

# CITY- COUNTY

## Task Force on Disabilities

June 21, 2021

### Task Force Members In Attendance

#### City

Joe Wassermann, Member at Large  
Leah Northrop  
Mark Schmeler

#### County

James "Chris" Noschese, Cochair  
John Tague, Treasurer  
Sarah Goldstein  
Georgia Petropoulos

#### 13<sup>th</sup> Member

Paul "Rich" McGann

### Task Force Members Absent

#### City

Paul O'Hanlon, Cochair  
Janet Evans

#### County

Cori Frazer  
Karen Warman

### Staff Present

Hillary Roman, City of Pittsburgh ADA Coordinator  
Caylin Snyder, Allegheny County ADA Coordinator  
Danielle Nicol, Dept of City Planning Senior Secretary  
Karina Ricks, Director of the Department of Mobility and Infrastructure (DOMI)  
Kim Lucas, Assistant Director of Planning & Policy, DOMI

### Welcome & Introductions

Chris Noschese called the meeting to order at 2:09 p.m. and welcomed all attendees. Task Force members introduced themselves.

### Agenda

#### A. Minutes approval

- Rich McGann made a motion to approve the minutes from April's meeting. The motion was seconded by John Tague and carried unanimously.

#### B. Treasurer's report

- There was no treasurer's report as this is the last meeting of the CCTFD's fiscal year. Funding for the Task Force comes from the County, via CLASS. The official

manager of those funds is currently on vacation; John Tague will go over the submitted invoices upon his return. He will have a more in-depth report at the CCTFD annual meeting in July.

C. CCTFD elections & nominating committee

- Paul has nominated Chris for Chair of the CCTFD; nominations for the other three Task Force positions remain.
- John explained that he would like to step down from the Treasurer position. He recommends whoever is interested in taking over be versed in the technicalities involved and offered to train the next member to serve as Treasurer.
- Chris offered his qualification for the Treasurer position so long as another member would be interested in taking over the Cochair role.
- Sarah Goldstein asked whether any of the members wanted to self-nominate for one of the executive positions.
- Joe informed the group that he won't be able to serve as an executive member any longer due to some health issues. He would like to remain on the CCTFD.
- John clarified that since Paul O'Hanlon has recommended Chris for the Chair position, the open positions (if Chris accepts) are: Cochair, Treasurer, and Member at Large.
- Rich nominated Georgia Petropoulos for the Cochair position. Georgia responded that she was honored and would like more time to discuss with the other nominating committee members.

D. CCTFD disability employment survey

- Hillary Roman updated the group that survey is about ready after some helpful edits from Mary Hartley. The survey should go out to as many diverse disability groups as possible—Hillary reminded the group to please send her any contacts the Task Force would like for the survey to be sent to.
- Hillary has offered to add information about the survey to Planning's social media. She encouraged members to send out the survey to their own networks in the hopes of having a robust and diverse sample of participants.
- Caylin Snyder offered to advertise it on the county side and reminded the group of other entities who should receive the survey, including United Way and Bender Consulting.
- John mentioned the inclusion of OVR in survey participation and Rich agreed. John added the current iteration of the Three Rivers Workforce Investment Board the list of participants. Chris added Goodwill to the distribution list.
- Hillary requested that members send emails for the survey to ensure a good sample.

E. DOMI: Move PGH scooter & micromobility policy

- Hillary introduced DOMI's Director Ricks and Assistant Director of Planning & Policy, Kim Lucas, for discussion of DOMI's introduction of scooter and micromobility policy.

- Director Ricks said that policymaking around scooters has been underway for more than two years. The intent of the policy is to increase mobility as a service (MaaS) for the city. DOMI's intent is to make MaaS as user-friendly as possible by combining multiple services into one application.
- Director Ricks noted that, despite mostly excellent service in public transportation, gaps continue to pervade in certain areas. Sometimes referred to as "transportation desserts," these areas have bus service that is less frequent than every 20 minutes, ends at 7:00 p.m., and/or doesn't serve residents over the weekend.
- DOMI has asked service providers to voluntarily integrate into a single system that will help users understand the mix of transportation options available to them.
- E-scooters will be a new form of closing the gaps that still exist in transportation, particularly for those in the workforce. The City is participating in a scooter pilot program with Spin to determine the benefits of scooters in Pittsburgh.
- Spin, a subsidiary of Ford, is working with the City on this pilot. Director Ricks introduced Shannon Dulaney, the community liaison from Spin.
- Kim gave an overview about scooter policy in PA, which is slated to be incorporated into the vehicle code as early as this month. In anticipation of this change, DOMI has created a set of regulations designed to provide safety and equity around scooter use.
  - Spin will soon be launching 1000 scooters and 50 charging hubs in the city. These hubs will be integrated with DOMI's mobility hubs, which are combination mobility locations that include docking stations, ride-share spots, Healthy Ride bike stations, bus stops, etc. Mobility hubs aim to make shifting transportation modes easier.
  - Kim noted the benefits of scooters including having low emissions and requiring less space when parked.
  - Spin works through an app that shows the locations of available scooters near the user. Trips start at \$1 and add .39 cents per minute.
  - Scooters will follow the same rules as bicycles; they will not be allowed on sidewalks. Maximum speed for a scooter is 15 mph. They will not be allowed in parks, at least initially. Scooters can park in legal parking spaces, perpendicular to the curb, except in business districts where they will park in mobility hubs and corrals. Blocking pedestrian pathways is not allowed.
  - Unlike bicycles, scooters do not lock to an object like a bike rack. This can present a challenge for parking enforcement. Geofencing will help the city enforce scooter regulations by providing digital feedback on scooter usage.
  - Scooter docking stations plug into streetlight networks. Some will be on sidewalks, but only in places where there is still the required amount of clear space left for the public right of way.

