are very convenient for people who live just east of the City of Pittsburgh. I personally use Hamnett Station and it's much more convenient that having to travel to Wilkinsburg Station. Also many people that live within walking distance of Hamnett Station need it for P3 usage.</p> <p>I would be more than happy to discuss this over the phone (number listed below) or at any meetings you might have that are open to the public.</p> <p>Sincerely,</p> <p>Christopher Fedor Proud Hamnett Station P3 Rider cfedor@comcast.net 412-995-8863</p>
Zach	Wilson	<p>The changes to the P3 route, particularly eliminating the Hamnet station stop will make my commute much more difficult. This will likely lead to me not using the bus system at all should it go into effect.</p>
Jeff	Lovett	<p>As a homeowner and business owner in Wilkinsburg, the loss is busway service at the Hammett Stop would be a serious blow to our already struggling community. Please reconsider. It is one of the things that makes a community fighting a bad reputation appealing. Please contact me if you care to discuss, Jeff Lovett jeff@lovettsundries.com 917-714-6973</p>

		<p>I do not support the proposed P3 transportation changes that will take away service from hard working, low wage earners to provide transportation to an area that already has numerous buses that run from Oakland to the Downtown area. It is frustrating to have such biased decision making when it comes to certain areas, such as communities in the East. It is startling to know that there is a plan to eliminate service to Hamnet, Roslyn and Swissvale stations for P3 transportation on the Busway.</p> <p>During the pandemic there was a decrease in ridership across most communities and especially in areas where there are high wage earners. Currently, many of those riders have not returned to work, therefore they are not riding buses. The hard-working, low wage earners, who live in the East communities continued to work during the pandemic and made up a significant portion of ridership during that time. This same group of people are still working and represent PRT ridership. I am sure that one of the buses, with low ridership, which is currently running along the corridor from Oakland to Downtown could be repurposed to run through the Hill District area.</p> <p>There are many people in East communities who are the service providers for the hospitals in Oakland, (Presby, Montifiore, Eye and Ear, Western Psych, Magee) the University of Pittsburgh, hotels, and other professional office settings in that location. The P3 was and still is a main source of transportation for workers from communities in the east. These were the essential workers, during the pandemic who day in, and day out had to report to their jobs; they did not have the luxury of working remotely or hybrid.</p> <p>I have a few questions:</p> <ul style="list-style-type: none"> • Before completing your plan, was this population of people surveyed or given an opportunity to provide feedback on the impact of your proposed plan? Were there townhall meetings, or notifications circulated to gain their response; if not, why not. • When your agency was discussing these life altering plans, who were the people in the room; was there representation for the people living in these communities, someone who can see things from their perspective; if not, why not? • Why would it be necessary to eliminate P3 service from East communities when there are a variety of buses that currently run through the Hill District into Downtown and back out into Oakland. MANY!! • Why are communities, where transportation needs are a necessity, always on the chopping block whenever you want to decrease or eliminate service? Why aren't these communities brought into the conversation at the beginning of the process? <p>Many people living in communities in the East are typically bus riders due to their economic condition. Their livelihood depends on reliable transportation, daily. This population of workers do not now or have ever had the opportunity to work remotely. They use the bus transportation to get to work, shop, doctor's appointments, etc. These are your reliable, consistent riders.</p> <p>I keep trying to understand why communities in the East are always subject to having decisions made for them and forced to accept what others plan for their lives - no discussion, no input.</p> <p>On Monday, Jan 16, we observed Martin Luther King Jr's birthday and like Martin</p>
Pearl	Hughey	

		<p>Luther King, Jr, I have a dream. I have a dream that someday the people living in communities in the East will have the opportunity to be included in discussions about changes that will impact their lives. I have a dream that someday the people in those communities will be respected as hardworking human beings and that they will matter. I have a dream that someday decision-making agencies will see the value in being inclusive and unbiased with their decisions and that people living in communities in the East will not have to continuously try to convince them of their value and worth, because this is really tiring.</p> <p>Thank you.</p> <p>Pearl Hughey Resident Rankin Borough</p>
Josh	Jones	1. Is this question from step 3 supposed to say "reducing hours" in this question from the survey? (Here is the question, "Please indicate how you feel about using hours to reduce cancelled trips...") 2. I am concerned that not using the bus lane on Fifth will cause tie ups for the 71C that it overcomes as supposed to the 61 routes on Forbes ave.
Meg	Ringler	Please do not cut P3 service!
Lisa	Barry	Please do not close the Hamnett station. As a Pitt employee this is a very important station for my daily commute.
		As currently described, the proposal that the 61D will no longer serve downtown looks like a 25 percent cut in direct downtown/Squirrel Hill service. I travel this route often and find this quite disappointing. I would prefer that the 61D be added to the BRT routes.
Sarah	Scrivener	I am highly against the elimination of the P3 bus stops past Wilkinsburg. My area already has very low bus access for my commute, and the P3 is the only practical bus I have. It is very important to still have these bus stops because this lower income community is already underserved and we depend on buses to get to our jobs and medical appointments. Please continue running the P3 stop in Swissvale!

		<p>It makes NO sense to stop running the P3 on the East Busway to Swissvale, and only run it to Wilkinsburg. That is a bad idea !</p> <p>The East Busway already exists as a rapid highway totally dedicated to fast bus service all the way to Swissvale. That has always been one of the biggest benefits of the East Busway, that it reaches all the way to Swissvale.</p> <p>Eliminating the last three or so stops to Swissvale, including the elimination of the Hamnet stop, is only a small distance and savings, but very bad for all the people travelling from Edgewood and Swissvale to Oakland, many of them students.</p> <p>This will also make the already bad traffic congestion at the Wilkinsburg station even worse, as all these passengers will now have to go to Wilkinsburg and become concentrated there. Keep running the P3 bus on its present service to Swissvale.</p>
Conrad	Eversbusch	
Kristina	Sapienza	Please do not cut services to Wilkinsburg. Our community depends on them.
Virginia	Cassiano	<p>Senior citizens who do not drive will be unfairly impacted. Forced transfer negates any proposed improvement. The proposed change will lengthen trips and there will be extended waiting times. Fewer stops will make for overcrowding at the remaining stops and in buses. This will result in more cars and traffic since people will not opt for public transportation. Additionally, it will be difficult for Pitt, CMU, and UPMC workers and those going to these institutions. It eliminates accessibility to downtown and the northside. The overall effect will be a hardship for everyone living around these bus routes. The attractiveness of living in these areas will be lessened. Fewer people will go downtown. Sporting event access will be impacted. It unfairly impacts so many residents. Understandable to cut back a bit due to driver shortages, but this design is an insult to the residents and makes Pittsburgh seem like it is going backward.</p>
deborah	rose	Proposed changes to routing related to the Hamnett Station are detrimental to Wilkinsburg, an already struggling community. The East Busway is a lifeline for Wilkinsburgers who work in Oakland and downtown. The current schedule/routes from Hamnett station affords easy access to jobs, universities and entertainment venues from the East End. Please consider leaving the P3 route as it is now so as not to add to the struggles of PRT riders.
Diana	Vencius	
Matthew	Nickerson	
Laura	Kuster	
Dean	Brandt	Cutting service to the far east end will be significantly detrimental for a large population of economically challenged families as well as a large number of professionals. I strongly oppose showing the P3 line.
Mary	Rill	Please do not cut the p3!

Amanda	Barber	I live at the Hamnett station in Wilkinsburg. It is a vital route to a community that relies on it for access to services downtown and in Oakland. If you cut this off we will no longer be a place that can access all that Pittsburgh has to offer. Please reconsider.
Elizabeth	Steiner Milligan	*
emma	honcharski	We NEED the stops at Hamnett through to Swissvale Station on the P3. This provides direct access for members of our community who are not mobile to allow them to get to where they need to go. The distance between Wilkinsburg Station and Swissvale Station is too far to walk and having a transfer is an unnecessary step. We are so grateful that the busway is so close to our homes and allows us to travel so quickly and easily but these stops are NECESSARY To our community -- especially to long term residents and elders. PLEASE consider continuing access on the P3!!!
		Shortening the P3 line to end at Wilkinsburg will affect countless riders and community members on the East Side. This will make the Wilkinsburg Park & Ride full beyond capacity and will harm riders further east who rely on the P3 to get to Oakland. I do not support this change.
Greg	Owens	<p>I feel that since PRT took over management of the Port Authority, service has gone down hill. I can elaborate on this if you like, but, my main objective here is to express my view of eliminating service on the P3 to Swissvale, Roslyn and Hamnett. This is a horrible idea! Many people in this area depend exclusively on the P3. You are limiting this to save money. This is exploiting disadvantaged riders and inconveniencing those who have the resources to drive to Wilkinsburg.</p> <p>Since PRT is being very secretive about these changes, my fellow riders and I are becoming more and more vocal about it. We will not stop until these changes have been eliminated. Even if we have to go to the press and social media to express our concerns.</p>
Natalie	Curtiss	I am a resident of Polish Hill. Bus access between my home, the Pitt campus, and Aspinwall (the places I frequent for school and work) is very limited. After evening classes in Oakland, it can take me over an hour to get home by bus despite being 2 miles away. Limiting downtown routes would significantly reduce my options to get home in the evening and potentially force me to walk several miles home after 9pm.
Jacob	Willis	<p>I am a graduate student at CMU. I purchased a home in Swissvale due to the easy access to the P3 route. As I've ridden the P3, I've seen that many people use it to access jobs or school in the Oakland area. Shortening the P3 route would make my commute longer and less reliable, it would cut my community off from reliable access to important economic opportunities, and it would make Swissvale a less desirable area to live in.</p> <p>The proposed BRT improvements to the 61A/B lines do not improve the transit time between Swissvale and Oakland, so they should not be used to justify cutting short the P3.</p>

Anthony	Anzell	I feel shortening the P3 by those three stops will be negligible with respect to time, but would have a large effect on the riders who use this bus based on walkable location to bus stop. I would say the only way it would work is if you changed the frequency of the P3 buses. Currently the P1 runs every 8-15 min. If you could also have the P3 running at the same frequency, it may reduce the effect for those who have to transfer from the P1 to the P3 at the Wilkinsburg stop. With this being said, ideally I would prefer not to transfer especially considering how infrequent the P3 buses run especially during non-rush hours.
Mary	Adelson	
Daryl	Hollinger	In general, I support improvements to services. The service cuts affecting the P3 at Hamnet, Roslyn and Swissvale are painful for us in the area who work and go to school in Oakland area. It will cause us to consider other areas to live as having a convenient, reliable and direct path to work is a major part of our daily lives. Please consider the sizable number of us that utilize this route and please continue provide us the benefits other communities along the busway enjoy - convenient, reliable, affordable and robust public transit access options!
Teresa	Rosato	
Nathaniel	Soltesz	
Gavin	Jensen	Don't cut. Only add.
Brandon	Ledbetter	Elimination of the p3 from hamnet and Roslyn stations is bout the stupidest things y'all could do. Respectfully...
Amber	Travis	It's astronomically nonsensical to eliminate three stops to the P3 route when the majority of riders traveling from Oakland depart at those specific stops. It's bad enough the 61B has an extra 30 mins added to the trip due to the city's infrastructural negligence. Nearly 40% of the city's working population are employed in Oakland. Why eliminate three stops that add roughly 10 mins to the entire ride? Why make changes to inconvenience the people?
Karl	Zellars	I am a swissvale resident. Your proposal to reduce the P3s service to swissvale will directly effect hundred of residents who utilize that busline to get to their place of work, in addition to greatly devaluing a neighborhood that is growing in part because of it's access to the bus way. DO NOT REDUCE SERVICE TO SWISSVALE.
Hannah	Brizzi	Na
Daniel	Muchnok	I believe that terminating the P3 route at Wilkinsburg Station will cause more problems than it would potentially solve. The Wilkinsburg Station gets crowded very quickly, and if you arrive after 7 am it is very challenging to find parking. Hamnett Station also gets crowded early in the morning, and it would make the parking situation at Wilkinsburg even worse. I also do not think it is necessary to add service to uptown/downtown with the P3. The P1 already services the downtown area, and there is no shortage of other busses that service the uptown area from Oakland.
Melvin	Kilgore	A lot of us still depends on catching the P3 at the swissvale location. This is the only way for me to make it to work on time on Oakland.
Joanna	Mack	
DANIEL	NORMAN	Most of the changes are good but restricting access to the p3 is not a good idea. A lot of people depend on it from the swissvale station. In fact I'm on the p3 right now.
Raven	Marsh	

Katyana	Gradler	The Swissvale community benefits greatly from the P3 service which I utilize more frequently than many other routes. The ability to get to Oakland while avoiding the busy Squirrel Hill corridor and without changing buses is a boon for many students and workers which draws them to this area. Reducing service here further damages a neighborhood with many other problems and would, I believe, make it less attractive as a destination. Please, please do not take this important access away from our community.
Matthieu	Venturini	
Amber	Eubanks	I really don't think they should cut the p3 from swissvale roslyn Hammett stations cause a lot of people ride the p3 from those stops especially swissvale station
Tamara	Moore	
Ellis	Robinson	It's a really bad move to cut P3 service off at Wilksburg. Why would you do that? So many of us ride the P3 and get off at Hammett, Roslyn, Swissvale. Really bad call. You should not be cutting service off to do whatever it is you are trying to accomplish with this BRT project.
Josh	Jones	<p>I am concerned that I will need to board at Hammett station the P1 just after 7 a.m. with 18 others using the P1 and the 11 folks riding to get to the P3 and the P1 looks to be 50% full.</p> <p>Hopefully the route will be timed that after the P1 unloads we can get right on the P3 to get our connection to work.</p>
Ted	Rodgers	<p>Changes to bus routes has increasingly made the system less usable and more expensive to those of us who use it (or try to). Rates constantly go up while service areas/routes, frequencies, and hours constantly drop.</p> <p>With these changes, the Waterfront, Shadyside's grocery stores, and even access to Home Depot will become even more "out there" or to use bureaucratic speak "still-attainable," meaning more expensive, taking even longer, and making basic expectations of normal life even worse. Countering with "but the P1" is a joke due to its infrequency and the flagrant drug use its downtown stops.</p> <p>Pricing differences based on how one pays on Connect is ludicrous, too. Those of us who use the cards by adding stored value to them should not be forced to pay for due to now-forced transfers and route changes. Weekly and monthly passes are over-priced and there and buying them is a non-refundable trap with regard to the cost of used trips. Track the cards, and prorate additional swipe, return the later hours of services, or ridership will drop even further.</p> <p>Under its present direction and the direction of this proposal, I cannot continue to support the bus system. The system is barely usable now, and any public funds would be better spent on folks with better ideas for providing a replacement system (and management team) than on those who have perpetually moved to cripple it while price-gouging both riders and the public coffers as a whole.</p>
Antwuan	Self	

		The P3 is a life line for people in Edgewood and Swissvale with very few other bus options available (and the ones that are aren't fast). Not to mention we bought our house in large part because of the busway option. It's hard not to read this as discriminatory for lower economic status folks. Yes, expanding the route downtown is a nice idea, but people downtown already have PLENTY of transit options and routes. We have so few. Please, please don't cut off the route at Wilkinsburg.
Clinton	Coggins	
Renee	Oparnica	Swissvale area is my main concern. I need transportation to downtown and Oakland. I'm concerned I can't get to doctors
Daniel	Owens	Discontinuing the P# from stopping at Hamnett Station, Roselyn, and Swissvale will remove these neighborhoods' direct access to and from Oakland, and will inconvenience many daily commuters, as well as those seeking medical care. It will also overtax the Wilkinsburg station, which is already crowded during common commute hours. Please do not do this.
Jacob	Oliver	Removing the P3 service to Hamnett and beyond will make reliably getting into Oakland difficult for many unless the schedule is adjusted. The P3 typically arrives at Hamnett after the P1, so as long as the P1 arrives in Wilkibsborg before the P3 departs, it shouldn't be too great of a disturbance to our transit.
Jianan	Jian	
Sam	May	I don't get the changes to the P3, we don't need it to run downtown when we already have the P1 for that, as well as many other busses that go from Oakland. Personally it would make my commute much more difficult as I'd have to coordinate multiple bus times and leave earlier. Also if one bus is late, that could affect my entire schedule and make me late for work.
J	Horst	Eliminating access to the P3 for the residents of Swissvale and Edgewood takes away an easy and fast way to get into Oakland for the many residents who work and study there. It doesn't make sense to extend the P3 route into downtown when there's an express route already available - while eliminating the option for an express route to Oakland for people at the far end of the East Busway.
Dani	Lavage	Please do not shorten the P3 from the last three stops. The numbers may not be high but there are still riders that rely on this service to get from Edgewood and Swissvale to Oakland
Page	Hempfield	
amarie	hempfield	
Marisa	Paris	EFFECTS ALOT OF PEOPLE COMMUTE TO WORK SCHOOL AND KIDS SAFETY ! THE OLDER PEOPLE WILL NOT KNOW WHAT TO DO AND TO KEEP ANYONE STAND AND PAY FOR MORE MONEY FOR BUS CHANGES WITH NO TRANSFER IS COMPLETELY UNACCEPTABLE NOT EVERYONE GETS MONTHLY OR WEEKLY PASSES AND NOT EVERYONE Uses THE APP DONT FEEL SAFE USER THEIR DEBT CARDS ON APPS OLDER AND DISABLE PEOPLE DO NOT USE THE APP
Marisa	Paris	
Barno	Mirsalikova	Please keep P3 longer routes that come/serve to Swissvale and Roslyn stations. There are lots of college students who use this transit daily to get themselves to and from schools. Change in P3 route will put big pressure on these students in the mornings if they should take multiple transits to reach their destinations for classes. Thanks for considering them and their daily needs for transportation.
Reyhan	Faizi	Please keep the p3 starting from swissvale. I take this bus to get to school every day and it's the best route that is available for me.

