



Wilkinsburg and Brushton

Station Area Plan

September 2023



Pittsburgh Regional Transit

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ACKNOWLEDGEMENTS

About Pittsburgh Regional Transit

Pittsburgh Regional Transit (PRT) provides public transportation throughout Pittsburgh and Allegheny County in Western Pennsylvania.

PRT's 2,600 employees operate, maintain, and support bus, light rail, incline, and paratransit services for approximately 200,000 daily riders.

Governed by an 11-member board appointed by the Allegheny County executive, leaders from both parties in the Pennsylvania House of Representatives and Senate, and the governor of Pennsylvania, the board and its committees hold regularly scheduled public meetings.

PRT's budget is funded by fare and advertising revenue, along with money from county, state, and federal sources. PRT's finances and operations are audited on a regular basis, both internally and by external agencies.

PRT began serving the community as the Port Authority of Allegheny County in March 1964. In early 2015, PRT began investing in a transit-oriented development program. This document is the result of investment to date, overseen by Transit-Oriented Development (TOD) staff and an interdisciplinary working group focused on TOD. The Port Authority of Allegheny County rebranded as Pittsburgh Regional Transit in 2022.



About Building on the East Busway

The Wilkinsburg and Brushton Station Area Plan is a component of the Building on the East Busway (BOTE) project, which was supported by a grant from the United States Department of Transportation (US DOT) Federal Transit Administration's (FTA) Pilot Program for Transit-Oriented Development Planning – Section 20005(b). The BOTE study evaluates the potential for TOD along the portion of the Martin Luther King Jr. East Busway that is included in PRT's University Line Bus Rapid Transit (BRT) project. This is the sixth station plan to be produced by PRT's Station Improvement Program, which was initiated in 2016.

Participants

PRT would like to thank agency partners for supporting the station area planning project at Wilkinsburg Station and Brushton Station, and all those who participated by dedicating their time and expertise.

This document was stewarded internally by PRT's Transit-Oriented Communities (TOC) advisory committee, an interdepartmental body established to support the Station Improvement Program and other TOD activities. Current PRT Divisions and Departments represented on the committee include Facilities & Rail Maintenance, Grants & Capital Programs, Legal & Consulting Services, Planning & Evaluation, Road Operations, Service Development & ITS Technology, System Safety, and Technical Support & Capital Programs. This committee and the development of station area planning are managed by Moira Egler, AICP, PRT's Program Manager of Place-Based Planning.

This study was developed by PRT in collaboration with HDR Inc., eHolding Inc., evolve environment::architecture, HR&A Advisors, Mon-Win Consulting, and PDS Consulting. All maps and graphics were created by PRT and the HDR consultant team unless otherwise noted.



Pittsburgh Regional Transit



INTRODUCTION

1.1 WHAT IS THE BUILDING ON THE EAST BUSWAY PROJECT?

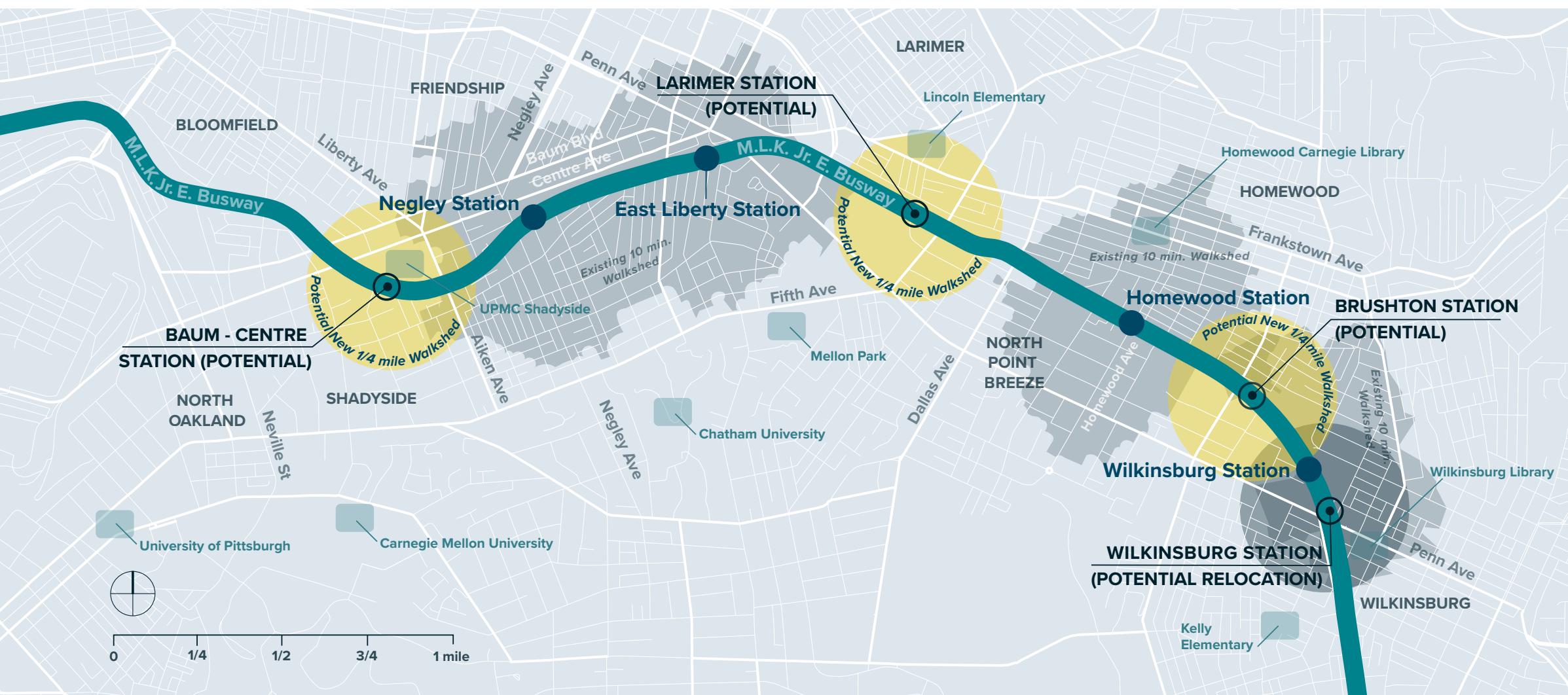


Fig. 1 Map of the BOTE project

Pittsburgh Regional Transit's (PRT) Building on the East Busway (BOTE) program reimagines the role of the Martin Luther King Jr. East Busway in several communities in Pittsburgh and Wilkinsburg. The first phase of this program is a multi-faceted planning effort to evaluate, conceptually design additional stations, and re-design existing stations along the Martin Luther King Jr. East Busway. The project study area includes neighborhoods in the City of Pittsburgh and the Borough of Wilkinsburg along the Martin Luther King Jr. East Busway that are within the walksheds of existing or potential stations that could be added in support of the Bus Rapid Transit (BRT) project. The section of the Busway that aligns with PRT's

University Line BRT project begins at the Neville Street Ramp and extends to Wilkinsburg Station. Pittsburgh neighborhoods within this overall study area include North Oakland, Bloomfield, Shadyside, Friendship, East Liberty, Larimer, Point Breeze North, Homewood West, and Homewood South.

The study area for Wilkinsburg and Brushton Station Area Improvements and TOD opportunities includes areas within the existing and potential walksheds of the existing Wilkinsburg Station and proposed Brushton Station. This includes portions of Homewood South, Point Breeze North, and Wilkinsburg. It is also nearby to portions of Point Breeze and East Hills.

Infill Station Procedure

Where does it make sense to add new stations?

Wilkinsburg and Brushton Station Plan

How can we improve Wilkinsburg Station?

How could we add a Brushton Station?

Baum-Centre Station Assessment

Should we plan for a Baum-Centre Station?

Larimer Station Assessment

Should we plan for a Larimer Station?

1.2 WHAT IS STATION AREA PLANNING?

Station area planning examines the challenges and opportunities for existing PRT stations within the context of three scales. For many communities, this process also serves as the first opportunity to engage in conversation with PRT about issues related to station configuration, station access, area land use, and potential TOD opportunities.

PRT outlined the following objectives to the right for the Wilkinsburg and Brushton Station Area Plan. These objectives 1) provide cost-effective station improvements that will create a better rider experience for passengers on the Martin Luther King Jr. East Busway and 2) create complete communities around Busway station areas. In addition to increased ridership, these kinds of facility-specific improvements could attract new real estate investment.



Plan Objectives:

- Improve connectivity, operations, and overall function at the station to encourage high-quality TOD at the station.
- Engage all the relevant stakeholders to ensure that TOD opportunities are community supported and complementary to other planned projects. This will enable future implementation of TOD—supportive initiatives (e.g., TOD-friendly zoning, strategic purchase of land, recommended roadway improvements, etc.).
- Build new infrastructure that meets the needs of today while enabling future service expansions and network adaptability.

1.3 HOW TO USE THIS PLAN

This document is meant to provide the entire community of the Wilkinsburg and Brushton Station Area and transit-oriented development stakeholders; riders, residents, transit agencies, local governments, regional planners, community groups, developers, and others; a shared understanding of the existing conditions and opportunities for Wilkinsburg and Brushton Stations. It should be used to:



STATION ACCESS



STATION DESIGN



TOD

Make it easy for people to get there.

Getting to and from the station should be an enjoyable experience for all transit users. Wilkinsburg Station is the highest ridership station on the Martin Luther King Jr. East Busway. Today's Wilkinsburg Station is disconnected from the surrounding neighborhoods and there are barriers to accessibility that make getting to the station challenging for people with disabilities.

Create safe, welcoming stations.

The design of stations influences their ease of use, operational efficiency, and how users perceive their quality. This plan proposes building a completely new Wilkinsburg Station as a major transit hub closer to the commercial core of the community and creating a new station at Brushton Avenue between Homewood Station and Wilkinsburg Station.

Encourage development that integrates and expands transit use at Wilkinsburg and Brushton Stations.

TOD allows people to integrate transit use into their lives by creating dense, mixed-use places where they can live, work, shop, and play. The Wilkinsburg and Brushton Station Area is made up of over seven acres of PRT-owned land currently occupied by the Wilkinsburg Park and Ride, Wilkinsburg Station, Brushton Layover, and Wallace Layover.

1.4 PLANNING PROCESS

The planning process for the Wilkinsburg and Brushton Station Area Plan was comprised of four major phases: Review and Analysis, Initial Design Concepts, Preferred Concept, and Implementation. Three rounds of stakeholder and public engagement were incorporated into the planning process to provide riders and community members with a voice in steering the plan. Throughout the planning process, PRT's Planning Department consulted with members of PRT's Transit-Oriented Communities (TOC) Committee which is an internal inter-departmental group.

The Review and Analysis phase provided PRT with background information to understand existing challenges and opportunities. This phase performed the basis for identifying infrastructure and TOD strategies that would be developed into design concepts. The results of Review and Analysis were presented during Public Meeting Series 1 where participants identified goals for the project. Key components of Review and Analysis are summarized in Chapter 2.

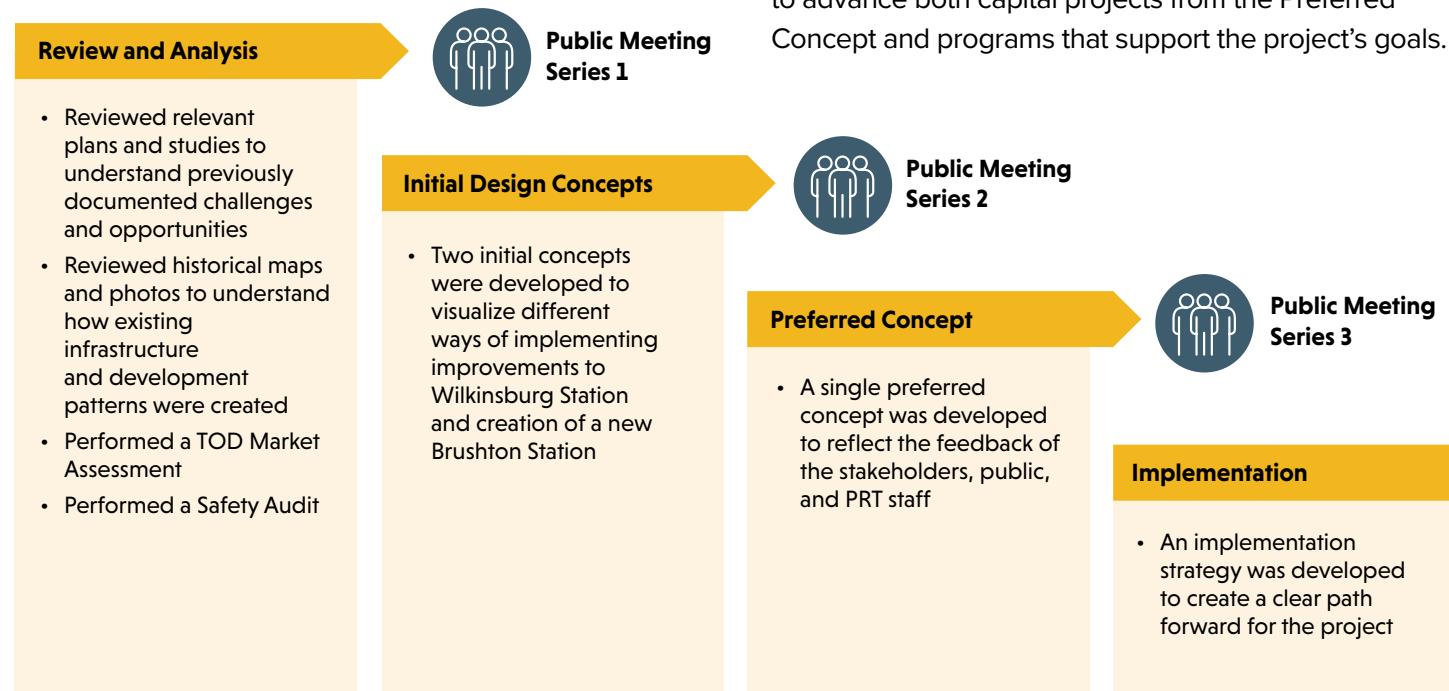


Fig. 2 Planning Process Diagram

1.5 ANALYSIS AT THREE SCALES

This project considered the role of stations as a way to access transit, as part of the communities they exist in, and as part of the overall Martin Luther King Jr. East Busway and Pittsburgh's transit system. To understand how Wilkinsburg and Brushton Stations integrate within their communities and the broader region, PRT considered three scales:



At the station area scale, PRT considered:

- Physical condition, assets and liabilities, environmental resources
- Customer use patterns and ridership
- Station connectivity and safety for pedestrians accessing the station as well as for multimodal transfers between PRT services
- Station area efficiency for day-to-day operations and major event operations

At the community context scale, PRT considered:

- Key transformations in the surrounding area that could be supportive of TOD
- Regulatory context and guiding documents
- Physical condition of infrastructure
- Economic trends in the adjacent area
- Cultural context with regards to community identity, place-making, and public art
- Community use patterns and perceptions
- Environmental context such as stormwater conveyance and ecological contiguity

At the transit corridor, PRT considered:

- Improving connectivity to other major nodes and the complimentary or competitive uses at those nodes
- Regional economic forces that affect the attractiveness and viability of this node
- Timing of station area initiatives in relation to other planned PRT projects and planned partner projects

1.6 AN URBAN MIXED-USE STATION

To provide context-sensitive recommendations, PRT's Transit-Oriented Development Guidelines sort its station areas into six categories based on density and the existing Wilkinsburg Station was classified as an Urban Mixed-Use station. Both the proposed Wilkinsburg and Brushton Stations also fall under this classification.

Urban mixed-use stations serve highly-populated, mixed-use neighborhoods of a considerably smaller scale than Downtown areas. Within this type, mixed-use is prevalent: three to six jobs exist for every four residents. These stations serve as both a transit origin and destination due to the variety of land uses. Transit service is likely frequent, provided by fixed-guideway service and various local routes.

Pedestrian connections are critical, linking the station to surrounding multi-family residential and mid-rise buildings. Typically, higher-density and smaller blocks support easy travel by foot, but sidewalks and other pedestrian infrastructure may need upgrading.

The need to accommodate automobile access, connectivity, and parking varies from station to station. Because the density and type of development within Urban Mixed-Use areas is multimodal-friendly, car-centric planning should not be prioritized. For new development, parking should be reduced – if it is needed at all – and a district-serving parking strategy should be implemented rather than a site-by-site approach.

For station planning purposes, the goal is maximizing ridership by providing an appropriate mix of land uses and robust transit access. For most stations, this will mean Park and Rides are not appropriate because land is better used for mixed-use destinations.

Urban Mixed-Use Multimodal Highlights:

- Provide clear connections to on-street transit
- Connect to or enhance the bikeable network
- Incorporate car share and bike share connections
- Park and Ride facilities are only appropriate at end of line stations
- Provide appropriate, low levels of parking for on-site development

Urban Mixed-Use Walkability Highlights:

- Provide key pathways to increase connectivity
- Create and maintain public space
- Connect developments to pedestrian facilities
- Provide infrastructure to encourage visibility and comfortably walkable connections

Urban Mixed-Use Development Highlights:

- Three to nine stories
- 70-100% lot coverage
- Multi-family or townhouses
- Building design should support and encourage street-level activity
- Urban Mixed-Use Keys to Success:
 - Reduce residential and commercial parking
 - Optimize street-level relationships between developments and the public realm
 - Consider and implement a district parking strategy

Urban Mixed-Use Comparable Station Areas:

- Negley Station on the Martin Luther King Jr. East Busway (City of Pittsburgh, PA)
- East Liberty Station on the Martin Luther King Jr. East Busway (City of Pittsburgh, PA)
- Carnegie Station on the West Busway (Borough of Carnegie, PA)

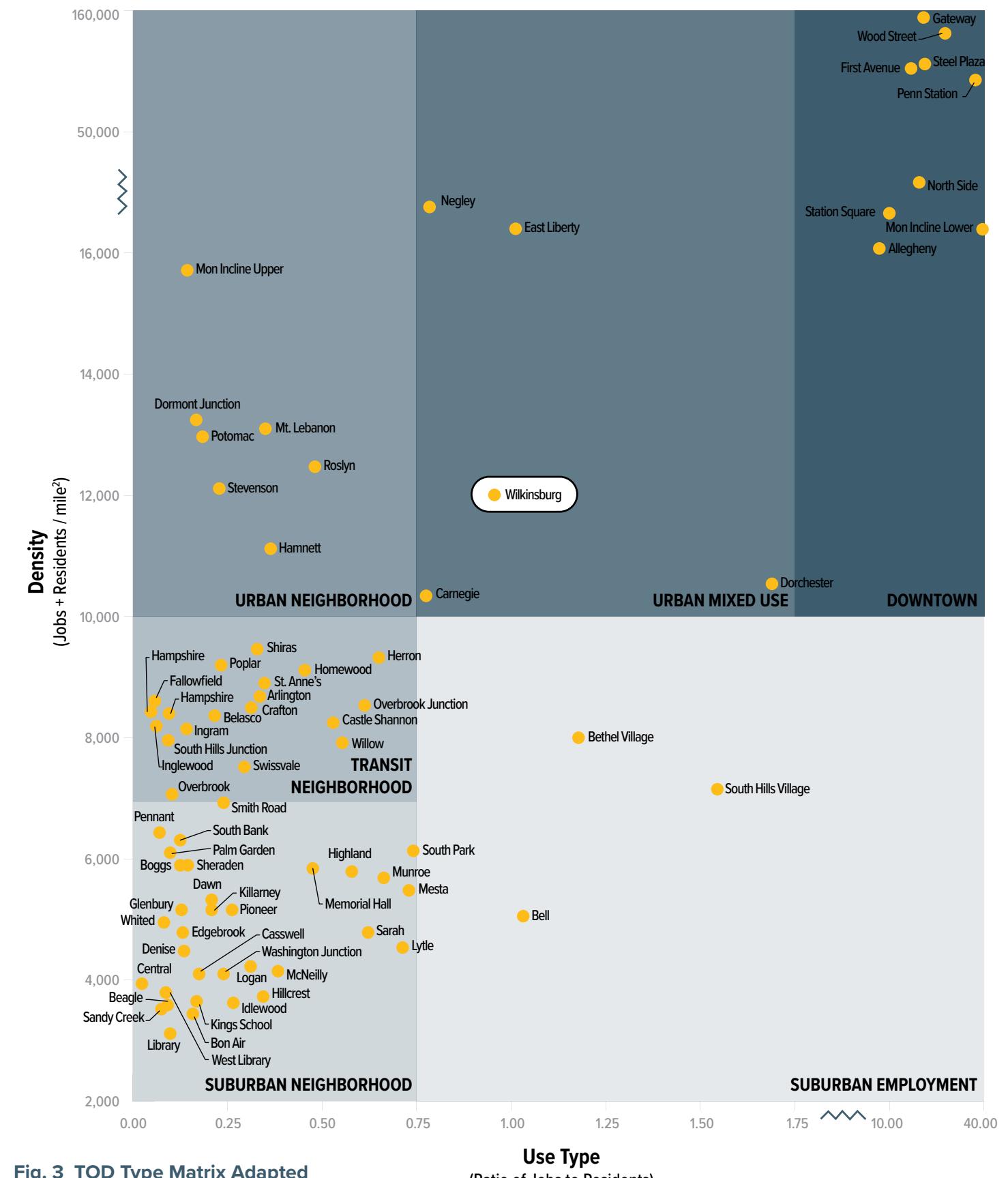


Fig. 3 TOD Type Matrix Adapted from PRT's TOD Guidelines

1.7 WILKINSBURG/BRUSHTON: URBAN CONTEXT

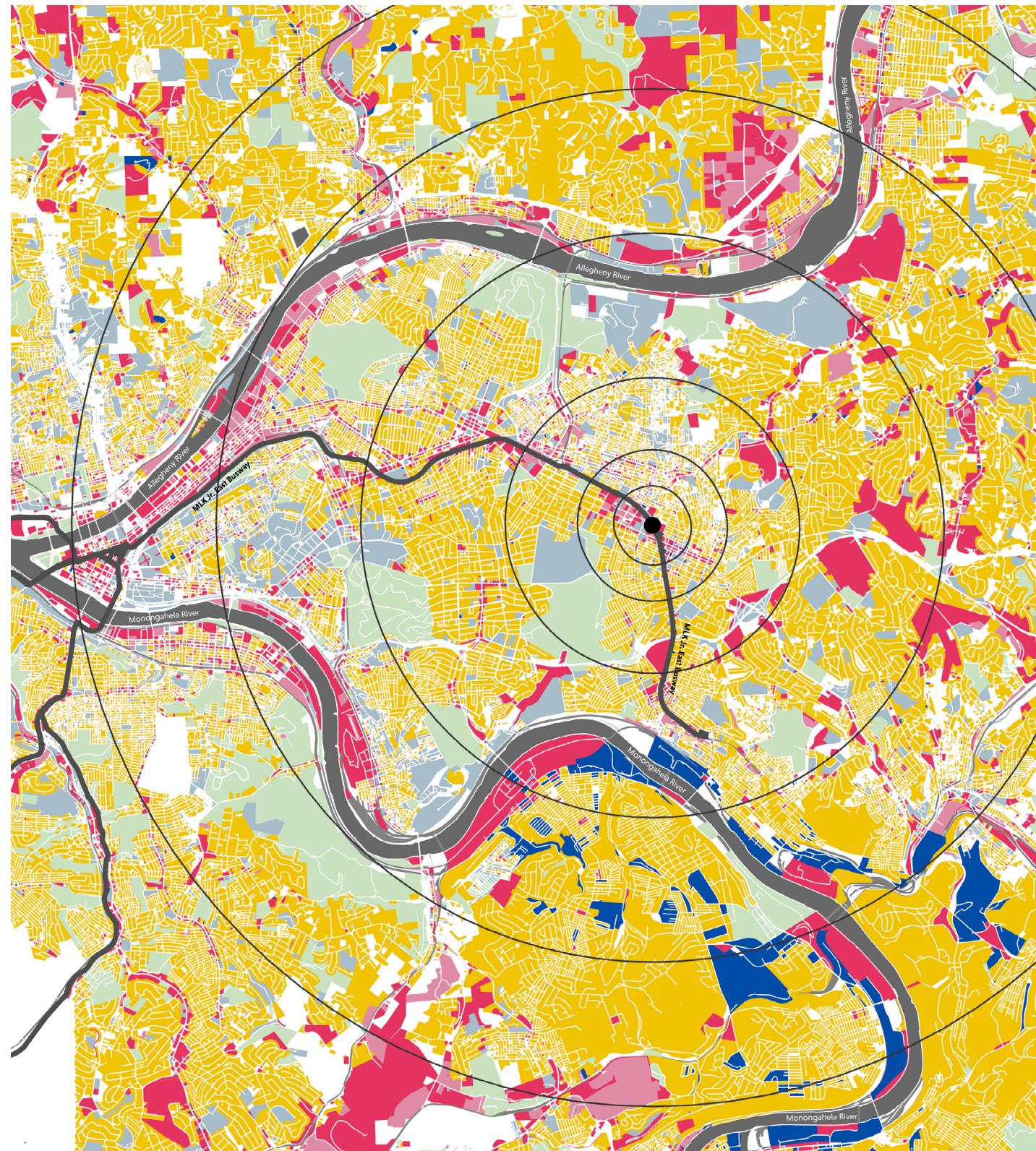


Fig. 4 Map of Regional Land Use



Land Use Context

The Wilkinsburg and Brushton Station Areas feature primarily commercial uses surrounded by residential neighborhoods. To the east of the station area is downtown Wilkinsburg which was historically a commercial and retail center along Penn Avenue that served local retail needs. South of the busway and North of Penn Avenue is an area that sees a mix of commercial and retail uses today but was historically industrial and warehousing uses. This area was connected to regional and national markets by the Pennsylvania Railroad and served as an important employment center for Pittsburgh and Wilkinsburg. There is major redevelopment taking place in the area's industrial buildings, including several properties developed as "Rockwell Park" and the former Westinghouse factory at 7800 Susquehanna.

