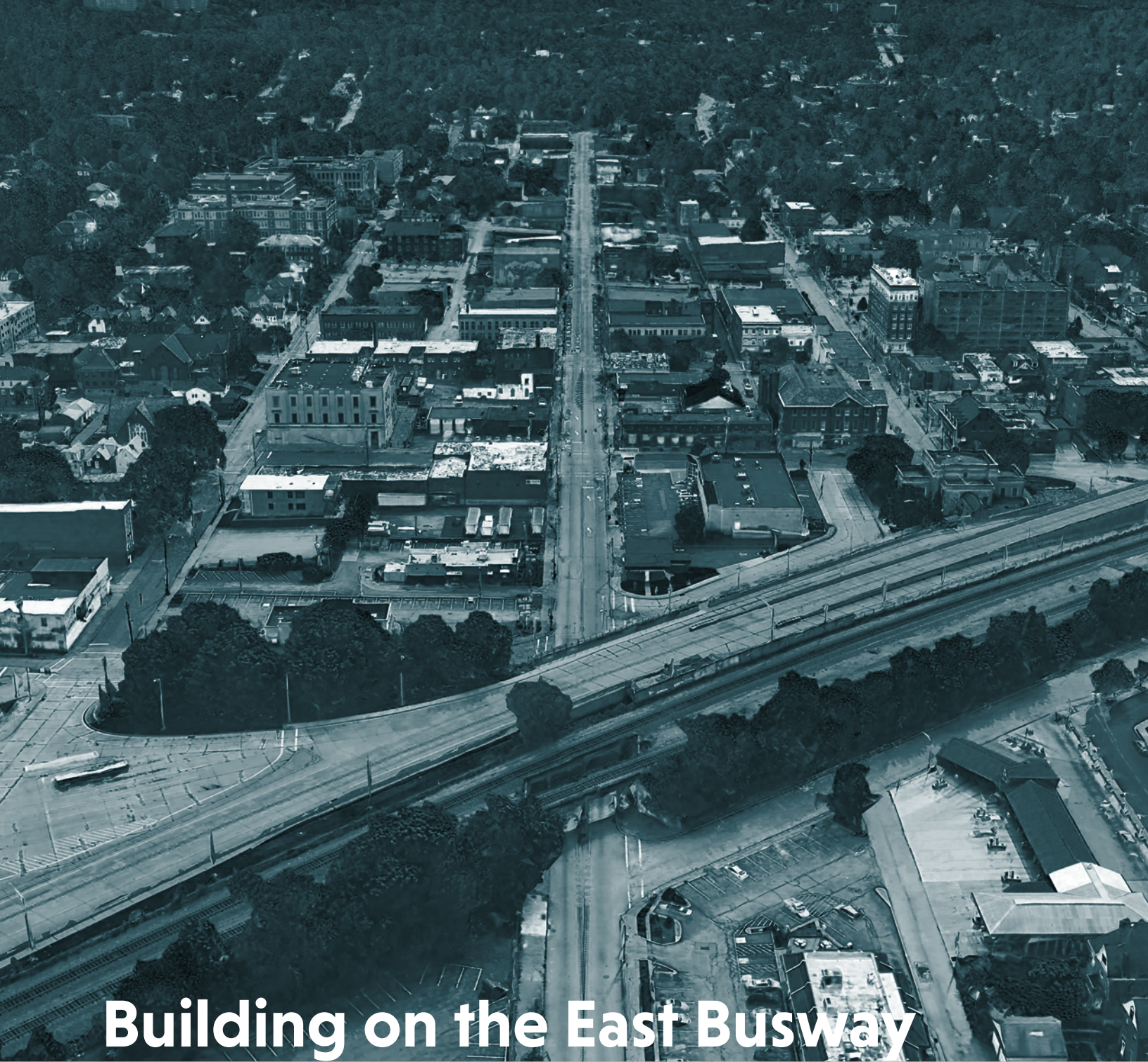


Wilkinsburg and Brushton Stations

Station Area Plan

Appendix 6
Review of Previous Plans

October 2023



Building on the East Busway

Wilksburg Station Improvements: Review of Previous Plans
22 July 2022



Pittsburgh Regional Transit

Building on the East Busway

Wilkinsburg Station Improvements: Review of Previous Plans

About this Memo

This memorandum is a component of Pittsburgh Regional Transit's (PRT) Building on the East Busway (BOTE) study which is funded in part by a grant from the Federal Transit Administration's (FTA) Pilot Program for Transit-Oriented Development (TOD) 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 Downtown-Oakland-Uptown-East End Bus Rapid Transit (BRT) project.

This memorandum presents the results of Task 3.1: Initial background Review for Station Area Assessment which is the first task in Phase 3: Wilkinsburg Station Area Improvements and TOD Opportunities of the BOTE Study. Task 3.1 was led by evolve environment::architecture, a member of PRT's BOTE consultant team led by HDR Inc.



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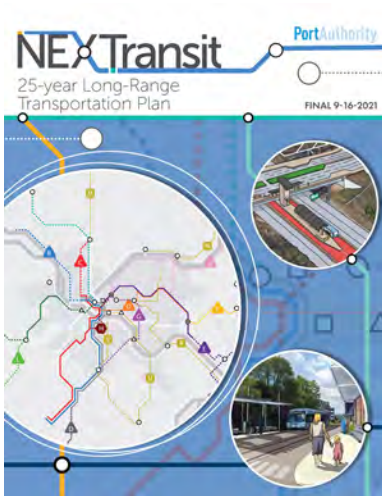
Contents

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10	Plans, Studies, and Guidelines by PRT
25	Plans and Studies by Others
62	Maps of Background GIS Data
77	Historic Maps
86	Disclosures

Attachments

- Spreadsheet List of Previous Plans
- Archive (.zip) of the Referenced Plans
- Geodatabase (.zip) of Mapping Data

Overview



Cover image of the 2021 NEXTransit Long Range Plan



Map of the Pittsburgh Railways Co. System in 1910

Introduction

Pittsburgh Regional Transit's (PRT) Building on the East Busway (BOTEB) study will re-imagine the role of the Martin Luther King Jr. East Busway in several significant communities in Pittsburgh and Wilkesburg. To ensure that Phase 3: Wilkesburg Station Area Improvements and TOD Opportunities of the study is well-informed of its planning context, this memorandum summarizes key points from previous plans in the Wilkesburg Station area, building upon the previous plan review in Appendix 4 of the Borough of Wilkesburg's Connecting Wilkesburg TRID Study (2018). In addition, the BOTEB study will be aligned with PRT's NexTransit Long Range Plan (2021).

The materials summarized in this memorandum fall into four categories:

- Plan, Studies, and Guidelines by PRTⁱ
- Plans and Studies by Others
- Background GIS Data
- Historic Maps

This review of previous plans focused on resources were published by PRT or by planning authorities within the jurisdictions that intersect with the Wilkesburg Station study area. In addition, significant plans by non-profit groups in the study area were also evaluated.

The BOTEB Study Area

The BOTEB study area includes neighborhoods in City of Pittsburgh and the Borough of Wilkesburg along the Martin Luther King Jr. East Busway that are within the existing or potential walksheds of existing or potential stations that could be added in support of the BRT project. The section of the busway that aligns with the BRT project begins at the Neville Street Ramp and extends to Wilkesburg 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 Wilkesburg Station Area

The study area for Phase 3: Wilkesburg Station Area Improvements and TOD Opportunities includes areas within the existing and potential walksheds of the existing Wilkesburg Station, potentially-relocated Wilkesburg Station, and potentially-added Brushton Station. This includes portions of Homewood South, Point Breeze North, and the Borough of Wilkesburg and is nearby to portions of Point Breeze and East Hills.

ⁱ Most previous plans by PRT were prepared under the name "Port Authority of Allegheny County" (PAAC). As of this memorandum and beginning in 2022, PAAC does business under the name Pittsburgh Regional Transit (PRT).