Joshua	Palmer	
Nathaniel	Soltesz	If you reduce the P3 to only Wilkinsburg you're cutting off an entire neighborhood. Do not cut P3 service to Edgewood/Swissvale!
Jacie	McHaney	Please do NOT end outbound P3 service at Wilkinsburg. there are other options from Oakland to Wilkinsburg area, but nothing that is fast or direct to hamnett station area and beyond. The P3 at Hamnett is usually crowded in the early mornings and afternoons. This would greatly disrupt my commute.
Lora	Pless	The east bus way provides service to the eastern suburbs of Pittsburgh. Eliminating three stops for the P3 that service eastern neighborhoods would be a serious mistake. These stops at Hamnett, Roslyn, and Swissvale are populated areas that people board the bus for their daily transit. The P3 should not extend downtown as that would increase the probability that the bus will run late. I use the P3 everyday, Monday through Friday, to get to my work in Oakland. I board at Hamnett station. The faster I can get on the east busway, the sooner I will get to my work, avoiding neighborhood traffic during rush hours. The biggest change you can do, as is my opinion, is to update the schedule to have guaranteed bus times. It's frustrating that I am at a bus stop on time waiting for a long time after one or two buses do not come. If you could have guaranteed stop times, and have an operator first scheduled for those times, then fill in between those times with more busses, that would be perfect. I do not get frustrated that there is a lack of busses. I get frustrated that the bus does not come at it's scheduled time. For the P3, I do not support eliminating east busway stops; I do not support extending bus service to downtown. The P3 is our lifeline into Oakland. Please do not change this vital resource.
Andrew	Bates	
Jordan	Bigelow	As a longtime resident of Swissvale, the P3 has been beneficial and impactful on my lifestyle as the current route. Like many of people here who I'm sure feel the same, I would like the P3 to keep its current route.
Doug	Reynolds	
Chris	Olshefski	My son and I take the P3 from Hamnett to Bayard every day to go to school. It would be a shame to cut or stop from the route.
Christina	Nowak	I had my license taken for 6 months due to a medical issue, and all of my treatment was in Oakland. The P3 made it possible for me to get from Swissvale to Oakland independently. Its existence also means that when looking for jobs that Oakland is an option, and I won't have to worry about parking. Parking already seems to be difficult to find in Oakland, and I can't imagine that bus cutting service is going to help.
Ian	Moffitt	The P3 from Swissvale is extremely convenient for me, and it would be very bad if it no longer served Swissvale.
Jennifer	Blaze	There are so many people that this will negatively effect.
Russell	Wilner	
Sara	Schwab	My thoughts on things I feel need improved is have bus 53L to munhall run longer on during the weeks and Sundays because people have to work. And have 61 c and 61D start early and bus 83 to Bedford hills cause people start working early.

nicki	sive	Reducing P3 route (to end in Wilkinsburg) will double my commute and prevent me from being able to drop-off/pick-up my son at school (Edgewood Primary). I'm currently able to drop him off and walk to Hamnet station. I honestly don't know what I will do if my commute time doubles, as I will need to leave earlier than his school is open. We chose Swissvale when purchasing a home because of the convenience of the P3. I'm able to walk or drive/park at Hamnet without any issue. I'm not able to walk to Wilkinsburg and I can't imagine there will be enough parking to handle the influx of riders. Please reconsider.
Brett	Andrews	
Michelena	Rocco	I believe that extending the service of the P3 - East Busway/Oakland bus route into Downtown Pittsburgh is a completely fine idea, and adding P3 service on the weekends would be fantastic. However, shortening the route and cutting this vital bus service to Hamnett, Roslyn, and Swissvale Stations would be a disastrous mistake! The residents of these neighborhoods that utilize these Busway stations will be put at a great inconvenience. We will either have to sit forever through countless stops and traffic on a 61A or 61B, or we will have to take a P1 to Wilkinsburg and transfer, if that's even still an option. If it is not, that's even worse. I, myself, have to be at work, in Oakland, at 7:00 AM. I currently take the P3 into work every morning. If this route is changed, it will mean a major number of adjustments to my scheduling. And, I have no other form of transportation. I have a medical condition that precludes me from driving at all. Thanks very much for your time.
Katherine	Miller	I highly dislike the lack of 71D going downtown. I take this route into the city for work. Please do not change this.
Megan	Lapanowski	I've only lived here a year and don't know many people in my neighborhood, so it says a lot that I know several people who would be directly impacted by the route reductions.
Alexa	Lee	Please continue service of the P3 all the way to Swissvale Station. I take that bus everyday, and I always see lots of people waiting at the Swissvale stop with me. It's definitely needed by the local residents.
Melinda	Ciccocioppo	The final 3 stops of Hamnett, Roslyn, and Swissvale are utilized by many riders and don't add that much time to the P3 route. You should keep these stops on the East Busway
Rachel	Bezanson	
Michael	McDeitt	The proposed reduction of services to the P3 eradicates bus stops in an already underserved community. For many of the residents of this area, including myself, these stops are the main access for transit (including commuting to and from work). Eliminating these stops would make use of transit more difficult. This is a terrible idea.
Allison	Blair	Please continue P3 service to Hamnet/Roslyn/swissvale. The eradication of this service will cause harm to a community already underserved by transit, and for seemingly little reason. I frequently take the P3 from Roslyn station and consider it a major benefit of living in Swissvale.

Jessica	Orlidge	<p>Please. I am writing on Dr. Martin Luther King Jr. Day. Please do not leave us stranded in Swissvale. The P3 is my and so many other black and brown folks' in and around Swissvale/Rankin/even some Braddock folks ride it, it's the most reliable transit to universities and work in Oakland. Cutting the p3 stop would be like cutting off these black and brown folk's access to those universities, libraries, museums, jobs.... How can this be a good idea? It just seems like yet another way to red tape, cut out, build barriers instead of bridges between us. It's the fastest (and it's not even fast let's face it!) most reliable access, I've taken this personally for years and on there I do see so many black and brown folks. Don't you want them to have access to these important important resources? Do you want students to continue to be involved and develop and have access to these areas, too? Braddock/Swissvale/Rankin, I mean Rankin is know as one of the most financially, economically depressed areas on the entire state of Pennsylvania. The reason we have bus lines is to help folks in the community who don't have other means like \$\$ for Uber or a car or etc. The bus exists for everyone to have access to resources that will connect them, uplift them and their communities. I'm deeply afraid of the consequences that could result from cutting this line. I think it could also hurt the businesses we have here in Swissvale, too, like Switch and Signal skate shop (PLEASE LOOK AT ALL THE WORK THEY DO TO UOLIFT THE COMMUNITY), and more. Please don't just cut us out. Please. These areas were finally seeing more development and it could be hugely detrimental to cut these folks off. Please. Do not do this. Think of your own babies. The bus you need to get to work. The bus they need to get to university. The bus your friends and family take to visit you. Just gone? Please don't do that. Please. I hope you have a good MLK Day. -Jess, your extremely concerned neighbor in Swissvale. Thank you. Please don't just fail us like that. I don't think you will. I hope you'll hear us. Thank you for remembering us.</p>
Eva	Resnick-Day	<p>I live by the Roslyn Station in Swissvale-- stopping the P3 from coming to Hamnet/Roslyn/Swissvale would be a big mistake. There is a good chunk of folks in my neighborhood who work in Oakland (mostly at the universities) that would be in a real pickle if the P3 is removed from our area. In my experience the Swissvale-Roslyn-Hamnet is only an additional 4-6 minutes. When I've been in Downtown or Oakland trying to get back to my home on a 61 (B or A) usually during rush hour they are *so* late and *so* slow that it's taken me almost an hour and a half just to go what takes me 30 minutes on a P1/P3. Things would get SO cramped, because those 61's are already totally full.</p>
Tori	Baggot	<p>The P3 service to Swissvale will be completely gone with this proposal. This is unacceptable as there is no other solution that is one bus or or faster to this area than that that service. Besides the obvious effect on students, many residents have chosen doctors, childcare or other services in Oakland because of the ease of the P3 line. It also offers decongestion of the P1 busses on the morning and evening commutes for those of us getting off before Oakland or going to the end of the line. Please maintain the current service through Swissvale, we need it.</p>

		<p>I honestly think that stopping the P3 service from Swissvale is going to hurt a lot of people. Why would you make people have to catch more than one bus? It's hard enough trying to catch a bus in this city without the constant changes. I'm all for increasing service to underserved areas. I'm on the then P68 route and the service sometimes is horrible because it's the only bus that services my area, and if it doesn't show up it's an hour wait for the next bus. You use to be able to get anywhere in this city in no time, but now it's so difficult. The wait times are long, some buses overcrowded, and some bus times have been changed to where a lot of people had to change their route to get to work because a bus was cut or their time changed. If you want to do something, how about teaching the drivers some customer service skills? A lot of them are so rude and nasty. PRT needs to do a better job for the people of this city. Please listen to the people of this city when you decide to make major changes to bus routes and times because it can be very stressful for a lot of people.</p>
Tehia	Mason	Thank you!
Renee	Oparnica	
		<p>Frequency of services is not addressed in the proposed changes. Would this change?</p> <p>What options are available to passengers who use the P3 and travel to Hamnett, Swissvale, etc? Would all have to travel to Wilkinsburg to use the P3? Could the P3 route be extended to these stations during rush hour times when the most people would be using the service?</p>
Karen	Kubas	
j	p	P3 should go to Swissvale
Bonnie	McCloskey	Please allow the P3 busway to continue to go all the way to Swissvale.
		<p>You're once again doing this on the backs of people who need public transportation outside of the center.</p> <p>There is ample transportation between Oakland and downtown.</p> <p>Once again, you are harming those who need public transportation the most for the benefit of the few who can afford more.</p>
Bonnie	Spoales	This is disgusting misuse of tax dollars and those who pay those taxes.
		<p>My sister works in Oakland, and I used to work there. The P3 is close to our home in Swissvale and makes commuting to and from work quick and easy. Ending the route in Wilkinsburg would be doing a huge disservice to the riders in Swissvale who utilize it daily. I do think adding trips on Saturday and Sunday is a great idea and has been needed for a long time.</p>
Tiffany	Rocco	
		<p>Stopping the P3 service to Swissvale reduces its viability as a livable community for students and employees of universities. As an economically disadvantaged community, this seems like a targeted cut that will impact many low-income residents as well.</p>
Jeffrey	Krsul	
		<p>I think it's wrong to take the P3 away from the swissvale residents in Hamlet I am a doctor so I do rely on that instead of driving</p>
princess	craighead	
		<p>Why would you take away the Swissvale & Roslyn St. staions on the P3? So many people depend on those stations. I don't see what a few more minutes hurts but yet you want it to go to uptown. I am 70 years old & count on those stops because it's close. I just don't get the reasoning behind this.</p>
Rosanne	McQuade	

Jon	Chernus	<p>Shortening the P3 route to end in Wilkinsburg would be extraordinarily inconvenient for me and all my neighbors.</p> <p>I bought my house in Swissvale specifically because it's on the busway, making it convenient to get to work in Oakland. I WOULD NOT HAVE MOVED HERE IF MY HOME HAD NOT BEEN ON THE P3 ROUTE. I will seriously consider moving away if this route change takes effect, because it will totally disrupt my commute to work.</p>
Owen	Harwell	<p>Extending the p3 to downtown seems superfluous because there are many busses that can get a person downtown from Oakland. Cutting off parts of wilkinsburg and swissvale from the p3 will effect many riders who rely on the busway to get them to school or work quickly.</p>
Caoimhe	McIntyre	<p>So many people utilize the p3 in Swissvale, Roslyn, and Hamnett stations to commute to school and work in the mornings! So many buses already go downtown from Oakland. This change us unnecessary and harmful</p>
Chloe	Shearer	<p>Why I don't support shortening the P3 route to Wilkinsburg:</p> <ul style="list-style-type: none"> - It would underutilize the Busway. There would be questions about the usefulness of maintaining the length of the Busway for only one bus (P1). - Many people's first experience with public transportation is through commuting for work. By preventing people in East PGH from taking efficient public transportation to work, they will not know about how it works and how useful it is. - I do NOT want to take the 61A to commute to Oakland. Because the P3 seems to have more commuters, it is quieter and a nice environment for me to work. - I moved to this neighborhood because of the public transportation. I chose this neighborhood over Forest Hills and Munhall because the service is better here. - This neighborhood is attractive because of the Busway. - This neighborhood is more affordable compared to other neighborhoods with good Oakland bus access. - Wilkinsburg is already fairly close to Oakland. I don't think many people drive to Wilkinsburg to get to Oakland. - Forcing people in East PGH to drive to Wilkinsburg would clutter up roadways delaying buses that take that route. <p>Why I don't support the P3 going downtown:</p> <ul style="list-style-type: none"> - There already plenty of buses that go downtown. And additional bus downtown would take up space and make the area feel more crowded. - Taking the P1 to downtown is more efficient anyway because it stays on the Busway. I would not take the P3 to go downtown. I woud take the P1.

Mae	Menk	In the proposed plan, there is zero commuter service to Hamnett, Roslyn and Swissvale. If the changes went through, I and many of my neighbors would have to start driving to get to work, or leave their communities to move closer to Oakland where the rent is MUCH higher. This affects anyone working at Pitt, CMU or UPMC Magee, Shadyside, and all the other businesses of Oakland and surrounding areas. There is no reasonable backup option. My lived experience has tons of people getting on the P3 at Roslyn during prime commuting hours, including myself. If this changes went through, I would have to seriously consider moving which many of my neighbors who own their homes do not have the luxury of doing. PLEASE DO NOT SHORTEN THE P3. I don't care if it would go to Downtown, the P1 already does.
Daniel	Yenser	Changing the structure and route of the P3 will only create a worse bottleneck beyond Wilkinsburg while also making it more difficult for riders farther out of the city to travel inward to Oakland. The change would require riders to make a minimum of one transfer where previously they could complete the trip on one bus, which makes things more expensive, complicated, and time consuming.
Seth	Bush	Please keep the P3 running to Swissvale! I rely on the P3 to get where I need to go as do many of my Swissvale neighbors who work or study in Oakland. Shortening this line would have a major impact on our commute and quality of life in this community.
Alex	Friedman	Reducing P3 service to Hamnet would make my job much harder
Kathryn	Rose	I bought my house due to its public transportation access - I can get to the P71, 61B, and East Busway Roslyn stop without a car from my house. I am also disabled and need to get to Oakland readily for my medical providers, and the P3 not coming all the way out to my area is significantly detrimental for my access to providers and healthcare, and reduces my independence.
Danica	Buchanan-Wollaston	It would be absolutely unthinkable to me to end the P3 service in Wilkinsburg. There are so many people as far out as Swissvale station who rely on that specific bus service for daily commuter transit to Oakland and downtown. Removing that bus service would cripple the residents of these areas who need that bus service, as well as reducing the desirability of these areas to potential new residents.
Lillian	Denhardt	Please do not reduce service to Swissvale and Roslyn stations or to Edgewood/Swissvale Ave. Also now would be the time to revisit the choice not to have Edgewood train station as a busway stop. Many Edgewood/Swissvale/Wilkinsburg residents would be daily riders there.
Calvin	Yoder	service between oakland and downtown is already very easy - BRT is a minor refinement of that at the expense of lower income communities
Allison	Brown	
Iexie	rodriguez	I am a member of the swissvale community who relies on the P3 to get to work. It being removed from service would have a huge negative impact on the community. Every time I take the P3 there are many people who take very similar routes to me to get into town - this would have a huge effect on all of us. I sincerely hope that the P3 will continue to come into Swissvale, especially because according to the bus schedule, the time difference is only about 12 minutes each way from Wilkinsburg to Swissvale. PLEASE do not remove this extremely important bus stop from the P3 route!!
Ed	Tuszynski	Many people really need the 71 services to go downtown including myself for my job

		<p>By shortening the P3 route and removing service all the way to swissvale will impact users greatly. These stations see a non-insignificant amount of users and add minimal hours to the bus operation.</p> <p>Swissvale and rankin already have limited bus access. Currently I walk ~1mile to the Swissvale station as there is no line that services near my address. Proposed changes to the P3 would add an additional bus I would need to take to wilkinsburg or require me to switch to using the 61A to get to oakland. Coordinating the schedules of multiple buses will cause a delay and the need to wait at multiple stations adding significant time to the commute. Switching to the 61A would add an additional 15m on the bus which is greatly affected by traffic as it takes regular roads instead of a dedicated transit way.</p> <p>The proposed changes effectively have the potential to add 15-30+m to my commute which already takes ~30m. Taking upwards of 1hr to commute 5miles from oakland to swissvale during rush hour is not acceptable level of service especially when a dedicated transit way already exists.</p> <p>The benefit of taking PRT is to reduce congestion in areas like Oakland, however a lack of service and increase in commute time make it difficult to justify using PRT.</p>
Kyle	Farmer	
Collin	Stinebiser	
Emily	Davis	<p>The proposed changes to the P3 will have a significant impact on my daily commute. I live off the Roslyn station. The P3 is how I get to work every day. Eliminating this stop will effect me & the many people who ride the bus with me every day. The 61A is fine local bus if I need to run errands but otherwise it takes too long & it's too undependable. Plus I work in Oakland & I often can't get on it because it's too full with students. Meaning I have to wait even longer. When my commute is too slow it means less quality time with my family. It means I can't/don't have time to make a healthy dinner for my family. Swissvale deserves rapid transit. This is one of the only affordable places to live in Pittsburgh. People depend on this bus.</p>
Bob	Silan, Jr	<p>I live in Swissvale and park at the Swissvale Station to get to Oakland. Is the closure temporary until they repair the Washington Street Bridge?</p>
Amy	Boyles	<p>If you eliminate the P3 busway you will cripple students ability to get to school, people's ability to get to work and you will leave a good part of the busway useless. Public transportation is already insufficient in Pittsburgh and this will make it worse.</p>
Amanda	Barry	<p>please don't cut service to Oakland from swissvale/rankin/rosslyn</p>