- Residential
- Commercial
- Parks & Open Space
- Industrial
- Government, Educational, and Medical

1.8 WILKINSBURG/BRUSHTON: TRANSIT CONTEXT

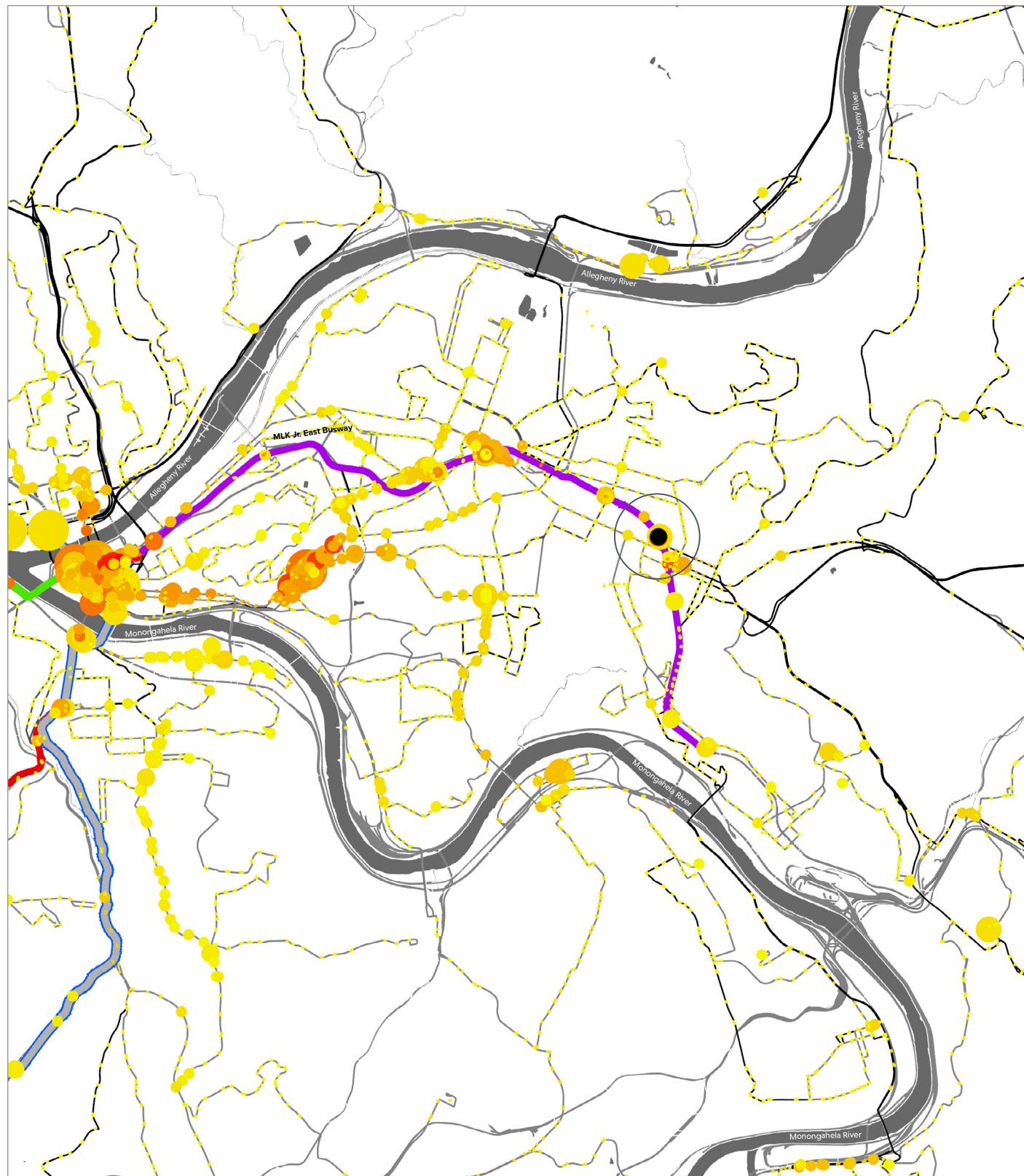
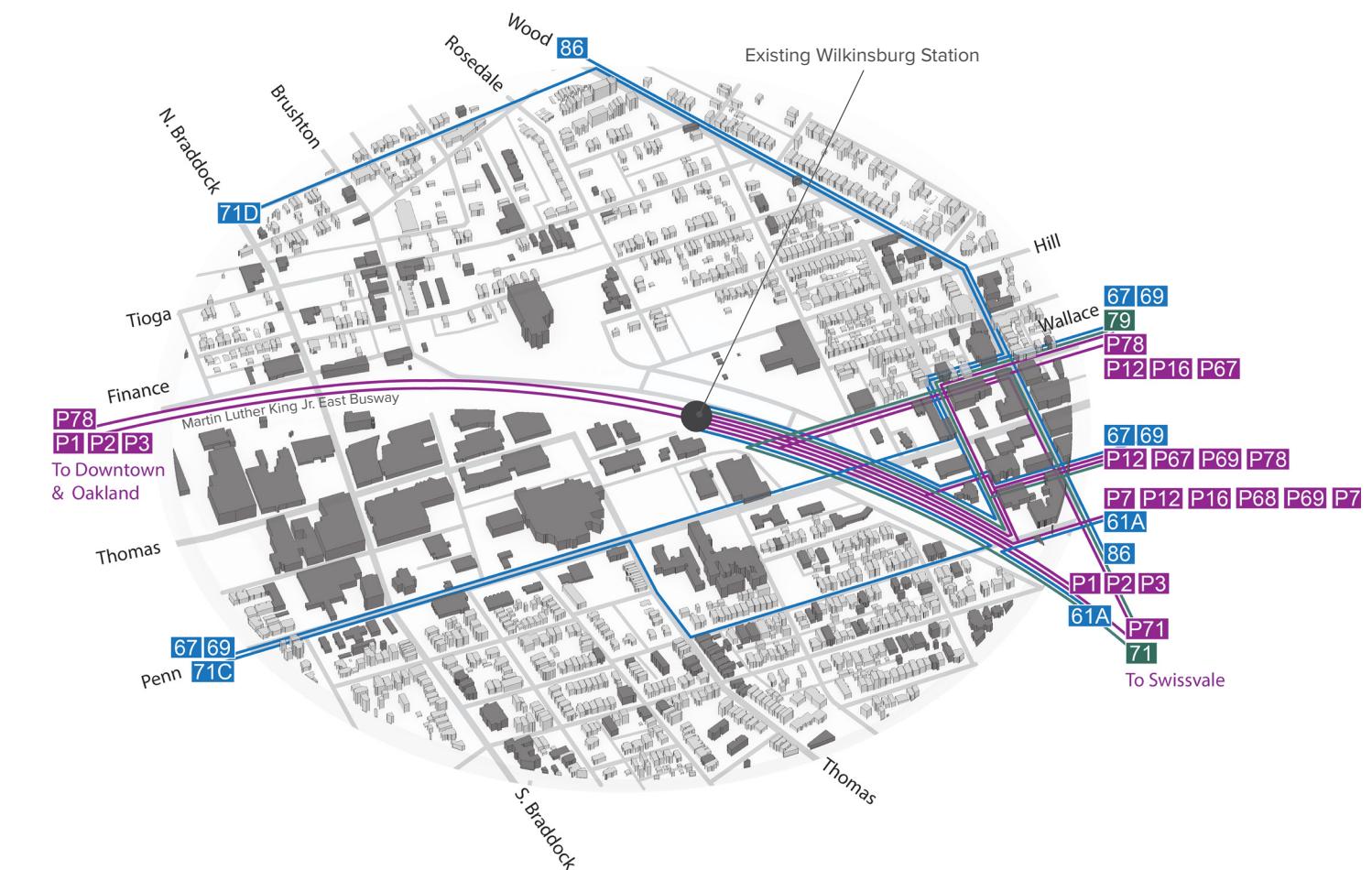


Fig. 5 Map of PRT's Transit Network with Relative Ridership Volumes



Transit Context

Downtown Wilkinsburg, to the east of the station area, is an important crossroads for PRT's eastern bus routes. Transfers between bus routes in Downtown Wilkinsburg are significant for riders throughout the region, especially those in Pittsburgh's eastern suburbs. Downtown Wilkinsburg is also where many local and coverage routes begin and end their service. The Hay Street and Wallace Avenue ramps that connect the busway to surface streets are how many of the express bus routes that utilize the Martin Luther King Jr. East Busway enter and exit the busway. The transit service in this map is reflective of transit service at the time of this plan. PRT's future network redesign could alter some of the routes in this study area but the Wilkinsburg Station area is anticipated to remain an important area for transfers between routes.

- Busway Routes
- Local Routes
- Coverage Routes

1.9 WILKINSBURG AND BRUSHTON STATIONS PUBLIC ENGAGEMENT SUMMARY

PRT hosted three public engagement series as part of the development of the Station Area plans for Wilkinsburg and Brushton Stations. Activities within each series included meetings with the Stakeholder Advisory Committee and the public, through a series of in-person and online meetings, community pop-up and mobile table events, and the project website.

Stakeholder Advisory Committee

As valued community voices, representatives from stakeholder organizations and groups were invited to participate in the project Stakeholder Advisory Committee (SAC). The participation and input of these key stakeholders was valuable to the planning process to create a better Wilkinsburg Station along the East Busway. Input and ideas from business owners, municipal representatives, advocates, and community representatives were fundamental to developing a station that better connects, serves, and benefits everyone.

The SAC met three times over the course of the Wilkinsburg and Brushton Stations Project. The first meeting was on August 11, 2022, the second on December 6, 2022, and the third on April 12, 2023.

For more information on the Stakeholder Advisory Committee, please see Appendix 1.

Public Meeting Series 1

The purpose of the first round of engagement was to educate stakeholders and the public on station area planning, BOTEK project goals, objectives, timeline and boundaries; outline the goals and purpose to redesign and relocate the Wilkinsburg Station while soliciting public input; and solicit input on a potential Brushton Station.

Engagement efforts included:

- Public meetings included one online meeting on September 13, 2022 and one in-person meeting on September 13, 2022 in Wilkinsburg at the Hosanna House.
- PRT hosted five pop-up events, three of the events were part of existing Wilkinsburg community events and two were hosted at high-volume bus stops in Homewood, near the potential Brushton station.



In total, PRT received 133 comments from the public with ideas, concerns, and concepts for the future Wilkinsburg and potential Brushton Stations.

From input from the first round of public engagement the project team heard that the new design should address safety and accessibility concerns. Participants described the need for shelter amenities, including improved American with Disabilities Act (ADA) ramps, lighting, seating, and protection from inclement weather. There is a desire for the site to be designed for all people, connect communities on either side of the busway, and bring more pedestrian connectivity to the Central Business District (CBD) of Wilkinsburg.

Public Meeting Series 2

The purpose of the second round of engagement was: 1) review the goals and purpose of redesigning and relocating the Wilkinsburg Station, 2) review and solicit input on the two design concepts for the Wilkinsburg and Brushton Stations and 3) provide an opportunity for the public to ask questions and provide comments.

Engagement efforts included:

- Public meetings included one online meeting on February 8, 2023 and one in-person, in an open house format meeting on February 9, 2023 at the Wilkinsburg Train Station.
- PRT also hosted two pop-up tents, received more than 200 public comments, and hosted information boards at the Wilkinsburg Borough building.

During the online and in-person public meetings, the project team received approximately 150 questions and/or comments on the four presented concepts.



There were 79 people in attendance at this series of public meetings.

Comments were received in the following categories:

- The Future of Parking. Several participants expressed both support and concern about the future of parking both at the Park and Ride and on-street in close proximity to the busway.
- Impact on Bus Routes. Several participants expressed concerns or had scenario specific questions about how or if bus routes would be affected by moving the bus station.
- Change in Location / Distance from Current Wilkinsburg Station including Walkability.
- Transit-Oriented Development Potential including Community/ Public Space, Maintenance.
- Should there be a Brushton Station.

■ Public Meeting Series 3

The purpose of the final round of engagement was to review Final Wilkinsburg 10% Station Design, Implementation, and TOD next steps; review Final Brushton Station Concept Design; establish a shared vision for development goals; and share what's next.

Engagement efforts included:

- Public meetings included one online meeting on May 23, 2023 and one in-person, in open house format meeting on May 24, 2023 at the Wilkinsburg Train Station.

During the in-person public meetings, the project team received approximately 40 questions and/or comments on the four presented concepts. There were 25 people in attendance at this series of public meetings.

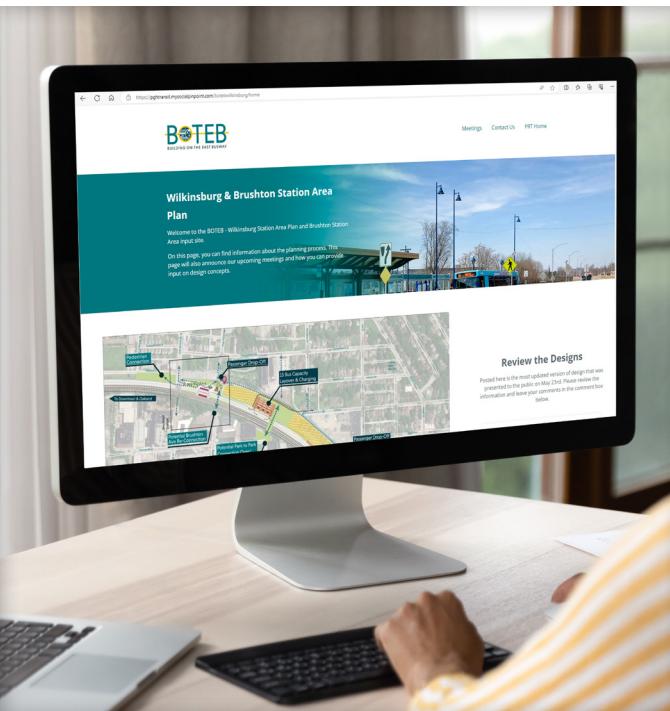
Consistent themes heard included:

- Prioritization of housing. The public largely supports the development of new, affordable, and social housing over the construction or preservation of parking along the busway.
- Desire for public art. The community supports the inclusion of public art, and want to make sure that local artists and artists already active in the station area are included.
- Multi-modal opportunities. There were many conversations about how pedestrians and cyclists will interact with the site, as well as other, non-busway buses.



■ BOTEB Website

In addition to the stakeholder and public meetings, a project website was developed to educate the public and gather input through the use of interactive maps and several surveys. For Wilkinsburg and Brushton Stations, the website was regularly updated with project information, and had several feedback opportunities.



Brushton Station Survey

To gauge public support and interest in adding a station at Brushton Avenue, PRT launched an online survey via the project website. The survey was publicized through social media, yard signs throughout the community, signage at 40 bus stops, every-door-direct USPS mailers to residential properties in 0.25-mile radius of potential station location, PRT staff survey people in-person at key bus stops, and through stakeholder newsletters, social media and websites. There were 317 total responses. For more information on this survey, please see Appendix 1.

Interactive Map

The interactive map created an opportunity for those not able to attend public meetings or contribute to other conversations to provide feedback which was incorporated into the project. The map allowed people



Fig. 6 Number of Comments by Category

to place comments based on what they like, safety concerns, accessibility gaps, and missing amenities. The map was active for comment throughout the project. For more information on this map, please see Appendix 1.

STATION AREA PLAN

2.1 PLANNING CONTEXT

The Wilkinsburg and Brushton Station Area

The Wilkinsburg and Brushton Station Area Plan focuses on the land owned by PRT at the existing Wilkinsburg Station which is currently home to the Wilkinsburg Park and Ride, Wilkinsburg Station, Brushton Layover, and Wallace Layover. An evaluation performed using PRT's Infill Station Procedure suggested that adding a Brushton Station and

repositioning Wilkinsburg Station would benefit transit users. The station area plan provides conceptual designs for two busway stations, a new bus layover facility, and improvements to PRT's Hay Street ramps. In addition, the station area plan makes recommendations to improve transit connectivity and public spaces in areas that are within walking distance to the two stations as proposed in the plan.

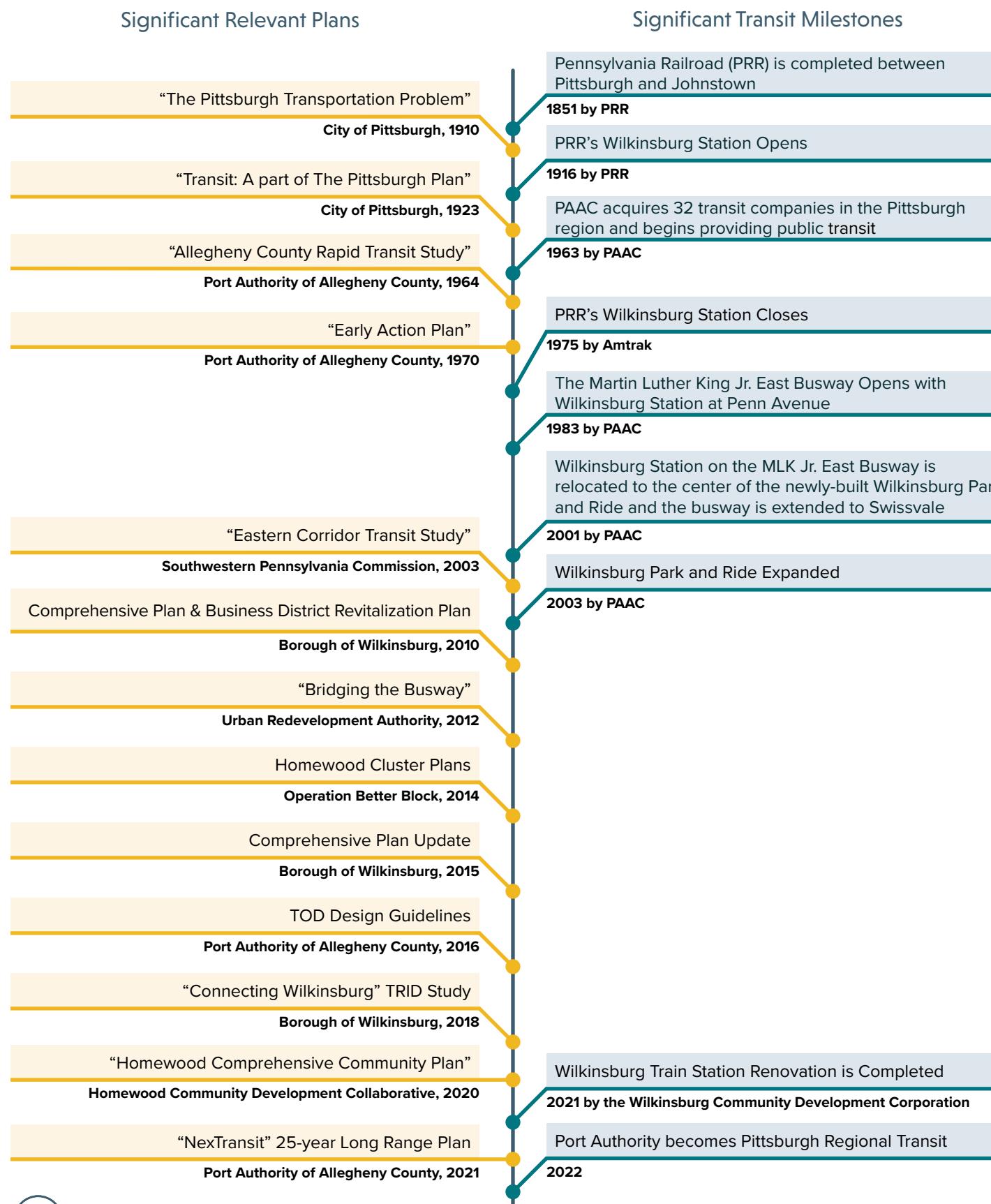


Fig. 7 Negley Station on the East Busway was reconfigured as recommended by the Negley Station Area Plan



Fig. 8 Communities of the MLK Jr. East Busway

Planning and Transit Timeline for the Wilkinsburg Station Area



Key Takeaways From the Review of Previous Plans

For the Complete Review of Previous Plans, See Appendix 6.

The MLK Jr. East Busway is a High-Quality Transit Asset.

- The public transportation corridor that includes Wilkinsburg Station has had local and regional significance since the construction of the Pennsylvania Railroad.
- There is broad recognition that the Martin Luther King Jr. East Busway is a high quality transit asset that enables top-tier transit service quality in the communities it passes through and in communities in the Mon Valley and Eastern Suburbs.

Wilkinsburg Station Could Have a Better Connection to Wilkinsburg's Central Business District.