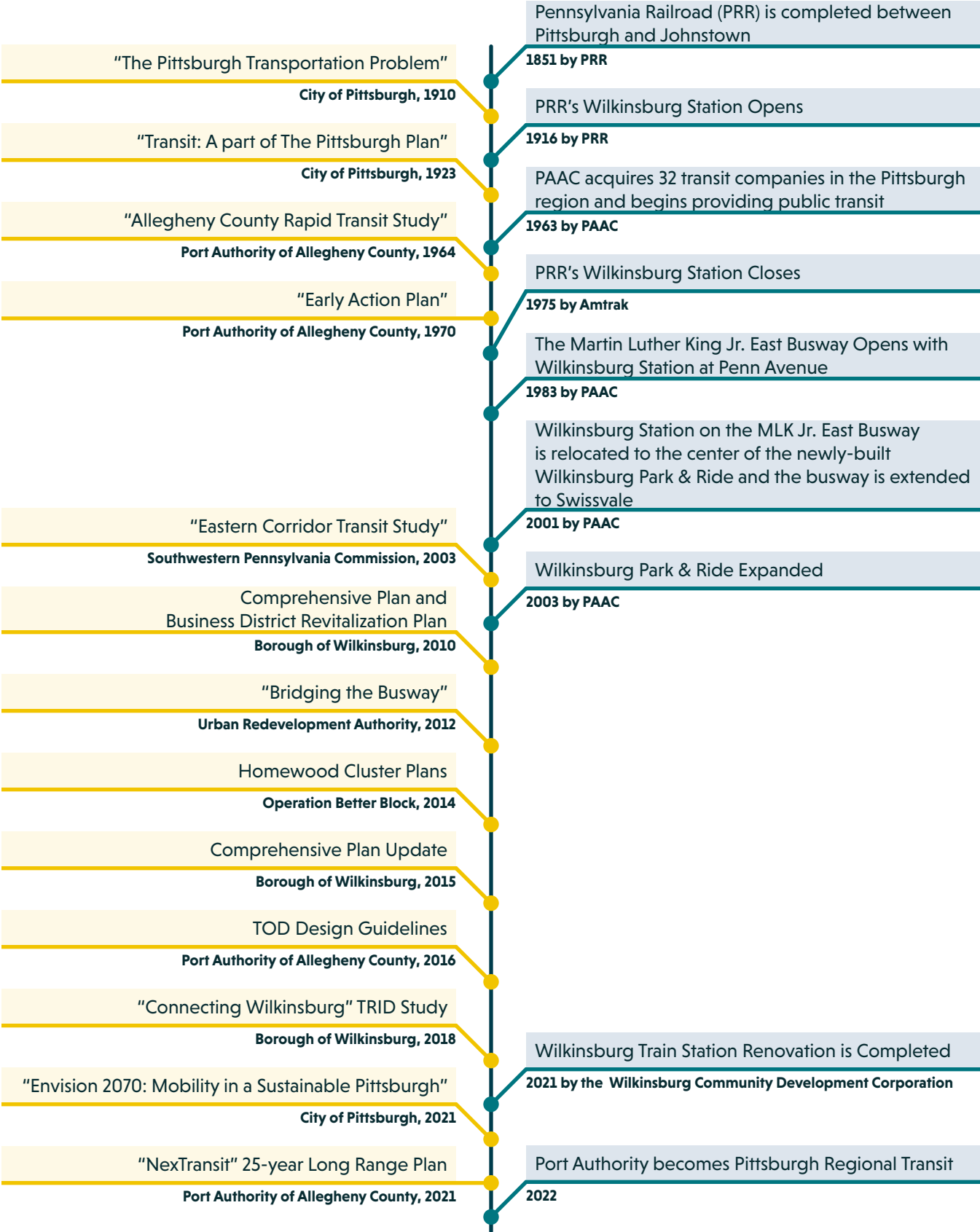
Communities of the MLK Jr. East Busway



Planning and Transit Timeline for the Wilkinsburg Station Area

Significant Relevant Plans

Significant Transit Milestones



Key Takeaways From the Review

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.
- 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 transit-oriented development 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 largely-residential areas of Homewood and for areas of North Point Breeze with high development activity

Plans, Studies, and Guidelines by PRT

Plans, studies, and guidelines provided to the consultant team by PRT include system-wide plans, site-specific as-built drawings, technical studies, and topic area guidelines.

Key takeaways from these materials include:

- There is historic precedent for considering adding a Brushton Station. Adding a station at this location also complies with PRT's Transit Service Standards.
- There is historic precedent for relocating Wilkinsburg Station to be closer to Wilkinsburg's central business district.
- There is support for reducing the number of park and ride spaces at the Wilkinsburg Station from both PRT's TOD guidelines and from technical analysis.
- There is support for improving the station and station access experience at Wilkinsburg Station from several of PRT's guidelines and plans.

List of Plans in this Section

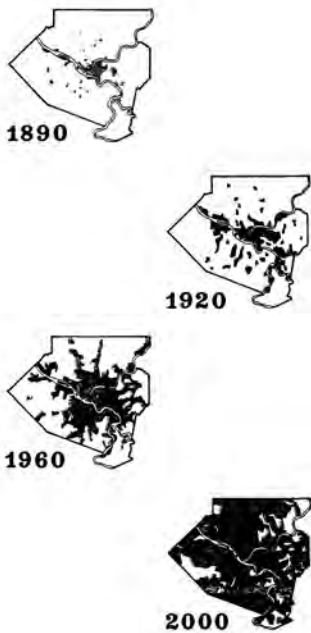


Fig. 1-1

Excerpt from the 1967 Allegheny County Rapid Transit Study showing past and future development patterns.

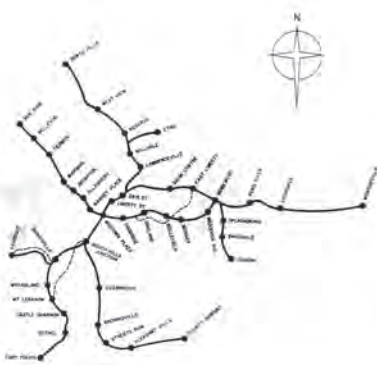
Year	Resource	Map
1967	Allegheny County Rapid Transit Study	☑
1970	Early Action Plan	☑
1982	East Busway Roadway Plans	☑
2001	Wilkinsburg Station As-Built Drawings	
2001	Wilkinsburg Station Park & Ride Lot Design	☑
2010	East Busway As-Built Drawings	
2011	Penn Ave Busway Bridge As-Built Drawings	
2015	Station Improvement Program: Station Evaluation	
2016	TOD Design Guidelines	
2016	New Station Criteria (draft)	
2018	N Braddock Ave Busway Bridge As-Built Drawings	
2018	Wilkinsburg Station Charging Station Location Options	☑
2018	Wilkinsburg Station TOD and Parking Displacement	☑
2019	Transit Service Guidelines	
2019	TOD Toolbox: Wilkinsburg	
2019	First and Last Mile Program Plan	
2021	NEXTransit Long Range Plan	☑
2022	Way-finding Standards Manual: Version 1.0	



1967 Allegheny County Rapid Transit Study

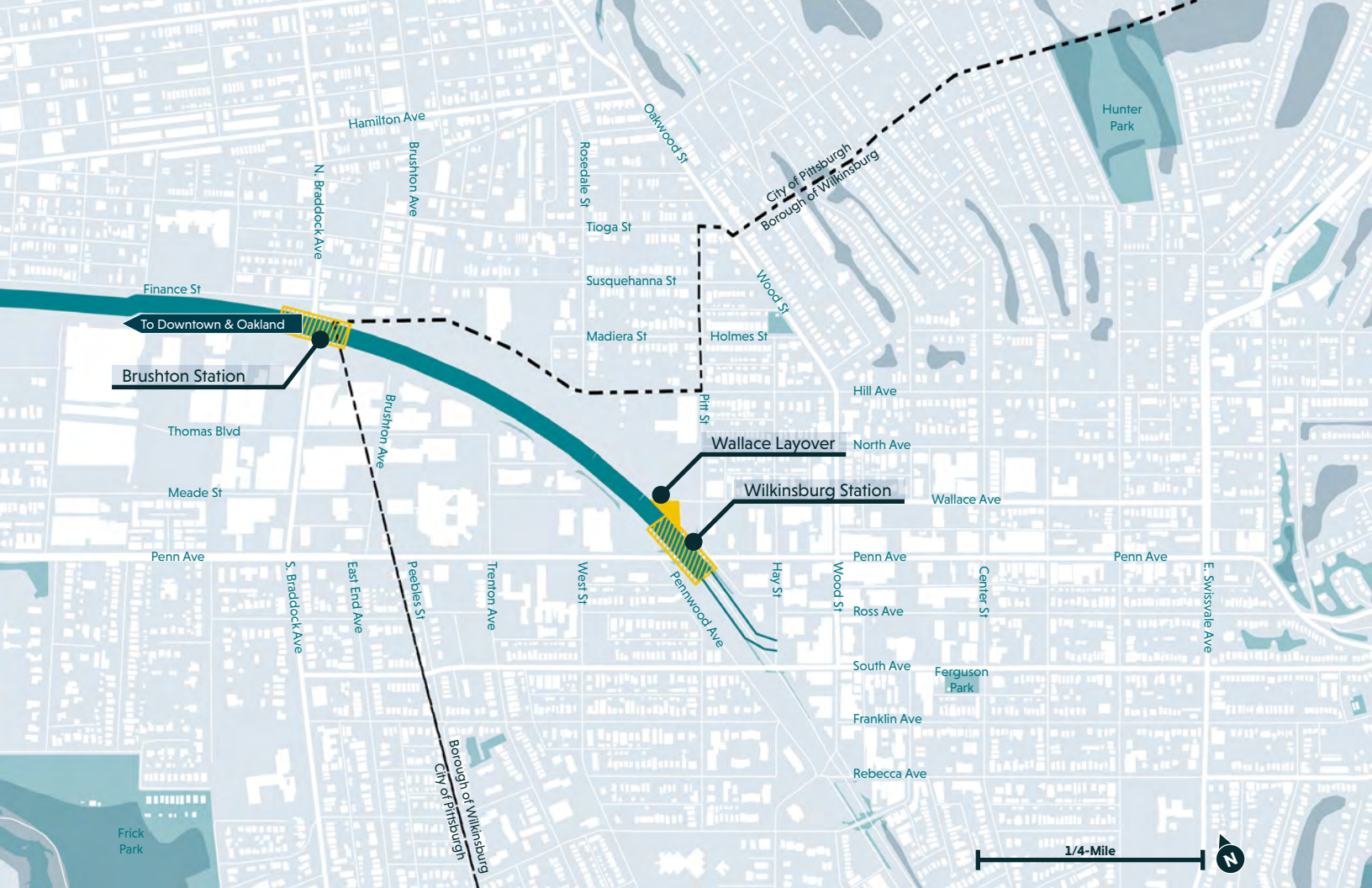
Prepared in 1967, this plan studies the feasibility for rapid transit for Allegheny County and lays the groundwork for several of the rapid transit corridors we use today. The plan takes into consideration land-use and population projections and economic concerns.

Two key branches of the proposed rapid transit network connected to the Wilksburg Station area: the Monroeville and Mon Valley Line and the Oakland Line. Both of these would have served this part of the region with a multi-platform transfer station at "Homewood Station" at North Braddock Avenue where it crosses under the railroad and today's busway alignment. This location is approximately where today's BOTEB study will evaluate the addition of a potential "Brushton Station". When the MLK Jr. East Busway was constructed, Homewood Station was constructed at Homewood Avenue rather than at North Braddock Avenue and Wilksburg Station was constructed at Penn Avenue and later moved to the middle of the Wilksburg Park & Ride. Today's Hamnett Station was constructed as part of the busway extension which opened in 2003 and is located near the "Wilksburg Station" of this 1967 study. While today's busway follows the alignment of the "Mon Valley Line", the "Monroeville" and "Oakland" lines were not constructed.