Catherine	O	<p>I am disappointed to read that there is a purposed change to reduce P3 service to east end neighborhoods beyond wilkinsburg. Swissvale, Braddock, and other communities in this area are rapidly becoming more popular among younger families, including those commuting to the Oakland area. Cutting service negatively impacts this continued growth as well as continues to disenfranchise families that have always been here by making options for getting to work and school more limited. However, these communities have also not been major areas of focus for other transportation alterations such as bike lanes. Leaving buses still a primary mode of more eco friendly options. We need buses.</p> <p>Furthermore, public transit is not as robust or as reliable in Pittsburgh as in other major cities in our country. We should be expanding access to mass transit rather than cutting it back. We need the stops in Swissvale and Braddock AND we need the extensions to uptown, increased transportation to the airport, and the north hills.</p>
Luke	Osterritter	<p>Under no circumstances should the P3 not continue to Swissvale. ESPECIALLY not before the BRT improvements manifest. You need to augment the plan to include for termination of the P3 at Swissvale.</p>
Joan	Stone	<p>I feel the impact to disadvantaged people will be severe. Already businesses at the airport have had to close due to lack of bus routes at high peak hours. Custodial staff have to leave jobs they worked at for years because they cannot get to the airport. The East End has had many routes cut or less buses available at peak times. There should be more buses available and more times on the weekends, not less. You are counting customers after the fact instead of looking at potential riders. Have you considered the Community Groups in each of these areas?</p>
MaryAnne	Vaughn	<p>Here in the Swisshelm Park area if the Roslyn Street and Swissvale stations especially are gone, we have no way to the EBW. Also with the Washington Avenue bridge blocked, many people cannot get to the bus way without a detour.. Rankin and Braddock are also affected by this stupidity.</p>
David	Boyles	<p>i'm a swissvale resident and heavily rely on the P3 Roslyn street stop. my youngest uses it between going to school and wrestling practice Monday through Saturday. my oldest has a job in Bloomfield that he uses the busway for 3-4 days a week. we've showed them the importance of public transportation and how vital it is to communities and how it needs properly funded. taking these stops away would directly hurt their view of PRT and once they have to start a car into work and school their view of the importance of public transportation in general</p>
Kim	Foster	
Lisa	Hartmann	<p>The P3 connects many commuters who do not have a car with quick, walkable access to downtown. There are apartments that advertise walkable to Swissvale and hamlet as a feature and this should not be taken away.</p>
Kathleen	McClelland	
Kayla	Ortiz	

Sarah	Papperman	I do not regularly use most of the affected routes and do not live in the communities that the BRT lane will run through, so I would put those folks' opinions on those changes above mine. I do use the P3 multiple times per week to go to work and use one of the stops that will be cut. I also know several other folks on my block alone use the P3 regularly to get into Oakland. I do not understand why the Hamnet, Roslyn, and Swissvale stops need to be cut. I know that the 61A also services our communities, but with so many folks needing to get into Oakland for school, work, and healthcare I think that having multiple routes available (as well as multiple park and rides!) is very beneficial.
Jessica	S	
Rachel	Jacobson	<p>- Don't take away the Hamnet, Roslyn, and Swissvale P3 stops out to Swissvale. That is absolutely unacceptable. When a friend of mine from out of town was considering a job at Pitt, both I and someone involved in her hiring recommended the Swissvale neighborhood due to the availability of that bus route. I have to think that at least dozens of housing decisions have been made based on the easy availability of the P3. Any transfer adds stress and time to a bus commute. You would be making people's daily lives measurably worse.</p> <p>- I'm not excited about the shortening of the 61D, 71A, 71C, or 71D routes. I assume these changes are made based on the availability of transfers to the busway, but please see again my comment about the effect that adding bus transfers has on daily life. However, if that's what's needed in order to keep the P3 up and running, sure, whatever, do it.</p> <p>- This isn't directly related but you did ask about the 67. Can you please stop making the 67 worse. You have recently taken away a bus during prime commuting hours and as a result I now have to leave for work an entire half-hour earlier than I did before. That's a half-hour of time lost from my day every day. And it's been fine while I've been working at Pitt because I can supplement with the P3 or the 71C (although the P3 requires a longer walk and the 71C is a much longer ride), but I'm moving over to CMU next week which means that the walk time between Fifth and my office will be increased.</p>
Lauren	Galloway	Please do not cut off service on the P3 to the Hamnett, Roslyn, or Swissvale stations. The P3 is one of the easiest and fastest ways to get to Oakland for these communities. Not everyone has the ability to drive to the Wilkinsburg park n ride, and that lot is crowded enough as it is. Should this change go into effect, I would have the primary way that I get to Oakland to work at Pitt cut off. Running the bus line to these 3 stops does not take an undue amount of time, especially because there is no traffic on the busway to begin with. I am also concerned about extending the P3 service to downtown and uptown. The P3 gets extremely crowded at peak service times as it is without taking on additional riders. Also, those who need to get downtown already have direct options on the busway by taking the P1 or P2. I am appreciative of the overall efforts of the BRT project, particularly the changes to make other routes faster through dedicated bus lanes. However, I would just like to caution against making changes that would alienate and have a negative impact on the riders of the Hamnett, Roslyn, and Swissvale stops.
Amy	Milo	

Veronica	Lee	Please do not remove the stations Swissvale, Roslyn, and Hamnett from the P3 East Busway. This route is heavily relied on by many commuters, and only glancing at the parking lot at Swissvale station will support this. There is a large volume of ridership relying on this route that also walks to the station, the neighborhood around Swissvale is improving and developing rapidly. This change in the P3 route would impede a lot of riders, or over-burden the P1 as people would take that to Wilkinsburg station to wait for the P3. Every morning and afternoon people going to and from work get on and off at those stops, the support of this P3 bus route aids many people in being able to work in Oakland at Pitt and other campuses. Overall, I would be in favor of dedicating new routes to help support downtown and uptown traffic, and not cutting the current, well-used routes from Swissvale. Thank you for taking the time to listen!
DEREK	BARCLAY	
Robin	Miller	I have been riding P3 for years and I get on and off at the Hamnet. please DO NOT take this stop away. If you start the p3 at Wilkinsburg stop there will not be enough parking for all of us. Thank you!
Carrie	Nery	I have been riding the P3 for 5 years now and I don't want it to change!
Paul	Scott	Hamnett station has lots of p3 riders
Lauren	Colister	I frequently use the P3 to go between Roslyn Station and Oakland for work. The cutting of this route will add substantial time to my commute. The P1 is not an adequate substitution. I can take the 61B but it takes twice as long and is often full of students (who are only going to Squirrel Hill and can take a lot of other buses) on my trip home from work making it a huge annoyance. I would strongly prefer this route remain unchanged.
Erica	Fong	The P3 not servicing any stop before wilkinsburg is not a good idea. There are already limited services to the east suburbs. For example the trafford busses only run every 45 minutes during peak times. I use the hamnnett station park and ride to add the convenience of catching a bus every 15 minutes. In addition the 69 takes 1 hour and 25 minutes to get me home from Oakland whereas my commute to hamnnett Station and taking a p3 is only an hour commute. This 40 minutes a day is so needed for me as a single mom. Parking at wilkinsburg station would add to my commute due to the severe traffic on penn ave which would only get worse of we all have to go to wilkinsburg station.
Christopher	Lemery	I do not support the proposed termination of the P3 at the Wilkinsburg stop. I get on the P3 at the Hamnett station 3 days a week, which is very, very convenient for me. Going to Wilkinsburg would add to my travel time. Parking is never an issue at the Hamnett Station, which is very nice. I'm concerned that the Wilkinsburg lot will fill up due to the additional traffic going there. Worrying about finding a parking space will add to the stress and hassle of many commuters' workday!
Celena	Todora	
Bryanna	Snyder	I understand the need for change especially with shortages, but P3 is the only bus to service Oakland and removing the Swissvale/Roslyn/Hamnett stations will directly affect those who work on Oakland and depend on PRT to get to/from work. Please do not remove these stops.

Robert	Sechler	<p>I lived in Pittsburgh on the North Side, and worked at Pittsburgh Regional Transit (as the firm is now known) from early 2013 through early 2018 in procurement. I strongly suggest that at least some of the BRT services be routed across the bridges to the North Side, rather than stop them all in downtown Pittsburgh. There are several traffic generators across the Allegheny River.</p> <p>I strongly support PRT's longer term plan to electrify all bus service. Have you ever considered electric "Trackless Trams."? Trackless trams were invented in China, and are being considered for applications in Australia as well. It would seem relatively easy to upgrade BRT service to this exciting new mode; that includes the Airport and MLK busway.</p>
Claude	Mauk	<p>I am writing specifically about the shortening of the outbound P3 route. Though I live in Highland Park, I regularly take the P3 to Hamnett Station. By shortening the P3, my trip will require a route change or I will need to take the much slower 61A route through Squirrel Hill. I work at Pitt and I know many colleagues at Pitt who also take the P3 from Oakland beyond the Wilkinsburg stop. By complicating our commutes, you will be encouraging more people to drive into Oakland, which is already overly congested.</p>
Alex	Molteni	
Abagael	West	<p>I do not support removing the P3 service to Hamnett station, for the following reasons: This stop serves many, many commuters from Edgewood to Oakland and its removal will significantly negatively impact us. I, along with many of my neighbors, chose to buy a house in this neighborhood because of its convenient access to transit. Losing this stop on the P3 destroys that access and makes the neighborhood substantially less desirable of a location, among other issues. Many of us work at the University of Pittsburgh or other locations in Oakland and rely on the P3 service to Hamnett station every single weekday. Removing this service will push many of us onto the 61A, which is already incredibly overcrowded at rush hour, to the point where often times the bus will not stop due to being full already. The alternative would be to walk along the isolated, poorly-lit, and poorly-maintained pathway between Wilkinsburg and Hamnett, which for my female colleagues and I is simply not a viable option due to safety concerns. I genuinely don't understand what is being saved by cutting this single station from the end of the route, when you consider the negative impact it will have on so many commuters and on crowding the alternative services. Please do not cut this service.</p>
Alexandra	Finley	<p>I am completing this survey online because I will be working during the public comment section. My only method of getting to work is via the P3. I am a professor at the University of Pittsburgh. Between Pitt and Carnegie Mellon, eight professors live on my one small street. We all bought homes in this neighborhood because of the accessibility of the P3 to our campuses. We all purchased homes within the past 5 years, and I plan to tell my new colleagues about the convenience of the P3 for reaching campus. Parking is impossible to get in Oakland, and it is my understanding the the city and the university want to discourage people from driving in Oakland given how congested it is. If I cannot drive to campus, I have to take the bus. I cannot afford to live in Squirrel Hill. I cannot afford to live in Shadyside. I want to be able to stay in Pittsburgh long term and own a home. The only way to do so was to buy here, close to the P3 but farther out from campus. Without the P3 stop at Hamlet Station, I will have at minimum an extra thirty minutes added to my commute and, depending on what remedy I come up with, potentially hundreds of dollars per year.</p> <p>If Pittsburgh and the surrounding areas is trying to be climate friendly, inclusive, equitable, and attract long-term residents, cutting public transit that allows people to</p>

		<p>reach work at one of the city's major employers (and UPMC is also in Oakland) is a terrible idea. Where are people supposed to live to get to work? While my neighbors and I are professors, this also affects all campus workers, undergraduate students, everyone who works at the medical facilities, everyone who works in industries related to campus life, such as food service, and school children who have to use public transportation to get to school.</p> <p>The busway already exists. A stop is already at Hamlet Station and Swissvale. Why would you cut service there? I use the bus every weekday. I don't know what I would do without it. I literally feel sick just thinking about it. This decision will hurt everyone in Edgewood, Wilkinsburg, and Swissvale, but especially those who are in the most precarious financial positions. The busway is a significant asset to the community, I'm begging you not to cut use of it.</p>
Chris	Riley	<p>I don't completely understand how the new 71A route will work. I hope it is being cut from Highland Park. We don't need more buses here, especially on Bryant Street. I would agree with the BRT coming from Highland Ave. turning onto Bryant and then to Negley. We do not need the 71A coming down North Saint Clair anymore then. The busses are repeatedly hitting the car mirrors, which Port Authority never wants to pay for even when you tell them the exact bus, plate and time it happened. They start their route very early while people are trying to sleep and the bus starts yelling the street names. Also the busses constantly have a problem turning onto Bryant Street from North Saint Clair even when all cars are parked legally. Then they just sit there and keep blowing the horn. This is a quite residential neighborhood. There is no need for all this constant commotion. Please take this under advisement. I am not the only one that feels this way by far. Hardly anyone even gets on that bus till at least Bryant or Negley. The 71A could easily go from Negley, turn onto Bryant, then turn on Highland, then to Bunkerhill, then back onto Negley, or do it in reverse. The point is this problem could be easily fixed with barely any inconvenience to any riders if someone at Port Authority actually cared what we think. Just the delay in Service time when the bus is unable to make the turn should be enough for Port Authority to change the route. Anyway, I hope this is not needed and the route is changing in Highland Park. The residents of Highland Park would greatly appreciate it.</p>
Melissa	Lenos	<p>The Hamnet - Swissvale P3 stops are heavily used by Pitt and CMU students, faculty, and staff. While weekend hours would be wonderful on that route, they are far less of a concern to me than cutting the stops after Wilkinsburg. I very much hope you'll reconsider this move.</p>
Tyler	Madonna	
James	Hill	<p>As someone who lives in Edgewood and relies on the P3 to travel to work, I'm disappointed in the proposed elimination of service to Hamnett Station, and I know several of my neighbors are as well. This change will require us to transfer buses via the P1 to Wilkinsburg, or take the much slower and less efficient 61A. I'm sure you've done several studies that pointed to a need to overwhelming benefit to this change, but from our perspective at least, this causes a major inconvenience whereas the Hamnett stop is a short ride from the Wilkinsburg stop via the busway; in short I don't see how much time or logistics this proposed change is saving the P1 route, but it will cause a lot issues to Edgewood and Swissvale people commuting to Pitt and UPMC.</p>

Kristopher	Scheibel	<p>I was looking forward to it, until, that is, I learned that P3 was no longer servicing the Hamnet station and other Eastern Stations. I go to Oakland almost every work morning to catch a transfer to my job downtown. The new bus lane would drop me off right next to my building that I work at downtown. I live a 5 minute walk from the Hamnett station and was anticipating a future smooth commute with no transfers. On a practical level too, i see the Park and Ride lot at the Hamnett station pretty full, a</p> <p>and I can vouch they are catching the P3 every morning with me at the Hamnet station to avoid the parking congestion at the Wilkinsburg station. The concern I have is the Wilkinsburg station is already jammed pack with commuter cars of people getting downtown. By eliminating the P3's service to the other park and ride stations will create a parking nightmare worst than what is currently at the Wikinsburg station. I also frequently go to to Oakland on the weekends and was looking forward to P3 service from my section of the busway verses taking the slow and congested 61A. I am very shocked that the P3's route is being considered being altered, and should be thought through, especially with the parking issue.</p>
James	Esplen	I hope BRT project decides to keep the Hammnet through Roslyn stations on the P3.
Joshua	Alberts	I do not support eliminating P3 service to Hamnett, Rosslyn, and Swissvale Stations on the East Busway. This is a major error in judgement and the ends do not justify the means. The entire project in its current, stripped-down form seems to provide little benefit, major inconvenience, and high costs.
Rosalyn	Rapsinski	I ride the P3 and get on at Hamnett. It's silly to cut down the start place of the route. It's also a major route for Pitt staff and students and hospital employees. It's dumb to make it run the whole way downtown as there are other options.
Robert	Zacharias	I am generally in support of expanded Port Authority service--more buses, more routes, more hours, more everything. I am happy to pay more in taxes and/or fares to increase the quality and quantity of our public transit system.
Zach	Grossi	While I'm not familiar with many of the routes PRT is suggesting minor changes to, in general I support increasing frequency and service for routes with captive riders.
Timothy	Deliyannides	I am very angry about the proposed termination of service of the P3 bus route past the Wilkinsburg Station. The East busway is a lifeline for me and many of my neighbors. I do not own a car, so the planned "improvements" of the BRT will leave me completely stranded from my health care services in Oakland. The East Busway was built at great public expense. It makes absolutely no sense to terminate use of the East Busway in the name of faster service. You have a fast dedicated busway with absolutely no traffic or traffic lights. USE IT!
Dana	Och	I am alarmed at the way that Swissvale is being cut from the busway access for Oakland with the P3. The issue for me is TIME, because I assume that you are planning to eliminate transfers with this move (if transfers are not eliminated, it will absolutely be exploiting and abandoning lower income neighborhoods with this decision, especially heinous since the redevelopment in East Liberty pushed more residents out further to neighborhoods like Swissvale). I simply cannot understand the logic of why *multiple* park and rides stops (Hamnett and Swissvale Station) are being put in the position to either transfer or all park at the already packed Wilkinsburg Park and Ride. I literally bought my house in the late 90s in anticipation of the busway moving into Swissvale, and now I-- a person who does not own a car and does not drive at all-- am once again faced with a city mass transit that fails my daily needs to teach at the University of Pittsburgh, shop, meet friends, and be a normal member of Pgh community. I am so disappointed in PRT for this decision.