- There is historic precedent for relocating Wilkinsburg Station to be closer to Wilkinsburg's Central Business District, as the original 1983 Wilkinsburg Station was located above Penn Avenue before it was relocated in 2001.
- TOD at Wilkinsburg Station would support economic revitalization efforts in Wilkinsburg's Central Business District.

The Wilkinsburg Station Area Could Support High-Quality and Community-Serving Transit-Oriented Development.

- There is broad agreement that TOD is a priority near busway station areas and that the opportunity for TOD is especially strong at Wilkinsburg Station.
- Penn Avenue is a major corridor that has an impact on land use and vacancy in both the City of Pittsburgh and the Borough of Wilkinsburg.
- The railroad and busway corridor form a strong boundary through the study area with different community and economic dynamics on either side.

Adding a Brushton Station is Realistic and Desirable.

- There is historic precedent for considering adding a Brushton Station as well as support from modern plans.
- Brushton Station would improve access to high-quality transit service for areas of Homewood that are largely residential but contain a historic commercial center that the community and City of Pittsburgh are interested in revitalizing, and for areas of North Point Breeze with high development activity.

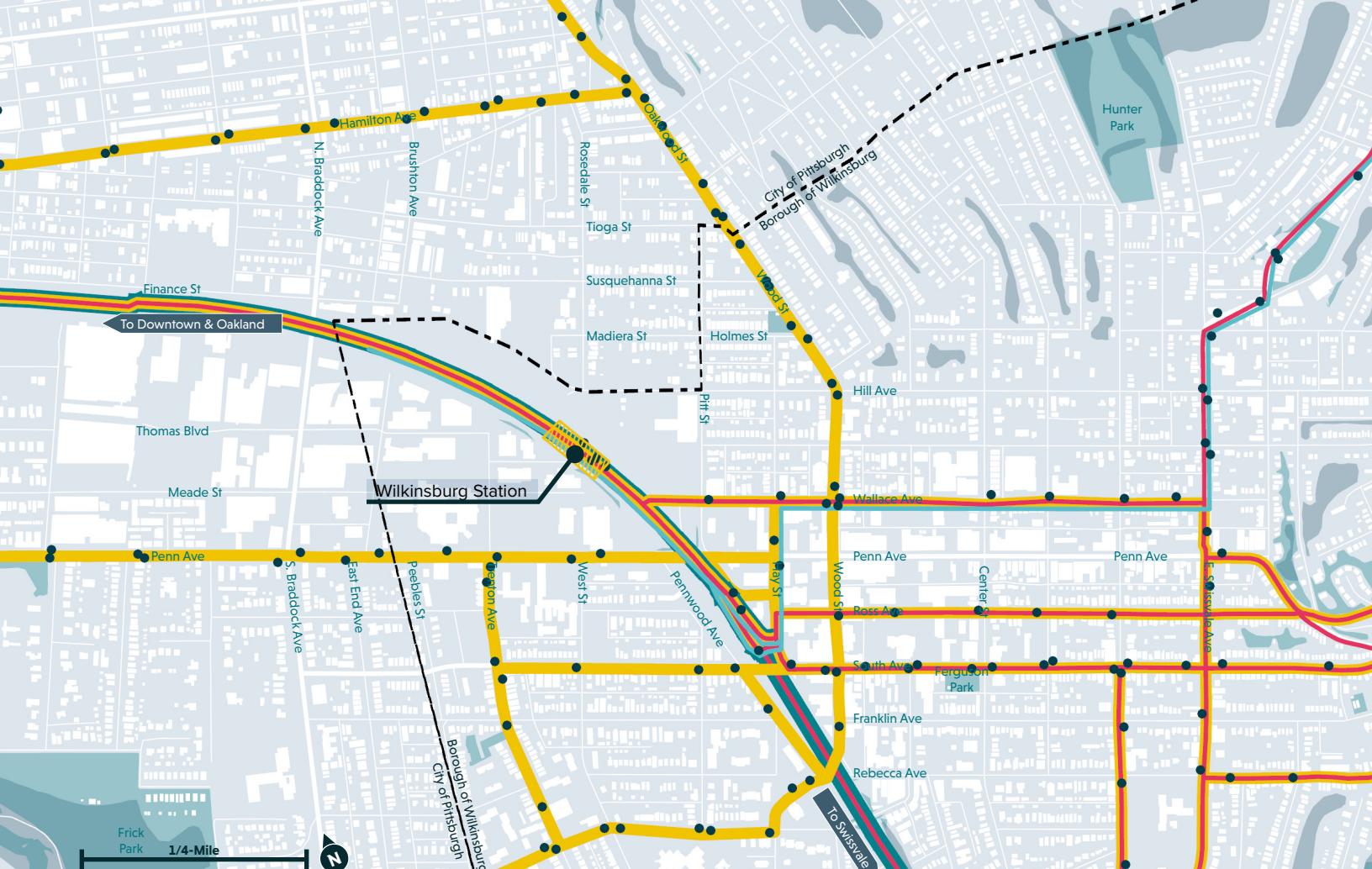


Fig. 9 Current Transit Service: All Tiers



Fig. 10 Current Transit Service: Rapid Transit Service

2.2 TRANSIT SERVICE IN THE STATION AREA

Sept 2023

- Rapid (Busway)
- Local
- Coverage
- Commuter
- Bus Stops

This series of maps shows the extent of PRT's bus service within the project area. Wilkinsburg is an important crossroads within the network for many of PRT's local routes. Several routes originate and terminate on the East Busway at the Wilkinsburg Station area and utilize the two layover facilities (Brushton and Wallace). Many of the eastern-suburban commuter routes exit the Busway at this location before heading further east to their destinations.

PRT's bus routes are organized into four tiers of service:

- Rapid routes offer the highest quality of service and are both fast and frequent. These routes typically utilize grade-separated limited-access busways such as the MLK Jr. East Busway. The future Downtown-Oakland-Uptown-East End Bus Rapid Transit (BRT) project will enable some on-street routes to achieve this tier of service.
- Local routes are traditional on-street bus routes that have typical frequency but without the speed of a rapid route.
- Coverage routes are on-street bus routes that connect neighborhoods to the overall transit network but do not have the frequency of either a rapid or local route.
- Commuter routes are fast routes with limited stops that connect further-away communities to the core transit network but with limited service hours and limited frequency.

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- Rapid (Busway)

Rapid routes offer the highest quality of service and are both fast and frequent. These routes typically utilize grade-separated limited-access busways such as the MLK Jr. East Busway. The future Downtown-Oakland-Uptown-East End Bus Rapid Transit (BRT) project will enable some on-street routes to achieve this tier of service.

Rapid routes in the study area include:

- P1 East Busway: All Stops to Downtown
- P2 East Busway Short: Wilkinsburg to Downtown
- P3 East Busway: Swissvale to Oakland

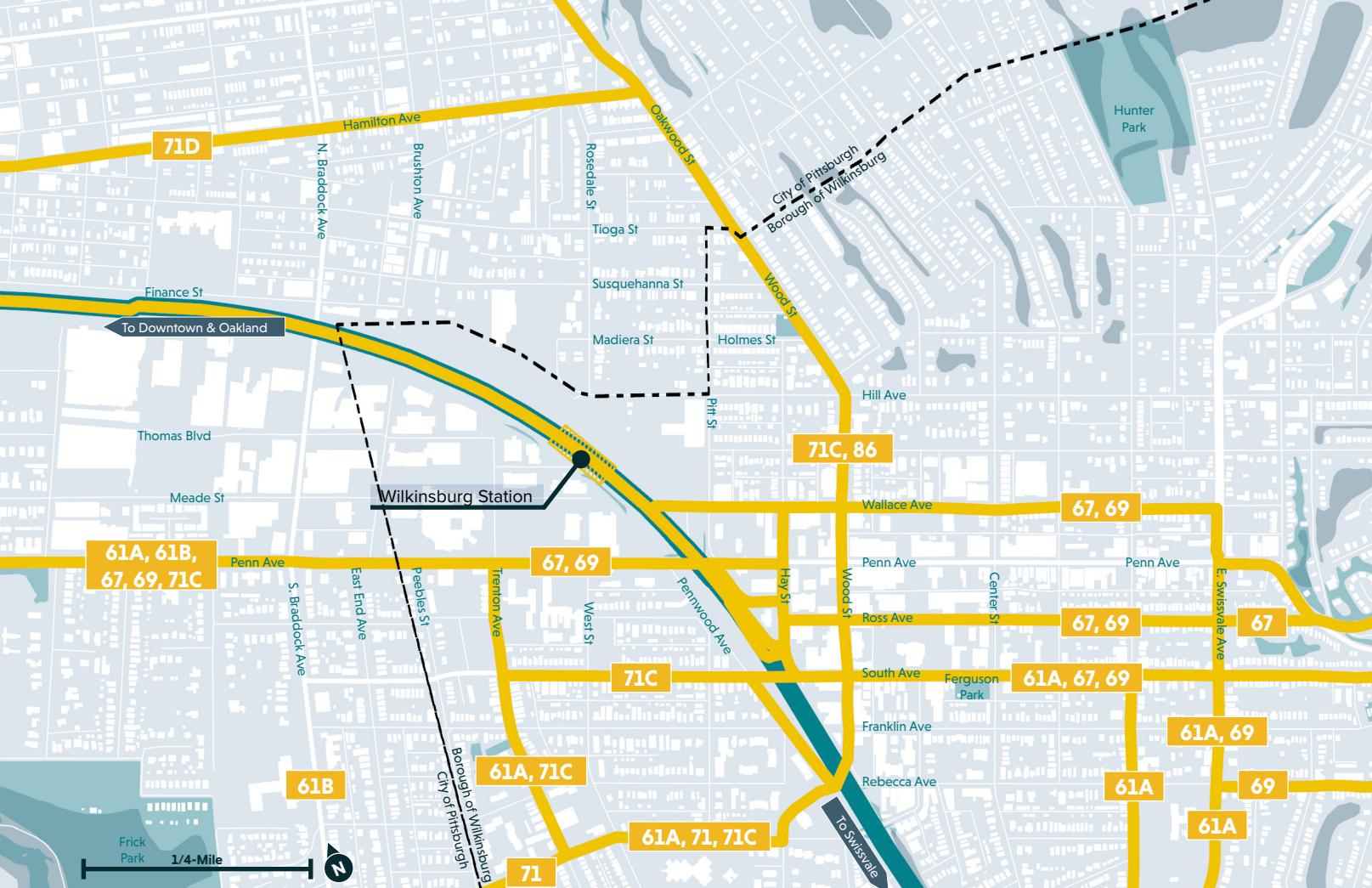


Fig. 11 Current Transit Service: Local Routes

Sept 2023

Local routes are traditional on-street bus routes that have typical frequency but without the speed of a rapid route.

Local routes in the study area include:

- 61A Swissvale
- 61B Braddock - Swissvale
- 67 Monroeville
- 69 Trafford
- 71 Edgewood Town Center
- 71C Point Breeze
- 71D Hamilton
- 86 Liberty



Fig. 12 Current Transit Service: Coverage Routes

Sept 2023

Coverage routes are on-street bus routes that connect neighborhoods to the overall transit network but do not have the frequency of either a rapid or local route.

Coverage routes in the study area include:

- 79 East Hills



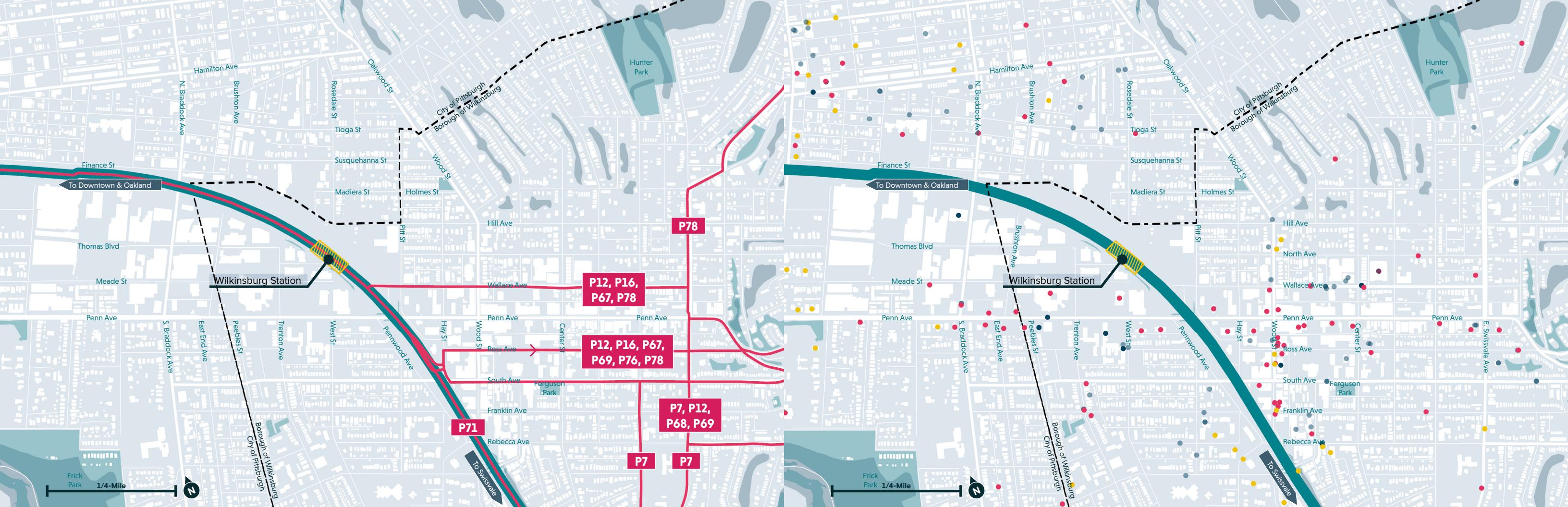


Fig. 13 Current Transit Service: Commuter Routes

Sept 2023

Rapid (Busway)
Commuter

Commuter routes in the study area include:

- P7 McKeesport Flyer
- P12 Holiday Park Flyer
- P16 Penn Hills Flyer
- P67 Monroeville Flyer
- P68 Braddock Hills Flyer
- P69 Trafford Flyer
- P71 Swissvale Flyer
- P76 Lincoln Highway Flyer
- P78 Oakmont Flyer

Fig. 14 Key Points of Interest

- Residential Facilities
- Commercial Sites
- Government & Civic
- Medical

Allegheny County via Western Pennsylvania Regional Data Center

Map of key public assets and other destinations that likely serve the needs of transit riders or other community members.

2.3 STATION AREA GATEWAYS

Wilkinsburg Station is located at the center of the Wilkinsburg Park and Ride within the Borough of Wilkinsburg and nearby the City of Pittsburgh neighborhoods of Homewood and Point Breeze North. The Brushton Layover facility is located at the western end of this planning study's site and the Wallace Layover facility is located at the eastern end of the site. The Wilkinsburg Park and Ride extends along the Busway from the Brushton Layover to the Wallace Layover. The original Park and Ride, which was completed in the early 2000's, was expanded shortly after completion to meet demand at that time.

Barriers to Access

Accessing Wilkinsburg Station from the surrounding neighborhood presents inaccessible, unclear, and unattractive conditions which create either physical barriers or otherwise discourage use of the busway station.

- The location of the station is optimized for driving to the station and requires walking to the middle of the Wilkinsburg Park and Ride lot from the surrounding neighborhoods.
- The station is not visible from the surrounding neighborhoods.
- Access points are not clearly identified and wayfinding signage is minimal throughout the neighborhoods or in Wilkinsburg's downtown business district.
- Sidewalks and crosswalks are in fair or poor condition with infrastructure that is showing its age.
- There are relatively few opportunities to connect from one side of the busway and railroad to the other. This corridor creates a barrier for neighborhood connectivity.

Safety was identified as being a concern by community members, stakeholders, and attendees of public meetings and pop-up events. Workshop participants highlighted that the existing Wilkinsburg Station feels remote from its surroundings and that the grade change between Penn Avenue and the station

impacts ADA and pedestrian accessibility. Participants expressed a desire for the station to have a stronger connection to the surrounding neighborhoods. Some features that stakeholders suggested would improve feelings of safety include lighting, benches, cell phone charging stations, and family-friendly amenities.



Access Points for Pedestrians

There are five places where people walking to the station are able to access the station area: at Brushton Avenue, at Rosedale Street's intersection with Hill Avenue, at Wallace Avenue, at Sawyer Way, and via the ramps connected to Hay Street.



Access Points for Motorists

There are three places where people driving to the station are able to access the station area: at Brushton Avenue, at Rosedale Street's intersection with Hill Avenue, and at Wallace Avenue.



Access Points for Buses

There are three places where PRT's buses are able to access the Busway from the public street network: at Brushton Avenue, at Wallace Avenue, and at the ramps which connect to Hay Street.



Fig. 15 Access Points for Pedestrians, Motorists, and Buses

1 Potential North Braddock Avenue Gateway



4 Pitt Street and Wallace Avenue Gateway



2 Brushton Avenue and Finance Street Gateway



5 Sawyer Way Gateway



3 Rosedale Street and Hill Avenue Gateway



6 Hay Street Ramps Gateway



1 Potential North Braddock Avenue Gateway for Pedestrians



Challenges

- There is no wayfinding signage for pedestrians, bicyclists, or motorists.
- The station is not visible from this entrance.
- There is currently no connection from North Braddock Avenue and PRT's site.

Opportunities

- Create pedestrian, cyclist, and ADA-accessible path from the sidewalk on the east side of North Braddock Avenue to PRT's site.
- Provide a pedestrian and bicycle crossing on the busway bridge over North Braddock Avenue to connect to Finance Street on west side of North Braddock Avenue.



3 Rosedale Street and Hill Avenue Gateway for Pedestrians and Motorists



Challenges

- There is no wayfinding signage for pedestrians or bicyclists.
- Only one side of the Hill Avenue sidewalks connects to PRT's property.
- The pathway to the station is unnecessarily circuitous.

Opportunities

- Add crosswalks, stop bars, and pavement markings.
- Add a fourth curb ramp at southeast corner of the intersection.
- Possibly install a mini-roundabout in to discourage speeding and plan for a full roundabout with bike facilities in the longer term as the site redevelops.



2 Brushton Avenue and Finance Street Gateway for Pedestrians, Motorists, and Buses



Challenges

- There is no wayfinding signage for pedestrians or bicyclists.
- Only one side of the Brushton Avenue sidewalks connects to PRT's property.
- The station is not visible from this entrance.

Opportunities

- Add stop bars and pavement markings to all legs of the intersections.
- Repair and complete the sidewalk on the east side of Brushton Avenue from the intersection with Finance Street to the intersection with Susquehanna Street.
- Connect the Brushton Avenue and Finance Street intersection to new facilities on PRT's site for pedestrians, wheelchair users, cyclists, and motorists.



Image source: Google Streetview (2020)

4 Pitt Street and Wallace Avenue Gateway for Pedestrians, Motorists, and Buses



Challenges

- There is no wayfinding signage for pedestrians or bicyclists.
- Only one side of the Wallace Avenue sidewalks connects to PRT's property.
- The existing signage may be confusing or intimidating to people walking to the station.
- The station is not visible from this entrance.

Opportunities

- Add pavement markings and stop bars.
- Add crosswalks.
- Potentially convert Pitt Street between Wallace Avenue and Penn Avenue to a traffic-limited or general traffic-prohibited "woonerf" street.
- Consider installing permanent barriers in the middle of Penn Avenue to prevent left turns.



5 Sawyer Way Gateway for Pedestrians



Challenges

- There is no wayfinding signage for pedestrians or bicyclists.
- The station is not visible from this entrance.
- The walkway through the Wallace Layover is confusing and uncomfortable.

Opportunities

- Reconfigure the Wallace Layover to create clear and intuitive pathways to connect to Wilkinsburg Station.
- Perform state-of-good repair enhancements to the Sawyer Way pedestrian ramp and stairs.



6 Hay Street Ramp Gateway for Pedestrians and Buses



Challenges

- There is no wayfinding signage for pedestrians or bicyclists.
- The station is not visible from this entrance.
- The walkway through the Wallace Layover is confusing and uncomfortable.
- Sidewalks and crosswalks at the base of the Hay Street ramps are circuitous and confusing.

Opportunities

- Tighten the roadway geometry for the busway ramps to create clearer sidewalk and crosswalk connections.
- Add a pedestrian splitter island in the space between Hay Street, the Wilkinsburg Station sidewalk, and the Hay Street & South Avenue monolithic island.
- Add midblock crossings for the crosswalks on Hay Street at Ross Avenue with appropriate signage and street markings.



Image source: Google Streetview (2020)

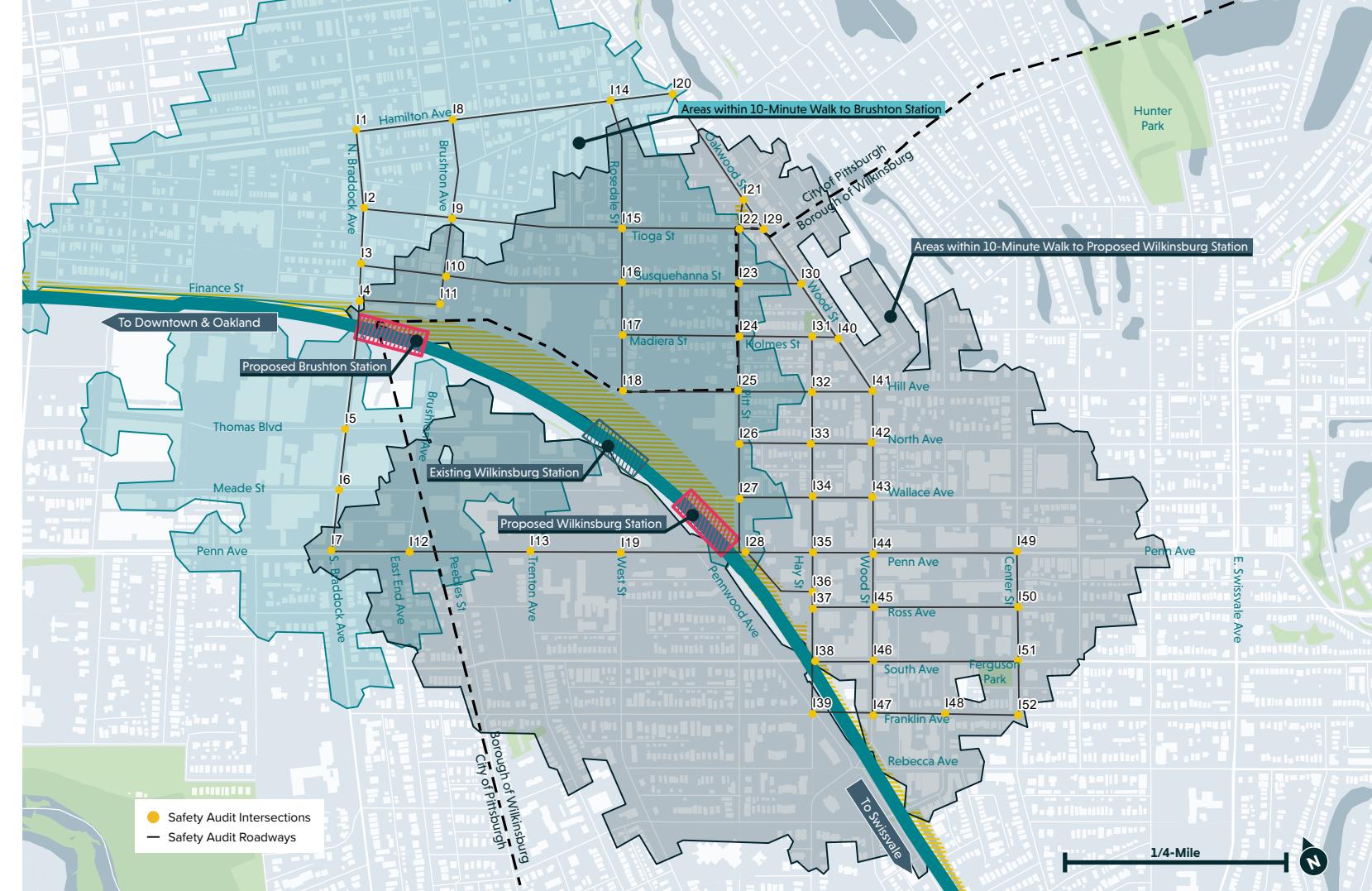


Fig. 16 Map of Intersections and Roadways Included in the Safety Audit

2.4 RECOMMENDED STATION ACCESS IMPROVEMENTS

As part of this project, a safety audit was performed that evaluated intersections, roadways, sidewalks, and bicycle facilities within the Wilkinsburg and Brushton Station Area. Based on the findings of the safety audit, the project team compiled a set of recommendations for the study area. These recommendations are presented in the following categories:

- Movements Throughout the Site
- Key Access Points
- Connectivity and Walkability to the Station

Movements Throughout the Site

Add More Pedestrian Pathways and Aisles

Within the Park and Ride lot itself, there is one mid-aisle pedestrian pathway leading from the station platforms through the parking lot to the intersection of Rosedale Street and Hill Avenue. Modern parking lots now provide a sidewalk for as many parking spots as possible to the station; The condition in Fig. 14 should be replicated throughout the lot.