STATIONS FOR 60-MILE RAPID TRANSIT SYSTEM
Fig. 02-8

Excerpt from the 1967 Allegheny County Rapid Transit Study showing the extents of the proposed county-wide rapid transit system.



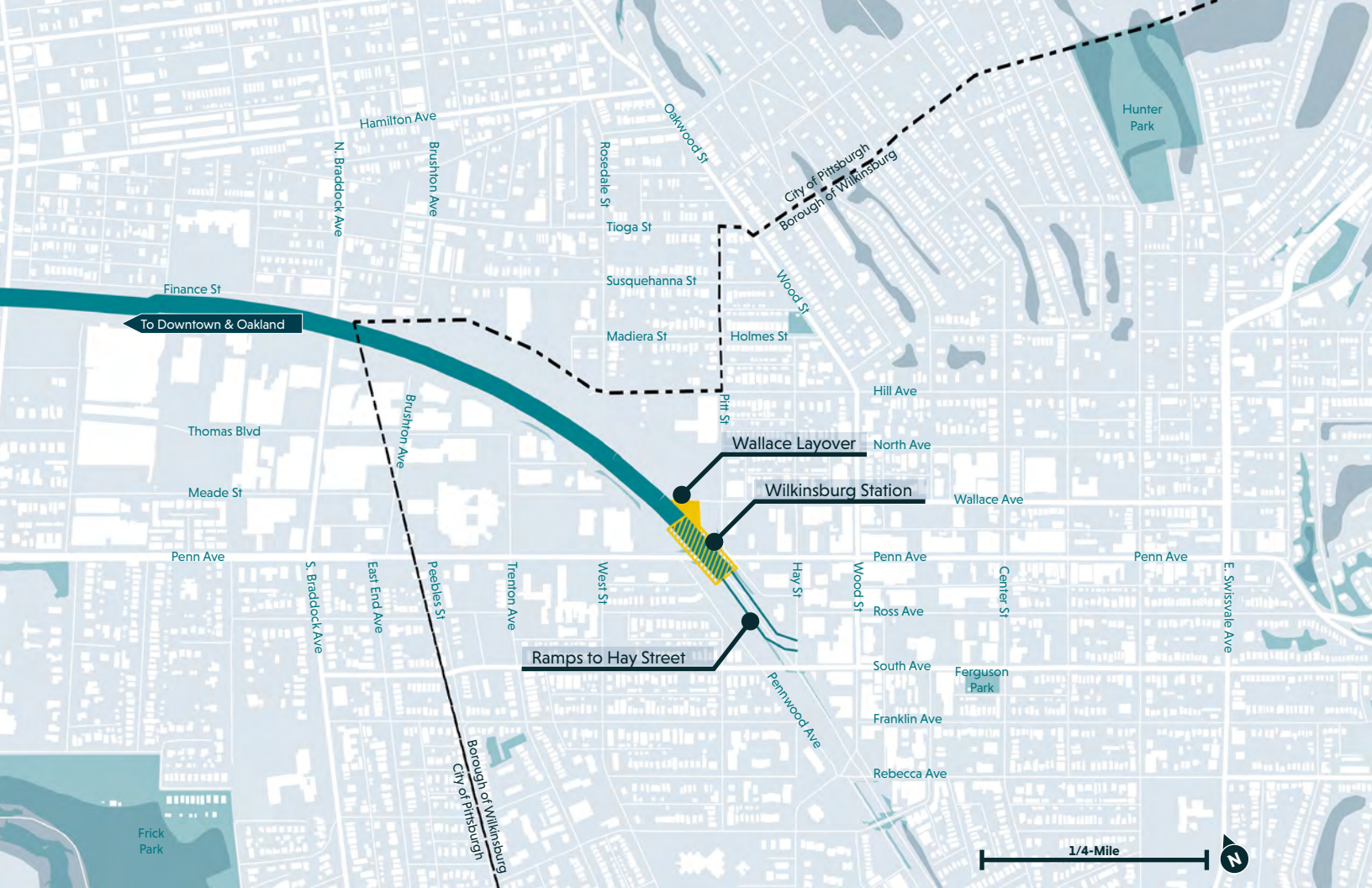
1971

Early Action Program for Rapid Transit: Draft Environmental Statement

The original plan for the MLK Jr. East Busway included a station at Brushton.

Following the 1967 Rapid Transit Study the Early Action Program for Rapid Transit lays out the busway corridor, named PATWay, with specificity about alignment and stop location. It is closely aligned with what was actually built. Of interest to the BOTEB study, the 1971 plan includes more stations between Penn Park and Wilkinsburg than were ultimately constructed.

1971 Plan	As Built	Area Served
Penn Park	Penn Park	Downtown: Liberty & 11th
28th Street	--	Strip District: 28th St
--	Herron Avenue	Strip District, Polish Hill, Lower Lawrenceville
Shadyside	--	Shadyside, Bloomfield: Baum & Centre
Negley Avenue	Negley Avenue	Shadyside, Friendship: Negley Ave
East Liberty	East Liberty	East Liberty, Shadyside: Penn & Centre
Dahlem Place	--	East Liberty, Larimer: East Liberty Blvd
Point Breeze	--	Point Breeze, Larimer: Fifth Ave
Homewood	Homewood	Homewood: Homewood Ave
Brushton Avenue	--	Homewood: N. Braddock Ave
Wilkinsburg	Wilkinsburg	Wilkinsburg: Penn Ave



1983

Original Martin Luther King Jr. East Busway

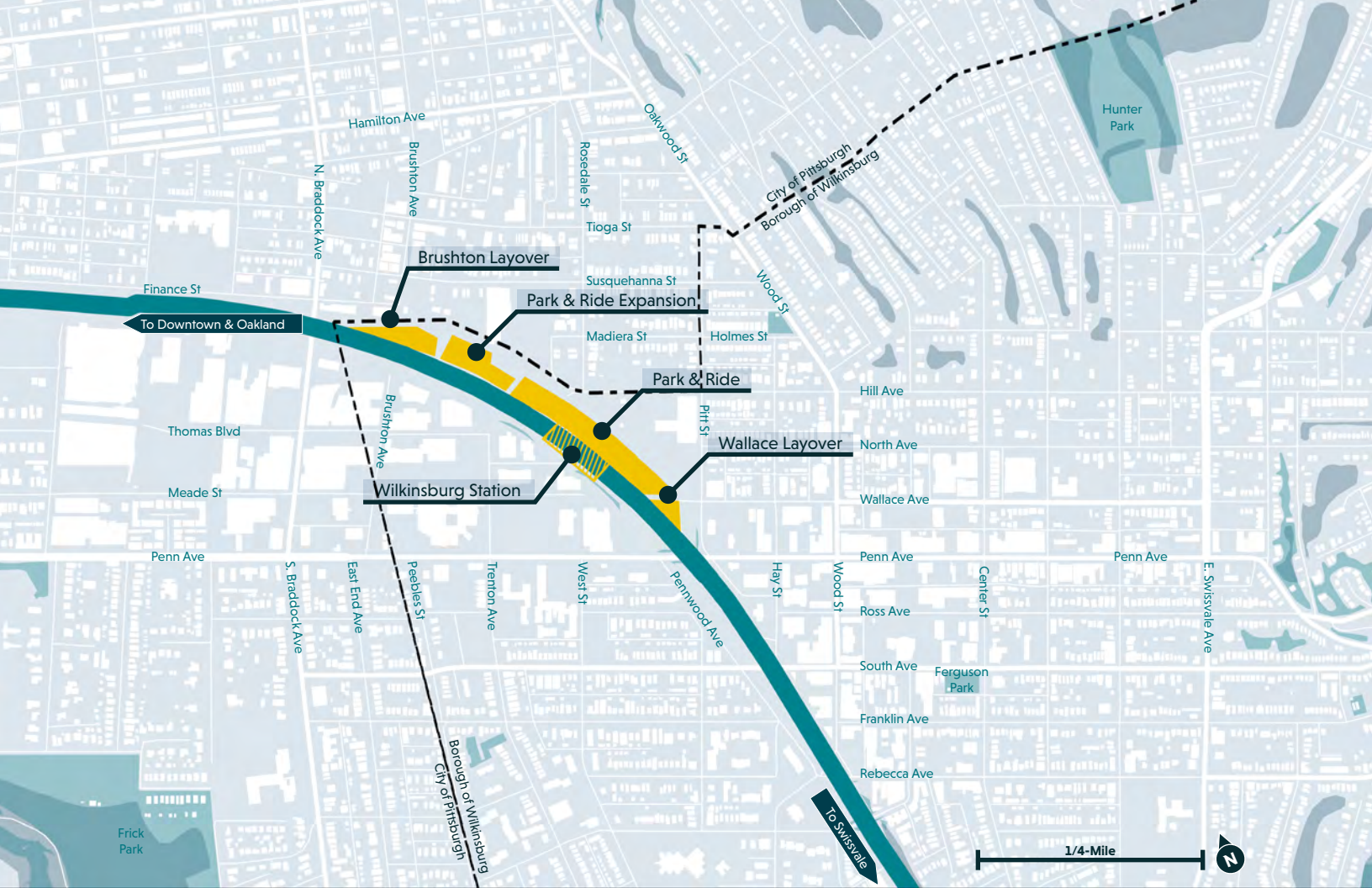


Rapid transit doesn't have to be on rails.

Following the 1967 Rapid Transit Study and the 1970 Early Action Plan, the East Busway opened in 1983 becoming Pittsburgh's second of three busways. The busway originally terminated at Wilksburg Station which was located above Penn Avenue with good connectivity to the business district and high visibility for drivers.

