



East Busway to Monroeville Rapid Transit

Rapid transit to Monroeville (and the job centers and neighborhoods in the eastern suburbs along the Parkway East corridor) are important for our region not only due to the need for a fast, efficient, and high-quality transit link between the eastern edge of Allegheny County (and into Westmoreland County) and Downtown, but for the municipalities east of Pittsburgh that have experienced population shifts and are poised for future growth. A Rapid Transit link through the Parkway East corridor that connects to the East Busway could offer quick, direct links between the East End, Oakland, the Strip District, and Downtown Pittsburgh and the eastern communities and the shopping, business, and other destinations that already exist.

The alignment for the transit corridor is partly in place today. Port Authority's East Busway connects riders Downtown to the Borough of Edgewood in only 20 minutes and is a more reliable trip than driving this corridor due to its mostly exclusive right-of-way. Completing a rapid transit connection from Downtown further east to Monroeville could involve dedicated facilities directly connecting to the East Busway at or near the Parkway East. This connection would involve bus-only ramps/bridges rising from the highway to Edgewood Avenue, and a new entrance to the East Busway. Alternatively, a less infrastructure heavy solution could extend rapid bus on-street via Wilksburg to connect to the Parkway via the Ardmore Boulevard corridor.

The form of rapid transit to be provided along the Parkway East itself requires further study, but alternatives could include shoulder-running Bus Rapid Transit or a center-running transitway separated from general traffic. The latter option, while potentially involving a greater level of investment, would allow for better station areas and first/last mile connections. Both Churchill and Monroeville should be included for study as transit hubs in this analysis, with local service tie-ins where feasible.

The East Busway to Monroeville Rapid Transit corridor would be a high-capacity line that adds additional service to the East Busway and enables faster service times to the eastern suburbs. Open space and trail connections and transit hubs at key locations along the route further facilitate multimodal connectivity, easier transfers, and greater transit network coverage in the east that encourages greater transit usage. The I-376 corridor is one of the most congested freeway corridors in the United States, and efforts to reduce the traffic congestion and minimize the resulting pollution will contribute to the overall resilience of the region. The concept of connecting rapid transit to the Monroeville area has been studied previously, and most recently included in SPC's 2020-21 SmartMoves Connections regional transit vision—a practical study evaluating alternatives centered on the activity nodes along the Parkway East will provide the greatest level of connectivity.



EAST BUSWAY

EDGEWOOD

CHURCHILL

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MONROEVILLE