Fig. 17 Mid-Parking Lot Aisle to Rosedale Street and Hill Avenue Intersection

Reduce the Overall Number of Parking Spaces

While the existing Wilkinsburg Station site may transition from Park and Ride to higher and better uses over many years, in the near term the parking lot has had many more spaces added to it than fit a conventionally laid out lot of the same dimensions. In addition, demand for parking has declined since the COVID-19 pandemic. Relocating the station would provide an opportunity to right-size the number of spaces in light of changed demand, explore potential new TOD opportunities, and introduce low-maintenance landscaping to manage stormwater.

Install Standard Bicycle Parking

Best practices for bicycle parking recommend the use of an inverted U-shape rack that allows the rack to support a bicycle frame at two contact points. The conversion of two parking spaces close to the current platforms could provide up to 20 bike parking spaces in the near term. As the station is redeveloped, locations for a larger number of bike parking spaces, including covered ones, should be identified. Bike parking locations will also be identified within the new station design.

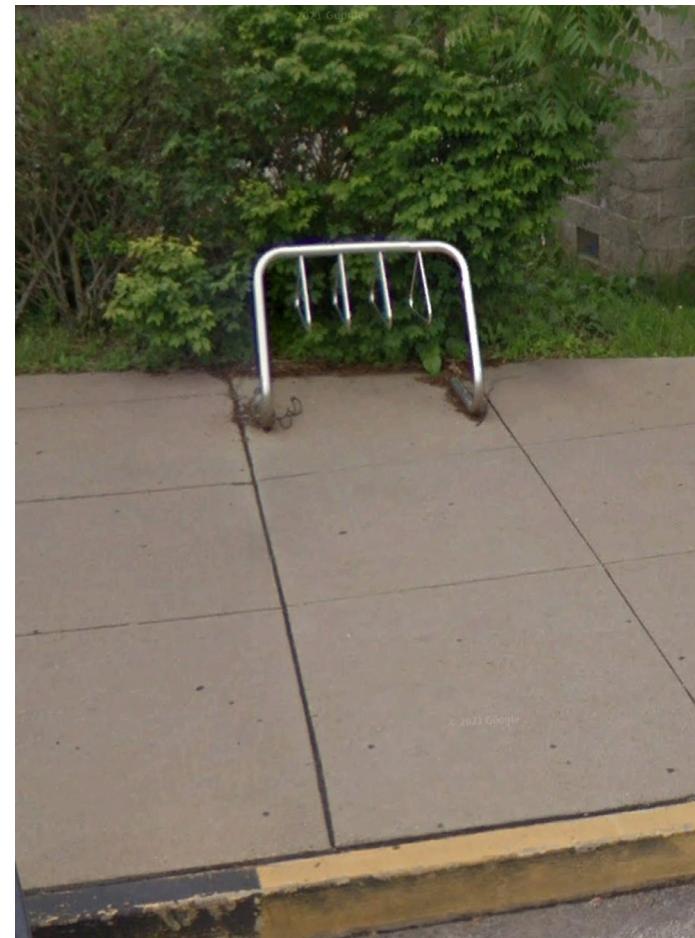


Fig. 18 The Current Environment Lacks Proper Bicycle Parking Facilities.

It should be noted there are currently signs within the Park and Ride lot that prohibit biking, rollerblading, scootering, etc. This signage could be confusing to users as it does not clearly communicate that bicycles are an encouraged form of transportation to and from the Park and Ride. An image of one of the existing signs is shown in Fig. 17 below. It is recommended these signs be updated to reflect a positive attitude towards a broader variety of multimodal travel.



Fig. 19 Sign Prohibiting Biking in the Park and Ride

■ Remove Barriers to Accessibility

It is important that the proposed designs for the East Busway stations be fully accessible for all transit users. As discussed previously, pedestrians must navigate a large change in grade when traveling from the Downtown Wilkinsburg area to



Fig. 20 Examples of Accessibility Concerns

the Wilkinsburg Station and Park and Ride lot. The current access points do not provide a comfortable environment for all users, and the significant change in grade between Wilkinsburg Station and Downtown Wilkinsburg makes access a particular challenge for those with mobility impairments.



■ Key Access Points

■ Work with Wilkinsburg Residents to Establish a Neighborhood Bikeway to Rosedale Street and Hill Avenue Access Point

One of the global findings of the audit is that other than a recently installed bike lane along Ross Avenue, there are virtually zero bicycle facilities in most of the surrounding neighborhoods. Instead of trying to build a network of bike lanes on major corridors, PRT may do more to improve access by recommending that the Borough of Wilkinsburg dedicate low-traffic volume streets that do not have bus routes as “neighborhood bikeways.” These are low traffic streets that may have low-capital cost traffic calming devices installed like the mini-roundabout in the figure below. The Rosedale Street and Hill Avenue access point may be the ideal location at the site to be the terminus of a designated neighborhood bikeway.



Fig. 21 Mini-Roundabout along Neighborhood Bikeway, Denver

■ Create a Pedestrian-Oriented Entrance at North Braddock Avenue, Add a Local Bus Stop, and Consider Bridging Across North Braddock for Grade Separation to West Side Sidewalk

The proposed location for a primary pedestrian access point to proposed Brushton Station could be made even more attractive by extending a pedestrian bridge from the proposed Brushton Station platform across North Braddock Avenue to PRT’s property on the western side of the street, allowing those wanting to walk north or south on the west side of North Braddock to do so without having to make an at-grade crossing of North Braddock Avenue. This location could also be an excellent spot for transfer to local buses, similar to the stop at the bottom of the ramps at the Homewood Station.

■ Add Splitter Islands and Strengthen Pedestrian-Only Spaces at Hay Street Ramps Area

One of the biggest contributors to a sense of conflict around the Hay Street ramps is the lack of information from the built environment about what everyone – pedestrians, motorists, bus operators – should do. Images of the existing conditions of the Hay Street ramp area are provided in the figure below.

■ Improvements to the Hay Street Ramps



Fig. 22 Images of the Hay Street Ramps

A new design for this area should tighten up bus movements by adding pavement islands that force more turns to occur at regular angles and at low speeds. If the bus stops on the ramps remain, it may be beneficial to narrow the transitway for buses while widening the sidewalk to give pedestrians more space to move separate from the large articulated buses. Railings along the edge of the sidewalk adjacent to the transitway may also enhance the feeling of safety and separation from moving vehicles.

■ Consider Closing Pitt Street from Wallace Avenue to Penn Avenue

Over the years, multiple attempts at countermeasures against illegal and ill-advised turns have been deployed in the Penn Avenue at Pitt Street intersection. See the figure to the right for images of various solutions that have been implemented at the Pitt Street and Penn Avenue intersection in the years 2015, 2017, and 2018 (pictured sequentially from top to bottom).



Fig. 23 Segment of Pitt Street between Wallace Avenue and Penn Avenue

Buses do not use this road segment and while not as complicated as the Hay Street ramps area, this is another location where pedestrians can face vehicular threats from multiple angles in a single crossing. Closing the street segment entirely may greatly enhance safety here by providing clearer, more conventional crossing locations, and by creating a space that could become a type of welcoming plaza to a revitalized station. This recommendation was also highlighted in the Connecting Wilkinsburg Transit Revitalization Investment District (TRID) study.



Fig. 24 Photographs of Previous Countermeasures at the Pitt Street and Penn Avenue Intersection (Google Streetview)

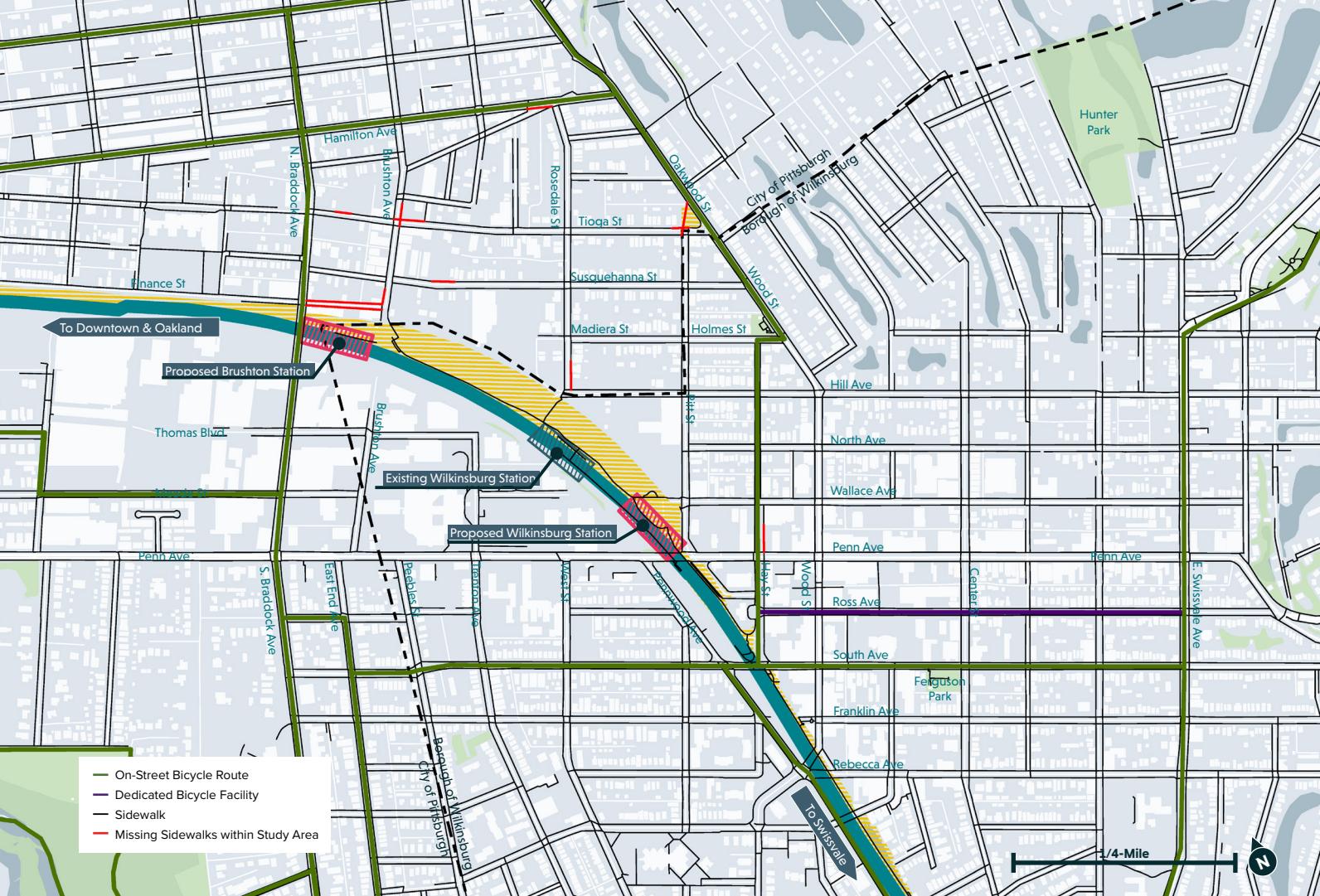


Fig. 25 Map of Sidewalks and Bicycle Facilities

Connectivity and Walkability to the Station

Intersections and Roadway Segment Improvements

It is recommended that intersections and roadway segments in the study area be improved to properly support pedestrians traveling along the final approaches to the access points to the Wilkinsburg Station and Park and Ride lot.

- Intersection improvements
 - Add crosswalks to intersection locations where they are currently missing. (Example: Rosedale Street and Hill Avenue)
 - Re-stripe crosswalks and stop bars at intersections where these pavement markings were identified to be in poor or fair condition. (Example: Hay Street and South Avenue)

- Add curb ramps where they are missing for intersection crossings that are along a pedestrian route.
 - Include tactile warning strips on any newly constructed curb ramps.
 - Add tactile improvements on PRT property first then consider locations off PRT property.
- Roadway segment improvements
 - Perform sidewalk repair and construction. (Examples: Wallace Avenue, Hill Avenue)
 - Determine a methodology for prioritizing Congestion Mitigation and Air Quality (CMAQ) pilot dollars allocated to sidewalk improvements.
 - For the main pedestrian routes within the study area, address missing pavement markings as well as pavement markings in poor/fair condition. (Examples: Brushton Avenue, Rosedale Street)

Add “State Law: Yield to Pedestrians in Crosswalk” Signs

Under Pennsylvania state law, motor vehicles are required to stop for pedestrians in crosswalks. It is recommended that signs indicating “State Law: Yield to Pedestrians in Crosswalk” be added to the locations of key crosswalks associated with the access points to the Wilkinsburg Station and Park and Ride lot. These signs are especially helpful at midblock crossing locations. Examples of these signs are shown in the figure below.

Complete Bicycle Connection

There are currently limited bicycle connections within the Safety Audit study. As mentioned previously, the only dedicated bicycle facilities in the area are on Ross Avenue. On-street bicycle routes in the study area include North Braddock Avenue, Hamilton Avenue, Oakwood/Wood Street, and South Avenue. To provide a safer route for bicyclists, it is recommended a bicycle connection be completed to connect the existing bicycle routes directly to the Wilkinsburg Station and Park and Ride lot. The Rosedale Street and Hill Avenue pedestrian access point is recommended as the bicycle access point for the station due to low traffic counts and lower Level of Traffic Stress (LTS). The project team recommends looking at neighborhood streets that could become a neighborhood bikeway to connect to the Rosedale Street and Hill Avenue station access point.

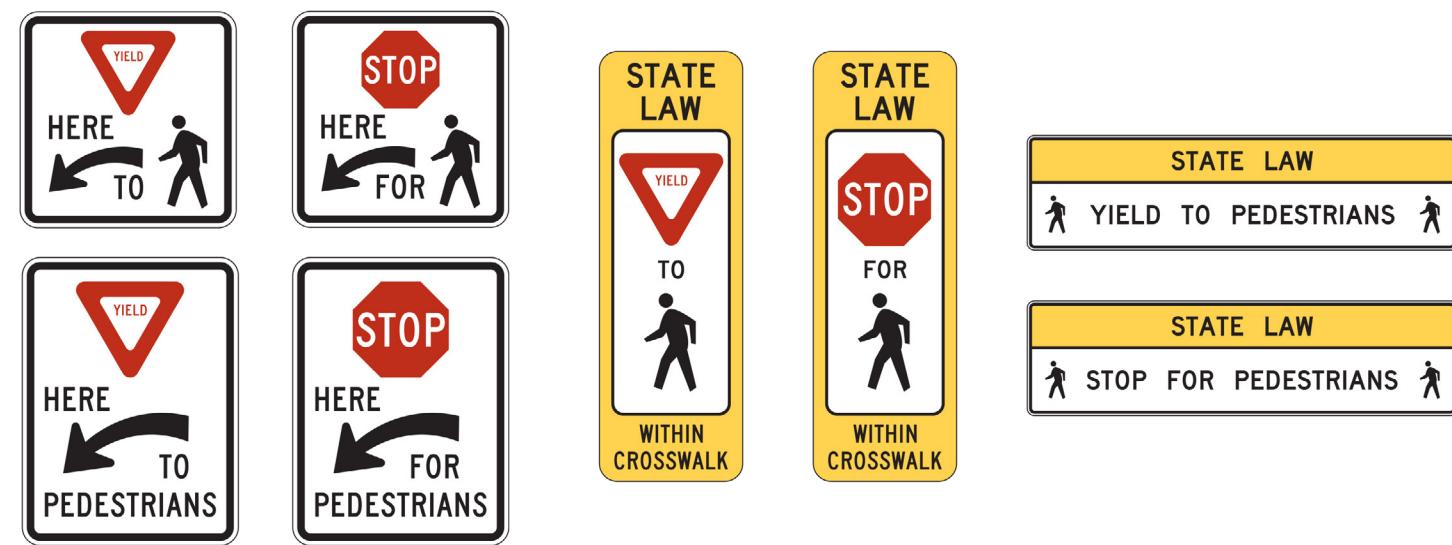


Fig. 26 Unsignalized Pedestrian Crosswalk Signs (Source: Manual on Uniform Traffic Control Devices (MUTCD))

■ Update Wayfinding to Follow PRT's Guidelines for Urban Mixed-Use Station Wayfinding

It is recommended the wayfinding within the area be updated to follow the design specifications published in the PRT Wayfinding Standards Manual. According to the PRT Wayfinding Standards Manual, wayfinding for Urban Mixed-Use stations should achieve the following:

- Stops and stations are gateways to user destinations, and wayfinding shall highlight key destinations
- Stress multi-modal options and opportunities
- Encourage pedestrian exploration
- Alert riders about nearby, transit-accessible destinations

The manual presents a sign palette for each TOD station typology that can be applied based on the needs of an individual station. The sign palette associated with PRT's Urban Mixed-Use Station wayfinding is shown in the figure below.

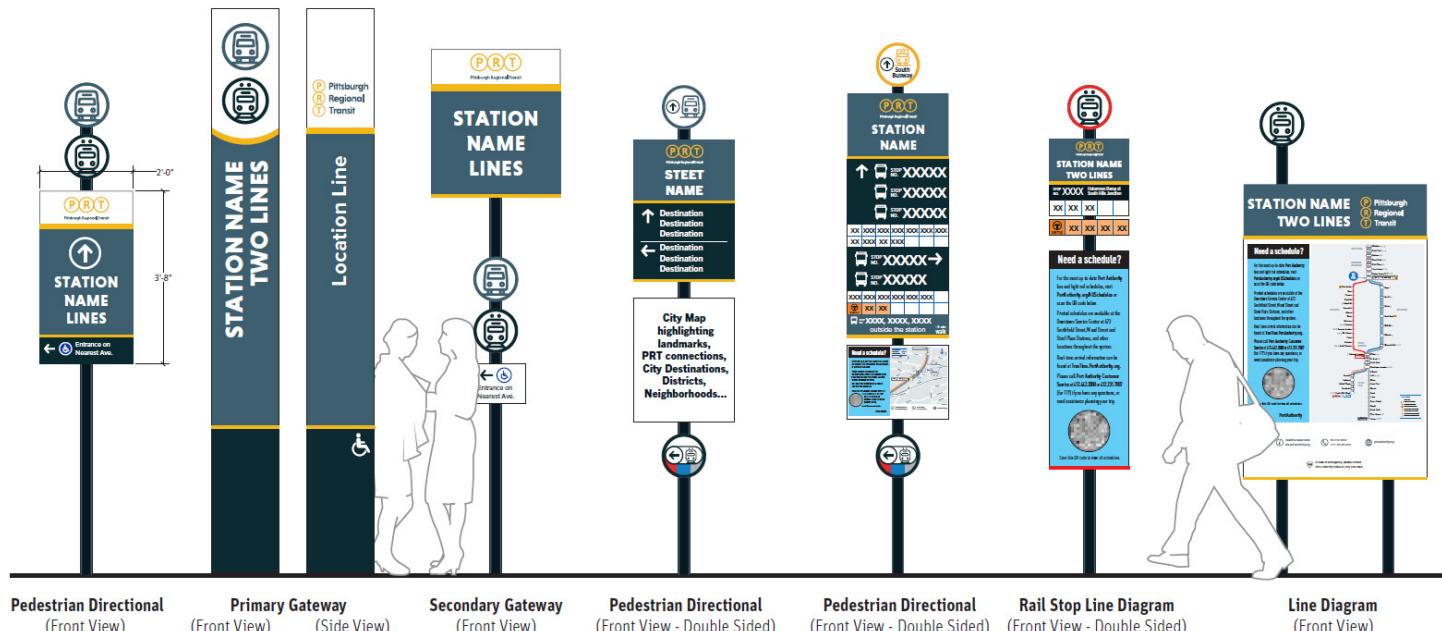


Fig. 27 Example Signage from PRT's Wayfinding Standards Manual

- Stops and stations are gateways to user destinations, and wayfinding shall highlight key destinations
- Stress multi-modal options and opportunities
- Encourage pedestrian exploration
- Alert riders about nearby, transit-accessible destinations

The manual presents a sign palette for each TOD station typology that can be applied based on the needs of an individual station. The sign palette associated with PRT's Urban Mixed-Use Station wayfinding is shown in the figure below.