A technical evaluation of the MLK East Busway corridor from 1987 includes the original as-built plans for the busway from 1982. It concluded that the East Busway All Stops (EBA) line functions like a light rail or fixed guideway service in terms of its speed, efficiency, capacity, and service quality.

The MLK Jr. East Busway graced the cover of Bus World magazine when it opened which had the caption "Rapid transit doesn't have to be on rails."



2001-2003

Martin Luther King Jr. East Busway Extension

Shifting Wilkinsburg Station to the Park & Ride prioritized suburban commuters with cars over local riders who could walk to the station.

In 2001, the Port Authority of Allegheny County designed and constructed the Wilkinsburg Station Park & Ride to serve the increasing ridership to the station from the eastern suburbs. The 2001 Park & Ride facility included the relocation of Wilkinsburg Station away from its site above Penn Avenue to the center of the new Park & Ride lot. This enabled the construction of an overpass above the Hay Street ramps that facilitated extension of the busway to its present-day terminus at Swissvale Station. The busway extension opened in 2003. The Brushton Layover facility was constructed as part of this project.

The shift of Wilkinsburg Station was predicated on two goals: extension of the busway and a shift toward more suburban-commuter-serving services. Around that time, PAAC built park & ride facilities throughout its service area. Thus the second iteration of Wilkinsburg Station was built to serve people driving to the station and did not prioritize connectivity to the surrounding neighborhoods. Almost as soon as it opened, the Wilkinsburg Park & Ride was utilized beyond capacity and by 2003 the Park & Ride was expanded further west to meet demand. Post-COVID, the park & ride sees much lower demand.

The as-built lot design plan shows the site similar to how we know it today, with the Station surrounded by a parking area of approximately 570 cars and two bus layover areas to the South and North next to Wallace Ave and Brushton Ave ramps respectively.

2001

East Busway As-Built Drawings

The as-built drawings for the Wilkesburg Station from 2001 show the station similar to how we know it today. The drawings cover the station plan and details, the surrounding ride & park and facilities lighting and landscaping plan as well.

The canopy is a curved structure with columns that integrate with platform facilities such as seating, windscreens, information areas, and decorative railings. The inbound platform is larger and is directly connected to the Park & Ride. It includes two seating areas with only one covered with 6 canopy bays. The outbound station also includes two seating areas, with only one covered with four canopy bays.

2011

Penn Ave Bridge As-Built Drawings

In 2011, the Port Authority of Allegheny County repaired the Penn Avenue Bridge along the East Busway. The repairs focused mainly on the reinforcing the concrete and crack repairing and reinforcement steel replacements where needed. The repairs included the underside of the deck, abutments, and bents (archways) underneath to ensure the safety of the corridor and underpass.

2015

Station Improvement Program: Station Evaluation

The 2015 station evaluations mark the beginning of PRT's Station Improvement Program.

Prepared in 2015, this report evaluates all 76 fixed-guideway stations for their TOD potential based on an objective methodology built on existing transit conditions, orientation including density, job-to-resident-ratios, sidewalk conditions, walkshed size, and finally development opportunity.

The report identifies capital investment and station improvements as the first step in the pursuit of TOD that both increases ridership and serves to attract development interest to the station area. The evaluation lays out an objective tool for identifying high potential stations for improvements to grow revenue through increased transit ridership and joint development of Port Authority land.

The evaluation results show that the Purple line (East Busway) stations of East Liberty, Negley, Wilksburg, Herron, and Hamnett score in the top ten stations for improvement based on their potential for TOD.

2016

TOD Design Guidelines

The 2016 TOD Design Guidelines elevated the importance of creating complete communities around significant station areas.

The Port Authority of Allegheny County's Transit-Oriented Development Guidelines were released by the Department of Planning and Evaluation in April 2016. The Guidelines describe the Port Authority's goals for TOD and the principles that determine quality TOD projects. The Guidelines analyzed all 76 fixed-guideway stations and categorized them into six TOD types based on density and mix of jobs and homes within each station area. The six types are: Suburban Neighborhood, Transit Neighborhood, Urban Neighborhood, Suburban Employment, Urban Mixed Use, and Downtown. According to the Guidelines, Wilksburg is an Urban Mixed Use station area with a density (> 10,000/sq. mile) of both jobs and residents.

Some broader recommendations were made for Urban Mixed Use Station areas such as Wilksburg but no specific capital projects were identified.

The Guidelines provide the following principles to be considered at Urban Mixed Use stations.

- Multi-modal Highlights: Provide clear connections to on-street transit, Connect to or enhance bike network, Incorporate car share and bike share connections, Park and Ride only appropriate at the end of line, Provide appropriate low levels of parking.
- Walkability Highlights: Provide key pathways to increase connectivity, Create and maintain public space, Connect developments to pedestrian uses, Provide infrastructure to encourage visible, comfortable walking.
- Development Highlights: 3-9 stories, 70-100% lot coverage, Multi-family or townhouses, Building design should support and encourage street-level activity.
- Keys to Success: Reduce residential and commercial parking, Optimize street level relationships between development and public realm.

The Guidelines specifically identify affordable housing as being an important consideration for TOD in Allegheny County.

2016

New Station Criteria (draft)

These draft station criteria lay out an initial framework that later informed the BOTEB study's infill station evaluation matrix.

This draft document from 2016 presents a starting point for factors to consider when looking at New Stations and Park and Ride replacements within the service of the Port Authority of Allegheny County (PRT).

For New Stations the criteria include revenue from new trips, maintenance costs, capital/delay/time costs due to the project, effectiveness of the station to fill gaps in service, and the station equity score.

For Park and Ride replacements some general considerations include supply and demand of parking, shared parking strategies, station area characteristics, and community goals. In addition, fare revenues (plus and minus), operational savings, parking revenue, service and capital costs are factors that could help the authority and stakeholders make evidence-based decisions.

2018

N Braddock Ave Bridge As-Built Drawings

The N. Braddock Avenue Bridge was replaced in 2011 to ensure the safety and service levels of the East Busway Corridor and the pedestrian underpass. In addition to the new construction, the project, which was completed in three phases, included repairs to the existing concrete structures, cleaning and painting the existing concrete, and general maintenance.



2018 Wilkinsburg Charging Station Location Options

Reconfiguration of layovers and platforms will need to include a strategy for battery-electric bus charging infrastructure.

Prepared in 2018, this study looks to future proof the East Busway by proactively planning for electric charging stations for the proposed Bus Rapid Transit (BRT) at various locations at or near the Wilkinsburg station along the East Busway. The study weaves the planning efforts from the TRID at Wilkinsburg (completed by EvolveEA) and potential move of the Wilkinsburg Station into the proposal.

Several locations were analyzed for the charging stations (two needed and one backup) including three options along Wallace Avenue, Brushton Ave, the Busway ROW, existing station location, Wilkinsburg CBD, and Swissvale. These locations were chosen based on criteria such as minimizing turnaround, driving distance, and backtracking, and having no excessive cross-slopes. The different scenarios are evaluated based on capital costs, operations, development, user experience, implementability, and service quality. The study concludes that the Brushton layover is the preferred location for the proposed charging stations because the major development area is preserved outside the operational functions and the on-street buses that end at Brushton will be some of the first to convert to electric buses.



2018

Wilkinsburg TOD and Parking Displacement

Replacing some or even most parking at the Wilkinsburg Park & Ride with development accrues a net benefit to PRT.

This report analyzes the financial impact of constructing TOD on the park-and-ride (PNR) facility at the Wilkinsburg Station on the potential displacement of parking spaces. In 2018, when this report was prepared, the PNR facility had 748 spaces and was typically 100% occupied. While the parking generates revenue from fares paid by commuters, the report identified potential revenue from TOD including ground rent, parking fees from structured parking, and increase in ridership. The model does not include the potential tax revenues from the development.

The authority faces two key questions (a) what level of commuter parking (if any) should be replaced when joint development projects are built on PAAC's station area land, and (b) what level of net ridership change occurs as a result of new development and less than full replacement parking? To answer these questions the report proposes and analyzes the impact of a low and high density TOD development which would require replacing the stringent 1:1 parking replacement requirements. Balancing parking and TOD provides PRT with an opportunity to generate revenue on the land.

2019

TOD Toolbox: Wilkinsburg

This TOD Toolkit for Wilkinsburg, prepared in August 2019, provides direction for an action plan to achieve successful TOD Wilkinsburg Station, an urban mixed use, performs well on the Walk Score and fair on the Bike-ability indicators and provides a good opportunity for TOD given the right conditions set forth by this toolbox. In addition to considering different building types and uses, a main consideration are the parking requirements. The document calls for a TOD zoning overlay that could continue to allow residential parking reductions, and introduce reductions for uses in the CBD and MU zones, for retail uses, and for office uses.

The toolbox also presents implementation action items, a TOD Self- Assessment, a sample Synoptic Survey, and a list of Technical and Financial Resources available to help meet the goals and action items.

2019

First and Last Mile Program Plan

Getting people to and from the station area can be improved by providing infrastructure that supports non-single-occupancy vehicle mobility options.

The First and Last Mile (FLM) Program plan focuses on the part of transit trips that go beyond the transit station or stop, where people rely on walking, biking, or driving to complete their journey. This plan aims to increase ridership, promote non-single occupancy vehicle access, and improve access to those who most depend on it based on clear criteria such as station context, equity, and user experience.

Based on the current situation evaluation, conducted in 2018, Wilkinsburg Station scores second out of the 69 fixed-guideway stations. It scores highest on equity highlighting the need for public transportation within the walkshed and the opportunity to impact a large number of riders with FLM improvements. It scores average on Station Context where a good number of people and destinations are located around the station area, and somewhat average on User Experience showing that the station area could do with some improvements but performs well.