Kerry	Hanahan	<p>I only selected "no option" on the 61D because while I do very much support it being added to the BRT plan for my more regular trips between Greenfield and Oakland and between Greenfield and the Waterfront, I often take the 61D from Greenfield to Downtown on Saturday mornings to visit my parents in Avalon. It's already a painful trip to take due to the lack of buses that connect from the East End to the North Boroughs (there are none since the 500 was cut and a transfer in Downtown is required) and cutting the 61D service to Downtown will impact this greatly. The 61C seems to not come as frequently nor as reliably as the 61D. If you will be cutting the 61D service to Downtown, then I hope that you increase the trips for the 61C.</p> <p>I am very much in support of the increase of trips for the 58. Ideally, it would be running at every 30 minutes all of the time plus every 15-20 minutes during rush hour. I hope that you will consider Pitt commuters who make the majority of this ridership when you look at the 58 schedule. Officially, the vast majority of Pitt staff are on an 8:30am start time. The current schedule has an outbound bus turning on to Forbes Avenue just barely at 8:30am--if you could push that back by 5 minutes, it would give more a cushion for the bus to be late. It's late to Greenfield and then to Oakland nearly every day by at couple minutes and sometimes as much as 20 minutes. I can run across the street at catch a 93 when the 58 doesn't show up, but as that comes later and has a longer route, I'm then 20-30 minutes late to work. Just something to consider that arriving to Forbes and Atwood by 7:55am, 8:25am, 8:55am would be ideal for the commuters. For the inbound buses during rush hour, the current timing of arriving in the middle of Oakland at 5:10pm is ideal, but that bus often is currently 10 minutes late or not showing up. It would be great to have the bus coming by the middle of Oakland at 4:10pm, 4:40pm, 5:10pm, 5:40pm, 6:10pm, etc.</p>
Steven	Hernandez	<p>I know public opinion will be all over the map but:</p> <ol style="list-style-type: none"> 1. I trust those who have done the research on this and 2. I trust the analysis <p>I know no good deed goes unpunished but I want to encourage the city to MAKE THIS HAPPEN. Improved public transportation in general is critical to so many of the challenges we currently fact. I think this is the first task that will hopefully make future challenges easier to address in the out-years.</p>

Kathryn Briar	Somerville	<p>Please do not remove P3 service to Oakland from Hamnett Station. Many of us who live near that station work in Oakland and use the P3 regularly. Additionally, many people come from farther afield to use the Park n Ride there, and shortening the P3 will impact our ability to get to work. Please stop shortening bus routes across the city. The people who depend on bus transit to get to work in the Golden Triangle cannot afford to live in expensive neighborhoods like Shadyside. Every time you shorten a bus route, you hurt the people contributing to Pittsburgh's economy. If Pittsburgh wants to be an economic powerhouse of a city and attract talent and industry, you need people to be able to live in other neighborhoods and get to work, so you need public transit to reach the outlying neighborhoods where people can afford to live. Take a page out of NYC's book and send your bus routes to our "outer boroughs." Your waiters, janitors, bartenders, secretaries, and the poorly paid academics who've made this a University town all need to get to work so we can serve you and the tech people who can afford to live in fancy neighborhoods.</p>
Margaret	Gibson	<p>I currently have to come in to the office 4 out of 5 days. Ending the P3 in Wilkinsburg would be very inconvenient for me and I would imagine many people who live in the Swissvale/Rankin area.</p> <p>I live in North Huntingdon and have two options:</p> <p>P3 (which I drive to Swissvale and take into Oakland).</p> <p>Driving to Wilkinsburg to get P3 takes longer and is more inconvenient.</p> <p>Or I can take P76--drive to park n ride in North Versailles, and connect to P3 in Wilkinsburg. This works out ok in the morning because there are more options. However, coming home from work does not coordinate well. P3's run fairly often, but P76 only every 30 minutes. If you miss the connection due to timing issues, you will stand for 30 minutes waiting for the next P76--and then it takes about 1.5 hours to get home on top of working 7.5 hours. Not fair for those who work from home every day!!</p>
Rose	Turner	<p>The Hamnet station should not be eliminated as it is a primary start for park and ride (and then getting on the busway). The Wikinsburg station isn't as big so can't support those who use the combo of driving/busway.</p>
Carol	Mullen	<p>I am a University of Pittsburgh employee and have been for 18 years. I use the P3 to commute to and from work several days each week, picking up the bus at Hamnett Station. I think it would be an incredible disservice to eliminate the Hamnett stop from the P3's route.</p> <p>The bus stop is always crowded during prime morning and evening hours with Pitt and UPMC employees, as well as Pitt, CMU, Oakland Catholic and Central Catholic students on their way to and from work and school.</p> <p>The Hamnett Station stop is busy, vibrant, and in great condition--please don't further burden commuters by cutting off this important community resource.</p>

Daniel	Moreno	I'm supportive of the project. Love the reach out to Greenfield, Braddock, McKeesport. Please focus on Millvale and Lawrenceville. Need connection over the 40th street bridge
Rachel	Suppok	<p>I think the elimination of the 3 easternmost stops (Hamnett, Roslyn, and Swissvale Station) on the P3 route is irresponsible, ill-advised, and will have long-term negative impacts on the community. In the Title VI analyses, all of the routes in the BRT project are indicated to experience adverse effects and negative changes. For the P3 specifically, the Title VI results indicate "Disparate Impact for minority race and ethnicity populations." The other routes all indicate "Disproportionate burden for low-income populations."</p> <p>Additionally, the elimination of direct routes to Downtown from Homewood South will worsen the already poor access to the city that people in that neighborhood have.</p> <p>The Title VI analyses seem to indicate that these changes will have largely negative impacts on projected groups as well as low-income communities, and yet PRT is willing to go on ahead, proving that they care nothing for serving the Pittsburgh community and only for cutting services and saving money.</p> <p>This proposal is a disgrace and will only worsen public transport in a city that already struggles with it.</p>
Joseph	Papa	While I feel the majority of proposed changes will provide better service in the East End and into downtown, the one change that seems problematic is the shortening of the P3. As a daily rider at Hamnett Station on the busway, cutting the P3, particularly at rush hour, will adversely impact riders at Hamnett, Roslyn, and Swissvale. The P3 provides connections between these stations and destinations and job centers in East Liberty and Shadyside in addition to Oakland, and seems well utilized along the entire busway. In addition, just as a branding matter, any route with the busway label should service all of the stations through the terminal. It just makes the system more legible and easier to navigate for riders.
MARY	HOPPER	<p>61A and 61B are the two routes I frequently use to get to Squirrel Hill. I do not see any stops indicated for Shady or Murray Avenues. I make connections there to get the 61D or 64 to get to the Waterfront, or 64 to get to Bloomfield for doctors' appointments.</p> <p>I am hoping to be able to use these in order to get where I need to go. I do not drive and public transit is very important to me.</p>
Sean	Luther	
Sean	Morrissey	<p>Truncating the P3 route is the greatest concern. Hamnett station is a major access point for several boroughs and the change will extend travel time for several Oakland-bound employees, students, and people who need access to health services. This route has been exceptionally busy, especially outbound in the weekday afternoons (very happy to see the addition of several double "bendy" buses in the late fall, though!). This route change would amplify single user car traffic not only in the east end but also Oakland.</p> <p>Since the infrastructure already exists for the P3 route, it is confusing and frustrating to see this proposed change. The P3, and entire busway, is a more reliable and convenient access point for several communities.</p>

Paul	Marchant	I live in Regent Square and work in Oakland, taking the P3 bus almost daily to/from Hamnett Station and is one of the main reasons I moved to Regent Square. I find the busway to be more reliable and faster than taking the 61B. It would really hurt my commute if the P3 no longer served Hamnett Station.
DENISE	STILL	Canceling service for the P3 at the Wilkinsburg Station and beyond will cause a lot of congestion in East Liberty. There are a lot of people who drive to those stations to get on P3. If anything, the P3 should run more often in the morning and evening.
Marnie	Johnson	Please add service to south oakland if possible! like a south oakland loop. If a bus will be servicing oakland, it would be awesome for it to cover all of oakland
		Overall support for this initiative!
Samantha	Suarez	
Kristen	Greene	It's just going to be even worse getting around just keep it the way it is just gonna cost even more confusion not making it easier making it harder keep it the way it is. It's already a mess such and inconvenience when the buses are not showing up because short on operators focus on getting more people hired so these buses can come give these drivers that was fired back their jobs they didn't deserve that.
Chris	Beam	
Haley	Palmore	
Tyler	Simpson	<p>I use the P3 for my weekday commute between Hamnet Station and Oakland. I have a car but prefer taking this bus as it saves me time, money, and stress. The proposed change to the outbound portion of the P3 routing would cause me to lose this reliable daily commute option. Alternative routes exist, but they are much longer and/or require transfer, which drastically reduces their usability. Access to the busway has been an important consideration for homeowners in the area, but that's only true as long as bus service continues along the whole length of that busway.</p> <p>I believe the inbound extension of the P3 is a bad decision if it comes at the cost of cutting stops off the outbound segment of the route. Commutes between the East Busway stops and Downtown are already served by P1, and adding Uptown destinations isn't a good justification for cutting out current riders. Adding weekend service for the P3 route is fine, but probably misguided since the P3 has been traditionally positioned as a weekday commuter route, which I believe has important ripple effects on managing traffic patterns.</p>
Heidi	Gunzelman	If you are truly concerned with direct connections to employment hubs you would realize that stopping service of the P3 to Hamnett station will exacerbate the problem. My husband and I are both Pitt research employees who rely exclusively on the P3 to get to the Oakland campus for work. We ride the bus with many other Pitt employees and students. Cutting off service to our station and forcing us to use the horribly crowded P1 to get to a station to transfer to a P3 is unacceptable. The 61A is incredibly unreliable and we shouldn't be forced to make transfers when we live along the end of the East Busway. Do you really think this change will utilize the East Busway to it's fullest potential?
Dawn	Brooks	

		<p>I worry that the changes regarding the 61s and 71s will lead to confusion if there is not clear signage on every bus and at every stop regarding the shortening of service on the 71A C D and 61D.</p> <p>For anyone riding from Oakland to downtown, they can currently get on any 61 or 71. However the proposed changes may confuse people and likely mean that people would end up on a bus that does not go where they expect.</p>
Daniel	Ferriss	I recommend giving the BRT buses completely new names to avoid confusion.
Saoirse	McSharry	I (and many other riders) rely on the 61/71 routes to commute into and out of Oakland into uptown/ downtown. I live in mount washington and often the only way to commute is to take the 54c (which only runs once per hour) or take a combination of the 61/71 to the rail. This service is extremely important to me and my livelihood.
Kathy	Gallagher	As an Oakland resident, the BRT will complicate my use of PRT buses. It will require bus transfer to go downtown. It makes it much more inconvenient to get to the cultural district. It appears it will increase congestion in Oakland with so many riders required to transfer to BRT in Oakland.
Christopher	Biser	I am concerned about the cutting of both the 71A and 71C routes to downtown. My route most affected would be from a location on Centre Ave to downtown, where the 13 or 16 can be my next bus. However, it seems that with the proposed changes I will either have to catch the P3, which never seems to be where I need it, or to get an additional transfer to a 61 line in Oakland before continuing downtown. While I do not know the demographics and numbers behind this decision, I wish that even one of the 71 lines on Centre Ave would still continue downtown to reduce the number of transfers needed of someone traveling there from North Oakland or Shadyside
Tony	Lalli	<p>This entire project is bound for failure. Rapid buses in Oakland? How many pedestrians have been hit by buses there? The transit system in Oakland is HORRIBLE. Fast buses won't fix this - an underground LRT grade-separated from automobile traffic is much more appropriate. I cannot imagine the extra traffic by stealing automobile travel lanes for buses zipping along. Same problem downtown- the traffic is gridlocked already - the bus loop (if not LRT) should be put underground interchanging with the existing LRT stations. Better yet - continue the Oakland line out to the airport and replace the 28X.</p> <p>And why are normal buses on the proposed BRT line? The line should be exclusively for whatever transit vehicles are going to be built especially for it... seems dumb to mix regular buses with BRT. Transfer all suburban riders to the fast and frequent electric buses - in a climate controlled area.</p> <p>The disastrous intersections around Sixth Avenue, Ross and Fifth Avenues will see a marked increase in traffic, already at a choking point.</p> <p>Seriously who's dumb idea is this?!?</p>
Corbin	Doane	The most functional way to improve transit in Pittsburgh is by improve rail transit. The BRT project is an antiquated way of improving transportation in the city.

Corye	Jones	This all sounds nice. But unless I missed something I won't benefit from this at all. I suffer through the absolutely atrocious 82 Lincoln service four times a day, five days a week. From the buses that are ridiculously late, to not showing up, to being so early you can't possibly go by the schedule. To the absolute train wreck of construction all over Centre ave. The Lincoln service is abhorrent. And nothing I've read seems to address it
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PITTSBURGH REGIONAL TRANSIT
PUBLIC HEARING ON
BUS RAPID TRANSIT SERVICE CHANGES
WEDNESDAY, JANUARY 18, 2023
10:00 A.M. UNTIL NOON SESSION

* * * * *

TRANSCRIPT OF PROCEEDINGS
of a public meeting regarding the Bus Rapid
Transit Service Changes, held in the Pittsburgh
Regional Transit Boardroom, 345 Sixth Avenue,
Fifth Floor, Pittsburgh, Pennsylvania 15222,
commencing at 10:06 a.m., on the Wednesday,
January 18, 2023, at the time and date above set
forth.

* * * * *

Board Members:

Michelle Zmijanac
John Tague, via videoconference

Senior Management:

David Huffaker
Michael Cetra
Jim Ritchie
Michael Heidkamp
Melissa Rubin

Speakers:

Cheryl Longstreet
Caleb Britton
Nicole McCaffrey

P R O C E E D I N G S

(10:06 o'clock a.m.)

MS. RUBIN: Good morning, everyone, and welcome to the BRT Public Meeting for the major services changes being proposed. Thank you, everyone, for being here today. We appreciate your time and your interest in the BRT Project.

There are five bus routes with major service changes being proposed, and today we are here to listen to your feedback as part of the public process.

We have several Board Members and members of senior staff here who David will later introduce.

A few housekeeping items before we get started. Closed captioning is available. If you go to your meeting settings, you'll see three little dots. If you hover over those dots, you'll see meeting options, and you will enable closed captioning. That service is turned on.

For participants who wish to use the ASL interpreter service, we do have two interpreters joining us today. We have Heather Gray and Chad Barnett. Their screens are already

1 spotlighted, so they should remain large for your
2 use.

3 For those of you joining us
4 virtually or by phone, we ask that you mute your
5 microphone. If you are dialing in by phone, you
6 can do so by pressing Star 6.

7 I'm going to go over really quickly
8 what to expect today. So as a reminder,
9 Pittsburgh Regional Transit staff are unable to
10 respond to public testimony during the public
11 hearings. So if you have questions or comments
12 and you would like a response outside of the
13 hearing, please e-mail BRT@RidePRT.org.

14 Oral testimony will be limited to
15 three minutes per speaker. Speakers will be
16 called in the order that they are registered.
17 And I will run through a list of speakers at the
18 beginning of each session so that each speaker
19 has an idea of when they will speak.

20 All hearings will be recorded and
21 transcribed by a court reporter and made part of
22 Pittsburgh Regional Transit's official records.

23 If you have other BRT-related
24 questions, please e-mail them to BRT@RidePRT.org,
25 and we will be happy to talk to you about those

1 outside of this hearing today.

2 Now let me introduce Chief
3 Development Officer David Huffaker.

4 MR. HUFFAKER: Thanks, Missy.

5 Good morning, everyone. And as
6 Missy said, I'm David Huffaker, the Chief
7 Development Officer here at PRT, and I would like
8 to welcome you all to one of our three public
9 hearings today.

10 Missy described the service
11 changes, and last week as we did an information
12 session, you had a chance to hear more details
13 about those proposed changes and ask questions
14 and have some further dialog with PRT staff.

15 As Missy described, today is your
16 chance to speak to us to provide your public
17 testimony. And I want to emphasize that this is
18 not just a formality. We are very interested in
19 hearing what the public thinks about these
20 changes, and that feedback will go into our
21 planning and will help us develop our final
22 proposals for service changes. So this is very
23 important, your participation in this session.

24 We're here to listen to you. So we
25 will be focused on compiling the testimony that

1 is provided today.

2 Missy went through some of the
3 logistics of the session. I do want to also
4 recognize we have several Board Members in
5 attendance today. In the room today, we have
6 Michelle Zmijanac, and then we also have
7 John Tague participating online. I believe those
8 are the only Board Members participating at this
9 morning's session.

10 We also have a number of senior
11 team participants, and I want to recognize
12 Katharine Kelleman, our CEO, I believe, is
13 online. We also have, in addition to myself, in
14 the room we have Mike Heidkamp, who is our Chief
15 Operating Officer in charge of transportation.

16 We have Jim Ritchie, our Chief
17 Communications Officer; Mike Cetra, our Chief
18 Legal Officer; and then participating online, I'm
19 aware of Don Rivetti, our Chief Operating Officer
20 for Maintenance; as well as Jeffrey Devlin, our
21 Chief Information Officer.

22 So I want to welcome everyone.
23 Thank you for your participation, and we look
24 forward to hearing the public testimony.

25 Thank you.

1 MS. RUBIN: Okay. So we only have
2 three speakers registered for this morning's
3 10 a.m. session. In order, those are Cheryl
4 Longstreet, Caleb Britton, and Nicole McCaffrey.