■ 2.5 EXISTING CONDITIONS FOR WILKINSBURG STATION

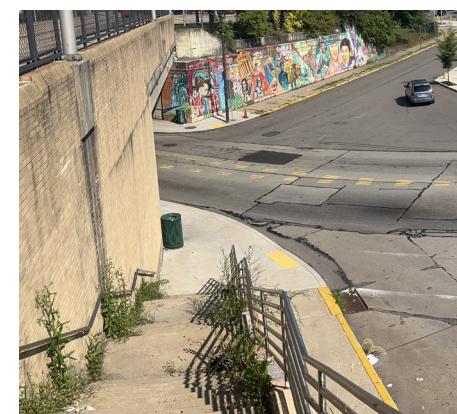


Fig. 28 View North Down the Sawyer Way Stairs



Fig. 29 View South Along the Sawyer Way Ramp



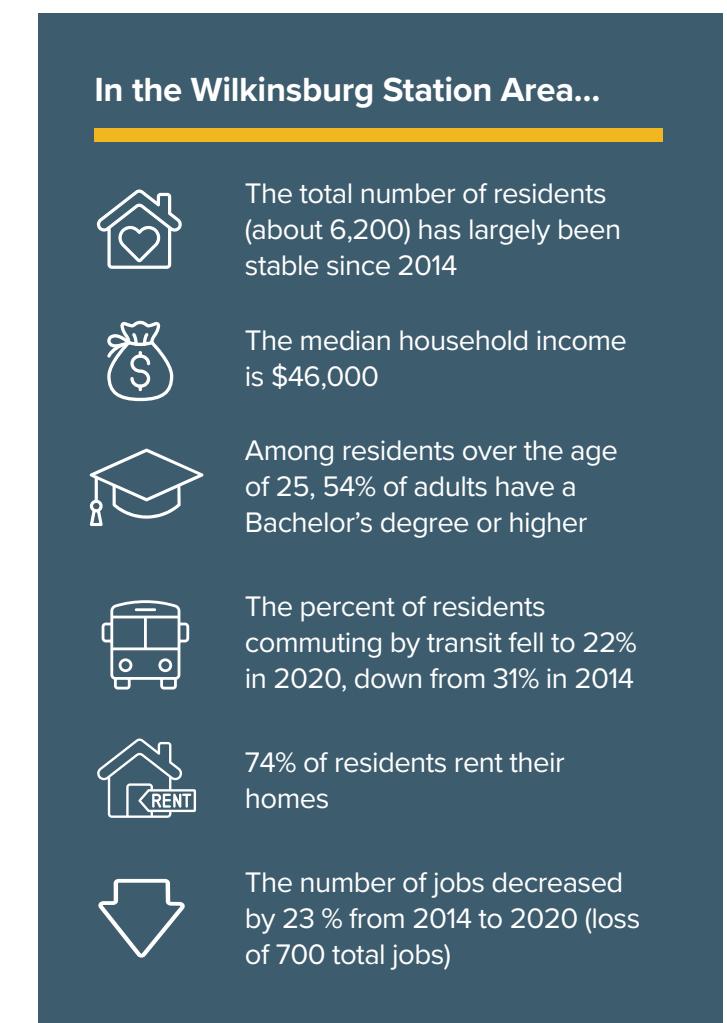
Fig. 30 View of Closed Staircase at Penn Avenue Under The Busway

Opportunities

- The station could be moved to be closer to Wilkinsburg's Central Business District.
- The Busway bridge over Penn Avenue is being redesigned to make it easier to use and more accessible.
- PRT already has funding for Wilkinsburg Station design and construction.
- The Park and Ride isn't used as much as it was before COVID and no longer overflows into the neighborhoods.
- The Park and Ride site could be an opportunity for community-serving new development including housing, retail or services, and public space.

Design Considerations

- Station design should follow PRT's service and station design guidelines to ensure high-quality service.
- Changes to the Park and Ride should make sure that transit riders don't take away from neighborhood parking.
- PRT needs layover space and places to charge battery-electric buses.
- Wilkinsburg Station is too auto-centric. Designs need to prioritize station access for people of all abilities.



2.6 EXISTING CONDITIONS FOR BRUSHTON STATION



Fig. 31 View North Along Brushton Avenue Near the Park And Ride



Fig. 32 View of Brushton Avenue Connection to The East Busway



Fig. 33 View North Along Brushton Avenue Near Susquehanna Street

There is currently no station between Homewood Station and Wilkinsburg Station along the Martin Luther King Jr. East Busway. If a station were to be added to the Busway between these stations, it would serve areas of Homewood and Point Breeze North that are not currently within walking distance of a Busway station. If Wilkinsburg Station is shifted further east, it creates the opportunity to add a station at Brushton Avenue that is also connected to North Braddock Avenue.

PRT developed, as part of the broader BOTEBC program, an analytical framework to assess the value of adding a station to an existing fixed guideway. Using this framework to assess adding a Brushton Station concluded that PRT should proceed with planning for a station at this location.

Why PRT should plan for Brushton Station:

- Adding a station at Brushton could help residents get to jobs in downtown Pittsburgh 30% to 45% faster than existing local bus service, and reach Oakland jobs 35% to 50% faster.
- A Brushton Station will significantly expand the number of residents who can access the Busway in a 10-minute walk.
- The analysis concluded that Brushton Station has a high concentration of people who need transit the most.
- The Brushton site is relatively flat and the land is controlled by PRT, making construction of a new station easier than in other locations along the busway.
- A survey conducted by PRT of riders and residents in the Brushton Station Area found that 80% of respondents thought a station should be added at Brushton.



Fig. 34 View toward the Brushton Layover and the Brushton Avenue gateway

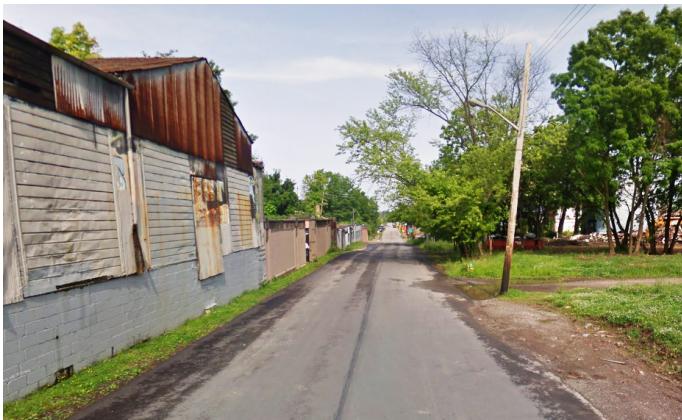


Fig. 35 View to the West along Finance Street from Brushton Avenue



Fig. 36 View to the South along North Braddock Avenue from Susquehanna Street

Opportunities

- The station could serve areas of Homewood, North Point Breeze, and Wilkinsburg that are between the Homewood and Wilkinsburg busway stations.
- The station could have a well-designed pedestrian connection to North Braddock Avenue.

Design Considerations

- Station design should follow PRT's service and station design guidelines to ensure high-quality service.
- The layover capacity at Brushton would need to be located elsewhere.
- Station construction presents an opportunity for improved stormwater management at the site.

In the Brushton Station Area...



The total number of residents has declined by 5.5% since 2014 to about 6,000 people



The median household income is \$50,000



Among residents over the age of 25, 46% of adults have a Bachelor's degree or higher



The % of residents commuting by transit fell to 15% in 2020, down from 22% in 2014



49% of residents rent their homes



The number of jobs decreased by 4 % from 2014 to 2020 (loss of 80 total jobs)

CONCEPTUAL DESIGN

3.1 OVERVIEW

What is Conceptual Design?

The conceptual design phase precedes the final architectural, engineering, and landscape architecture process. During conceptual design, PRT identifies the big picture goals for a station area and imagines possible features that could be integrated into final design. The final design will further refine the conceptual design and will go into finer detail about how parts of the project will be laid out or constructed.

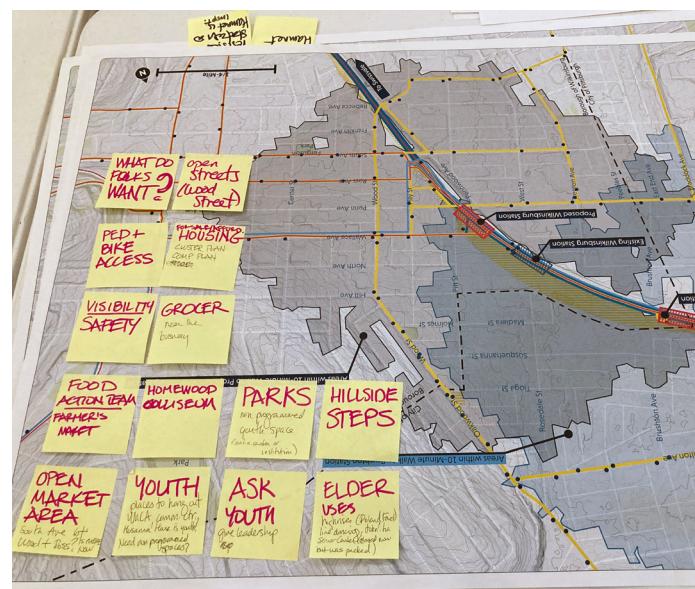


Fig. 37 A map with feedback about Wilkinsburg Station from Public Meeting Round #1

We Developed Concepts That:

-  Focus on accessibility and equity, making the stations better for all riders
-  Improve the feeling and perception of safety when accessing the stations
-  Provide added value to the community such as open space based on input
-  Begin exploring potential development locations on PRT-owned property

To accomplish these goals, the conceptual plan integrates several “Big Moves” designed to be executed over a period of years for as smooth a transition as possible.

Big Moves for the Wilkinsburg and Brushton Station Area

A New Wilkinsburg Station, Closer to Downtown Wilkinsburg

This change has the potential to improve accessibility and ridership through closer and more direct connection to Downtown Wilkinsburg. The proposed improvements incorporate enhanced connections, flexible gathering areas and public space, and safer and more equitable access to the Wilkinsburg Station platforms.

Add a New Brushton Station at the west end of the Wilkinsburg Park and Ride Lot

Shifting Wilkinsburg Station closer to Downtown provides an opportunity to add a new station, Brushton Station, to serve the neighborhoods of North Point Breeze and Homewood South. When this station is introduced, residents of the neighborhoods surrounding this section of the Busway will all experience shorter travel times to reach the high-speed transit along the East Busway.

A Multi-Use Path Linking the Stations and Adjacent Neighborhoods

Another key feature of the overall site concept is a multi-use path that connects the two stations to each other and the rest of the neighborhood. The multi-use path ties Wilkinsburg and Brushton Station areas into the larger bike and greenway network from the linear park in Wilkinsburg to the proposed landscaping along the busway near Finance Street. The early design proposal identifies opportunities to integrate green stormwater infrastructure (such as rain gardens), nature-based play amenities, and public art elements. The path will be an asset for residents in the City of Pittsburgh’s Homewood and Point Breeze North neighborhoods and the Borough of Wilkinsburg and has opportunities to integrate green stormwater infrastructure, nature-based play amenities, and public art.

Enhance Pedestrian Safety and Access

One of the most frequent safety concerns expressed by both community members and PRT staff was the conflict of pedestrians and turning buses at the base of the Hay Street ramps next to the historic Wilkinsburg Train Station. The conceptual design envisions a new pedestrian island and additional roadway adjustments so that space for both pedestrians and buses will be more clearly defined, with fewer opportunities for conflict.

Separate Local and Express Bus Platforms to Create Wilkinsburg Multimodal Center

One of the most important features of the conceptual design from an operational point of view is the addition of a second set of bus platforms at the new Wilkinsburg Station site. Express and Busway routes will stop at the main platforms on the Busway and on-street routes that begin or end service at Wilkinsburg Station will utilize the new local platforms.

A Consolidated Bus Layover Facility with Electric Bus Charging

The plan recommends replacing the two bus layover areas with a central 15-bus capacity charging and layover site to serve as a central space for bus layover, operator rest stops, and electric bus charging for buses serving the East Busway corridor and the overall system.

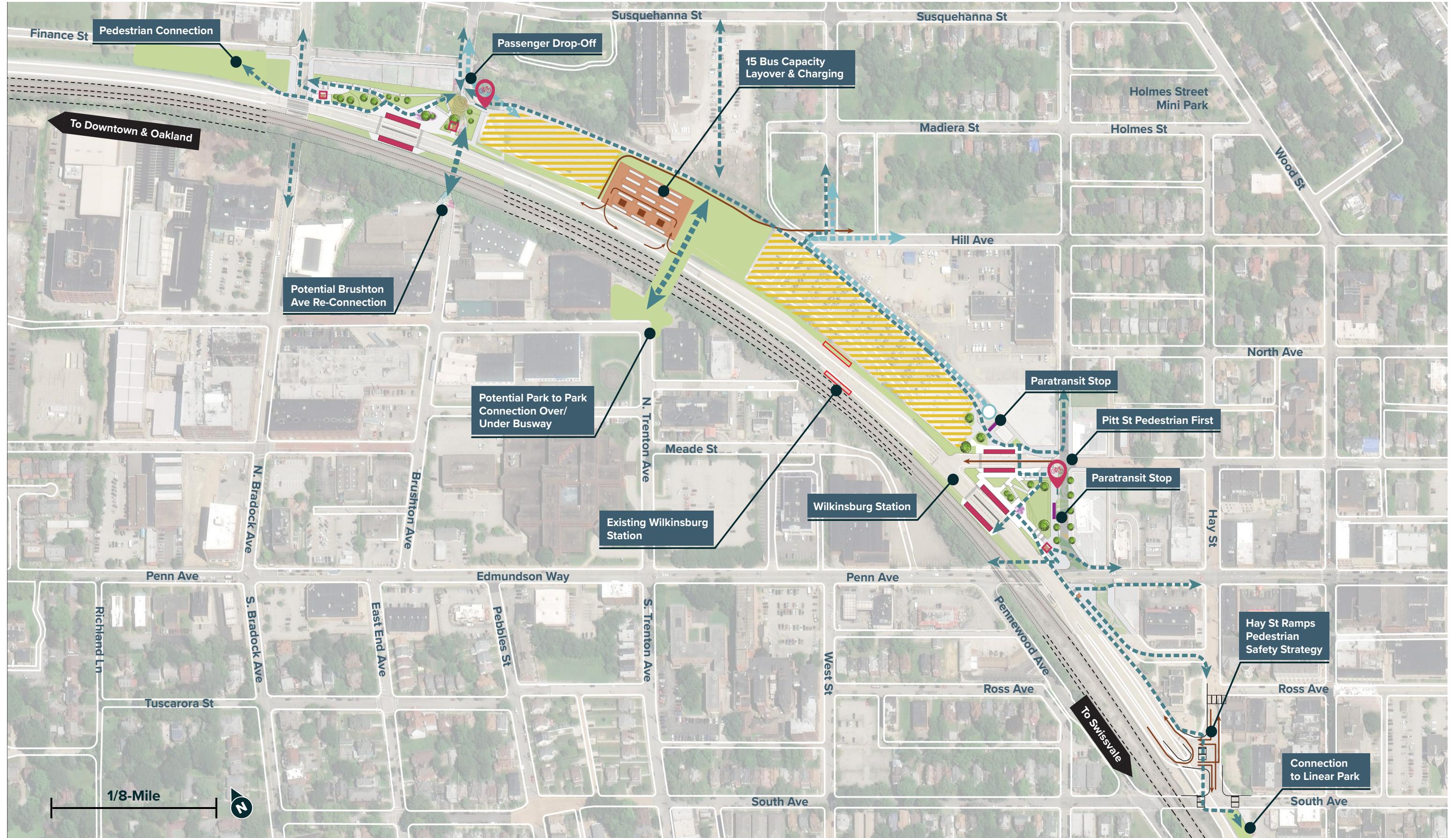


Fig. 38 Wilkinsburg and Brushton Stations Conceptual Design Site Plan

3.2 WILKINSBURG STATION CONCEPTUAL DESIGN

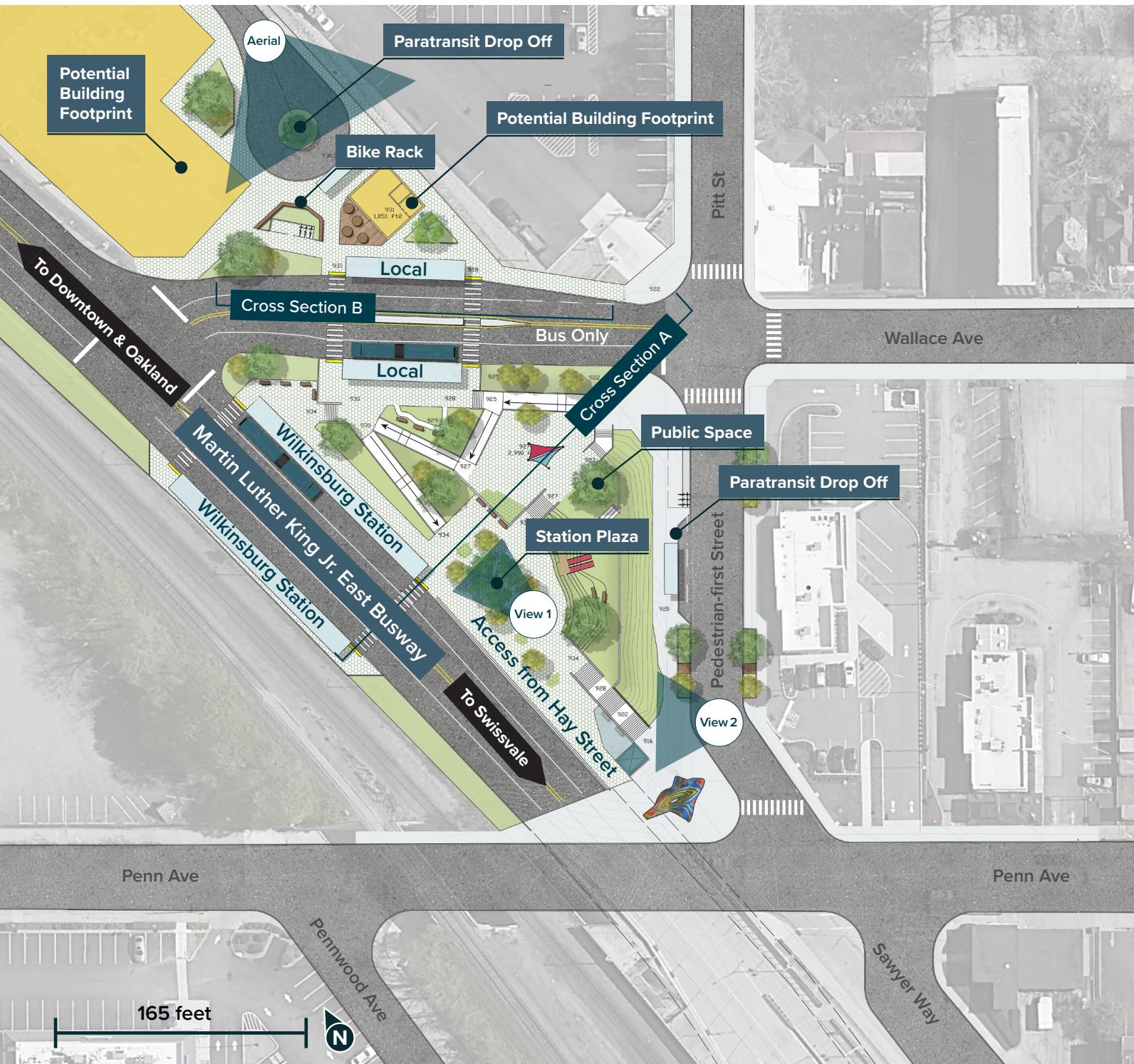


Fig. 39 Wilkinsburg Station Conceptual Design



Fig. 40 View 1 showing the Busway and primary Busway plaza

POTENTIAL IMPROVEMENTS:

Proposed public space for community programming and family-friendly recreation includes integrated play infrastructure that uses site topography to propose a set of slides.

Potential for retail development within the station area, to promote site activation and enhanced safety through "eyes on the street."

Proposed recommendations at Wilkinsburg Station include a dual platform transit center solution over the current Wallace Layover with direct access from Pitt Street and Penn Avenue. Operationally, because the station is shifted to the area South of Wallace Avenue, there would be a separate platform for local and express buses that originate and terminate their routes and a platform for regular busway traffic. So, the P1 and P2 would be on the Busway platforms, while the P12-16, P67, P71 and P78 would be on the local platforms. Together, all of these platforms would be well marked as being part of the Wilkinsburg Transportation Center.

Proposed pedestrian connections from Pitt Street include a 12-foot-wide staircase at the corner of Pitt Street and Penn Avenue, an alternative stair access from the corner of Pitt Street and Wallace Avenue for those accessing the station from the North, and a ten-foot-wide series of accessible ramps with 1:16 (four percent slope) to provide an Americans with Disabilities Act (ADA) accessible route to the platforms and the flexible public spaces. Priority is given to access between the two platform areas for an easy transfer experience between the Busway platforms and Local and Express platforms.

At the Busway level, there is a transit plaza directing the flow of riders to and from the station with additional seating and shading with canopy trees. In addition, on a lower level, two community public spaces are proposed. First is a family-friendly play space that uses the topography of the site to propose climbing paths and possible slides for children. It also has integrated benches and shaded seating. An additional activity zone is proposed that would be programmed by community partners in collaboration with PRT. The activity zone includes shading structures to allow for year round use. PRT proposes to work with local community partners to jump start the programming of the space. The intention is to incorporate spaces for both people who are waiting for the bus and those who will

come to the station as a community destination in Wilkinsburg. As part of the station access, there could be several paths for children to explore the site while being safe and close to their parents or guardians.

Facility and amenity upgrades are proposed for both the inbound and outbound platforms. Each shelter will be extended to accommodate additional station users and allow the stacking of two buses to comfortably load and unload passengers. Each shelter will have updated station signage, seating, and ConnectCard kiosks integrated into the design allowing for a more user-friendly experience at Wilkinsburg Station.

Throughout the public engagement process perceived safety at the station was discussed as a key concern. Within this station area plan, PRT is exploring an opportunity to incorporate additional activation through commercial activity. A small building footprint is proposed next to the local platforms that could house a coffee shop, kiosk, or community space. This both provides an amenity for riders while also activating the station area's public spaces, making the station feel safer. This area will also include a bike shelter to support riders who make their first and last mile connections to the busway by bicycle.



Fig. 41 View 2 showing the proposed elevator at Wilkinsburg Station

Wilkinsburg Station will have a clear, visible, and easily accessible connections to the neighborhoods around it with improved staircases, ramps, and an elevator at Penn Avenue. The station design prioritizes ADA-compliant accessibility through the station area to provide good quality station

access and convenient transfers between buses and paratransit vehicles. The planned relocation of the station will also make connections from the station to on-street routes shorter and easier.