The First Last Mile (FLM) Toolbox is organized based on 5 categories including pedestrian, bicycle, transit, drop-off, and park-and-ride and different strategies are identified for each category. For pedestrians, the strategies focus on minimizing crossing distances, clarifying locations, connecting and lighting sidewalks and walkways, and providing way-finding. For bicycles, the focus is on dedicated bike lanes, secure bike parking, and expanded bike sharing. For transit, the focus is on dedicated right-of-way, transfer processes and on-street bus stop comfort. For drop-off, the focus is on dedicated waiting areas, while for park-and-ride the focus is on prioritizing carpooling and car shares.

2019

Transit Service Standards

While the transit service standards prefer wider spacing between stations, closer spacing to allow for the addition of a Brushton Station remains compliant.

The PAAC or PRT regularly updates its Transit Service standards or guidelines to ensure quality transit that is efficient, effective, and equitable. This version, prepared in 2019, serves as a framework for improving transit operations based on standards that help set service goals, design service, establish minimum performance and evaluate it, and prioritize future plans.

Part of the standards focus on stop spacing along fixed-route transit that balances convenience and speed with the number and location of stops. Along the East Busway, the stop spacing minimum standard is 1,000 feet, while the preferred is 2,600 feet or half a mile.

Table 1: Stop Spacing (in feet)

	High Population Density		Low Population Density
	Minimum Spacing	Spacing Guideline	Spacing Guideline
Rapid Routes	1,000	2,600 ½ mile	2,600 ½ mile
Commuter Routes	650	1,300 ¼ mile	1,300 ¼ mile
Local and Coverage Routes	650	900 1/6 mile	1,300 ¼ mile

Note: For purposes of these standards, high density is considered greater than or equal to 5,000 persons (jobs + residents) per square mile, and low density is considered less than 5,000 persons per square mile.

Page 12, Table 1: Stop Spacing

2021

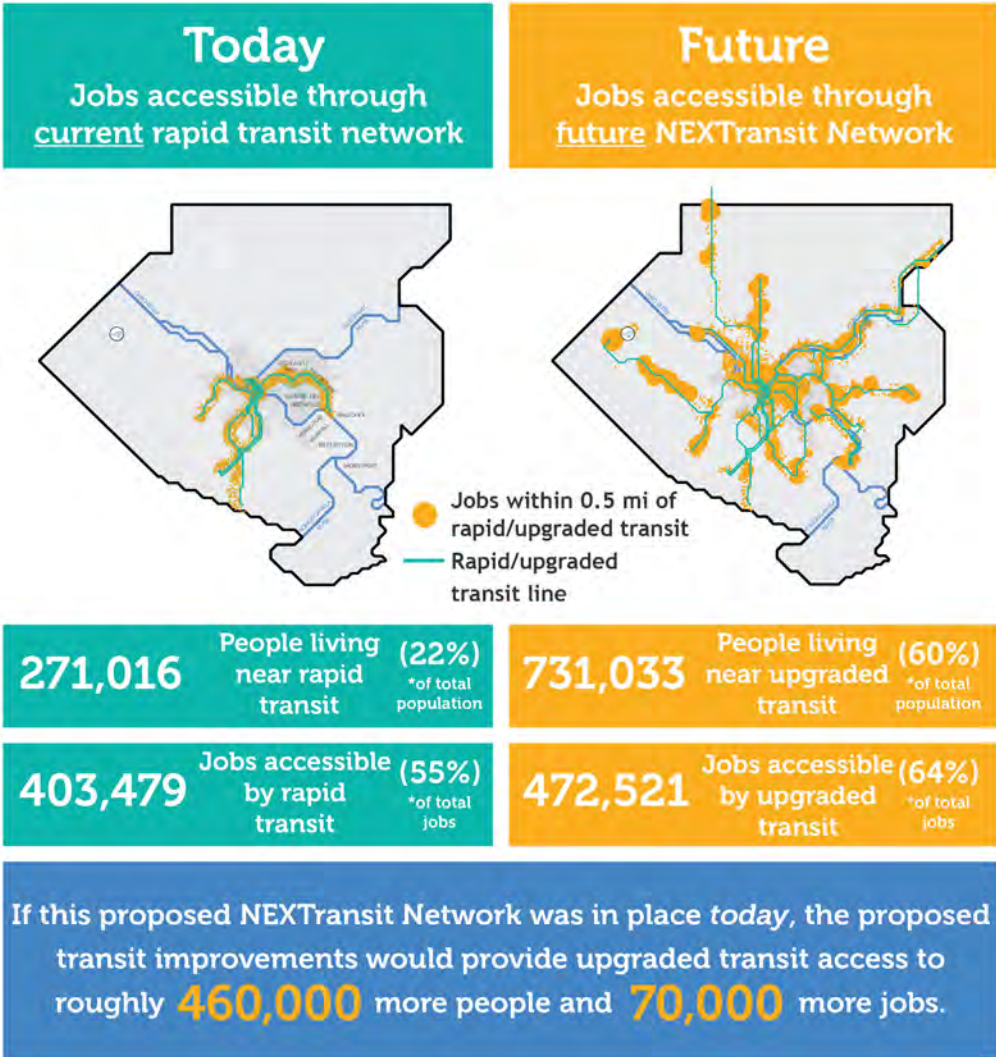
NEXTransit Long Range Plan

The NEXTransit plan seeks to increase the number of people and jobs who can access rapid and upgraded transit, which is aligned with the premise of adding a Brushton Station and shifting Wilksburg Station.

Completed in September 2021, NEXTransit is a community-driven plan that identifies the transit priority projects for the next 25 years built on equity, accessibility, economic and social mobility, safety, resiliency, and accountability. Projects focus on upgrading existing transit infrastructure and adding new transit hubs and corridors to respond to evolving technology, land-use, and climate change patterns.

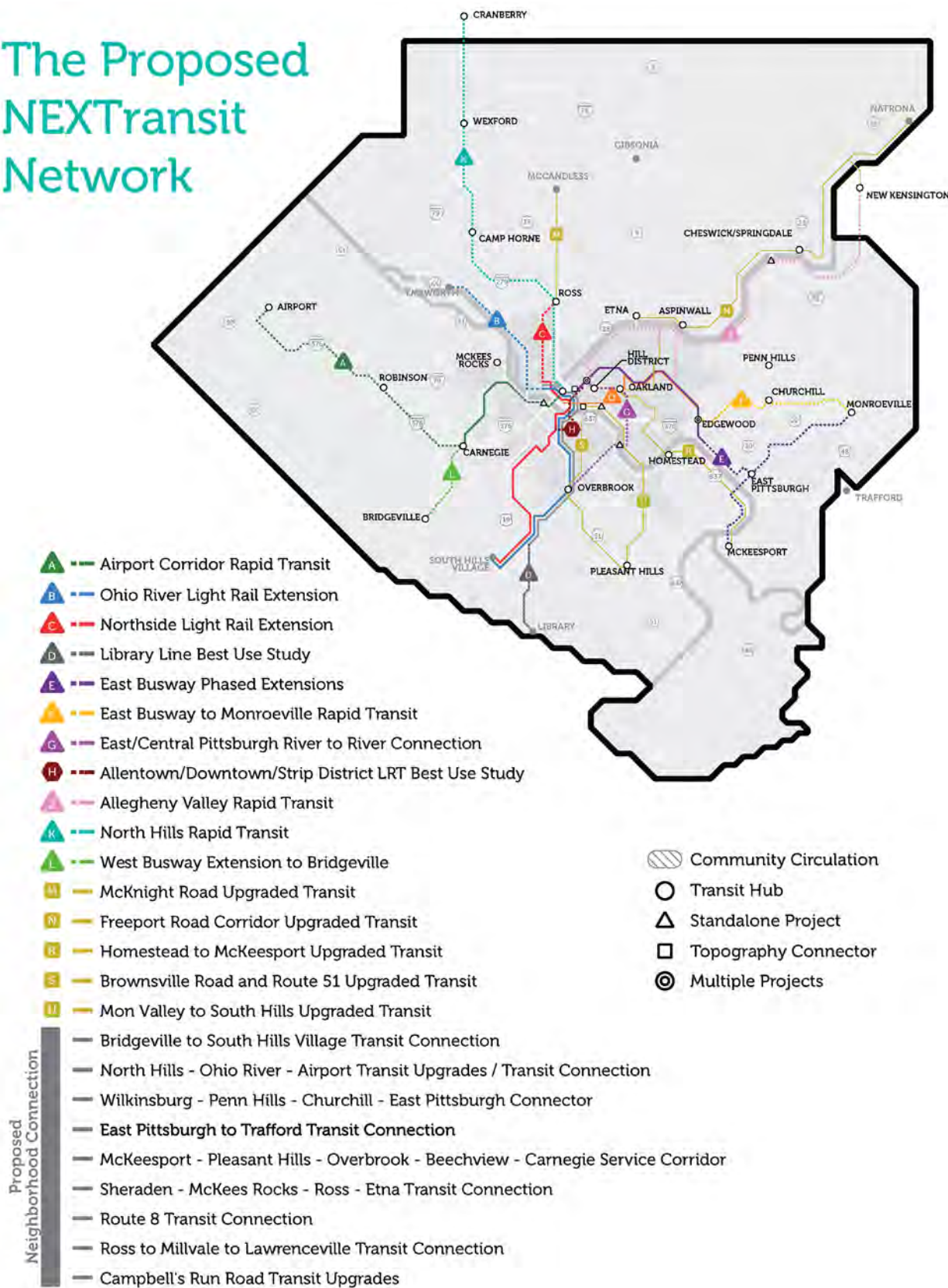
Along the East Busway two projects are identified to improve the connection to the eastern suburbs and enhance employment and growth opportunities through the Monroeville Rapid Transit (Opportunity Expansion) and the East Busway Phased Extension Project (Essential Expansion) for reliable service.

Here's what Allegheny County gains by building the NEXTransit Network over the next 25 years:



Page 66: Impact of the proposed NEXTransit Network.