5 Just a reminder that if anyone is
6 participating virtually or by phone and you hear,
7 you know, other comments and they, you know, stir
8 up thoughts for you and you would like to submit
9 testimony, we are still accepting testimony
10 through Wednesday, February 1st. And if you look
11 at the screen there, you can see all three ways
12 in which you can do that. Written comments can
13 be submitted online at the BRT website,
14 RidePRT.org/BRT.

15 Written comments can also be sent
16 through the U.S. Mail or hand-delivered to
17 Pittsburgh Regional Transit, BRT Service Changes,
18 Heinz 57 Center, 345 6th Avenue, 3rd Floor,
19 Pittsburgh, PA 15222.

20 Oral comments can also be made by
21 calling Customer Service at (412) 566-5335 and
22 leaving a message on the recorded line.

23 So first, we will hear from Cheryl.

24 MS. LONGSTREET: Good morning. I
25 know this has been a complicated process for you

1 all, and I'm aware of that, but I want to tell
2 you this morning how the changes are going to
3 impact me personally.

4 As you know, my name is Cheryl
5 Longstreet, and I'm going to turn 69 years old
6 this coming weekend. I live at the corner of
7 North Craig Street and 5th Avenue in Oakland.

8 I want to tell you a little bit
9 about the building I live in. It's a 96-unit
10 co-op apartment building, and directly to the
11 east of us, there's a somewhat larger co-op
12 building at the corner of Neville and 5th Avenue.
13 So there's a lot of people who reside in that
14 area.

15 We are generally on the little bit
16 older side. Some people are still working or
17 working part-time, but most of us are retired,
18 and there's people with various levels of various
19 disabilities in those buildings, and many of us
20 take the bus regularly.

21 Now, I've only really owned my
22 apartment for five years, but I'm real familiar
23 with the bus routes that go -- that currently go
24 past those buildings because my mother lived in
25 the building since 1983. And she was a really

1 avid bus rider. Up through her 90th year, she
2 rode the buses into town many times a week at
3 night.

4 There have always been four buses
5 that went directly from that location into and
6 out of town. And one of the reasons I felt
7 comfortable letting her do that through her 90th
8 year was the frequency of the buses and the fact
9 that they did go directly to and from town.

10 When we decided -- when we moved
11 back to the Pittsburgh region and we decided we
12 would purchase an apartment in that building, one
13 of the major reasons we purchased was because of
14 the bus routes that allowed us access into and
15 back out from town, through Oakland, through the
16 Uptown Section. My husband and I actually
17 participate in a couple -- two to three maybe
18 cultural events each week, and so we do use the
19 bus frequently.

20 One issue I had about this whole
21 transit change was I've been really pretty
22 diligently trying to find out, since you started,
23 how this was going to impact us because I figured
24 it would somehow. But whenever I read an article
25 in the paper, I'd often come down to the

1 building, and people would sort of very nicely
2 deflect me and say, well, you know, the
3 particulars will come closer to when the changes
4 are going to be made.

5 Well, finally, last Wednesday I was
6 on the bus, and I saw a brochure, which was the
7 very day of the informational meeting. Oh,
8 shoot. Can I go longer because there's not too
9 many people? I have one more paragraph. It's a
10 short one.

11 MR. CETRA: That's fine. Yes,
12 please. Go ahead.

13 MS. LONGSTREET: Under the Rapid
14 Transit Plan, we'll only have two buses instead
15 of four, and during the informational meeting
16 that I attended, it was suggested that I could
17 walk down the street and get a BRT route or
18 transfer. Currently, I can walk to Forbes Avenue
19 or down the street to 5th Avenue, but I have a
20 degenerative neurological condition, and sometime
21 sooner or later, I wouldn't be able to do that.

22 My husband currently has trouble
23 doing that. So just at the time that I need the
24 services that have been in place for over 40
25 years, it's not going to be there for me. And

1 I'm deeply disappointed.

2 Thank you so much for your time. I
3 appreciate it.

4 MR. HUFFAKER: And Ms. Longstreet,
5 if you have a written copy of your comments, you
6 can leave those with the court reporter.

7 MS. LONGSTREET: I actually have
8 more notes than I have comments.

9 MR. HUFFAKER: Thank you.

10 MS. LONGSTREET: Thank you.

11 MR. HUFFAKER: Caleb.

12 MR. BRITTON: Hello, everyone.

13 (Chorus of good morning.)

14 MR. BRITTON: My name is Caleb
15 Britton. I am a student at Carlow University and
16 an amateur transit YouTuber.

17 Our school, Carlow University, is
18 on the new Oakland BRT. As a regular transit
19 rider, I am very, very excited for the speed and
20 the capacity improvement to our school. I think
21 students are going to benefit from that.

22 My concern is that because Oakland
23 has such a high demand for transit -- I've
24 regularly been on 61 and 71 buses that are packed
25 to capacity going from say U-Pitt into

1 Squirrel Hill. My concern is that that's going
2 to persist even if there is BRT just because
3 there are so many people who like to ride that
4 route.

5 Additionally, I'm worried that if
6 demand continues to rise, or that there would be
7 less incentive to build something perhaps more
8 drastic in the future like a car-free transit
9 lane like the MLK Busway, or even a light-rail
10 line, since there's already a form of
11 infrastructure there, that might disincentivize
12 the construction of future infrastructure.

13 Oakland is a wonderful place, and
14 it deserves to have good transit, and I'm really
15 looking forward to see what you guys implement.

16 Thank you.

17 MR. HUFFAKER: Thank you.

18 Nicole.

19 MS. McCAFFREY: Good morning.

20 (Chorus of good morning.)

21 MS. McCAFFREY: Hello. My name is
22 Nicole McCaffrey. I am a resident of Wilkinsburg
23 and a Pitt grad student studying Social Work and
24 Public Health. So public transit is of great
25 importance to me and the communities that I

1 service.

2 There's a lot that I'm hopeful
3 about in the BRT Plan, but I am concerned about
4 the proposed changes to the P-3 route, which will
5 cut off service to Oakland for many people who
6 access it on several stations along the busway,
7 including the one nearest to me.

8 So today, I'd like to prior an
9 example of how it affects my own commute to
10 Oakland and respond to some of the statements and
11 assumptions from last week's info session.

12 First, from where I live, I'm lucky
13 to have stops for the 61-A, 71-C, and P-3 within
14 a ten-minute walk. The 71-C takes a long and
15 winding route to Oakland from where I am, so
16 that's generally out for me. The 61-A is less
17 reliable. When I sat down to write these
18 comments at 4:30 p.m. on a Tuesday, the ETAs for
19 inbound 61-A's at my stop were 26, 27, and 58
20 minutes. The P-3 ETA is, by contrast, were at
21 regular intervals of 15 minutes.

22 I understand that the 61-A route,
23 like many others, currently faces issues with
24 construction and driver staffing and that PRT is
25 hopeful that the changes they're making will

1 allow for a more reliable and efficient 61-A, but
2 I don't see why it's necessary to make changes to
3 a route, the P-3, that is already running with a
4 lot of reliability and efficiency.

5 I also understand that the
6 expectation is that riders who currently take the
7 P-3 at the affected stops will just take the P-1
8 or some other bus to the Wilkinsburg Station and
9 transfer. To me, that seems very questionable to
10 ask riders to leave earlier and take extra time
11 out of their day to take an additional bus, one
12 to two more stops, when this route already works
13 so well.

14 I believe in reliable and efficient
15 transit for everyone, and I imagine that those
16 working at PRT agree, or they wouldn't be there.
17 As one rider, I have to say that the P-3 change
18 is not the way to more reliable or more efficient
19 transportation for those in this area.

20 Finally, I'm also concerned that
21 there's been a lack of transparency, or at least
22 insufficient publicity around these changes.
23 Personally, I found out about the changes and
24 public comment period from a pamphlet on a P-3
25 bus in early December. It was the last copy, and

1 I haven't seen these pamphlets since.

2 I'm a frequent rider. I've also
3 spoken to two classmates living in Swissvale who
4 stand to be affected by these changes, and
5 neither of them have heard about that. Both
6 people bought houses there. One of them is a
7 longtime Pittsburgh resident, and we're also
8 students whose job it is to stay engaged in our
9 communities.

10 I know that PRT has been planning
11 these changes for a long time and has had many
12 meetings over that time, but if word is barely
13 even reaching us, then I have to wonder who else
14 hasn't been reached. Thank you.

15 MR. HUFFAKER: Thank you.

16 MS. RUBIN: Just for the audience's
17 awareness, the next speaker is not registered
18 until 11 a.m., so we will hear from Khalil Brown
19 at 11 a.m.

20 (Whereupon, a brief recess was
21 held.)

22 MR. HUFFAKER: Good morning,
23 everyone. I'm David Huffaker, Chief Development
24 Officer at Pittsburgh Regional Transit.

25 And just a reminder, if you are

1 just joining us, we are in the middle of our
2 10 a.m. to noon public hearing time. As you will
3 recall, we had people sign up for particular time
4 slots and we have completed our 10 a.m.
5 testimony.

6 We have one individual who has
7 signed up to testify at 11 a.m., and we have been
8 allowing a 15-minute grace period. So we will
9 keep our session open at least until 11:20 to
10 allow Khalil Brown to testify.

11 And if you have heard something
12 today that spurs additional thoughts that you
13 might want to have, if you would like to submit
14 it to the project team, we do have a number of
15 other methods to submit that testimony.

16 It would be too late to register
17 for a public hearing today or a public hearing
18 slot, but you can submit written comments to
19 www.RidePRT.org/BRT. You can also phone the
20 staff and leave an oral comment by calling
21 (412) 566-5335, and you will leave a message on a
22 recorded line. Alternatively, you can also
23 submit written testimony by U.S. Mail, or you can
24 hand-deliver to Pittsburgh Regional Transit,
25 attention BRT Service Changes, Heinz 57 Center,

1 345 6th Avenue, 3rd Floor, Pittsburgh,
2 Pennsylvania 15222.

3 So with that, I will ask Khalil
4 Brown to provide testimony, and we have a
5 15-minute slot available for him.

6 Thank you.

7 (Whereupon, a brief recess was
8 held.)

9 MS. RUBIN: This would be a last
10 call for Mr. Brown to provide testimony. I don't
11 think he's online, but if you are, please let us
12 know. Thank you.

13 (Whereupon, a brief recess was
14 held.)

15 MR. HUFFAKER: Good morning,
16 everyone. So we did not hear from Khalil Brown,
17 and we have now gone past the time that would be
18 allotted for his time slot to speak. However, we
19 would encourage both Khalil Brown and any others
20 who are interested in providing comments and
21 testimony to use the methods that I talked about
22 earlier, whether it's written comments to
23 www.RidePRT.org/BRT, phone comments that can be
24 left on the recorded message line at
25 (412) 566-5335, or written comments sent by US

1 Mail or hand-delivered to Pittsburgh Regional
2 Transit, attention BRT Service Changes, Heinz 57
3 Center, 345 6th Avenue, 3rd Floor, Pittsburgh,
4 Pennsylvania. The zip code is 15222.

5 So at this stage, I'm going to
6 close this hearing. We do have two more hearings
7 scheduled for this afternoon, one at 2 p.m., one
8 at 6 p.m., and the link for those hearings, if
9 you're going to participate online, is the same
10 as what you used for this hearing.

11 I thank everyone for their
12 participation. We look forward to continuing the
13 dialog this afternoon.

14 Thank you.

15 (Whereupon, the hearing was
16 concluded at 11:27 a.m.)

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PITTSBURGH REGIONAL TRANSIT
PUBLIC HEARING ON
BUS RAPID TRANSIT SERVICE CHANGES
WEDNESDAY, JANUARY 18, 2023
2:00 P.M. UNTIL 4:00 P.M. SESSION

* * * * *

TRANSCRIPT OF PROCEEDINGS

of a public meeting regarding the Bus Rapid
Transit Service Changes, held in the Pittsburgh
Regional Transit Boardroom, 345 Sixth Avenue,
Fifth Floor, Pittsburgh, Pennsylvania 15222,
commencing at 2:05 p.m., on the Wednesday,
January 18, 2023, at the time and date above set
forth.

* * * * *

Board Members:

Michelle Zmijanac, via videoconference
John Tague, via videoconference

Senior Management:

David Huffaker
Michael Cetra
Jim Ritchie
Michael Heidkamp
Jeffrey Devlin
Donald Rivetti
Melissa Rubin

Speakers:

Fred Mergner
James Hill
Aim Comperatore

P R O C E E D I N G S

(2:05 o'clock p.m.)

MS. RUBIN: Good afternoon, everyone. Thank you so much for being here. This is our second session for the BRT Public Hearings for major service changes being proposed. Thank you so much again for being here.

So there are five bus routes with major service changes being proposed. We are here to listen to your feedback as a part of the public process.

A few housekeeping items before we get started. The closed captioning is available. So please go to your meeting settings if you would like to use this function. If you are joining us virtually, you will see three dots and the word "more." Below it, those are your meeting settings. If you hover the mouse over that, you will be able to enable closed captioning.

For participants who wish to use the ASL interpreter service, that is available as well. You'll see Chad Barnett is there now signing. His image is spotlighted, so it should

1 remain large for everyone that needs to use that
2 service.

3 Please mute your microphone unless
4 you are speaking. If you are dialed in by phone,
5 you'll press Star 6 to mute.

6 So what to expect? Just a reminder
7 that Pittsburgh Regional Transit staff are unable
8 to respond to public testimony during the public
9 hearings, so if you have a question or a comment
10 and you would like a response outside of the
11 hearings, please e-mail BRT@RidePRT.org.

12 Oral testimony will be limited to
13 three minutes per speaker. Speakers will be
14 called in the order that they are registered, and
15 we'll run through a list of speakers at the
16 beginning of each session so that each speaker
17 has an idea of when they will speak.

18 All hearings are being recorded and
19 transcribed by a court reporter and will be made
20 part of the Pittsburgh Regional Transit's
21 official records.

22 If you have, again, other
23 BRT-related questions, please e-mail them to
24 BRT@RidePRT.org, and we will be happy to talk to
25 you about those other concerns outside of this

1 meeting.

2 Really quickly, for 2 o'clock, we
3 have first Fred Mergner, and then up will be
4 James Hills.

5 Also just giving these folks at
6 3 o'clock a heads-up. Because the 2 o'clock
7 session is not filled, anyone signed up for
8 3 o'clock who wishes to go earlier may do so. If
9 you don't want to, that's fine. But that would
10 be Shawn Pastor, Aim Comperatore, and Joanne
11 Foerster. So keep in mind, you may go early, if
12 you wish to do so.

13 Now, let me introduce our Chief
14 Development Officer, David Huffaker.

15 MR. HUFFAKER: Thanks, Missy. Good
16 afternoon, everyone. I'm David Huffaker, Chief
17 Development Officer here at Pittsburgh Regional
18 Transit, and I want to welcome you all to today's
19 public hearing.

20 As Missy just described, we'll be
21 talking about or actually listening to your
22 talking about the proposed service changes that
23 we're considering in concert with the start of
24 BRT construction in Downtown later this year.

25 You may have heard last week during

1 our information session on these proposals the
2 BRT service plan has evolved over the past
3 several years, informed after discussions with
4 the community. And we worked hard to develop a
5 plan that will best meet the needs of our many
6 stakeholders as well as the goals of PRT.

7 However, we are here to listen to
8 you, and our team is focused on compiling your
9 official testimony as we finalize the service
10 plan.

11 These hearings are not simply a
12 formality. We are committed to taking into
13 account all testimony received today and
14 throughout the two-month public comment process
15 and will report out next month on what we have
16 heard. Then, that feedback will inform our final
17 recommendations for service changes.

18 The structure of the public
19 hearings does not allow us to respond to you
20 today. As you heard from Missy about the
21 logistics of the session, we do have a relatively
22 limited number of speakers today, and I will
23 start with Fred Mergner.

24 MR. MERGNER: Good afternoon.

25 My name is Fred Mergner, retired

1 Port Authority Service Planner and Scheduler.

2 I get no pleasure from speaking
3 here before you today, but it is my duty to speak
4 out on behalf of transit riders, our city, and
5 out of concern and loyalty to this organization,
6 for which I worked 32 and a half years.

7 I am here to object to the BRT
8 service plan as proposed. In my view, and I am
9 sure most transit riders would agree, the
10 imposition of a forced transfer brought about by
11 short-turning 61-D, 71-A, C, and D, in Oakland
12 and P-3 in Wilkinsburg negates any improvement
13 promised by BRT for many riders.

14 The PRT website states that the
15 project purpose is to improve regional,
16 neighborhood, and job connectivity, but
17 short-turning actually severs connections.

18 It states that travel times will be
19 enhanced and service easier to use, but
20 short-turning and forced transfers actually
21 lengthen door-to-door travel times and make
22 transit trips more complex and stressful.

23 It states that travel time
24 variability will be reduced. Impossible, because
25 transfers increase variability in transfer time.

1 Regarding equity, there will be a
2 degradation of access to jobs for riders living
3 in Homewood and working in Uptown. These riders
4 will have to wait for a second bus, risk a missed
5 connection in Oakland, and endure increased and
6 uncertain travel times.

7 There are two route pairs where the
8 goal of reducing bunching may be compromised due
9 to differing endpoints, one in Downtown and one
10 in Oakland. Even if proper trip spacing can be
11 achieved on paper, the reality of on-street
12 delays and other factors will ensure continued
13 bunching. The result will likely be extended
14 wait times, uneven passenger loads, and
15 overcrowding.