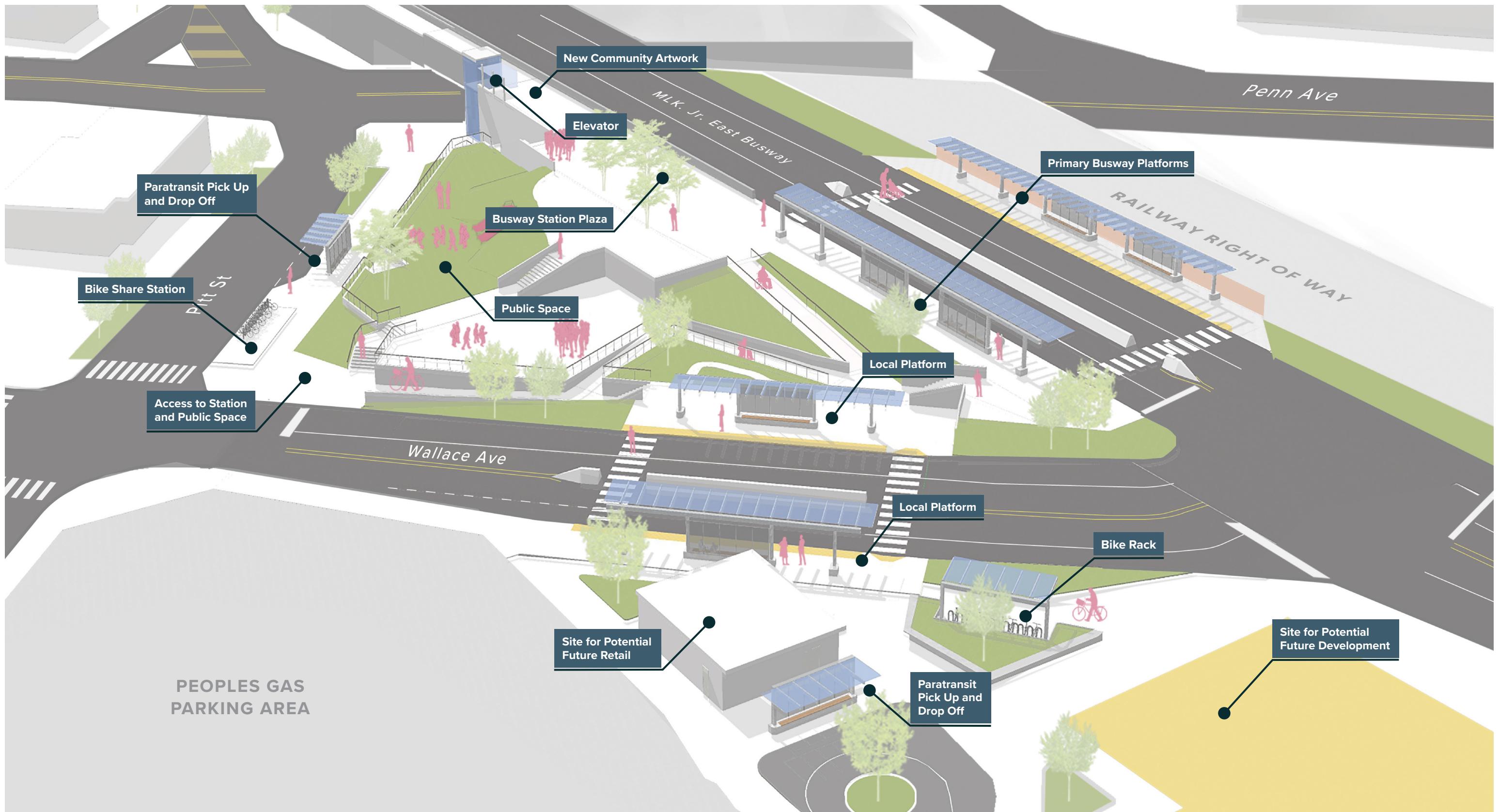


Fig. 42 Aerial View of Wilkinsburg Station

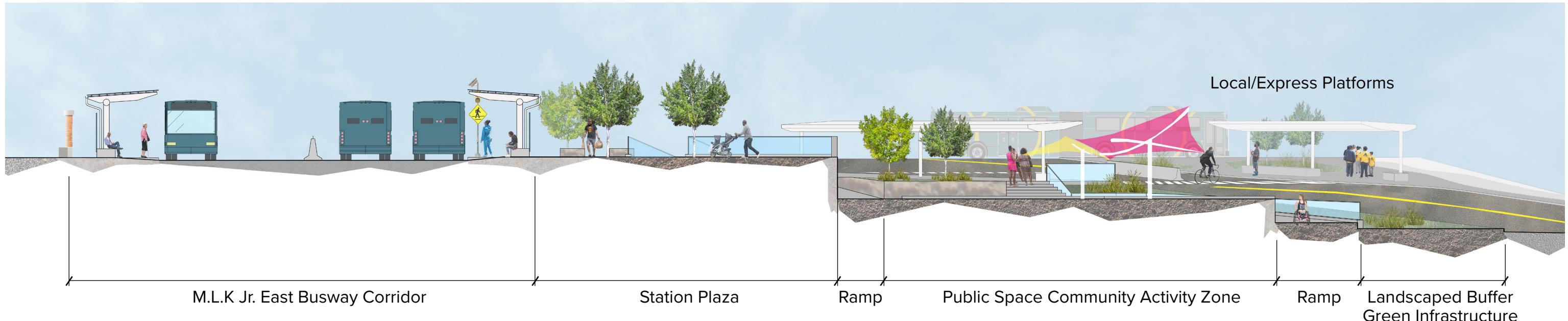


Fig. 43 Wilkinsburg Station Cross Section A

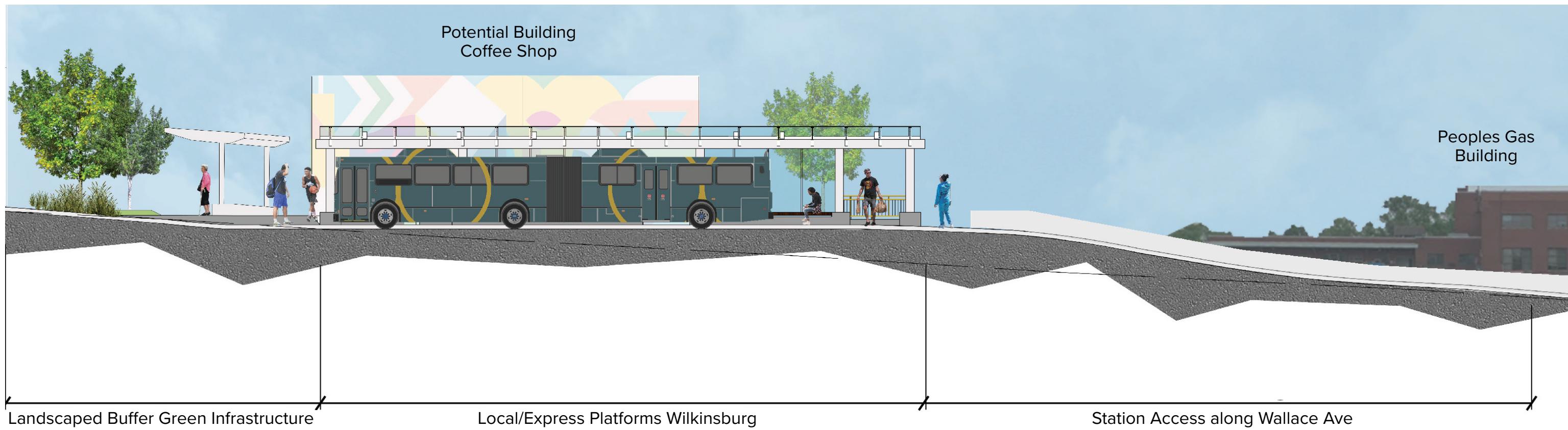


Fig. 44 Wilkinsburg Station Cross Section B

3.3 BRUSHTON STATION CONCEPTUAL DESIGN

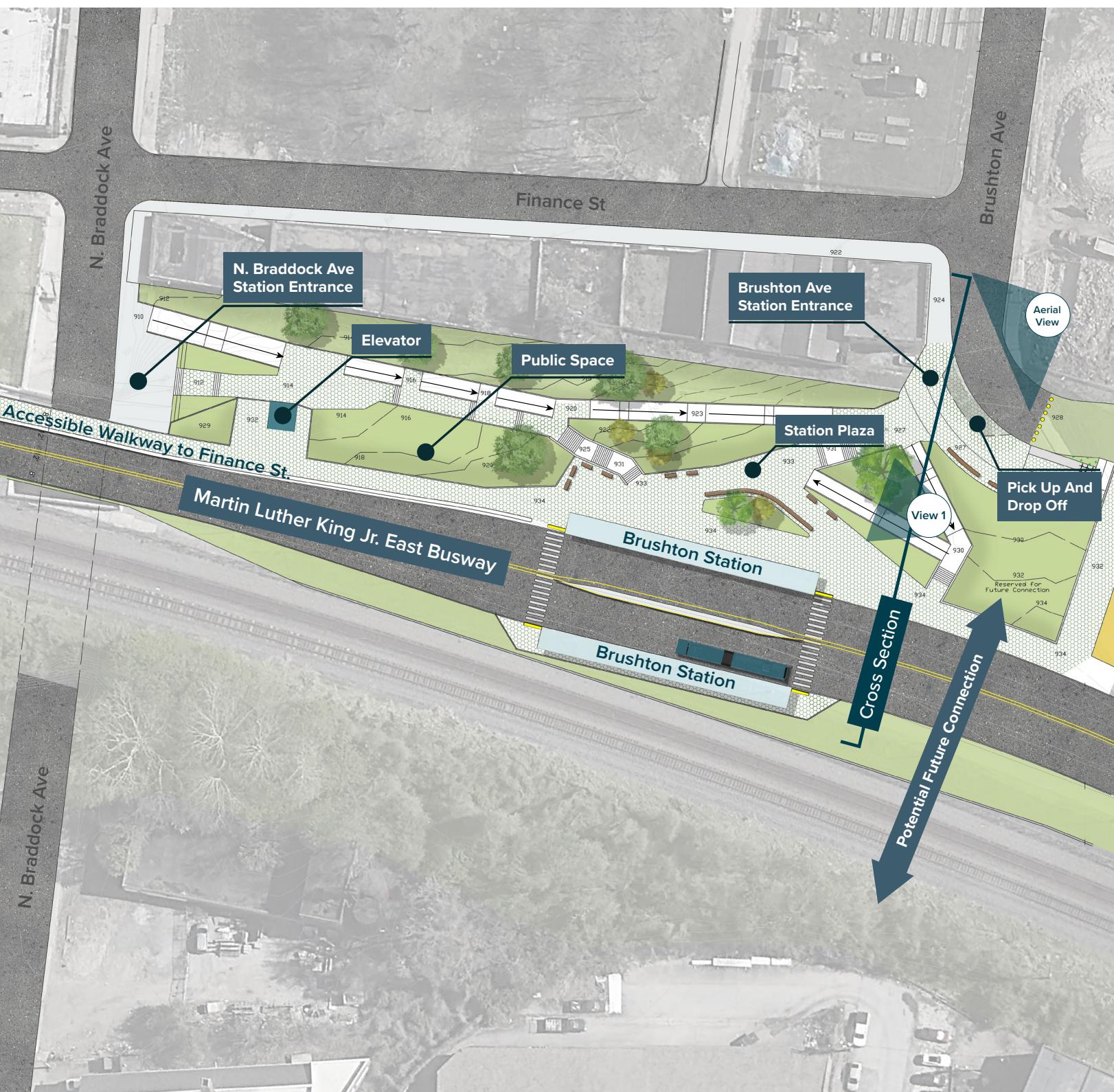


Fig. 45 Brushton Station Conceptual Design

POTENTIAL IMPROVEMENTS:



Strong stakeholder desire for connection at Brushton Avenue and priority for that station entrance.



Potential to add a sidewalk across North Braddock Avenue using the existing busway bridge.



Potential to add a connection above or below the busway at Brushton Avenue.



Proposed ADA access at North Braddock Avenue allows people to bypass Finance Street, which has limited sidewalks.

Proposed recommendations at Brushton Station include a single platform busway solution over the current Brushton Layover with direct access from Brushton Avenue and a connection to North Braddock Avenue. Proposed pedestrian connections from Brushton Avenue includes a 16-foot-wide staircase and a ten foot wide short accessible ramp with 1:16 (four percent slope) to provide an ADA accessible route to the platforms. The design focuses the main entrance to the station onto Brushton Avenue with a public plaza at Brushton Avenue with amenities such as a bike share and additional open space centered around this area. This is where a potential future connection to Brushton Avenue across the Busway and railroad tracks could be studied.

With the grade change on the North Braddock Avenue side, approximately 25 feet, the proposed entrance opens to the street to enhance visibility and the feeling of safety. A proposed elevator at this location provides space for a future connection for easy access to the station. To provide a more direct connection and allow riders to bypass the sidewalk conditions on Finance Street, which are not on PRT property, the proposed solution is a straightforward ten-foot-wide ramp that gets users to the main entrance on Brushton Avenue and then the busway. With this configuration of the site there is an opportunity for meandering paths for children through a series of landscaped terraces that follow along the path cutting through the site.

Each shelter follows the latest PRT East Busway design standards and will accommodate station users as well as allow for the stacking of two buses to comfortably load and unload passengers.

Each shelter will have updated station signage, seating, and ConnectCard kiosks integrated into the design allowing for a user-friendly experience at Brushton Station.

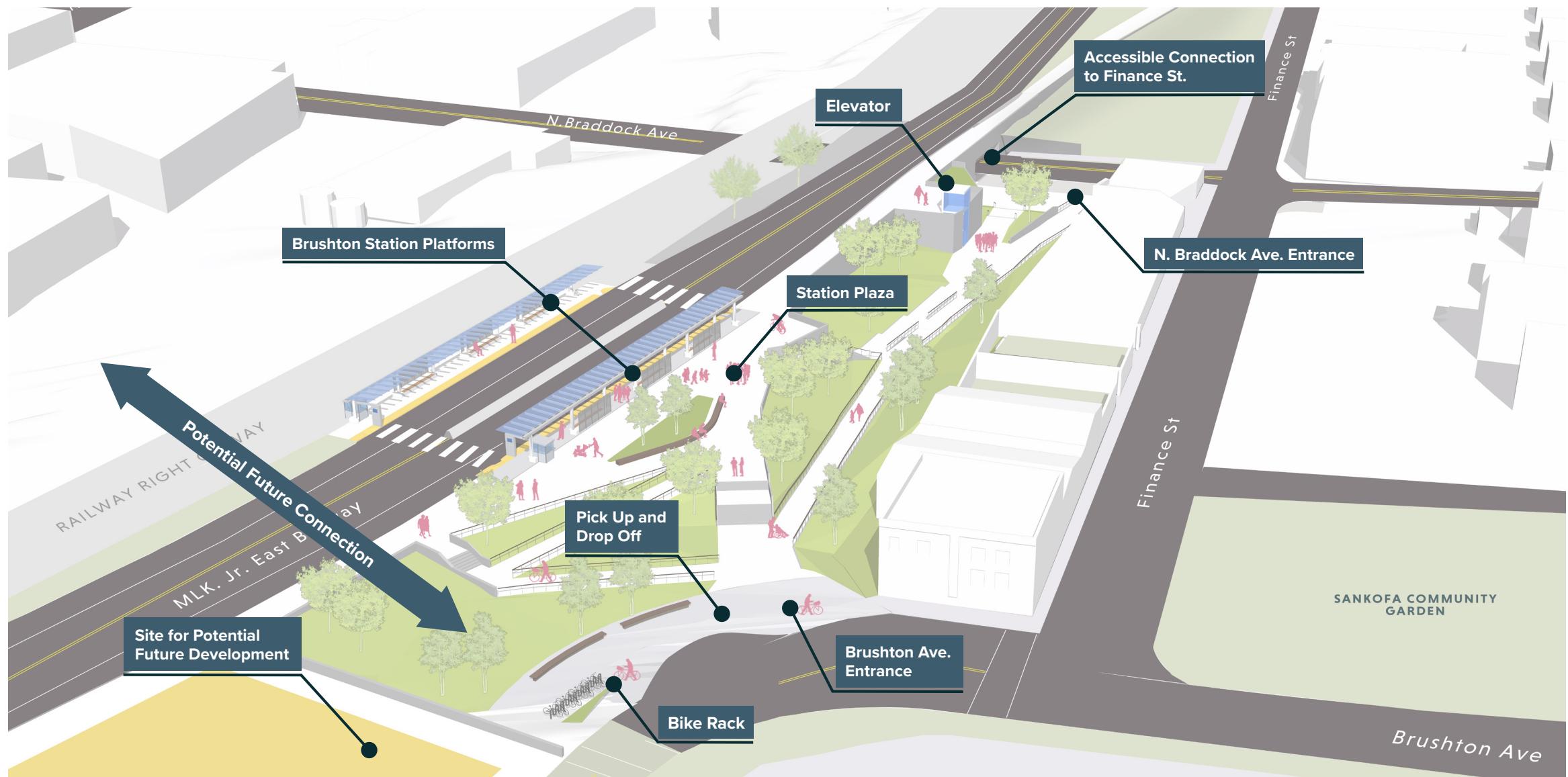


Fig. 46 Aerial View of Brushton Station

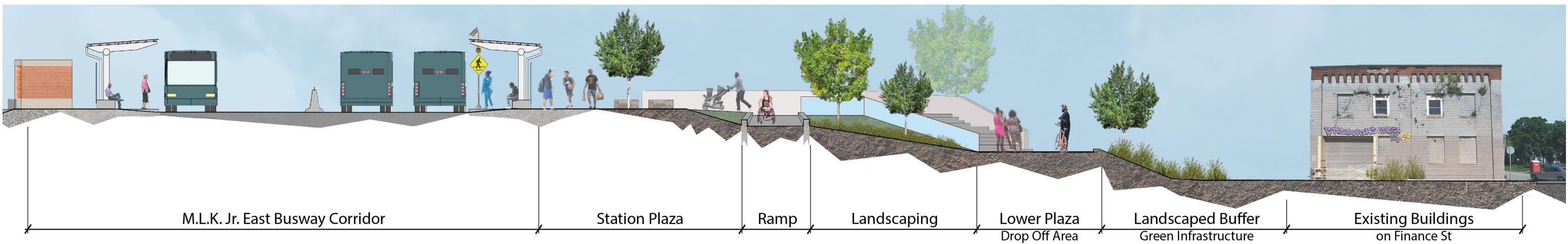


Fig. 47 Brushton Station Cross Section



Fig. 48 View 1 of Brushton Station showing a ramp to the station and the station plaza

Brushton Station will have clear, visible, and easily accessible connections to the neighborhoods around it with improved staircases, ramps, and an elevator at North Braddock Avenue. The station design prioritizes ADA-compliant accessibility through the station area to provide good quality station access and convenient transfers between buses and paratransit vehicles.

3.4 STATION AREA ACCESS

Hay Street Ramps

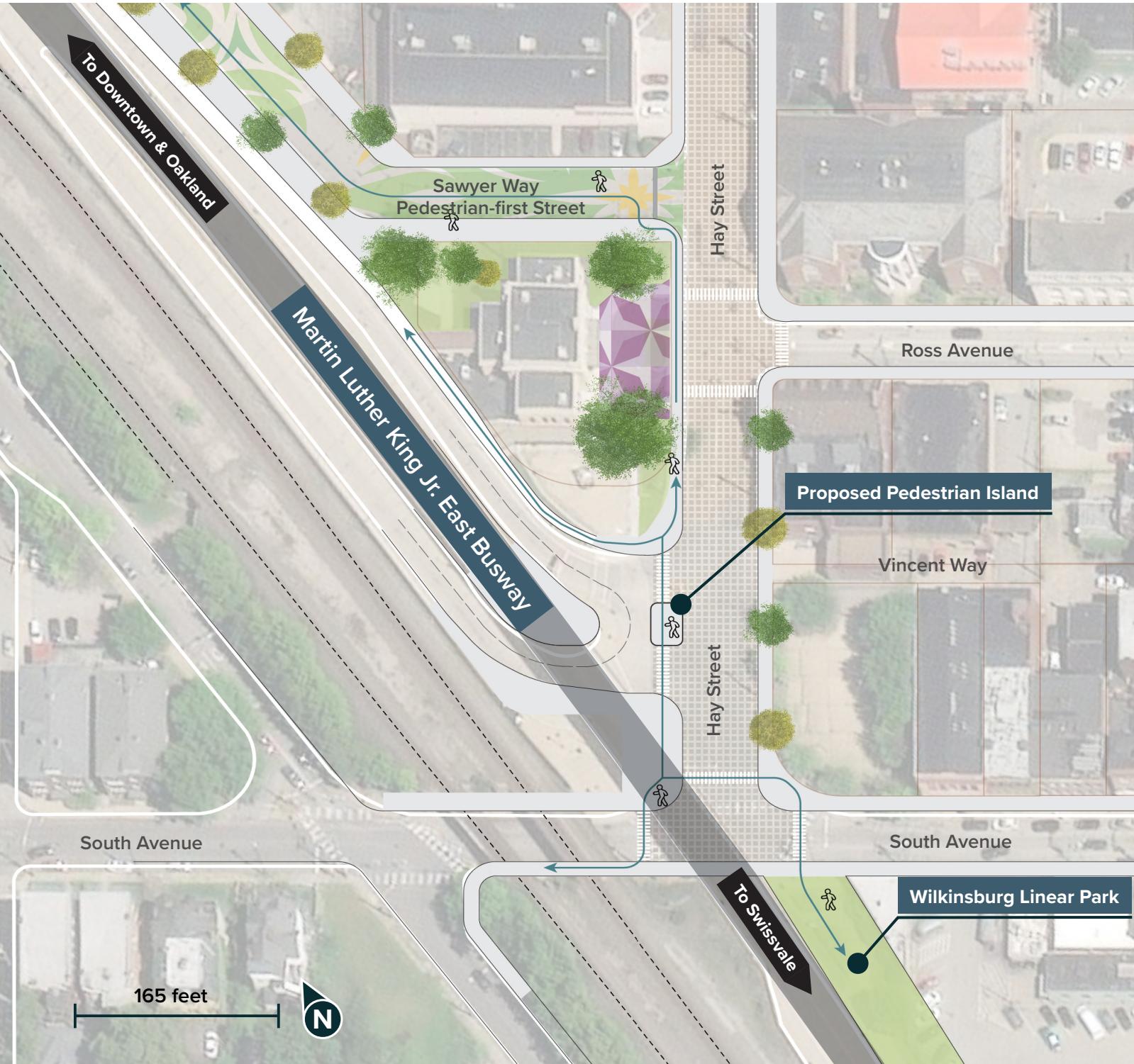


Fig. 49 Hay Street Ramp Area Improvements

POTENTIAL IMPROVEMENTS:



Improvements to the Hay Street Ramp supports all existing operations while creating a safer and more welcoming streetscape.



Pedestrian upgrades here make the crossings shorter at Hay Street and South Avenue and provide a buffer between pedestrian and vehicle traffic.



Improvements here would need to be a joint effort between PRT and the Borough of Wilkinsburg. They could be coordinated with the Borough's plan to reconstruct Hay Street.

The Hay Street Ramp Pedestrian Improvement proposal is to shorten the crossing distance for pedestrians and separate them from the buses u-turning at the bottom of the ramps. This is done by adding a pedestrian island and curb extensions to create safer crosswalks and sidewalks. This will also help pedestrians connect more safely with the linear park to Edgewood that starts on South Avenue.

There is potential to improve Hay Street further and connect the Historic Wilkinsburg Train Station through Sawyer Way with the proposed Wilkinsburg Station. This proposal is identified within the larger station area but is on a different timeline and would need to be a joint effort between PRT and the Borough of Wilkinsburg.