The Proposed NEXTransit Network



Page 53: Map of the Proposed Transit Network.

In order to help address the challenges users face when navigating Pittsburgh's transit system, Pittsburgh Regional Transit created a manual in 2022 that describes a standard way-finding system that can be integrated into all types of PRT stations. These standards are based on a detailed study of South Hills Junction (Transit Neighborhood Station), Station Square Station (Downtown Station), and Carnegie Station (Urban Mixed Station) which represent 3 distinct types of stations that provide service on all modes, including transfers between them, such as LRT, BRT, on-street bus, and incline. Some general way-finding goals that came out of this study are to:

- Make entering, paying, and using the system intuitive
- List key information about route frequency, running times throughout the week, and accessible destinations
- Highlight entrances, connections, and local exits
- Showcase routes, wait times, and journey options
- Define user areas within the station
- Encouraging multi-modal journeys

The manual also goes into detail on the graphic standards and product specifications for their related station typologies. Wilkesburg, would follow a downtown station typology, which should: Attract a mix of uses 24/7, highlight key destinations through way-finding, stress multi-modal options and opportunities, encourage pedestrian exploration, and alert riders about nearby, transit-accessible destinations.



Page 41: Downtown Station Way-finding Sign Palette

Plans and Studies by Others

Plans and studies by other groups were considered if they were relevant to public transit or planning in general within the area around Wilkinsburg Station. This review includes plans and studies published by the planning authorities for the City of Pittsburgh and the Borough of Wilkinsburg, including agencies at the local, county, and regional levels. This review also includes plans and studies published by non-profit and academic groups that have done work in the station area.

Key takeaways from these materials include:

- There is overlap between planning efforts by different agencies and those overlaps are largely complimentary to each other.
- The public transportation corridor that includes Wilkinsburg Station has had local and regional significance since the construction of the Pennsylvania Railroad.
- The priorities for public transportation have evolved over the past century. In the past, public transportation was focused on getting people to and from downtown's major jobs center. Today, public transportation is focused on creating connections between communities that provide access to opportunities and services that allow people live their lives. That means that the transportation infrastructure's goals have a nuanced difference and therefore should prioritize access over throughput.
- There is broad recognition that the Martin Luther King Jr. East Busway is a high quality transit asset that could enable improved transit service quality in the communities it passes through and in communities in the Mon Valley and Eastern Suburbs.
- There is broad agreement that transit-oriented development is a priority near busway station areas and that the opportunity for TOD is especially strong at Wilkinsburg Station.
- There is an understanding that development comes with pros and cons: increased investment in public infrastructure and also increased risk of displacement.
- There is an emphasis among Wilkinsburg plans on revitalizing Wilkinsburg's central business district.
- There is an emphasis on improving streetscapes and pedestrian networks near the busway stations but also throughout the Wilkinsburg central business district.

This plan and study overview includes overview maps for selected studies which show the areas considered in those planning projects. The maps presented here are for quick reference and are centered on the BOTE study's Wilkinsburg Station Area. For specific details and to guide decision making, PRT's planning team references the original source materials.

List of Plans in this Section

Year	Resource	Author	Map
1910	The Pittsburgh Transportation Problem	City of Pittsburgh	<input checked="" type="checkbox"/>
1923	Transit: A part of The Pittsburgh Plan	Citizens Committee on City Plan of Pittsburgh	<input checked="" type="checkbox"/>
2001	Strategic Plan: Charting a New Future for Homewood-Brushton	Homewood-Brushton Community Coalition Organization	
2002	Homewood Housing Development Strategy	Homewood-Brushton Community Coalition Organization	
2003	Eastern Corridor Transit Study and Transitional Analysis	Southwestern Pennsylvania Commission	
2007	Wilkinsburg: A Call for Sustainability: Systems Project	Carnegie Mellon University: Heinz College	
2007	Transportation Action Team Recommendations	Onorato Transportation Action Team	
2010	Comprehensive Plan	Borough of Wilkinsburg	
2010	Business District Revitalization Plan	Borough of Wilkinsburg	<input checked="" type="checkbox"/>
2010	Sustainability Assessment - Borough of Wilkinsburg	Sustainable Pittsburgh	
2010	Active Allegheny	Allegheny County Economic Development	
2010	Homewood: A Community Profile	Allegheny County: Department of Human Services	
2011	Anatomy of a Neighborhood: Homewood in the 21st Century	University of Pittsburgh: University Center for Social and Urban Research	
2011	East Liberty TRID Study	Urban Redevelopment Authority	
2012	Bridging the Busway	Urban Redevelopment Authority	<input checked="" type="checkbox"/>
2013	Wilkinsburg Train Station: Preliminary Economic Feasibility Study	WCDC	
2014	Wilkinsburg Traffic Study - Phase 1	Borough of Wilkinsburg	
2014	Trestle Design & Engineering	Borough of Wilkinsburg	
2014	TOD Typology Strategy	PCRG	
2014	East End Labor Market Report	Three Rivers Workforce Investment Board	

List of Plans in this Section (cont'd)

Year	Resource	Author	Map
2014	Homewood Station Transit Oriented Development Study	Urban Redevelopment Authority	☑
2014	Homewood Cluster Plan: Cluster 8	Operation Better Block	☑
2014	Homewood Cluster Plan: Cluster 9	Operation Better Block	☑
2015	Comprehensive Plan Update	Borough of Wilkinsburg	
2015	Wilkinsburg Traffic Study - Phase 2	Borough of Wilkinsburg	
2015	Design Guidelines: Facade Renovation Program	WCDC	
2015	Hazard Mitigation Plan	Borough of Wilkinsburg	
2015	Street Trees for the Wilkinsburg Business District	WCDC	
2017	Wood Street 2-Way Conversion	Borough of Wilkinsburg	
2017	Better Busway 2.0	PCRG	☑
2018	Business District Parking Study	WCDC	
2018	Susquehanna Development Master Plan	Bridgeway Capital	
2019	Connecting Wilkinsburg: TRID Study	Borough of Wilkinsburg	☑
2020	Homewood Comprehensive Community Plan	Homewood Community Development Collaborative	
2020	Beyond the East Busway: Systems Report	Carnegie Mellon University: Heinz College	
2020	Wilkinsburg Focus Group	WCDC	
2021	Envision 2070: Mobility in a Sustainable Pittsburgh	City of Pittsburgh: DOMI	☑
2021	SmartMoves Connections	Southwestern Pennsylvania Commission	
2021	Homewood Active Mobility Improvements: Safety Study	Kittelson & Associates for the City of Pittsburgh: DOMI	
2022	Homewood Mobility Plan	City of Pittsburgh: DOMI	

1910

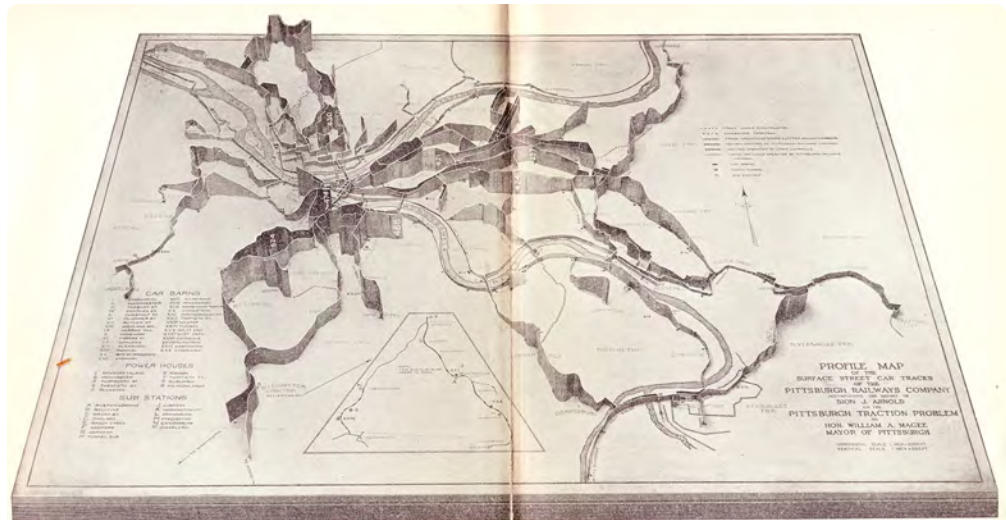
The Pittsburgh Transportation Problem

City of Pittsburgh

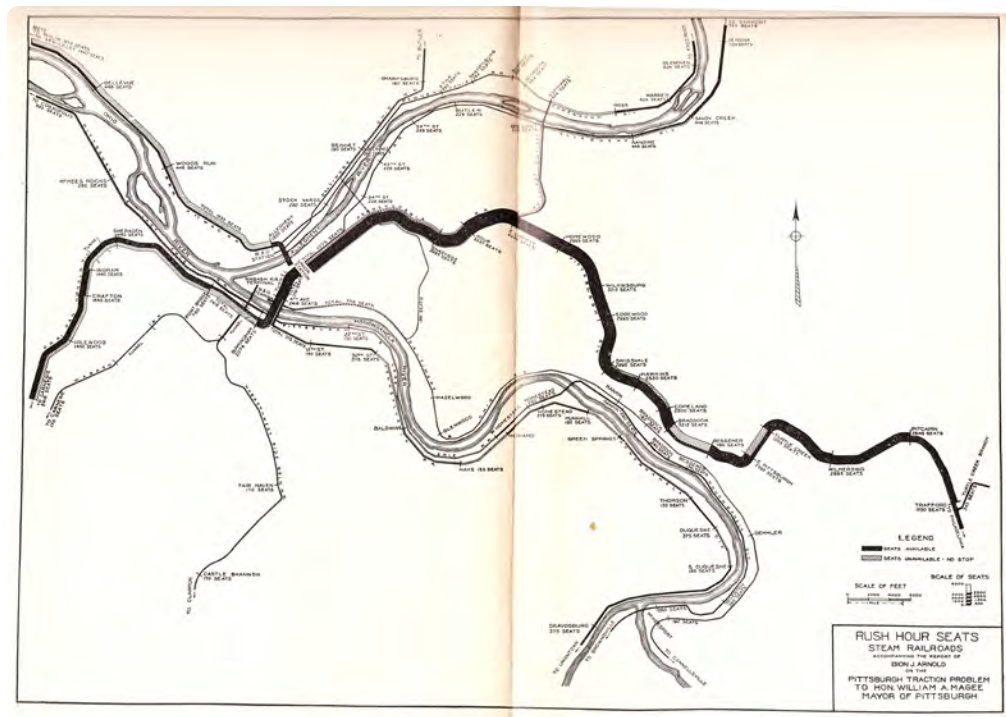
In 1910 today's busway corridor was the backbone of the regional transportation network leading to the creation of some of the region's densest and most walkable communities.