- Chris suggested that scooter users and bicyclists should be required to have licenses and insurance in case they hit someone. Director Ricks explained that this type of requirement would create an inequitable barrier for people with lower incomes in our region. She went on to explain that the incidence of people being hit by bicycles and scooters is very low. However, the service providers are insured, which may help to cover the costs of injury to a pedestrian.
- Rich asked whether the scooters will provide true connectivity if they aren't allowed to be on major roads and highways. Karina answered that they are not permitted on any street with a posted speed limit above 25 mph. They are intended to connect users to other mobility hubs as a "last mile" option.
- Hubs are being installed with population density and transportation availability in mind in order to connect residents with less frequent public transportation options. Spin will ensure that there are an appropriate number of scooters in each city zone per day. In some places, trips will be required to end so that scooters don't end up too far outside of the city.
- Spin scooters will collect and provide data to DOMI that will help to improve mobility services.
- Shannon presented information about Spin and discussed the agreement they have with the City.
  - Spin has promised to have a one-hour or less response time to any scooter causing an obstruction to ADA access.
  - Scooters will be deployed 100 units at a time so that necessary changes can be implemented as they occur without creating large-scale issues for Pittsburgh.
  - Spin requires users to take an in-app safety quiz before they take their first ride to ensure consumer awareness of compliance and safety rules. They incentivize more safety-awareness by giving rider credits through online quizzes. Safety rules will be reinforced via messages on Port Authority buses and other advertising mechanisms.
  - Rules will be enforced through fines and suspensions from service.
  - All Spin scooters have large text labels and Braille, warning bells, and audio/visual alerts when the vehicle is touched or bumped.
- Chris said that he wasn't in support of the concept since there are still a number of problems for people with disabilities who are unable to walk or ride comfortably on streets and sidewalks. He wished that this was the issue of priority instead of scooters, which people with disabilities can't use.
  - Director Ricks offered that there has been discussion around how scooters might be adapted in the future to be more inclusive, including use of a hitch for a mobility device. She also said there has been discussion of adding a charging station for electric wheelchairs.

- The Director added that allowing for motorized wheelchairs into protected bike-share lanes is not off the table but requires legal change at the state level.
- Rich asked whether more than one rider can be on a scooter at a time. Shannon answered that no, more than one rider at a time is unsafe, however, some companies are looking at tandem ridership, allowing blind and visually impaired users to participate in scooter rides.
- Hillary asked for more information around enforcement for people riding on the sidewalks, especially since scooters are allowed on sidewalks in many other states and jurisdictions. Shannon responded that each scooter comes with a large identification tag that is used to report irresponsible ridership. After a rider has been reported for a first offense, they receive a warning and reminder of safety information. A second complaint results in a \$10 fine; a third offense means a \$25 fine and a 24-hour locked account, and a fourth infraction results in a ban from the Spin program.
- Hillary also asked about Spin's response to an egregious issue in other cities wherein scooters are often left in the public right of way, obstructing the path of those who are blind or use mobility devices. Shannon referenced educational screens at the beginning of a trip that remind users about accessible regulations. She also discussed how geofencing will restrict how and when a person ends their scooter ride. Karina added that this disincentivizes noncompliance by costing the rider money until they park the scooter in a regulated area.
- Karina offered that the scooter program has the added benefit of helping DOMI enforce illegal scooter usage occurring outside of the regulated program with Spin.

#### F. ADA 31<sup>st</sup> anniversary events

- Leah introduced Marissa Vogel to the group. Marissa works for Open Up, a group whose mission is "To teach mindfulness tools and movement practices, centering on people living with disabilities." Their website is [www.openupittsburgh.com](http://www.openupittsburgh.com) and they are @OpenUpPGH on social media.
- They offer programs in schools, communities, and in their ADA accessible studio.
- They offer a variety of classes, including ASL, senior classes, and leadership training in mindfulness and movement. Payment is on a sliding scale and scholarships are available for people with disabilities.

#### Adjournment

The meeting was adjourned at 4:00 p.m.

*YouTube link with closed captioning:* <https://www.youtube.com/watch?v=iXY22tUd68s>