Connecting Under and Over the Busway

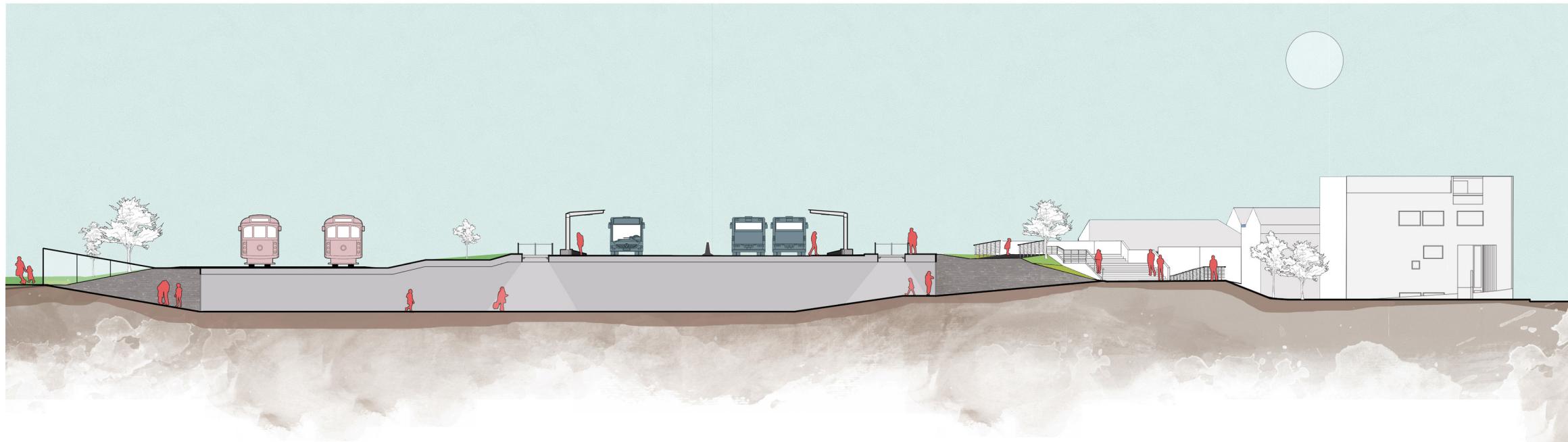


Fig. 50 Cross Section Showing a Potential Bridge Under the Busway and Railroad

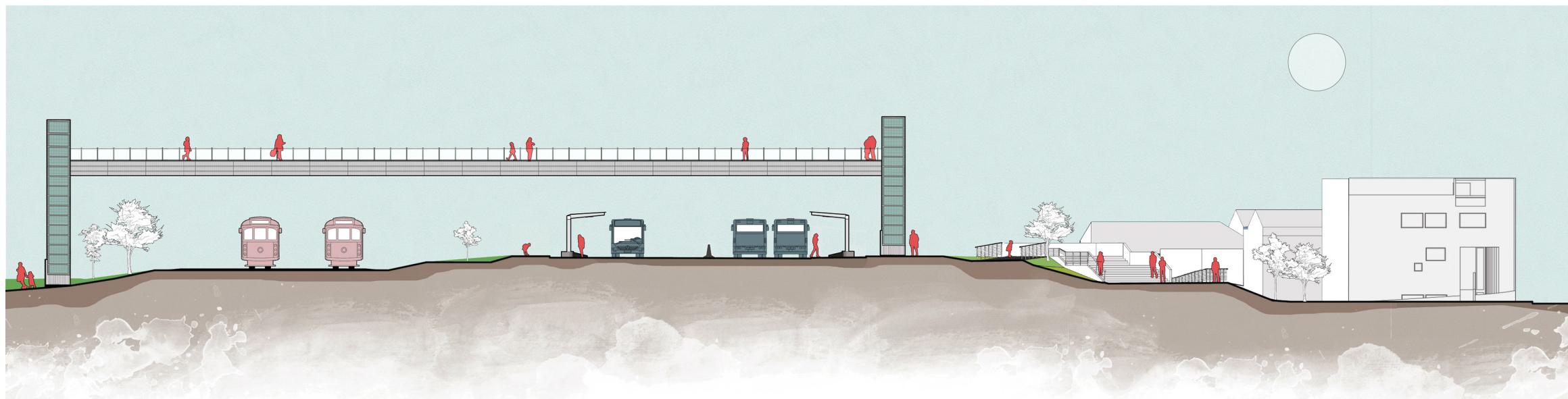


Fig. 51 Cross Section Showing a Potential Bridge Over the Busway and Railroad

The overall site plan identifies two locations where a connection from one side of the Busway and railroad to the other would be desirable to improve connectivity to transit and to improve walkability in the surrounding neighborhoods. There are challenges and benefits to going either under with a tunnel or over with a bridge. Creating a tunnel will be more disruptive to Busway and railroad traffic and would require careful coordination with both the railroad and PRT's operations team. In addition, this area is built on artificial fill from the early 20th century which may present construction challenges. A tunnel would enable a more continuous pathway for pedestrians and cyclists from one side to the other and should be designed with lighting and artwork to make the tunnel feel safe and inviting. Creating a bridge would be easier for constructability but would require other concessions. Each end of the bridge, whether as standalone structures or integrated into adjacent developments, would require elevators. The bridge would need to be tall enough to allow for double-stacked freight trains on the railroad below, requiring the bridge to be quite tall making for a less continuous pathway for pedestrians and cyclists.

3.5 WILKINSBURG SITE DESIGN

The overall site plan includes features that provide enhanced connectivity for transit riders and for the neighborhoods and also provides opportunities to create green infrastructure and green space. A new pedestrian and bicycle pathway connects the two stations with integrated public art, green stormwater infrastructure, and natural play amenities. The new multi-use pathway will be a community asset for residents in Homewood and Wilkinsburg and make using transit more welcoming.

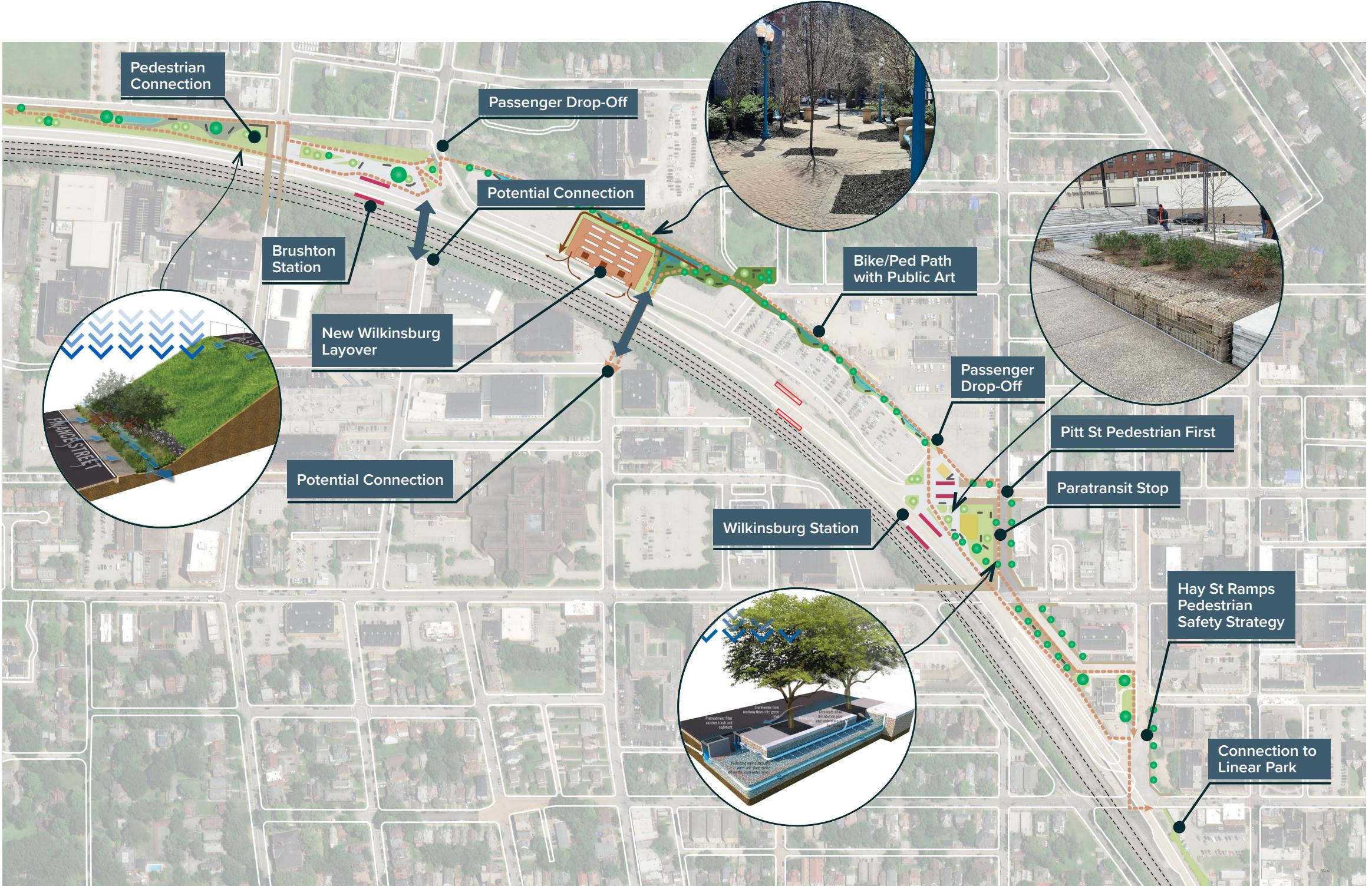


Fig. 52 Overview of Site Design Features

3.6 PUBLIC ART

As part of the new station design, PRT is introducing opportunities for community informed public art through the entire site. The community will have a role shaping the art that goes into the station.

Dr. Martin Luther King Jr. East Busway Public Art Project

PRT's new East Busway Public Art Project will create spaces at Martin Luther King Jr. East Busway stations to celebrate the life and accomplishments of Dr. Martin Luther King, Jr. through art. Be it through sculptural, poetic, or visual imagery of his studies, teachings, philosophy, or the image of Dr. King himself, the intent is to connect users and visitors to his legacy through interpretive public art. The new multi-use pathway connecting Wilkinsburg and Brushton Stations can include public art interventions and play structures integrated throughout the site. According to PRT's Art Policy, Site-Specific Artworks will be designed, fabricated and installed as part of an artist competition and contract.

Creating Public Art for Long-Term Success

The way art is created and installed has an impact on how long the artworks can be a part of the community. Art elements should be durable and easy to maintain. Additionally, art should be installed in a way such that it can be moved later, in case repairs need to be made to PRT property.



Fig. 53 Large Scale Sculpture — Wind Sculpture I by Yinka Shonibare Central Park, New York, NYC



Fig. 54 Storytelling through Public Art — Frankie Pace Park Central Business District, Pittsburgh, PA



Fig. 55 Public Art along the Multi-Use Path — The Well Project in Larimer, Pittsburgh, PA



Fig. 56 Artwork Affixed to Walls — Yerxa Road Underpass by Randall Thurston Cambridge, MA

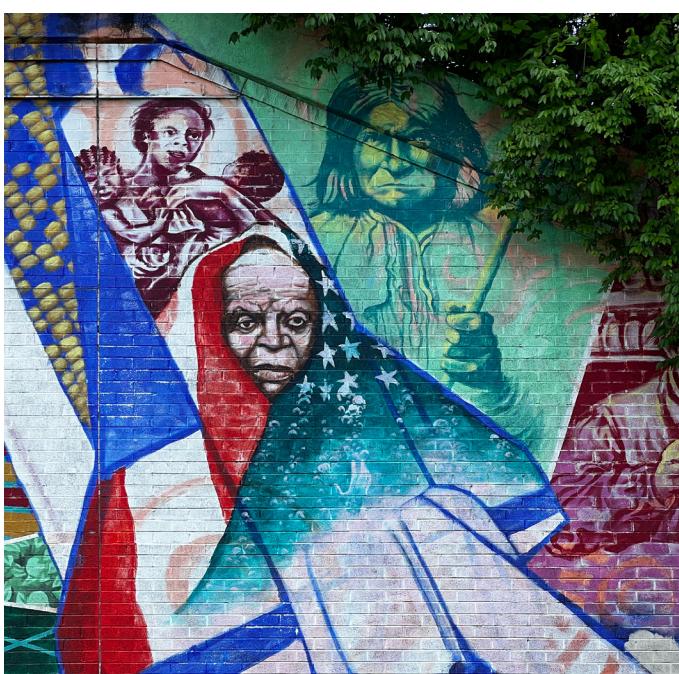
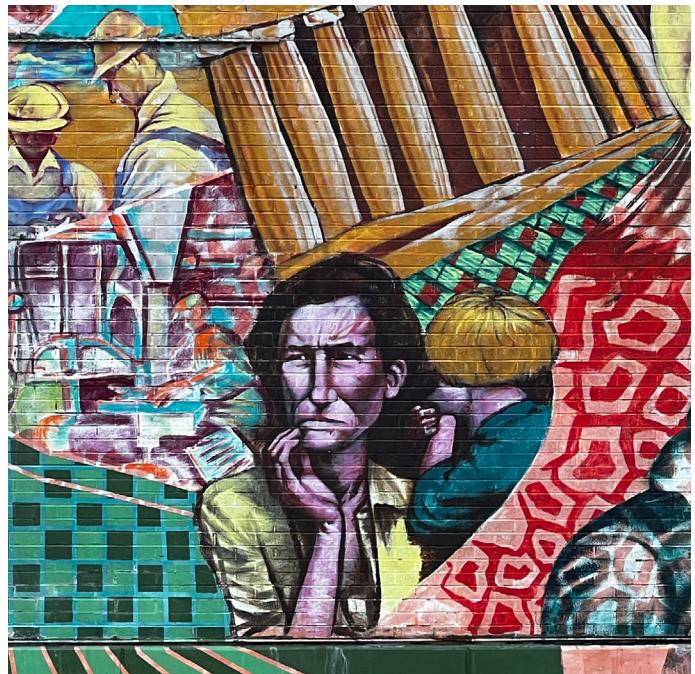


Fig. 57 Images of artwork painted on the brick and concrete retaining walls near Wilkinsburg Station at Pitt Street



Fig. 58 Opportunities for Public Art at Wilkinsburg Station

Public Art at Wilkinsburg Station

As a transit center, Public Art at Wilkinsburg Station can serve as a community destination and can express the local identity.

Wall space at the entrance from Pitt Street and Penn Avenue and at the public space can host community informed artwork (palette icons). An additional sculptural piece at the corner of Pitt Street and Penn Avenue can serve as a gateway to the station and the community (pin icons). Integrated Public Art and informational signage can tell the story of the community.

Possible Stewardship and Decommissioning Approaches for Existing Art

Some existing public art elements may need to be removed to reconstruct Wilkinsburg Station. PRT will collaborate with the community to identify appropriate ways to celebrate decommissioned works as they finish service in their original location.



Fig. 59 Opportunities for Public Art at Brushton Station

3.7 PRT OPERATIONS STRATEGIES

As part of the plan for the future Wilkinsburg Transportation Center, the project team explored how future operations could respond flexibly to a variety of conditions. For example, once each year, the Pittsburgh Marathon requires busway operations at Wilkinsburg to be adjusted. The project team and PRT operations staff evaluated how to build flexibility into the overall design, and identified that the access to the site from Hill Avenue and Rosedale Street would be able to serve as a secondary bus access route during the marathon and in other unique circumstances.

By adding the second set of platforms to the station, this also allows PRT operations to continue to use one pair of platforms while the other one is under maintenance.

Finally, the placement of the new bus charging and layover facility in the middle of the site will allow for PRT vehicles to enter that facility and exit it in either an Inbound (to Downtown and Oakland) or Outbound (to Swissvale) direction. While not a feature of existing local services, the bus charging and layover facility could also be used for local buses to enter the Wilkinsburg Transportation Center, drop passengers

at the local platform, proceed to the layover, reverse direction to the other local platform, and then return to on-street running through the Wallace Avenue and Pitt Street intersection.

The new Wilkinsburg and Brushton Stations will be built on the existing Wallace Avenue Layover and Brushton Avenue Layover respectively. These layover facilities are important to the overall transit system, especially for routes that originate and terminate their service within the Wilkinsburg area.

This plan proposes to replace these two layover facilities with a single combined layover facility located along the busway between Brushton Station and Wilkinsburg Station. The new layover facility could be configured with three columns of five rows each, providing space for 15 buses. The layover could be designed to enable buses to turn around by passing through the layover facility. Additionally, the layover facility could be designed to support battery electric bus charging at some or all of the bus layover spaces. As with all layover facilities, an operator relief station would be provided that includes two restrooms and could be expanded to include enhanced operator facilities such as a break room with kitchenette.

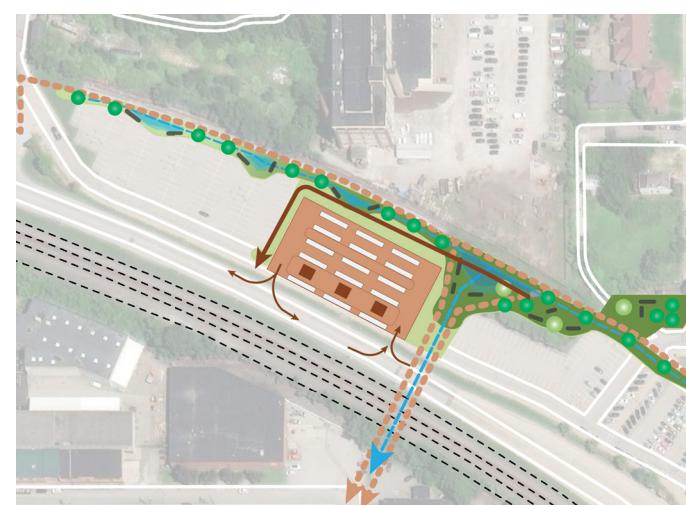


Fig. 60 Proposed 15-Bus Wilkinsburg Layover

BUILDING A TRANSIT-ORIENTED COMMUNITY

4.1 OPPORTUNITY FOR TRANSIT-ORIENTED COMMUNITIES

In late 2023, more than three years after the COVID-19 pandemic, changes in where and how Americans work have re-shaped transit ridership patterns across the nation, including at PRT. Fewer workers come downtown for 9-to-5 office commutes, but agencies across the nation are seeing growing strength in corridors with high frequency service throughout the day.

The East Busway, with its six to eight minute rush hour headways and 21-hour-a-day service, is exactly the kind of corridor that can support transit ridership growth. By locating more housing and jobs close to East Busway stations, PRT and local municipalities can increase transit ridership, collect revenue through fares and ground leases to support fiscal sustainability, and make progress towards community goals of equity and climate change mitigation. In 2022 and 2023, the Wilkinsburg Park and Ride lot is consistently more empty than full, with 55% of spaces typically going unused on weekdays.

Through its Building on the East Busway program, PRT recognizes that the Martin Luther King Jr. East Busway is already a high-performing transit corridor. Across Allegheny County, roughly 9% of residents ride public transportation to work.

Along the East Busway, 24% of residents ride public transportation.

This data suggests that if more jobs and housing can be located on PRT property, the transit usage of residents and workers will likely be among the highest in the Pittsburgh region.

The Washington DC region has found that building homes and workplaces in close proximity to high-capacity transit is a powerful predictor of high ridership.

Washington Metro Mode Share by Distance to Transit

	Office	Residential
Within 600 feet	35%	54%
1/4 mile	23%	43%
1/2 mile	10%	31%

4.2 PRT'S GOALS FOR TRANSIT-ORIENTED COMMUNITIES

Through its 2021 long-range transportation plan, NEXTransit, PRT and the communities of Allegheny County affirmed several values that describe the type of transit that should exist in the region, with the most widely supported values below.



ACCESSIBLE

"I value a transit system which ensures infrastructure is fully available in every way to those with specific needs, such as physical or mental disabilities, those traveling with infants or small children, those traveling with groceries or other goods, etc."



AFFORDABLE

"I value a transit system that allows those of all means, including underemployed and unemployed populations, to utilize transit without needing to sacrifice other life sustaining activity, such as buying food, medicine or heating, to do so".



EFFICIENT

"I value a transit system that operates internally like a business and uses limited public dollars to the greatest extent possible to provide the most effective service possible."



EQUITABLE

"I value a transit system that not only ensures the fair provision of services to those with limited means or higher risk, but which affirmatively acts to better the services offered to these groups in an effort to combat historical and environmental imbalances in the community".



SUSTAINABLE

"I value a transit system that enhances the health of communities and the natural environment via its operations with regard to energy use, water use, raw material use, land use, and waste production."

In 2019, PRT also updated its Equity Index of Mobility Need, identifying the following populations as those in particular need of PRT services:

- Low income households
- Cost burdened renters
- Households with persons with disabilities
- Racial and ethnic minorities
- Persons of Limited English Proficiency
- Households with no vehicle available
- Households with older adults
- Households with persons under age 18
- Female householders (no husband present)

Goals for Development on PRT-Owned Land

PRT's approach to Transit-Oriented Communities focuses on addressing the needs of these critical populations and goals from NEXTransit. Development

Potential Development Goals To Inform RFP Process:

- | | |
|--|---|
| Provide New, Affordable, and Workforce Housing | Add Commercial Uses to Complement Downtown Wilkinsburg |
| Provide New Market Rate Housing | Develop Revenue Streams from Property to Support PRT Operations, Maintenance, and Community Goals |
| Increase Transit Ridership | Create Recreation and Play Spaces, and/or Public Gathering Spaces for Regular or Special Events |

on PRT's land at Wilkinsburg and Brushton Stations should be designed to meet key objectives including:

- Provide new, affordable, and workforce housing
- Provide new market rate housing
- Add commercial uses to complement Downtown Wilkinsburg
- Build community resource space: Library, skills development/job training center, and day care
- Increase transit ridership
- Develop revenue streams from property to support PRT operations, maintenance, and community goals
- Create recreation and play spaces and/or public gathering spaces for regular or special events

4.3 DEVELOPMENT POTENTIAL AND SITE OPPORTUNITIES



Fig. 61 Development Potential and Site Opportunities

The concept plan in this report is not a development plan, and no specific proposal for development at the Wilkinsburg and Brushton sites exists at this time. However, the concept plan identifies three potential sites of similar size that could be developed one at a time over a decade or longer. In the graphic above, site A could potentially be developed first, followed by site B and then site C.

The three sites could be developed in any order or as a single project. Implementation in the order suggested presents some benefits:

(A) Middle of The Site

- Starting development here after Wilkinsburg Station is built allows for redevelopment with limited disturbance to park and ride users.

(B) Near Wilkinsburg

- Could start after the middle of the site is built.
- New park and ride spaces could be included here on demand.

(C) Near Brushton

- Align with Brushton Station construction timeline.
- Park and ride spaces could be included here based on demand.

4.4 MARKET CONSIDERATIONS

As part of this plan, the project team conducted a general market analysis of the East Busway corridor and the financial feasibility of three potential development concepts based on market conditions in the first half of calendar year 2023.

Multifamily Rezoning Opportunity

While Wilkinsburg has seen limited new development in recent years, there are promising absorption trends in multifamily and retail.

Multifamily vacancy in Wilkinsburg shrunk from 7.2% in 2010 to 3.1% in 2022, and remains significantly lower than Allegheny County's 4.7% vacancy rate. Similarly, retail vacancy in Wilkinsburg is 2.7%, compared to 3.7% across Allegheny County.

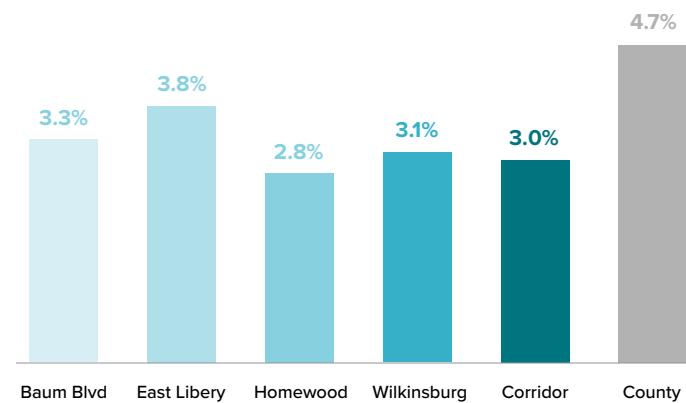


Fig. 62 2022 Multifamily Vacancy by Segment

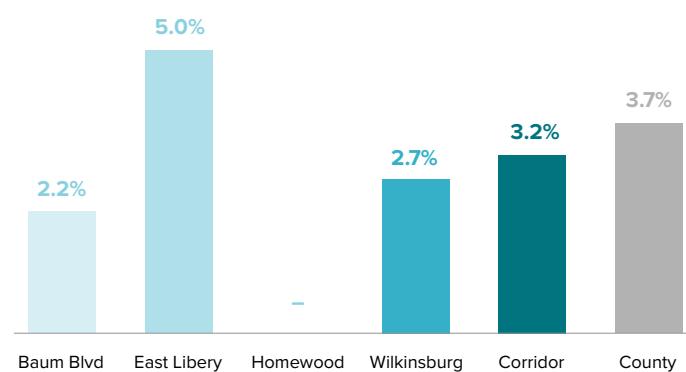


Fig. 63 2022 Retail Vacancy by Segment

Rezoning more of Wilkinsburg to support multifamily development can capitalize on both trends. Reducing parking requirements, allowing more by-right density, and streamlining permitting processes can make it more attractive to developers to invest in multifamily housing near Wilkinsburg Station. Adding multifamily housing to the market could create demand for new retail space in the community and drive down the retail vacancy rate.