In this report on transportation in Pittsburgh from 1910, the transit problem was mainly one of moving workers to work in the morning and back home in the evenings. The premise calls for these two peak hours as the ones to design for with a focus on radii of service from the business center. In this sense, Pittsburgh lent itself quite naturally to a radial network because downtown was so clearly placed at the center.

The rush hour seat maps for the steam railroads illustrate that the major flow of people leaving the business district during peak hours is to the East of Downtown with ridership numbers high at the East Liberty, Homewood, and Wilkinsburg stations.



Relief Map of Street Railway System in Pittsburgh and Vicinity



Rush Hour Seating Capacity - Steam Railroads - Pittsburgh and Vicinity

1923

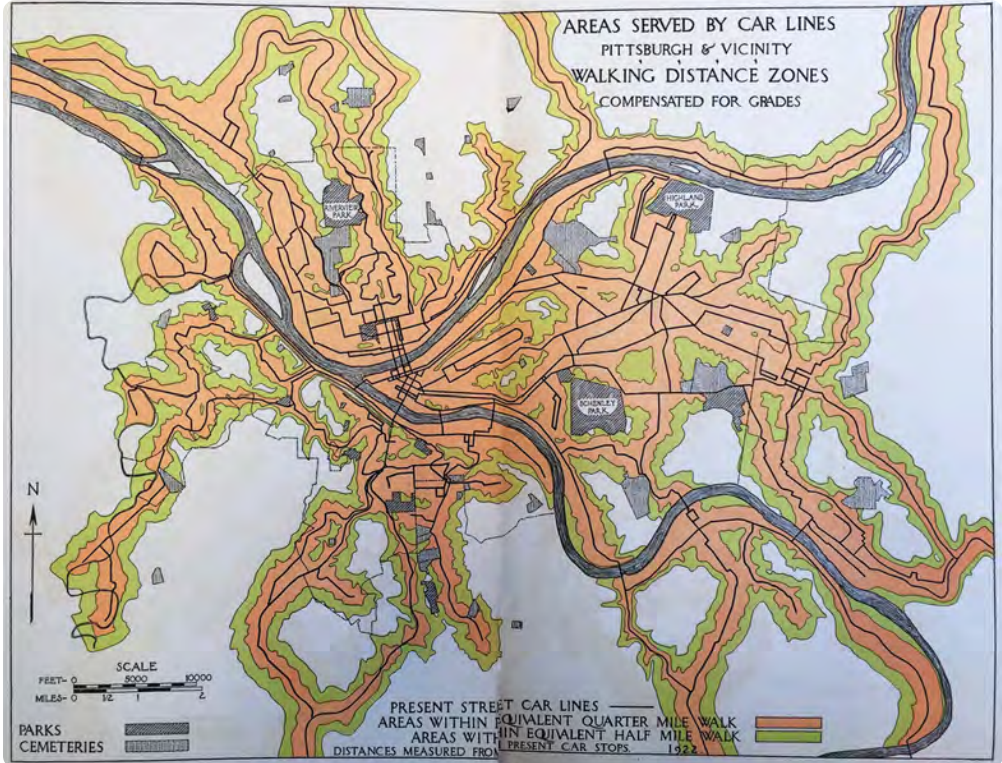
Transit: A Part of The Pittsburgh Plan

Citizens Committee on City Plan of Pittsburgh

In 1923, plans called for implementation of a subterranean transportation network to serve east end communities.

In September 1923, the Citizens Committee on City Plan of Pittsburgh analyzed the current conditions of transit in the city and identified rapid transit as an “unavoidable necessity” for the city. The document includes several regional maps showing Pittsburgh and its vicinity with a focus on areas served by street car lines, population densities around these lines, and daily flow of street cars.

In Section VI on rapid transit, the document identifies the line to the East End as the most needed one with two branches. One passing through Wilkinsburg to East Pittsburgh, and the second passing through the dense districts of Homewood and Brushton and on to Verona and Oakmont.



Areas Served by Car Lines Pittsburgh & Vicinity: Walking Distance Zones Compensated for Grades

Strategic Plan: Charting a New Future for Homewood-Brushton

Homewood-Brushton Community Coalition Organization

Charting a New Future for Homewood-Brushton is the culmination of a planning process that commenced in 1999 to bring together several of the community's veteran leaders. "With the formation of the Homewood-Brushton Community Coalition Organization (HBCCO) these residents again asserted their right to collectively control and set the course for the future of Homewood-Brushton." The strategic plan outlines target areas of community concern, each with specific goals:

Housing

- Goal 1: Develop a balanced housing market to reflect the diverse needs of residents in Homewood-Brushton
- Goal 2: Increase the understanding of resident and landlord responsibility in improving housing conditions
- Goal 3: Enhance the Aesthetics of Homewood-Brushton through beautification and community improvement
- Goal 4: Improve the attractiveness of Homewood-Brushton as a residential community for new buyers and renters

Commercial Development

- Goal 1: Develop a one-stop business development and communication center to support the successful growth of businesses in Homewood-Brushton
- Goal 2: Create a comprehensive commercial neighborhood revitalization program
- Goal 3: Assist in the development of a Homewood-Brushton chamber of commerce with officers elected by the business community of the neighborhood

Workforce Development

- Goal 1: Coordinate all workforce development training organizations in Homewood-Brushton to produce a unified workforce clearinghouse
- Goal 2: Establish within the Workforce task force a committee that identifies and secures access to jobs with local and regional employers for the Homewood-Brushton community
- Goal 3: Establish a bi-annual jobs and training census that identifies job and training needs of Homewood-Brushton residents and measures progress toward meeting those needs

Youth

- Goal 1: Assess, improve and protect the health of Homewood-Brushton's youth through a community-wide coordinated health service provider campaign
- Goal 2: Empower youth in Homewood-Brushton through coordination of systematic leadership development, training and mentoring
- Goal 3: Assist youth with the development of youth-oriented communications vehicles to address issues impacting their lives and the community
- Goal 4: Create a visible community-wide outreach program to reconnect the community to its youth with a coordinated health service provider campaign.

Strategic Plan: Charting a New Future for Homewood-Brushton

Homewood-Brushton Community Coalition Organization

Education

- Goal 1: Develop the necessary resources to inform, energize, organize and further educate the entire Homewood-Brushton community around an Education Vision of Excellence
- Goal 2: Develop community education stakeholder relations to enhance school performance
- Goal 3: Develop an annual state of education in Homewood-Brushton report that establishes a baseline for student performance and a new level of performance-based accountability for the school board, teachers in Homewood-Brushton's schools and parental support

Environment

- Goal 1: Develop a comprehensive annual community clean-up campaign
- Goal 2: Provide an active and organized voice to ensure that basic environmental services are delivered to the Homewood-Brushton community
- Goal 3: Develop a community-based environmental code enforcement group to oversee compliance with existing City codes and explore the development of new ones
- Goal 4: Promote the maintenance and expansion of green spaces in Homewood-Brushton to enhance the community's appearance

Arts & Culture

- Goal 1: Develop an African-American cultural corridor or map that will establish Homewood-Brushton as a central destination for Black art and culture in Pittsburgh, the region and nationally
- Goal 2: Design and implement a marketing and education plan that expands the understanding of and investment in African-American art and culture by Homewood-Brushton residents and the broader community
- Goal 3: Establish a Homewood-Brushton African-American arts and culture network to expand coordination, communication and development opportunities for participants

Public Safety

- Goal 1: Develop programs that build the self-esteem to deter involvement in drug culture or activity that results in incarceration
- Goal 2: Work with the City's Public Safety Administration to share programs and identify ways to reinforce quality of life issues
- Goal 3: Increase community participation/education around public safety issues
- Goal 4: Reduce crime in Homewood-Brushton by identifying and publicizing key crime types and areas and coordinating systematic elimination strategies
- Goal 5: Revitalize and expand block club networks to reconnect residents and increase the capacity of the community to collectively identify, monitor and eliminate public safety hazards

2001 (cont'd)

Strategic Plan: Charting a New Future for Homewood-Brushton

Homewood-Brushton Community Coalition Organization

Faith-Based

- Goal 1: Provide an organized results-oriented forum to coordinate faith-based economic development and social service initiatives with those of the secular community
- Goal 2: Identify and negotiate opportunities to leverage the resources of Homewood-Brushton's Churches with those of existing neighborhood organizations to increase community control of housing and new business ventures
- Goal 3: Facilitate communication between Homewood-Brushton's social service providers and faith-based institutions to reduce service duplication and identify niches that maximize the unique spiritual contributions of faith-based organizations

Social Services

- Goal 1: Provide consistent and measurable communication about available social services to the residents of Homewood-Brushton with major preventative education campaigns on cancer, heart disease, sexually transmitted diseases, and family building measures
- Goal 2: Expand community input into the evaluation and identification of social service offerings to enhance service provider responsiveness, quality and accountability
- Goal 3: Identify models to address Homewood-Brushton's social conditions that embrace the cultural knowledge base of the African-American community

In addition to outlining specific goals, the strategic plan includes an economic positioning strategy, commercial market analysis recommendations, housing market analysis, community space initiatives, concept plan, and an implementation plan with benchmarks.

