



East Busway Phased Extensions

Study the potential for a rapid connection between Braddock and McKeesport via East Pittsburgh. This connection should include revisiting the 2017 feasibility study of an extension of the East Busway between Swissvale and Braddock and utilizing the proposed segment of the Mon Fayette Expressway between East Pittsburgh and McKeesport, with on street bus rapid transit filling in any gaps in dedicated right of way. East Pittsburgh should be considered a major transit hub in this study, with additional future projects extending from here to US-30 towards Irwin and the Turtle Creek Valley (to Trafford).

The 2017 East Busway Extension Feasibility Study recommended that its "red" alternative be studied further for possible implementation, which proposed to extend the East Busway from its current terminus approximately one mile to the Borough of Braddock on an exclusive right of way parallel to the Norfolk Southern railroad tracks. It summarized that this would mean replacing approximately nine bridges (one of which is currently undergoing construction that allows for this future extension), installing retaining walls as needed, and acquiring property as needed to meet design standards for the roadway design. Many elements of this proposal continue to be feasible, but slight changes are proposed to be studied due to overall network recommendations in NEXTransit.



Costs may be reduced from this proposal by shifting the terminus of the extension westward only go as far as central Braddock (1 to 1.25 additional miles as a separated guideway/busway), and then running rapid service at-grade in bus-only lanes along Braddock Avenue from the terminus east to East Pittsburgh. Further study is needed to determine the performance of this modified alternative. This project phase should be advanced prior to the East Pittsburgh – McKeesport connection if the Mon Fayette expressway's construction or viability is at risk of not being completed for any reason.

A second phase of the East Busway corridor could tie into the Mon Fayette Expressway's proposed Monongahela River crossing and continue south through Duquesne and into McKeesport via PA-837 using bus-only lanes and transit signal priority.

EAST BUSWAY

BRADDOCK

TURTLE CREEK

EAST PITTSBURGH

E

PA 837 CORRIDOR

DUQUESNE

WEST MIFFLIN

MCKEESPORT