In nearby Homewood, the 2015 Kelly Hamilton homes project provides a high-quality example of incremental density with 42 affordable and 16 market-rate units.

Catalyze Development with Beautiful Frontages

The Rail Trail adjacent to the LYNX Blue Line in Charlotte has been an outstanding catalyst for development in the South End of the city. The greenway portion of the Wilkinsburg Station Concept Plan along the north side of the site presents an opportunity to establish design standards for a consistent, attractive public realm that can set the table on both PRT land and adjacent parcels.

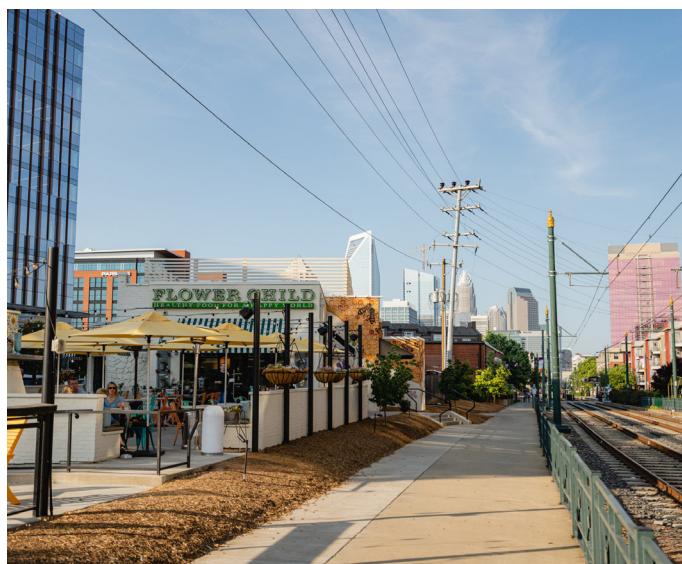


Fig. 64 Rail Trail along LYNX Blue Line in Charlotte, NC

Development Concepts

The development concepts that could be built on the three potential development sites included one residential-only scenario and two mixed-use development scenarios that included residential and commercial land uses.



Fig. 65 Example of mid-density residential development

Within the residential components, a mix of studio, one-bedroom, two-bedroom and three-bedroom apartments were included, recognizing that there is a need for larger rental units that can accommodate families along the East Busway. Feasibility testing also explored how building various percentages of affordable units would impact the ability to finance and build each of the scenarios.

Market Feasibility

The feasibility analysis showed that all scenarios, including a 100% market-rate apartment building, would not be financially feasible under mid-2023 market conditions, and a 3rd-party developer would likely need additional subsidies totaling approximately \$4 million to take on the project.

This was not unexpected, and these results are indicative of broader market conditions for real estate development in the Wilkinsburg portion of the East Busway corridor in 2023.

While current land values at Wilkinsburg and Brushton stations are not ready to support new development without additional public subsidy, the overall long-term development trajectory for the East Busway corridor appears promising, with growth centered on East Liberty moving outward towards other parts of the community.

Leveraging the Current Moment for Long-Term Equitable Outcomes

One of the counter-intuitive benefits of private development being presently challenging in the area is that this gives policymakers at multiple governmental agencies, including PRT, Allegheny County, the City of Pittsburgh and the Borough of Wilkinsburg, an opportunity to adopt land use frameworks that are more likely to support Equitable Transit-Oriented Development (ETOD) in the station areas along the East Busway.

In faster-growing markets, transit agencies and their partners have missed windows of opportunity to secure land for affordable housing and implement policies like inclusionary zoning to develop a pipeline of affordable homes for residents. By adopting ETOD policies in the next one to three years, PRT and partner governments can put the community in a stronger position to ensure that future growth around Wilkinsburg and Brushton Stations is more inclusive and equitable than has occurred elsewhere along the East Busway.

IMPLEMENTATION STRATEGY

5.1 IMPLEMENTING THE VISION

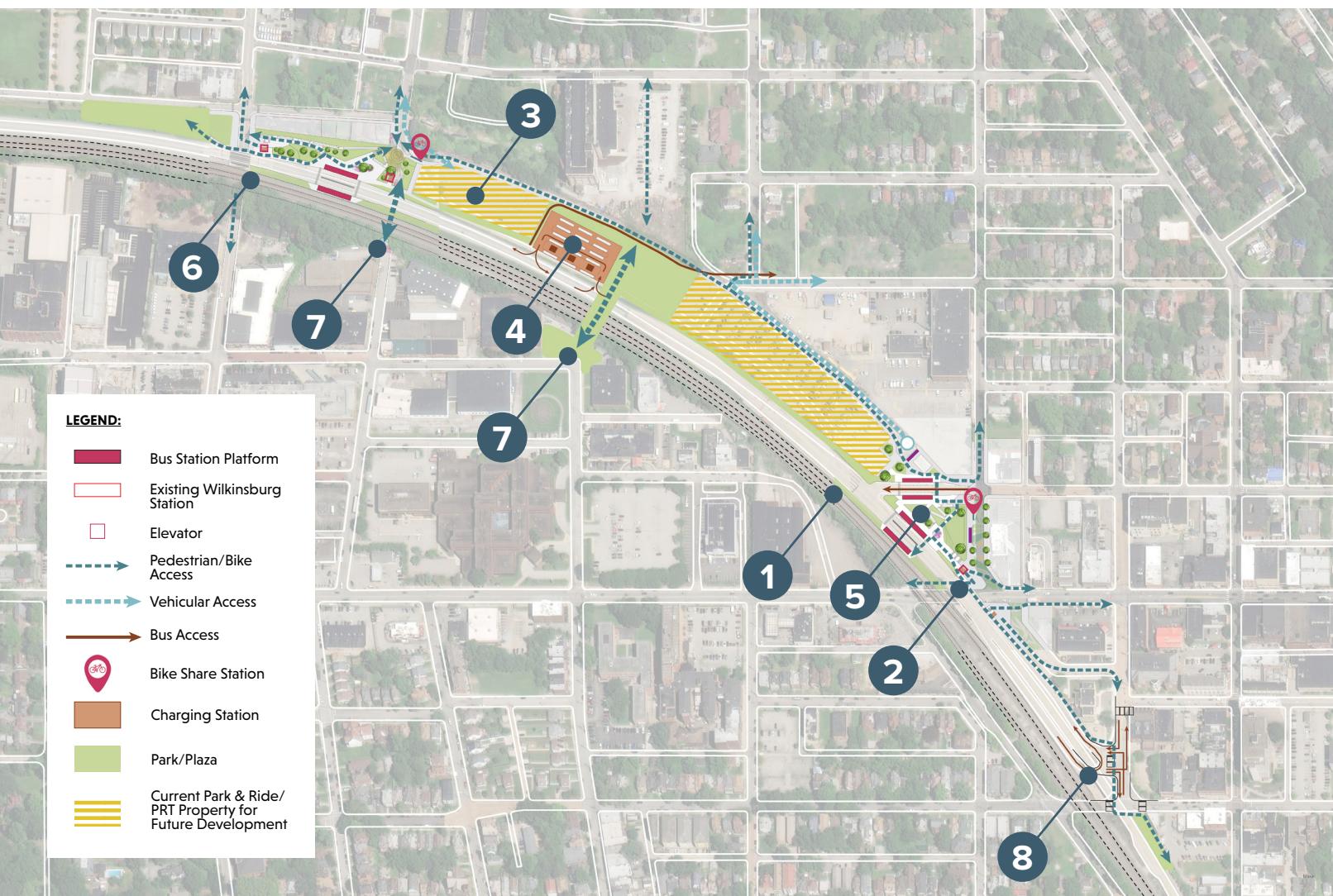


Fig. 66 Map of the Wilkinsburg and Brushton Station Area

A new Wilkinsburg Station and a new station at Brushton Avenue present the opportunity to:

- Support improved access to transit for everyone using PRT and partner agency services in and near the station area
- Create an inviting and inclusive environment that supports residents of all ages and abilities
- Improve the reliability and flexibility of PRT operations to support community and ridership growth
- Provide a platform for welcoming new development concepts to the neighborhood which could include both market rate and affordable housing, community services, commercial development, and new public spaces

- Integrate sustainability into the physical design of the station through green stormwater infrastructure and other treatments

Components of this plan will be coordinated in a sequence that includes other PRT capital projects and future projects that could be in coordination with project partners. The suggested phasing sequence enables PRT to implement components in a way that minimizes service disruption while providing benefits to riders and the station area community.

Phasing: Design and Construction Timeline

	2024	2025	2026	2027	2028	2029	2030
1 University Line Charging Terminals							
2 Busway Bridge over Penn Avenue							
3 Pedestrian and Bike Multi-Use Pathway							
4 New Wilkinsburg Layover							
5 Wilkinsburg Station							
6 Brushton Station							
7 Potential Connections over or under the Busway							
8 Hay Street Ramp Improvements							

1 University Line Charging Terminals Construction Start: 2024

2 Busway Bridge over Penn Avenue Construction Start: 2024

3 Pedestrian and Bike Multi-Use Pathway Design Construction Start: 2026

4 New Wilkinsburg Layover Design Construction Start: 2026

5 Wilkinsburg Station Design Construction Start: 2026

6 Brushton Station Design Construction Start: TBD, possibly 2026

7 Potential Connections over or under the Busway To be determined as part of a future project

8 Hay Street Ramp Improvements To be coordinated with the Borough of Wilkinsburg

Fig. 67 Construction Project Timeline

PRT may change the order and timing of project implementation.

1 University Line Charging Terminals

PRT's planned University Line bus rapid transit will include service on battery electric buses (BEB) that connects Downtown, Uptown, Oakland, and the East Busway. Charging terminals to support University Line buses will be installed near Wilkinsburg Station in Fall 2024. This project predates the Building on the East Busway project.

2 Busway Bridge over Penn Avenue

PRT is planning to replace the Busway bridge over Penn Avenue near Wilkinsburg Station because the current bridge is due for improvement. Construction is anticipated to start in Summer 2024. This project predates the Building on the East Busway project.

3 Pedestrian and Bike Multi-Use Pathway

The new pathway connecting through the site will provide enhanced community connectivity to the existing station area and will be an important connection to the new Wilkinsburg and Brushton Stations. Implementing this component early will ensure safe and comfortable connections throughout the implementation process. A design and construction timeline is to be determined and could be combined into the design and construction process for the new layover or the new Wilkinsburg Station.

4 New Wilkinsburg Layover

Two existing layovers on this site will be combined into a single layover facility. The new Wilkinsburg Station will be built on the site of the existing Wallace Avenue Layover and the new Brushton Station will be built on the site of the existing Brushton Avenue Layover. This new layover facility will replace the functions of these layover facilities and will be constructed in a way that allows for addition of charging terminals for BEB. Constructing the new layover before the new stations will minimize service disruptions. The charging terminals installed for the University Line can be relocated to the new layover at this time. Design for the layover is anticipated to commence in Winter 2024 with construction anticipated in Spring 2026, in coordination with the construction of Wilkinsburg Station.

5 Wilkinsburg Station

With layover operations at the Wallace layover relocated and the Busway bridge over Penn Avenue replaced, the site will be ready to construct the new Wilkinsburg Station. The existing Wilkinsburg Station can be deconstructed following completion of the new station. Design for the station is anticipated to commence in 2024 with construction anticipated in Spring 2026, in coordination with the construction of the new Wilkinsburg Layover.

6 Brushton Station

With layover operations at the Brushton layover relocated and the new Wilkinsburg Station in operation, the site will be ready for the creation of Brushton Station. Design for the station is anticipated to commence in Spring 2024. Construction for Brushton Station could be coordinated as part of the construction of the new Wilkinsburg Layover and Wilkinsburg Station or constructed as a separate project, depending upon the availability of funding.

7 Potential Connections Over or Under the Busway and Railroad Connecting Homewood and the Penn Avenue Corridor of Wilkinsburg

With all PRT's infrastructure in place, the site will be ready to proceed with making more and better connections between the two sides of the busway. These connections, whether they go over or under the busway and railroad, will be significant capital projects requiring coordination between multiple agencies and the railroad. Design and construction for these connections are to be determined.

8 Hay Street Ramp Improvements

Improvements to the area around the Hay Street Ramps can occur on their own timeline as these improvements are not interdependent on other components. Improvements here could be coordinated with the Borough of Wilkinsburg's planned reconstruction of Hay Street.

5.2 PROJECT COSTS AND SOURCES OF FUNDING

Costs were estimated for project components that were identified through this planning process. At this early stage of design, estimated costs have higher levels of uncertainty, and a 35% contingency factor has been added to each line item.

Costs shown here are rounded up to the nearest \$100,000. PRT already has funding to support implementation of some of the project elements.

PRT was awarded \$5,416,000 in funding from the Congestion Mitigation Air Quality Program (CMAQ), a federal program administered locally through the Southwestern Pennsylvania Commission (SPC). Total funds to support implementation are \$7,799,400 which includes matching funding of \$2,126,000 from the Commonwealth of Pennsylvania and \$257,400 from Allegheny County.

Estimated Project Cost

Project Component	Lower Bound (-20%)	Likely Cost Estimate	Higher Bound (+50%)
3: Multi-Use Pathway	\$2.2M	\$2.8M	\$4.1M
4: Wilkinsburg Layover	\$3.3M	\$4.1M	\$6.1M
5: Wilkinsburg Station	\$5.8M	\$7.3M	\$6.1M
6. Brushton Station	\$5.7M	\$7.1M	\$10.9M
8. Hay Street Ramp	\$0.7M	\$0.8M	\$1.3M
Total of Costs	\$17.7M	\$22.1M	\$28.5M

Funds Committed To Support Implementation

Source	Funds
Federal CMAQ Funds via SPC	\$5.4M
Commonwealth of Pennsylvania	\$2.1M
Allegheny County	\$0.3M
Total	\$7.8M

Current Funding Gap

	Lower Bound (-20%)	Likely Cost Estimate	Higher Bound (+50%)
Cost Less Committed Funds	\$9.9M	\$14.3M	\$20.7M

Fig. 68 Project Costs and Sources of Funding

5.3 PRT'S ROLE IN DEVELOPMENT

PRT is prepared to act as a Sponsor, Stakeholder or Advocate to deliver these outcomes to the community over both near and longer-term time horizons.

- PRT can be a sponsor for joint development.
- PRT can be a stakeholder for any development that occurs within the “zone of influence” of current, existing or future stations.



Fig. 69 PRT will coordinate implementation with community members, stakeholders, and project partners

- PRT can be an advocate for equitable and sustainable land use decisions along all transit corridors in the Pittsburgh region.

Regardless of the role that PRT is taking, every action PRT takes to realize the Wilkinsburg plan will have some element of community partnership.

5.4 PRT CAN BE A STRONG COMMUNITY PARTNER IN THREE WAYS

1 DESIGN GREAT CONNECTIONS BETWEEN COMMUNITIES

As PRT updates existing facilities and constructs new ones, it can use its sponsorship of the physical design of transit stations and other infrastructure to embrace community goals in its facilities.

Two examples of these community partnerships through Design could include:

- Incorporating Dr. Martin Luther King, Jr.’s story into the fabric of new and existing East Busway stations through public art.
- Incorporating play space elements and community-driven art into the station area design.

PRT is likely to be a **SPONSOR** of these activities.

2 STEWARDSHIP OF COMMUNITY SPACES CONNECTED BY TRANSIT

PRT has an opportunity to partner with regional and local organizations to program and activate public spaces that are created through reconstruction of stations. During the planning process, the project team considered roles for cultural organizations including museums, environmental non-profits, and community development corporations.

Such partnerships will benefit the community by creating a shared space for activities and gathering, improving the sense of safety at the station, and possible additional benefits. The partnership could consider a role for organizations to maintain native plantings, playspaces, and other unique features of the station designs that are typically beyond PRT’s current maintenance work. This could support local job training and employment efforts.

PRT is likely to be a **STAKEHOLDER** in these activities.

3 CAPACITY BUILDING IN COMMUNITIES CONNECTED BY TRANSIT

PRT can take on a variety of roles to support the ability of neighborhood and other groups to make the changes they wish to see in their communities.

As a **SPONSOR**, PRT can hold quarterly stakeholder meetings to maximize alignment between PRT facility designs, transit-oriented development, and community goals.

As a **STAKEHOLDER**, PRT can allow community organizations to program events at Wilkinsburg and Brushton Stations that could include voter registration drives, Farmers’ markets, live music, community celebrations, and other locally-driven events.

As an **ADVOCATE**, PRT can engage the broader philanthropic community in greater Pittsburgh to partner with local organizations near Wilkinsburg and Brushton Stations to support the growth of those organizations’ capacity.

Strategies for Community Partnership:

Strategy	Description	Leader	Precedents
Incorporate Martin Luther King Jr.'s story into East Busway Stations	Named for Martin Luther King Jr., the East Busway presents an opportunity to honor his achievements, including those associated with seeking equality in transportation services.	PRT	Multiple U.S. Transit Agency Public Art programs
Incorporate play square elements into station final design	Providing slides in addition to stairs and ramps can provide an opportunity for transit uses of all ages to engage in moments of play for enjoyment as part of using the system.	PRT	Overvecht Station, Utrecht, The Netherlands
Co-program events for public spaces with the community at Wilkinsburg Station	PRT Could potentially partner with the community to program activities for public spaces within the station. These could include musical and theatrical performances, educational events, youth programs, a night market, and more.	PRT or Others	Summer at the Station, Wilkinsburg
Project Quarterly Updates	PRT Will provide quarterly updates on the through the website and emails to the Stakeholder Committee members to maintain open communication about the project at all phases. Each phase of design and construction will also involve public engagement opportunities.	PRT	Allegheny County Transit Council
Engage the Philanthropic Community as a partner to build capacity in local organizations	Explore applying for seed grants to bolster existing organizations or create new ones that span the borders of Pittsburgh, Wilkinsburg, and borders PRT's property on the edge of Wilkinsburg and Homewood could support some of the initiatives above.	PRT, Wilkinsburg Community Development Corporation (WCDC), others	Z Smith Reynolds Foundation Collaborative Problem Solving Grant Program

Fig. 70 Strategies for Community Partnership

Partnerships with Government Agencies and Institutions

Beyond these Community Partnership Strategies, PRT can take Action Steps independently and in coordination with other government agencies and institutions to advance public policy changes, secure

funding, and develop new ways of doing business to support the buildout of this plan.

In the tables on the following pages, the plan identifies a recommended action, who is ideally suited to be responsible for completing the action, a proposed timetable for completion, and potential precedents for the action.



Fig. 71 Stakeholders participate in a Wilkinsburg and Brushton Station Open House

RECOMMENDED ACTION STEPS

Implement land use recommendations in the Homewood neighborhood plan through zoning code amendments that support equitable TOD in certain areas and eliminate parking restrictions. Apply updated commercial mixed-use zoning to Brushton Avenue to allow for the revitalization of this commercial street that connects to the new station. For Wilkinsburg, support Borough Council in updating TOD Zoning Code provisions to incorporate equitable development goals and reduce the provision of parking. For both municipalities, consider applying inclusionary housing requirements through the Zoning Code to set minimum threshold for affordable housing (e.g., expansion the City of Pittsburgh's Inclusionary Zoning Overlay District to Homewood).

Developers can support legacy and local/MWBE businesses by offering affordable and favorable lease terms to these businesses in ground floor spaces of commercial and mixed use development. Developers can identify anchor tenants who can pay market rents, which helps subsidize affordable commercial space or community supporting space in a portion of the building. Developers could be incentivized in different ways: a grant based program, a deed restriction for PRT owned land, or a master lease for ground floor space from PRT that enables flexible ground floor lease models.

A price for parking is the most powerful signal PRT can send to riders that the land under the Wilkinsburg parking lot is a scarce and valuable resource. While transit users typically have lower incomes than their metropolitan area at large, among transit users, park-and-ride commuters are the most likely to have incomes at or above the metropolitan average and are among the transit commuters with the most resources. Therefore, when transit park-and-ride assets are re-positioned to support those who do not own cars, this generally increases equity by transferring the focus of transit access to supporting those with the greatest need for transit. De-emphasizing park and ride as a transit access mode and supporting more environmentally friendly access modes supports progress towards PRT's equity and climate goals.

Precedents:
Inclusionary policy in Lawrenceville

Action Owner:
City of Pittsburgh,
Borough of Wilkinsburg

PRT Role:
Advocate

Source:
PRT TOD Action Plan

Precedents:
NYC EDC leasing opportunities

Action Owner:
PRT

PRT Role:
Sponsor

Source:
Anti-Displacement Tool Kit

Precedents:
Chapel Hill Transit Park and Ride Lot
Price Introduction, 2013

Action Owner:
PRT

PRT Role:
Sponsor

Source:
Anti-Displacement Tool Kit

RECOMMENDED ACTION STEPS

Explore the feasibility of decision-making and financing models to enable the creation of new TRIDs in Allegheny County.

Precedents:
East Liberty (ELTRIDRA)

Action Owner:
PRT, URA, ACED, Borough of
Wilkinsburg

PRT Role:
Stakeholder

Source:
TOD in Allegheny County:
5-Year Assessment

Use the planned Vacant Property Study to identify and assemble sites for equitable and sustainable TOD in the vicinity of the Homewood and Brushton Stations. Ensure City-initiated RFPs for these sites require projects to meet TOD best practices.

Precedents:
Los Angeles County Metropolitan
Transportation Authority Land
Banking Program, 2022

Action Owner:
City of Pittsburgh Department of City
Planning, URA

PRT Role:
Stakeholder

Source:
PRT TOD Action Plan

Implement the Homewood Active Mobility Improvement Plan, prioritizing pedestrian improvements that get people to and from busway stations and bus stops including from new development delivered by DCP, URA, and HACP activities.

Precedents:
Bike(+) Master Plan

Action Owner:
DOMI

PRT Role:
Stakeholder

Source:
PRT TOD Action Plan

RECOMMENDED ACTION STEPS

Repair up to three segments of sidewalk within the Wilkinsburg Station Safety Audit area. Internal processes and agreements with Borough of Wilkinsburg should allow PRT to make one-time repairs to stretches of sidewalk across one or more property parcel frontages without PRT to taking on ownership or long-term maintenance obligations for the improved sidewalks.

Precedents:
South Corridor Infrastructure Project,
Charlotte Blue Line Light Rail

Action Owner:
PRT

PRT Role:
Sponsor

Source:
Wilkinsburg/Brushton Station
Area Plan

Coordinate funding and engineering work with the Borough of Wilkinsburg to improve pedestrian conditions along Hay Street.

Precedents:
RapidRide J Line, Seattle

Action Owner:
PRT Planning and Engineering Depts

PRT Role:
Stakeholder

Source:
Wilkinsburg/Brushton Station
Area Plan





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September 2023

PRT