16 With fewer bus stops in Oakland and
17 all outbound buses using Forbes Avenue, bus stops
18 will be more crowded. With extended waiting
19 times due to bunching and more waiting riders due
20 to forced transfers, crowding at the bus stops
21 may be untenable.

22 There is no service benefit for P-3
23 to go Downtown, and many reasons to have it
24 continue to serve the outer three East Busway
25 stops and park-and-rides.

1 For BRT to be truly successful, all
2 riders of the 61's, 71's, and P-3 must see a
3 benefit. If many of these riders actually have a
4 worse experience, the project may be deemed a
5 boondoggle and failure.

6 PRT may lose the public trust, be
7 accused of wasting millions of dollars, and most
8 tragically, may be seen as mismanaging the
9 transit system by selling the public an
10 improvement project that actually made the
11 transit experience worse.

12 Nobody wants that. We want
13 improvement and success. To that end and so that
14 all riders benefit, I urge Pittsburgh Regional
15 Transit to forget the short-turn and simply
16 maintain the current route structure of the 61's,
17 71's, and the P-3 bus routes.

18 BRT can and must work for everyone.
19 Thank you.

20 Before we have James Hill
21 participate online, I neglected to mention we do
22 have two PRT Board Members who are participating
23 on our call today. John Tague and Michelle
24 Zmijanac are both participating online.

25 And then I also neglected to

1 mention the PRT senior staff who are in person
2 today, Mike Heidkamp, our Chief Operating Officer
3 for Transportation; Jim Ritchie, our Chief
4 Communications Officer; Mike Cetra, Chief Legal
5 Officer; and Jeffrey Devlin, our Chief
6 Information Officer. And we also have
7 Don Rivetti, our Chief Operating Officer for
8 Maintenance, participating online. So I
9 apologize for that oversight.

10 So James Hill.

11 MR. HILL: Thank you. Can everyone
12 hear me?

13 MR. HUFFAKER: Yes.

14 MR. HILL: Okay. Great. Thank
15 you.

16 So my name is James Hill. I live
17 on Hutchinson Avenue. I'm very close to the
18 Hamnett Station stop and was speaking here on
19 behalf of not just myself but several of my
20 neighbors in Edgewood and Swissvale. The minute
21 we all heard that the proposed reduction of the
22 P-3 service on our side of town, the severing of
23 the P-3 at Wilkinsburg, the elimination
24 essentially of the stops that we use every day on
25 the P-3, we were all quite alarmed. And several

1 of my neighbors have sent in comments through the
2 written form, but I thought it would be worth it
3 for me to come here today and speak in person to
4 talk about our concerns.

5 Mainly this is going to -- if this
6 goes through, this would make our transit to
7 work, whether we work at Pitt, or Carnegie
8 Mellon, or at UPMC, as many of us do, much more
9 cumbersome, right? I'm aware that there are
10 alternative routes to the P-3, but they are going
11 to significantly alter our schedules and
12 attractiveness of public transit to us
13 essentially, whether that is taking the P-1 and
14 using that to transfer at the Wilkinsburg station
15 or at another station, or whether that -- using
16 the lines like the 61-A, which many of us fear
17 will end up being overcrowded as well as much
18 slower than the current service of the P-3.

19 What I'm afraid of happening is
20 many people that I know living in my neighborhood
21 will simply just stop using public transit
22 altogether. I already know of some neighbors
23 that drive in because of whether it's a stigma of
24 public transit that still exists in our society
25 or just fears of having to rely on a service they

1 feel like they can't rely on, probably due to
2 those stigmas.

3 I fear that if the route to get to
4 campus, or to get to UPMC, or to any destinations
5 in Oakland, if it becomes more cumbersome, a lot
6 of people I know will just start to drive in. I
7 don't think that's something the city wants. I
8 would hope not. I certainly know that a lot of
9 people at Pitt don't want that because the
10 traffic situation in Oakland is already bad. We
11 don't need more cars. We don't need more people
12 choosing to drive rather than utilize public
13 transit in our city.

14 So that's why I kind of come to the
15 meeting to come and speak. One of my neighbors
16 apparently has put up signs regarding this change
17 already at several of the stops in -- and I know
18 at Hamnett, and I think some other stops as well.
19 I have seen a couple of these fliers. It
20 apparently had some kind of little tabs attached
21 to them that advertised the link for the form to
22 submit written comments. And within maybe like a
23 day and a half of seeing those fliers go up, all
24 of those tabs had been taken. So clearly, there
25 is a lot of interest in these proposed changes,

1 and people felt motivated to leave comments
2 because as soon as these fliers are going up,
3 people are taking these tabs linking them to the
4 ability to get a page to submit online comments.

5 So I suspect that more than just
6 the circle of people that have talked here, there
7 is a wide interest in these changes, and much of
8 that interest that is -- it's kind of negative at
9 least on our end of the town.

10 So I realize these comments need to
11 be really short, so I'll stop there. And I want
12 to say thank you for holding this hearing. Thank
13 you for, you know, giving us the opportunity to
14 speak our minds about these proposed changes.

15 Thank you.

16 MR. HUFFAKER: Thank you.

17 So those are all of the scheduled
18 speakers for the 2 o'clock hour. As Missy
19 mentioned, if there is anyone here who was
20 scheduled to speak at the 3 o'clock hour and
21 would like to speak earlier, you are welcome to
22 do so, but certainly, if you signed up for
23 3 o'clock and you want to speak at 3 o'clock, you
24 can do that as well.

25 And so, in light of that, we will

1 be on hold until 3 o'clock.

2 (Whereupon, a brief recess was
3 held.)

4 MR. HUFFAKER: Good afternoon,
5 everyone. Just a reminder that we are in the
6 middle of our 2 p.m. hearing on the BRT proposed
7 service changes.

8 We are now ready to hear from the
9 people who signed up to speak at 3 p.m.

10 We have three speakers who signed
11 up during this hour. The first person is
12 Shawn Pastor. The second person is Aim
13 Comperatore, and then the last one is Joanne
14 Foerster.

15 And again, if you do hear something
16 in this session or through your continued
17 research of the BRT Service Changes and would
18 like to make a comment, there are multiple ways
19 for you to report into us and provide that
20 testimony. You can submit written comments
21 through www.RidePRT.org/BRT. You can also call
22 us and leave a comment on our recorded line of
23 (412) 566-5335, or you can either mail or drop
24 your comments in by hand at our offices here in
25 Downtown Pittsburgh, Pittsburgh Regional Transit,

1 Attention BRT Service Changes, Heinz 57 Center,
2 345 6th Avenue, 3rd Floor, Pittsburgh,
3 Pennsylvania 15222.

4 With that being said, our first
5 speaker is Shawn Pastor.

6 Shawn, if you are online and can
7 unmute yourself, you are welcome to speak.
8 Otherwise, we'll go to the next scheduled
9 speaker, Aim Comperatore.

10 MR. COMPERATORE: Good day. Hello.

11 I wish to address the concerns of
12 PRT's project. This is your first major project
13 as PRT. As a marketing strategy, the first event
14 thing is seen as significant and
15 identity-building, especially after re-branding.

16 I am a writer and have been taking
17 our buses for about ten years now. It is my
18 belief that this project will result in
19 widespread failure if implemented.

20 You are taking away service instead
21 of increasing it by the implementation of this
22 project. 5th and Forbes Avenue are always
23 traffic heavy. I am surprised, perhaps not, that
24 the Downtown portion of the current bus routes is
25 left off of the map, almost like it was

1 intentional.

2 Many people utilize the North Side
3 connection to the 13, 15, 16, and 17 to get to
4 the 61 series and 71 series buses. Yet that is
5 not shown on the map. You will be spending
6 millions of dollars which could be used to hire
7 drivers instead of breaking ground on a project
8 destined for failure because you eliminate the
9 accessibility of the liberty to provide for
10 people and their families via transit. The key
11 is in adding additional service, not eliminating
12 the current service to add for something else.

13 One of the greatest assets of the
14 61 series and 71 series buses are their ability
15 to overlap and provide exceptional service. Many
16 people look for places to live based upon bus
17 services that are provided and overlap. I am one
18 of them.

19 This map is also insufficient and
20 ought to be more detailed with how many bus stops
21 are affected, or do you wish for the public not
22 to know that?

23 I ask for this project to be
24 dropped and your attention to be brought to
25 matters of more serious concern, such as too many

1 drivers and reinvesting in attracting ridership.
2 And I thank you for my time.

3 MR. HUFFAKER: Thank you.

4 Next is Joanne Foerster. Joanne,
5 if you're online, please unmute yourself and feel
6 free to begin your testimony.

7 I will go back and ask for Shane
8 Pastor to speak. Shawn?

9 We have been allowing a 15-minute
10 grace period for those people who signed up to
11 speak. So we'll be on hold here for at least
12 another 15 minutes to allow Shawn Pastor or
13 Joanne Foerster to come online and provide
14 testimony.

15 Thank you.

16 (Whereupon, a brief recess was
17 held.)

18 MR. HUFFAKER: As a reminder, we
19 are waiting for two speakers who have signed up,
20 Shawn Pastor or Joanne Foerster. If either of
21 those individuals are in attendance, please
22 unmute yourself and begin your testimony. You
23 have about ten minutes left.

24 (Whereupon, a brief recess was
25 held.)

1 MR. HUFFAKER: Okay. The last call
2 for Shawn Pastor or Joanne Foerster. If either
3 of you are on the line or in the room, please
4 unmute or come up to the front of the room for
5 your testimony.

6 Thank you.

7 (Whereupon, a brief recess was
8 held.)

9 MR. HUFFAKER: Okay. I'd like to
10 thank everyone for participating in our afternoon
11 hearing. We have one more hearing scheduled this
12 evening at 6 p.m. that one will be fully online
13 on Teams.

14 As I said earlier, if you do have
15 other comments that you would like to make, there
16 are multiple ways for you to submit those so that
17 they get in the official record. Again, the
18 deadline for those comments is 5 p.m. on
19 Wednesday, February 1st.

20 You can go online to a form on
21 www.RidePRT.org/BRT. You can also call and leave
22 a spoken message on a recorded line at
23 (412) 566-5335, or you can either mail or
24 hand-deliver your written testimony to our
25 address here at Pittsburgh Regional Transit,

1 attention BRT Service Changes, 345 6th Avenue,
2 3rd Floor, Pittsburgh, Pennsylvania 15222.

3 I would like to thank everyone for
4 participating, and in particular, I do want to
5 call out Michelle Zmijanac and John Tague, our
6 two Board members who are participating online,
7 and thank you to my colleagues on the senior team
8 as well.

9 I look forward to further
10 discussion this evening. Thank you all.

11 (Whereupon, the hearing was
12 concluded at 3:22 p.m.)

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PITTSBURGH REGIONAL TRANSIT
PUBLIC HEARING ON
BUS RAPID TRANSIT SERVICE CHANGES
WEDNESDAY, JANUARY 18, 2023
6:00 P.M. UNTIL 8:00 P.M. SESSION

* * * * *

TRANSCRIPT OF PROCEEDINGS

of a public meeting regarding the Bus Rapid
Transit Service Changes, held via TEAMS
Videoconferencing, commencing at 6:07 p.m., on
the Wednesday, January 18, 2023, at the time and
date above set forth.

* * * * *

Board Members:

Michelle Zmijanac, via videoconference
John Tague, via videoconference

Senior Management:

David Huffaker
Michael Cetra
Jeffrey Devlin
Donald Rivetti
Melissa Rubin

Speakers:

Liam Hodgson
Viv Shaffer

P R O C E E D I N G S

(6:07 o'clock p.m.)

MS. RUBIN: Welcome, everyone.

Thank you so much for being here. This is the Pittsburgh Regional Transit Public Hearing for Major Service Changes.

We thank you for your time and your interest in this project. I know many of you joined us throughout the day earlier today, so we thank you for your constant support and interest in the project.

There are five bus routes with major service changes that are being proposed. We are here today to listen to your feedback as a part of the public process.

A few housekeeping items, the closed captioning feature is turned on, so if you'd like to use that -- if you go to wherever your meeting tools are in that little bar, you should see three dots with the word "more" under it. If you click on those three dots and hover, you'll see different meeting options, and what you want to do is you want to enable closed captioning.

For participants who wish to use

1 the interpreter service, we do have two
2 interpreters with us this evening. Their screens
3 are already spotlighted, so they will remain
4 large for your use.

5 Please mute your microphone if you
6 are not speaking. If you are dialed in by phone,
7 which it doesn't look like we have any yet, those
8 folks will press Star 6 to mute.

9 I want to go over really quickly
10 what to expect so Pittsburgh Regional Transit
11 staff are unable to respond to public testimony
12 during the public hearing, so if you have
13 questions or comments based on things you're
14 hearing this evening, and you would like a
15 response, we can do that outside of the hearing.
16 So if you just send an e-mail to BRT@RidePRT.org,
17 we'd be happy to set a time to talk with you.

18 All oral testimony will be limited
19 to three minutes per speaker. Speakers will be
20 called in the order that they are registered, and
21 I will run through a list here in a moment. So
22 if you are registered to speak, you'll have an
23 idea of how long until it's your turn.

24 All of the hearings will be
25 recorded and transcribed by a court reporter and

1 made part of the Pittsburgh Regional Transit's
2 official records. And again, if you have other
3 questions related to the BRT project, please
4 e-mail us at any time, BRT@RidePRT.org, and we'll
5 be happy to talk with you about those questions
6 and concerns.

7 Now, let me introduce our Chief
8 Development Officer, David Huffaker. David.

9 MR. HUFFAKER: Thanks, Missy.
10 Welcome, everyone. Good evening to you.

11 As Missy said, I am David Huffaker.
12 I'm the Chief Development Officer here at
13 Pittsburgh Regional Transit, and I'd like to
14 welcome you all to tonight's public hearing.
15 This is actually the third of three hearings that
16 we have had throughout the day related to the
17 proposed service changes that we are considering
18 in concert with the start of BRT construction
19 that will be beginning in Downtown later this
20 year.

21 Last week we had an information
22 session on these proposals, and that was where we
23 provided a little more dialog around the BRT
24 service plan. I want to emphasize that this
25 service plan has evolved over the past several

1 years. Informed by our discussions with the
2 community, and as Amy Silbermann described last
3 week, this plan has significantly changed from
4 what was originally proposed based on feedback
5 from the community.

6 We have worked hard to develop a
7 plan that will best meet the needs of our many
8 stakeholders and the goals of PRT.

9 Tonight we are here to listen to
10 you. Our team is focused on compiling the
11 official testimony as we finalize this service
12 plan.

13 I want to emphasize that these
14 hearings are not simply a formality. We are
15 committed to taking into account all of the
16 testimony that we receive today and throughout
17 the entire two-month public comment process.

18 And next month, we will be
19 reporting out to our Board on what we have heard
20 and using that input as we finalize what the
21 service plan is that we're going to recommend.

22 However, as Missy emphasized, the
23 structure of the public hearings does not allow
24 us to respond to you today.

25 I do want to also recognize we have

1 participation from a couple Board members this
2 evening. We have both John Tague and Michelle
3 Zmijanac participating remotely. We also have
4 several of our senior team members participating
5 tonight, and I'd like to thank them. We have Don
6 Rivetti, our Chief Operating Office for
7 Maintenance; Mike Cetra, our Chief Legal Officer;
8 and Jeffrey Devlin, our Chief Information
9 Officer. And I believe that is all we have as
10 far as senior team members here this evening.

11 So with that, we have a relatively
12 limited list of participants signed up to provide
13 the testimony this evening. Missy, if you could
14 go through that list.

15 MS. RUBIN: Absolutely. So we have
16 Maris is registered for 6 p.m., and I do not see
17 them on yet.

18 And then next, in the following
19 order, is Liam Hodgson, Andrew Hussein, LJ Capps,
20 Viv Shaffer, Dawn Brooks, and Pearl Hughey.

21 So we don't have our first speaker
22 yet until I am mistaken. Maris, are you on yet,
23 and I'm just not seeing you?

24 (No response.)

25 MS. RUBIN: So it looks like not

1 yet.

2 MR. HUFFAKER: And for participants
3 and people watching online, what we allow is a
4 15-minute grace period for the person who has
5 signed up to testify at a particular hour. And
6 so we will keep the hearing open until at
7 least -- well, let's see, it would be about 6:25
8 or so. And in the meantime, we will wait and
9 hope that we can hear from Maris.

10 MS. RUBIN: I was going to offer,
11 David, if it's okay in the meantime, if any of
12 the folks signed up at 7 p.m. would like to speak
13 early, we could take them in the order that they
14 are signed up; if that's okay?

15 MR. HUFFAKER: Sure.

16 MS. RUBIN: Liam Hodgson. Liam,
17 are you on yet? Is that you?

18 MR. HODGSON: Hello.

19 MS. RUBIN: Do you want to go
20 early? You don't have to. You're welcome to
21 wait until 7 o'clock, but if you want to provide
22 your testimony so you can move on with your
23 evening, we're happy to take you now. Whatever
24 works for you.

25 MR. HODGSON: Yeah, I will go ahead

1 and provide.

2 MS. RUBIN: Okay.

3 MR. HODGSON: Should I just start?

4 MR. HUFFAKER: Yes.

5 MS. RUBIN: Yeah. Whenever you're
6 ready.

7 MR. HODGSON: All right. Hi.

8 Thanks for holding this meeting. My name is
9 Liam, a Pittsburgh resident. I use the buses,
10 use the bike lanes, everything.

11 My comments is related to the
12 proposed changes in the physical infrastructure
13 and striping. So on the Oakland map, there is a
14 section on 5th Avenue between Bellefield and
15 Neville, and that does not include a two-way bike
16 lane, even though 5th Avenue, west of there,
17 does. And in my opinion, this discontinuity is
18 kind of messing up what would be a really good
19 minimum, viable network because Neville is the
20 path down to the Eliza Furnace Trail, and then
21 5th Avenue is the path toward institutions and
22 housing and recreation.

23 Furthermore, this part of the
24 cartway, as it is currently proposed, still has
25 street parking in front of the Mellon Institute,

1 and I think just east of there is like a bank or
2 something. And I've looked at it. There is
3 still going to be retained parking on Bellefield
4 and on Craig. And so, in my opinion, those
5 parking spaces can be re-striped to extend that
6 two-way bicycle direction. And this will provide
7 a safe place to bike, so that people don't have
8 to hop into traffic for two blocks, which is --
9 again, if we're going to design this, we don't
10 want to design in discontinuities from the start
11 because it will be harder to change later.

12 And the loss of parking, in my
13 opinion, will be negligible because there is
14 parking available within a couple minutes' walk,
15 especially given that we don't really want that
16 much parking anyway, because it's not that great.

17 Finally, I just -- I'm really
18 excited for this. I want to express my support
19 for the overall plan. I think it's going to be
20 really important to have fast buses and safe
21 biking without having to go down the river.

22 That concludes my testimony. Thank
23 you.

24 MR. HUFFAKER: Thank you.

25 MS. RUBIN: I'm not seeing Maris

1 yet, but Maris, if you are logged in under
2 someone else's account, we are ready for you
3 whenever you are available.

4 I'm not seeing -- again, if anyone
5 who is registered for 7 p.m. wishes to go early,
6 you can just let us know.

7 Dawn Brooks, I believe you are the
8 next speaker that is -- has joined the meeting.
9 If you wish to provide testimony earlier, you may
10 do. So if want to wait until 7 o'clock, that's
11 fine.

12 MS. BROOKS: I'll wait until 7.

13 MS. RUBIN: Okay.

14 MR. HUFFAKER: Just a note, while
15 we're waiting, we have other ways for people to
16 submit public comments. All comments need to be
17 submitted by 5 p.m. Eastern time on Wednesday,
18 February 1st. That's actually 2023.

19 The written comments, you can
20 submit online at our website at
21 www.RidePRT.org/BRT.

22 You can also provide oral comments
23 by leaving a message on a recorded line by
24 calling the number (412) 566-5335, or finally,
25 you can provide written comment either by U.S.

1 Mail or hand-delivered to the PRT offices at
2 Pittsburgh Regional Transit, Attention BRT
3 Service Changes, Heinz 57 Center, 345 6th Avenue,
4 3rd Floor, Pittsburgh, Pennsylvania 15222.

5 MS. RUBIN: There's a person that
6 joined as PRT guest and I'm wondering if that
7 happens to be Maris. Maris, you were registered
8 to speak, you know, at the 6 o'clock session, and
9 we are ready for you if that is you.

10 Okay. That is going to be the last
11 call for Maris.

12 (Off the record.)

13 Maris, if you have joined us under
14 another name or sign in, please let us know that
15 you're here. We would like to take your
16 testimony.

17 Since there are no other speakers
18 that wish to go earlier, we're going to pause the
19 meeting until 7 o'clock.

20 As a reminder to anyone listening,
21 if you have comments that you would like to
22 submit, David went through those directions
23 earlier, and they are -- you should see those on
24 your screen. And we will see everyone at
25 7 o'clock. We will pick back up at 7.

1 (Whereupon, a brief recess was
2 held.)

3 MS. RUBIN: Thank you all for
4 joining us this evening. I saw somebody joined
5 by phone. We are taking a brief pause until
6 7 o'clock and we will reconvene at that time.

7 Go ahead. I'm sorry. I see your
8 hand is raised.

9 (Whereupon, a brief recess was
10 held.)

11 MS. RUBIN: If you're just joining
12 us, stay tuned. We'll be starting shortly. I
13 didn't want anyone to think there was a problem
14 with your connection or the sound. Everything is
15 okay. We just took a brief pause in the meeting
16 because we had light, light speakers for
17 6 o'clock. So we're gearing up for 7.

18 (Whereupon, a brief recess was
19 held.)

20 MS. RUBIN: Welcome back, everyone.
21 Thank you for hanging in there. If you are
22 rejoining us from 6 o'clock and if you've just
23 joined now, thank you for being here as well.

24 David, do you want to go ahead and
25 kick us off?

1 MR. HUFFAKER: Sure. Thank you.

2 And I would again like to welcome everyone back
3 to our session. We are in the final hour of our
4 public hearings for the day.

5 Again, we do have a list of people
6 who are scheduled to testify this hour, and Missy
7 will go through that list, but I wanted to remind
8 everyone that this is not your only chance to
9 submit public comments. There are three ways for
10 you to comment between now and 5 p.m. on
11 Wednesday, February 1st. The first one is go
12 online to our website www.RidePRT.org/BRT, and
13 you can submit a comment there.

14 You can also call and leave a
15 message on our recorded line at (412) 566-5335,
16 or finally, you can submit a written comment
17 either by mailing them to us or hand-delivering
18 to our offices at Pittsburgh Regional Transit,
19 Attention BRT Service Changes, Heinz 57 Center,
20 345 6th Avenue, 3rd Floor, Pittsburgh,
21 Pennsylvania 15222.

22 And now for the 7 o'clock
23 testimony. I will go to Missy for the
24 run-through of the names.

25 MS. RUBIN: Okay. Thanks, David.

1 Andrew Hussein. Andrew, I don't see you logged
2 on unless you're under someone else's name.

3 Andrew.

4 Okay. We'll come back to him.

5 LJ Capps. LJ, if you're on go ahead and unmute
6 yourself. LJ Capps?

7 How about Viv Shaffer?

8 Viv Shaffer, are you on? Viv Shaffer.

9 Dawn Brooks. Dawn Brooks. And
10 Pearl Hughey. Pearl?

11 Okay. It doesn't look like any of
12 our 7 o'clock speakers are here yet, so we will
13 go ahead and extend the 15-minute grace period
14 and hope that they are able to join us.

15 (Whereupon, a brief recess was
16 held.)

17 MS. RUBIN: Okay. It looks like
18 one of our speakers just joined us. Hi, Viv. Is
19 this Viv Shaffer?

20 MS. SHAFFER: Hello. Can you hear
21 me?

22 MS. RUBIN: We can, and we're ready
23 for you.

24 MS. SHAFFER: I just got into the
25 meeting, so I heard my name. That's all I know.

1 MS. RUBIN: Okay. So we called
2 your name, so whenever you are ready to provide
3 your testimony, we're here. If you need a couple
4 of minutes to get settled, that's okay. We're
5 here anyway.

6 MS. SHAFFER: That's fine. I think
7 I'm ready.

8 MS. RUBIN: Okay. Great.

9 MS. SHAFFER: I looked at the
10 brochure. I picked up the brochure for the
11 proposed service changes when I was on a bus
12 heading Downtown. I live in North Point Breeze.
13 I ride the 71-C pretty regularly to get Downtown,
14 and the proposed changes where the 71-C will only
15 go to Oakland are going to be a significant
16 hardship for me. I walk with a cane. I'm slow
17 getting on and off the bus. I'm not enthusiastic
18 about having to get off the bus in Oakland and
19 then stand either in the cold in winter or the
20 bad air quality of 5th Avenue in the summer to
21 get back on to get Downtown. Most likely, I'm
22 not going to do it.

23 The changes that the transit
24 company could make that would make this change a
25 little bit more palatable would be to extend the

1 route of the 88, which currently stops at
2 5th Avenue and turns into the East Liberty bus
3 garage. If that were to be extended down
4 5th Avenue, then that could be a direct route to
5 town.

6 Another charge that would make this
7 -- the loss of the 71-C as a bus to get Downtown
8 a little easier to deal with would be to increase
9 the service on the 67 or the 69. Those buses
10 currently run on average it seems like about once
11 an hour, and they seem to run at about the same
12 time. So they come within ten minutes of each
13 other. So it really amounts to once an hour,
14 even though there's only these two buses. So
15 expanding that by about triple so that we could
16 get three 67's and three 69s an hour instead of
17 just one would also help to mitigate the
18 hardships caused by eliminating the 71-C route
19 going Downtown.

20 There are other buses going
21 Downtown. I realize that, but again the 88
22 doesn't come out into my neighborhood. The 67
23 does, and they only run about once an hour. I
24 only live a couple of blocks from the busway, but
25 that's a steep hill that I'm not going to climb,

1 especially when it's icy outside.

2 The other thing that would help a
3 lot would be to provide some park-and-ride stops.
4 We just lost the park-and-ride at the former
5 Giant Eagle shopping center on Shakespeare Street
6 near the intersection of Shady and Penn.

7 TIMEKEEPER: Three minutes have
8 elapsed. Thank you.

9 MS. SHAFFER: Excuse me?

10 MS. RUBIN: Viv, you had three
11 minutes, so if you can just go ahead and wrap up
12 your comments?

13 MS. SHAFFER: Okay. Sure. I'm
14 sorry. I wasn't aware of the time.

15 MS. RUBIN: That's okay. You can
16 go ahead and finish.

17 MS. SHAFFER: I was finishing up on
18 the park-and-rides.

19 The last thing I want to say is
20 that I've already had this conversation with your
21 customer service people, and they deny that
22 racism has anything to do with it, but it's sort
23 of screamingly obvious that the buses that run
24 through Homewood are being cut short, and the
25 buses that run through Squirrel Hill are

1 continuing onto Downtown.

2 The customer service people have
3 politely explained to me that the buses that run
4 through Squirrel Hill have origins in neighbors
5 further out than just the City. Nevertheless,
6 the bus company has denied that this has anything
7 to do with making it harder for black people to
8 get Downtown. They have denied that it has
9 anything to do with discriminating against black
10 neighbors and deciding where to make the service
11 cuts. And I would like to make note of the fact
12 that I'm a boomer generation white lady, and I'm
13 offended by this, so I can only imagine how
14 offended the black communities must be.

15 Thank you for this opportunity. I
16 hope you can fix these problems that are
17 proposed.

18 MR. HUFFAKER: Thank you.

19 MS. RUBIN: We will do a roll call
20 here again. Do we have Andrew Hussein? Andrew,
21 are you here?

22 LJ Capps? LJ, have you joined us?

23 Dawn Brooks. I know Dawn was on
24 earlier. Dawn Brooks?

25 Pearl Hughey? Pearl?

1 (Whereupon, a brief recess was
2 held.)

3 MS. RUBIN: We had some folks who
4 just joined at 7 o'clock. While we're waiting,
5 Pittsburgh Regional Transit staff are unable to
6 respond to public testimony during the public
7 hearings as it is set up. So if you have
8 questions or comments and would like a response
9 outside of the hearings, please e-mail
10 www.RidePRT.org. We are here to collect your
11 testimony, and we are listening and making note
12 of all of your comments. We are just unable to
13 respond due to the format of the hearings.

14 Thank you.

15 AUDIENCE MEMBER: Could you please
16 repeat that e-mail address that you gave just a
17 minute ago?

18 MS. RUBIN: I'm sorry. Sure. It's
19 www.Ride, R-I-D-E, P-R-T, .org.

20 AUDIENCE MEMBER: Just to be clear,
21 that was BRT as in Boy, R-T, at Ride, P, as in
22 Peter, R-T; is that correct?

23 MS. RUBIN: Yep, that's correct.

24 AUDIENCE MEMBER: Thanks so much.

25 MS. RUBIN: Absolutely. And that's

1 not just for the hearing. That's for any
2 questions or comments at any time, even through
3 construction regarding BRT.

4 (Whereupon, a brief recess was
5 held.)

6 MS. RUBIN: Okay. We're here to --
7 we're going to do another roll call to make sure
8 that someone is not logged in under a different
9 name.

10 Andrew Hussein? Andrew? LJ Capps?
11 LJ? Dawn Brooks. Dawn Brooks. Pearl Hughey.
12 Pearl Hughey.

13 (Whereupon, a brief recess was
14 held.)

15 MS. RUBIN: Okay. We're going to
16 do one final call for speakers. Andrew Hussein.
17 LJ Capps. Dawn Brooks. Pearl Hughey.

18 I'm not seeing any of those people
19 here.

20 MR. HUFFAKER: Okay, Missy. I
21 think we have gotten all of the testimony we are
22 going to get this evening.

23 I would like to thank everyone for
24 participating. In particular, a thank you to
25 Board members John Tague and Michelle Zmijanac,

1 as well as my colleagues on the senior team, for
2 participating tonight as well as earlier today.

3 Again, we have three other ways for
4 people to submit comments between now and
5 February 1st. You can go online at
6 www.RidePRT.org/BRT, and there will be an online
7 form for you to submit a comment.

8 You can also call our message line,
9 where you can leave a recorded message at
10 (412) 566-5335, or finally, we are taking written
11 comments by U.S. Mail or hand-delivery to our
12 offices in Downtown Pittsburgh, Pittsburgh
13 Regional Transit, Attention BRT Service Changes,
14 Heinz 57 Center, 345 6th Avenue, 3rd Floor,
15 Pittsburgh, Pennsylvania 15222.

16 I thank everyone for your
17 participation and interest in the project, and we
18 look forward to receiving all of your comments
19 and including those in our report, which we will
20 be discussing with the Board in February.

21 So thank you very much, everyone,
22 and have a good, safe night.

23 MS. RUBIN: All right, everyone.

24 Thank you.

25 (Whereupon, the hearing was

1 concluded at 7:35 p.m.)

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AUDIO COMMENTS FROM CUSTOMER PHONE LINE

AUDIO CALLER: I am a Pittsburgh citizen that relies on the bus for service, and I picked up a map of the proposed changes, and they do not make sense.

First of all, you're cutting off travel from these underserved and low-income communities and preventing them from getting into Downtown Pittsburgh for their jobs. There's nothing on this map that indicates anything in place of what you're destroying.

Also, the East Busway is for such a localized and specific place. It does not make sense. We are reaching out to the Senators, the Representatives, the Mayor, and we're also reaching out to the TV news broadcasts. This is ridiculous. It's sad, and it's very selfish, and all Ms. Kellerman wants to do is put another line on her resume so she can travel on to a bigger job. Please keep the citizens that you serve in your eyes and heart. Don't do this to them. You're just destroying their chance to make a living and support their families by further destroying a lifeline to them, which is the bus

1 service.

2 Also, like myself, there are so
3 many seniors that rely on the bus. There is so
4 many people now with disabilities getting on and
5 motivated (sic) wheelchairs and carts, and you're
6 just taking this away from them? I don't get it.
7 None of us get it, and we're going to do
8 everything we can in our power to bring this
9 silliness to the public's eye and to the
10 politicians' eye.

11 Thank you for listening and taking
12 my call, and just step up and have a heart.

13 Happy New Year. Bye.

14 - - - - -

15 AUDIO CALLER: Hello. I wanted to
16 publicly comment on the 71-A and 71-C buses,
17 neither of them going completely Downtown, and
18 that will be a major inconvenience for Shadyside
19 Hospital. So if this could be rectified, maybe
20 have one, either the 71-A or C go all the way
21 Downtown so that we don't have to take three
22 buses if we're coming from another area,
23 transferring in town and then have to transfer
24 again in Oakland or having something like an
25 alternate system where every other A or C comes

1 Downtown.

2 Thank you very much.

3 - - - - -

4 AUDIO CALLER: It is December 15th.

5 Tell Ms. Kellerman to step up to the plate or

6 look for another job. It is December 15th.

7 Bye.

8 - - - - -

9 AUDIO CALLER: Good morning. Today
10 is December 16, and this Gia Kiala, and I just
11 wanted to have a comment on the 71-A and C should
12 go directly from Downtown to Shadyside Hospital
13 with no transfer in Oakland because if one is
14 coming from the North Side working at Shadyside
15 Hospital, that would be three buses. You have to
16 go from the North Side to the Heinz Hall stop,
17 get the 71-A or C. Now we do that and go right
18 to Shadyside Hospital, but if there's going to be
19 another transfer in Oakland, that will be very,
20 very inefficient. So I would encourage that the
21 71-A and C, or at least one of them, go directly
22 from town to Shadyside.

23 Thank you.

24 - - - - -

25 AUDIO CALLER: Hello. I picked up

1 a brochure about the changes, and what it seems
2 like, is the BRTs are mainly the 61's and the
3 71's will not be going Downtown. So what I would
4 like to suggest is having one of the 71-A or C go
5 to town and back, and then have either the 61-A
6 or B not go both to town and back. That -- and
7 this way, if we wanted to go to town, to
8 Shadyside Hospital, or the Giant Eagle Market
9 District, or St. Paul Cathedral, we take one bus.
10 Now we have to take two buses. And if we're
11 coming from the North Side, you would have to
12 take three buses.

13 So again, I would recommend to have
14 either the 71-A or C go all the way to town and
15 back.

16 Thank you.

17 - - - - -

18 AUDIO CALLER: Hi. I -- I live in Wilkinsburg, and
19 I'm against taking the P-3 away from the Hamnett
20 and the Swissvale Station. I don't see the benefit
21 in cutting the route short at Wilkinsburg.

22 - - - - -

23 AUDIO CALLER: Please do not cut
24 service to Hamnett Station on the P-3. I mean,
25 we have this wonderful busway, and some of us

1 have planned our whole lives around these bus
2 routes, and when you cut the bus lines, our whole
3 lives get upended because we've planned them
4 around being close to a bus station that's
5 supposed to get us to work, where we need to. So
6 if suddenly the bus at the bus station no longer
7 goes to work, what are we supposed to do? Our
8 whole life is going to be upended. Our day is
9 going to be spent commuting instead of
10 contributing to the economy or supporting our
11 families. It's not fair.

12 - - - - -

13 AUDIO CALLER: Hi. I was calling
14 to leave a comment about the P-3 bus changes.
15 I've been a resident of Swissvale for about 12
16 years, and that bus has been able to get our
17 community to work, and we don't really
18 understand, because we talk about this at the bus
19 stop with massive people, why they are making
20 these changes, making it harder for people to get
21 to work in our neighborhoods. I get that they
22 want to send a bus Downtown, and I just feel like
23 this is not going to work out. Now you're going
24 to have a lot more people -- everyone that gets
25 on this P-3, and that bus is always full to

1 capacity, now has to get on the 61-A, which means
2 if there's not two 61-A's back-to-back, then some
3 of us are going to have to be standing there and
4 miss work.

5 We don't know if you guys are
6 hiring so that the jobs that we have to give up
7 because we can't get around through our
8 community -- is we can now work there or how that
9 works out. Some of us don't have jobs to where
10 we can park at work. I work at a hospital. I'm
11 not allowed to park at work, so I have no choice
12 but to catch the bus and that we -- a lot of
13 people, it's not just me I'm speaking for,
14 everybody that we've been talking about for the
15 last month, we feel that this is just very
16 inconvenient.

17 We know that you guys are just
18 workers. This is not whoever is answering this
19 call because it's not your fault. It's a person,
20 but this is like really, really, really bad for
21 this community. I mean, people literally are
22 thinking about moving somewhere, so it's more
23 convenient for them to get to work because life
24 is hard enough with inflation and everything else
25 going on; now, I can't even get to work. I have

1 to leave my job. It's -- this is going to be
2 really bad. But thank you.

3 - - - - -

4 AUDIO CALLER: Hi. My name is
5 Robin Miller. My number is 412 -- I'm sorry,
6 (724) 713-0440.

7 I am calling for several riders of
8 the P-3 about cutting services for Hamnett,
9 Roslyn, and Swissvale and possibly adding a
10 25-more-minute longer commute for us. We would
11 appreciate it if you did not do this. There are
12 a lot of us that ride the bus and this would be
13 very inconvenient for us.

14 You can call me back if you'd like.
15 Thank you. Have a wonderful day.

16 - - - - -

17 AUDIO CALLER: Hi. I am calling
18 about the possible changes on the routes for the
19 P-3 bus, and just wanted to say I work in Oakland
20 at the University. And I will say that there's a
21 very large portion of riders who work in Oakland,
22 or go to school in Oakland that use the P-3 bus
23 to get there. And a lot of us get on at the
24 Swissvale exit and Roslyn and I forget what the
25 third one is called. But it would be very

1 difficult for us getting in to work and in to
2 school on time if the P-3 did not come to the end
3 of the busline at Swissvale. To try and get two
4 buses to match up to still get to work on time is
5 going to be very difficult and time-consuming.

6 And unfortunately, the way the
7 parking is in Oakland, we really don't have much
8 of an option to drive because there is nowhere
9 for us to park, so we rely very heavily on taking
10 the bus in and getting to work in a timely
11 fashion.

12 And as far as it going to Downtown,
13 that is the only bus that goes -- that they --
14 flyer bus that goes strictly to Oakland and not
15 Town. And again, if it goes to Town, it's going
16 to change up the route and the timing of the
17 buses which is going to make it very difficult
18 for us again.

19 We have all the hospital workers,
20 all the university workers, all the high school
21 and college kids that rely on that bus, not to
22 mention patients of the hospital that are going
23 in for appointments or people going in to visit
24 people at the hospitals, and there's really
25 nowhere to park down there, or they may not have

1 access to be able to drive down and park, and
2 can't afford a taxi or an Uber or something like
3 that. So we rely very heavily on it. It's a
4 very populated area for work, schools, and
5 hospitals. And it would really be a huge
6 disservice to us to limit how far the P-3 goes,
7 and also to send it to Town and mess up those
8 routes to where it wouldn't come as frequently.

9 I guess that's it. Thank you so
10 much and hope you'll take all of our comments
11 into consideration. Thank you.

12 - - - - -

13 AUDIO CALLER: Hi. I work in
14 Oakland and I ride the P-3 to and from work every
15 single day. And the P-3 is the only express bus
16 service that services my neighborhood. And I
17 feel like I pay to use the PRT like everybody
18 else, and there are a plethora of other buses
19 that go from Oakland into Downtown, and I'm
20 wondering why or how or what is the possible
21 justification for cutting off and discontinuing
22 service coming from the outbound into Oakland.
23 It doesn't make any sense that you're going to
24 cut off service for a whole contingent of people
25 that use the service every single day. I'm

1 wondering was there anybody in the room to
2 advocate on the behalf of riders like me who are
3 being affected by these changes? And if so, do
4 they utilize the services themselves?

5 Now, I'm hoping that people have
6 commented, like myself, and that our comments are
7 being taken seriously and into consideration, and
8 that maybe this proposed change will not go into
9 effect. And perhaps a new plan drawn up won't
10 disenfranchise riders who only have one option,
11 express option of transportation to get back and
12 forth to work.

13 It saddens me that the only way
14 that -- anyway, I just hope that something will
15 change.

16 Thanks so much. Bye-bye.

17 - - - - -

18 AUDIO CALLER: It doesn't make
19 sense that you want rapid transit into Oakland
20 from Town but you're just doing a horrible thing
21 to the underserved communities wanting to get
22 into Town. There are old people. There are poor
23 people, and you're going to put them through this
24 and get in the chaos in Oakland.

25 I think that PRT needs to look for

1 new jobs and get people in there that want to
2 deal with the public and not just putting a new
3 line on their resume. This is a horrible,
4 horrible thing. You're just cutting down -- what
5 if I want to get to Mercy Hospital? What if my
6 husband wants to go to work in Town? My mother
7 is in a wheelchair. Oh, and we're going to make
8 her transfer in Oakland. This the dumbest, most
9 political move that PRT -- it used to be Port
10 Authority. They were decent. They really served
11 their clients that rode the buses.

12 Bye.

13 - - - - -

14 AUDIO CALLER: Good morning. This
15 comment is for the Rapid Transit. My concern is
16 that Oakland is already congested during and
17 between the hours of 2 and 6 p.m. with college
18 students, people going to the hospital. I just
19 don't understand or see how it would be possible
20 to stop all the buses in Oakland when it is
21 already congested.

22 I have a concern because I do go
23 into Oakland frequently, and my concern is with
24 the bus being overcrowded and also being on time.

25 So that is my comment in reference

1 to the rapid transit. I don't understand how you
2 can stop all the buses going into town when there
3 are people with wheelchairs that have to go to
4 Court. Other people that go to Court as well.
5 So those are my concerns with that project.

6 Thank you.

7 - - - - -

8 AUDIO CALLER: Hi. My name is
9 Rebecca Roush. I work for the University of
10 Pittsburgh. My number is (412) 600-3059.

11 I get the P-3 at the Swissvale
12 Station every time that I have to be in the
13 office. Right now my research study is currently
14 not recruiting participants, but in the near
15 future we are going to ramp that up again, and
16 the P-3 is my bus. If you cut service, that's
17 going to very much complicate my workday. And
18 there are several other people that work at the
19 University that catch that stop all the time. So
20 it's an inaccessible solution to me and we need
21 to find another way -- you need to find another
22 way because Pitt pays you a lot of money.

23 Thanks, bye.

24 - - - - -

25 AUDIO CALLER: Hi. My name is

1 Elizabeth Felker. I live in Edgewood. And I was
2 calling to say that I've heard that the P-3
3 service is going to be stopped at Wilkinsburg.
4 And there are a lot of us who use the bus to
5 Hamnett Station. I can't speak for everyone, but
6 I would ask you guys not to end the service at
7 Wilkinsburg but to continue to include Edgewood.
8 We're already pretty limited as far as public
9 transportation goes. And, you know, that station
10 is walkable to most people in Edgewood and parts
11 of Wilkinsburg. We'd really, really hate to lose
12 it as an option for the P-3. Lots of us work in
13 Oakland.

14 My cell phone is (770) 401-6036 if
15 you have any questions. Thanks so much.
16 Bye-bye.

17 - - - - -

18 AUDIO CALLER: Hello. Your
19 proposed changes to the P-3 will possibly double
20 my travel time into Oakland. As a working
21 senior, I find that just unacceptable. Please do
22 not make this travesty of a decision.

23 Thank you.

24 - - - - -

25 AUDIO CALLER: Hi. I'd like to

1 just call and voice my concerns for the cuts to
2 the P-3. I think that's an absolutely absurd
3 idea, and it's going to have an effect on
4 thousands of people. I really hope that the PRT
5 reconsiders this decision. I find it very
6 disappointing.

7 Thank you for putting this phone
8 line out.

9 - - - - -

10 AUDIO CALLER: Hi. My name is
11 Lillian McGuff and I've lived in Pittsburgh my
12 entire life. I take the P-3 from Swissvale
13 Station to get to my job in Oakland every single
14 day. It would take at minimum an additional ten
15 minutes of driving in, and the constant gas costs
16 to drive to Wilkinsburg Station, and that's a
17 conservative estimate.

18 The P-3 going to Swissvale Station
19 is a crucial part of the efficiency of my
20 commute, and I know that it's absolutely integral
21 to other people that either bus or even walk to
22 Swissvale Station.

23 The idea that the P-1 can take you
24 to Wilkinsburg Station is far from efficient,
25 especially given that right now BRT is

1 complaining that they don't have enough drivers,
2 and when a bus comes late to Swissvale Station,
3 sometimes that entire cycle is just dropped
4 entirely instead of run late. That means the
5 next time that that bus might come if it's
6 delayed is 30 minutes from when it should have
7 gotten there. That can absolutely cause people
8 to miss a connecting bus if they have to take the
9 P-1 to transfer to get a P-3 at a different
10 station entirely.

11 Additionally, I'd like to note that
12 sacrificing the Hamnett, Roslyn, and Swissvale
13 Stations to make yet another route that goes
14 Downtown doesn't make sense when there's already
15 buses, including the P-1, that go Downtown.

16 Thank you for your time. This has
17 been Lillian McGuff. You can contact me for
18 comments or questions at (412) 266-2052. Thank
19 you. Good-bye.

20 - - - - -

21 AUDIO CALLER: Yes, I'm calling in
22 regards to the P-3 Hamnett Station being taken
23 away next year. I would really appreciate it if
24 you wouldn't do that. It's a busy station, a
25 busy stop, and then we really need it. I would

1 appreciate it if BRT would be considerate of
2 those of us who do ride the bus and depend on it
3 every day for work to get to work on time and
4 what have you. So I understand that that is
5 what's supposed to happen next year, and please
6 reconsider. I'm asking you to reconsider as a
7 supporter for years of PRT, and that I would
8 really appreciate it.

9 Thank you for taking the time to
10 listen, and please do not remove the Hamnett
11 Station or the Rankin and Swissvale Station bus
12 stop. People really need those and depend on
13 them every day. Please reconsider your decision.
14 I appreciate you listening to my concern.

15 Thank you. God bless you. Have a
16 good day. Bye.

17 - - - - -

18 AUDIO CALLER: Yeah. Hi. I wanted
19 to leave a quick message. I'm a rider here in
20 Pittsburgh about the proposed -- I don't know,
21 you guys are going to change the buses where
22 everybody has to get off in Oakland. That's sort
23 of backwards. If anything, cut back on the
24 amount of buses. You don't need that many, say
25 for example, the Negley buses, the 71s, the 71-A.

1 I mean, there's so many of them. The same thing
2 with the 61-C, McKeesport buses.

3 If anything, you should have a long
4 and a short bus. Instead of maybe five or six
5 buses an hour, maybe only have four or five.
6 Make three of those short buses and maybe two of
7 them long buses where the 71 long bus could go
8 all the way to Town, and the 71-A say or the
9 71-Negley-S, a short bus will just be the ones
10 that go to Oakland.

11 You're going to inconvenience a lot
12 of people when they have to get off and transfer
13 buses. I don't know, it just seems like sort of
14 a backwards plan. If Port Authority is in need
15 of money, either cut back on the amount of buses
16 on these routes, some of which are pretty empty,
17 or you can raise the overall rate of the cash
18 fare by a quarter to a whole \$3. I think that
19 would probably be best because if you continue to
20 screw around with the buses -- I thought the
21 ridership, the amount of buses that go all the
22 way through from suburban destinations to
23 Downtown was pretty good. I don't really know
24 all of a sudden why there's a need to change the
25 buses in Oakland. You're going to inconvenience

1 a lot of people who work, and a lot of people who
2 volunteer, and a lot of people who go to church
3 on the buses, to satisfy -- I don't know, the
4 college kids at the University. They can't wait
5 10 or 15 minutes to go Downtown? It just seems
6 backwards to me. Those kids are not even going
7 to be here in probably three or four years.

8 You're going to inconvenience all of us who have
9 been life -- life-long Port Authority riders who
10 live in Pittsburgh, who were born in Pittsburgh,
11 who will stay in Pittsburgh, and will probably
12 die in Pittsburgh. These college kids are only
13 going to be here for four years tops. Please
14 don't change everything around and inconvenience
15 the many to basically satisfy the whims of a few.

16 Thanks for listening. You have a
17 great day and please consider what I said.

18 Thank you. Bye.

19 - - - - -

20 (Mostly indiscernible.)

21 AUDIO CALLER: Hello. My name is
22 Lenetta Green and I have a comment. I believe
23 that there's something like really fishy going
24 on, if you like those words. Something really is
25 not right about y'all's transit system. I don't

1 know if the bus or locomotive, the train -- you
2 came riding in the train, if maybe you would be a
3 target because Russia really is not responsible
4 for interfering with our government voting. The
5 democrats all lie. Go back and that's the true.
6 We need to get inmazed (sic) and admit that
7 before the whole Pennsylvania falls off, right?
8 You know what I mean? There's like zander (sic)
9 core underneath the ground here if you look
10 through the subway and the second shelter, the --
11 something is going on up underneath the floor,
12 the back floor. So I'm not even going to hit
13 them. Just the PNC and rob it and then the PN --
14 PNC. So when you go to the bathroom I can hear
15 people talking up underneath of it. They're
16 invisible. So that's something that y'all need
17 to be really trying to focus on. That's why I
18 was think of -- so that's all I got to say.

19 Thank you.

20 - - - - -

21 AUDIO CALLER: Hi. I'm highly
22 upset about you cutting off the best service from
23 the 71-C or the 71-B going to Town. You can at
24 least have one or two buses travel from the
25 East End all the way to Town at different parts

1 of the Town. If you have to be at work, like I
2 do, at 6 o'clock in the morning, I have to
3 transfer buses in Oakland and have to get on a
4 bus to go to Downtown Pittsburgh. Or when I have
5 to work a nightshift, I have to get a transfer,
6 catch a bus to Oakland and transfer back to the
7 East End or walk all the way to the other side of
8 town to get on the 88 or 86. I feel that is
9 discrimination of the people who live in this
10 part of the East End from Fifth Avenue or Penn
11 Avenue part of the City of Pittsburgh.

12 Thank you.

13 - - - - -

14 AUDIO CALLER: Hi. I was calling
15 to complain about the P-3 changes. My name is
16 Linda and I drive from the east side of town and
17 drive to Swissvale and take the bus directly to
18 Oakland. And I don't want to see any changes to
19 that bus. That is very upsetting that that would
20 change. That would require me to take two buses
21 instead of one, which is already an hour route.
22 And it is too far for me to drive and get a ride
23 to Wilkinsburg.

24 Thank you. Please keep the P-3
25 directly to Oakland, which is the only one that

1 goes directly from Swissvale.

2 Thank you. Bye.

3 - - - - -

4 AUDIO CALLER: Hi. My name is Evie
5 Guy Orin. I'm a resident of Swissvale. I'm
6 calling in regard to the proposed change to the
7 P-3 route, which would eliminate service to the
8 last three stops on the East Busway. So in
9 addition to the fact that many people who live
10 proximate to these three stops work or, you know,
11 utilize services in Oakland, the P-3 also
12 provides a really valuable backstop to the 61-A
13 and B, which often are unreliable and have really
14 long wait times. And so if you are sitting
15 there, you know, waiting 40 minutes for a 61, you
16 have the option right now of walking up from
17 Forbes to Fifth and catching the P-3.

18 So I really would urge not cutting
19 those three stops. I think that in addition to
20 it being very useful as a line in and of itself,
21 it is essential to give people alternatives.

22 Thank you so much for considering
23 my comment. Have a great day.

24

25

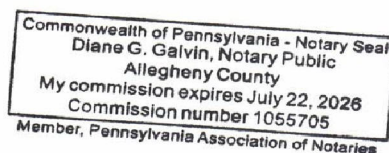
1 COMMONWEALTH OF PENNSYLVANIA) ss
2 COUNTY OF ALLEGHENY)
3

4 I, Diane G. Galvin, a court reporter and
5 a notary public in and for the Commonwealth of
6 Pennsylvania, do hereby certify that the witness
7 was by me first duly sworn to testify the truth,
8 the whole truth, and nothing but the truth; that
9 the foregoing deposition was taken at the time
10 and place stated herein; and that the said
11 deposition was recorded stenographically by me
12 and then reduced to typewriting under my
13 direction, and constitutes a true record of the
14 testimony given by said witness, all to the best
15 of my skill and ability.

16 I further certify that I am not a
17 relative, or employee of either counsel, and that
18 I am in no way interested, directly or
19 indirectly, in this action.

20 IN WITNESS WHEREOF, I have hereunto
21 set my hand and affixed my seal of office.
22
23
24
25


Diane G. Galvin
Notary Public



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