2002

Homewood Housing Development Strategy

Homewood-Brushton Community Coalition Organization

The housing concerns of 2002 are rather different from housing concerns in 2022. In 2002, concerns were more focused on housing and neighborhood quality rather than on housing attainability.

The Homewood Housing Development Strategy follows the 2001 Strategic plan. It identifies three major neighborhood districts with unique character that are separated by the Frankstown and Hamilton corridors. It identifies a clear problem with resultant symptoms and offers a proposed solution and objective:

- Problem: Self-sustained and progressive neighborhood disinvestment associated with a high concentration of a low income population
- Symptoms: Vacant land, boarded houses, a deteriorated housing stock, low property values
- Solution: The introduction of strategic physical changes through real estate development that positive influences market dynamics and competitively repositions the neighborhood in the city's housing market
- Objective: Economic diversification of the neighborhood housing market

2003

Eastern Corridor Transit Study and Transitional Analysis

Southwestern Pennsylvania Commission

Focus on a Downtown Pittsburgh to Oakland transit investment eventually led to today's Downtown-Oakland-Uptown-East End Bus Rapid Transit (BRT) project.

Eastern Corridor Transit Study (ECTS) was completed in December 2003 and identified public transportation needs and opportunities, and six alternatives. The subsequent Transitional Analysis to Locally Preferred Alternatives (ECTS-TA) final report from September 2006 updated the ECTS including evaluation of alternatives (with variations) and public outreach.

Locally preferred alternatives were selected primarily based on public support and cost to the public. Locally preferred alternatives were:

- Allegheny Valley and Norfolk Southern Commuter Rail
- East Busway Extension
- Downtown Pittsburgh-Oakland Transit Investment (includes Spine Line and/or Bus Rapid Transit)

Several of the alternatives would be directly beneficial to Wilkinsburg through the Norfolk Southern Commuter Rail extending from Pittsburgh to Wilkinsburg to Trafford to Greensburg, the East Busway extending to Monroeville and providing additional rapid transit destinations, the Downtown Pittsburgh-Oakland Transit Investment in case the Spine Line to Wilkinsburg is included.

The Transitional Analysis report included targeted outreach methods such as steering committee, technical committee, geographically-based working groups, public official briefings, open houses, public meetings/workshops, agency coordination meetings, advertising in five local newspapers, website, and announcements on radio and television advertising.

2007

Wilkinsburg: A Call for Sustainability Systems Project

Carnegie Mellon University: Heinz College

This study, sponsored by the Pittsburgh History & Landmarks Foundation (PHLF), assesses the impact of the property tax rate in the borough of Wilkinsburg on disinvestment in the community and identifies policies that can stimulate revitalization. One of the barriers to investment, as identified by the study, are the vacant parcels in Wilkinsburg which decrease surrounding property values and disincentivize residents' from investing in the community.

As part of its recommendations the study identifies green development strategies through vacant lot management, clear and green lots, and side yard and urban gardening programs that would turn liabilities into positive assets. These strategies would help recreate the image of the Municipality in the region and encourage new investment or reinvestment.

2007

Transportation Action Team Recommendations

Onorato Transportation Action Team

This study prepared in 2007 by the Transportation Action Team at Allegheny County recommends implementing rapid transit from downtown to Oakland (and in and around Oakland) and from Downtown to the Airport. The study also recommends advancing transit-oriented development at key locations and identifies Wilkinsburg Station along the East Busway as one of the mid-term action areas for TOD development.

In addition the study focuses on the need to leverage county assets and optimize the use of busways. It also suggests converting the East Busway to an LRT corridor.

2010

Wilkinsburg Comprehensive Plan

Borough of Wilkinsburg

Both the 2010 comprehensive plan and business district revitalization plan have played key roles in influencing investments by the Borough and WCDC.

A 10-year blueprint to ensure that physical and organizational infrastructure is in place and addresses resources, capacity, and ability to maximize revenue base. Plan integrates Business District Revitalization and Early Intervention (analysis of financial condition and management) plans. Identifies issues and strategies for housing, neighborhoods, facilities, services, historic resources, transportation and future land use.

Identifies general capital projects to improve the community including traffic signaling, infrastructure, i.e. sidewalk repairs, East Busway pedestrian underpass, street-grid, historic buildings, open spaces, parks, curbs, intersections, lighting, etc.

Recurring needs include safe, well lit, convenient pedestrian linkages to transit facilities; need for improved pedestrian access; dedicated bike routes; improved sidewalks; improved traffic flow on Penn Avenue; signal updates; elevated Busway to eliminate social divide; underpass in disrepair; links between transit stops and neighborhoods and business district; and land use regulations that support and incentivize TOD.



2010 Wilkinsburg Business District Revitalization Plan

Borough of Wilkinsburg

Both the 2010 comprehensive plan and business district revitalization plan place an emphasis on improving the conditions and functions of Wilkinsburg's central business district.

A strategic plan, from 2010, for revitalizing the business district and providing amenities that will serve the needs of local residents, business owners, and commuters. In 2015, the plan was updated and goals and actions were reviewed to determine progress and status of actions. The update identified as well six additional action items to accomplish goals.

Status of action items showed that, overall, the Borough, WCDC and other stakeholders are implementing actions to revitalize the business district. Top priority is to include housing as a key component of any TOD efforts.

Reports detail ways to enhance Wilkinsburg business district through aesthetics, economic vitality, marketing, sustainability, access, circulation and business district housing. Priorities consist of: Town Square, enhance the street scape, renovate Train Station, improve Penn Avenue underpass, stabilize vacant buildings, new process for liquor licenses, renovate the former Penn Lincoln Hotel (since demolished), develop architectural design standards, selectively demolish buildings and reuse vacant lots, create green renovation jobs, facilitate façade improvements and investigate TOD.

2010

Sustainability Assessment - Wilkinsburg

Sustainable Pittsburgh

This assessment prepared in August 2010 by Sustainable Pittsburgh provides 125+ recommendations to help the Borough of Wilkinsburg target sustainability-specific strategies for its operations. The value of this assessment will reflect on new opportunities for Wilkinsburg to actively capture and interact with its employees, residents, and stakeholders.

The assessment noted that Wilkinsburg Station on the busway is "...not visible and isolated from Wilkinsburg's business district and residences. As a result, the Busway is seen more as a disadvantage rather than an asset that benefits the community."

Specific recommendations from the assessment with regard to transportation include:

- Raise awareness about available transportation services
- Assess the community's need for local transportation
- Implement the preferred local transportation solutions identified in the resident survey
- Undertake a TRID or TRID-like study
- Implement a transportation infrastructure capital plan

Of these recommendations, the Borough of Wilkinsburg and Wilkinsburg Community Development Corporation (WCDC) have both focused planning and capital improvement attention on improving streetscapes in downtown Wilkinsburg. This includes evaluating railroad underpasses for improvement and evaluating one-way streets for two-way conversion such as Wood Street. The Borough completed the Connecting Wilkinsburg TRID Study in 2018.

There is a section on Land Use Administration & Green Design Guidelines that suggests amendments to Wilkinsburg's Zoning Ordinance. With regard to green development and green infrastructure principles, the document defers to the guidance of the US Green Building Council (USGBC)'s LEED-ND (2009) standard.

2010

Active Allegheny

Allegheny County Economic Development

Active Allegheny is an implementation activity to advance active transportation identified in Allegheny County's Comprehensive Land Use Plan (Allegheny Places). The purpose is to integrate "healthy travel modes into existing transportation systems." The plan discusses proposed bicycle routes, bicycle facilities, pedestrian improvements (including accessibility for the disabled population), other non-motorized transportation (kayak, skateboard), complete streets (streets designed for all users) and how to implement them. The plan is a resource guide to assist in implementation, i.e. tool kit, model ordinances, etc.

Wilksburg was identified only in the proposed East 3 Bike Route. The proposed bike route connects the Old William Penn Highway, Rodi Road, Nottingham Drive, Homer Road, Churchill Road, Beulah Road, William Penn Highway (Penn Avenue), Montier Street, North Avenue (eastbound)/Wallace Avenue (westbound), Wilksburg Station, to the East Busway.

2010

Homewood: A Community Profile

Allegheny County: Department of Human Services

Homewood: A Community Profile was prepared by the Allegheny County Department of Human Services (DHS) for the Homewood Children's Village in October 2009 and was published by DHS in 2010. The profile provides a succinct historical narrative of Homewood's beginnings in the early 1800's through to recent Homewood history and the conditions that impacted residents in the neighborhood at the time of the report.

The profile plainly-represents data across five categories:

- Income and Poverty
- Education and Employment
- Health Indicators
- Housing and Home Ownership
- Child and Community Safety

The profile also identifies the locations of Homewood community assets such as child care facilities, children and youth facilities, churches, community centers and organizations, health and human services, human services, and schools.

Anatomy of a Neighborhood: Homewood in the 21st Century

University of Pittsburgh: University Center for Social and Urban Research

This study was created by the Program in Urban and Regional Analysis at the University of Pittsburgh's University Center for Social and Urban Research (UCSUR) in support of the Homewood Children's Village's 2011 "State of the Village" report. The report analyzes prominent changes and trends including:

- Homewood continues to lose population. Between 2000 and 2010, Homewood's population dropped 30.6 percent, to 6,600 residents. In Homewood South and Homewood West, residents aged 65 and over make up nearly a third of the population.
- The average sales price for existing residential homes in Homewood was \$9,060 in 2009, one-tenth the average price for a home in the City of Pittsburgh. This 2009 price represents a substantial loss of home equity from twenty years earlier, when the average home sold for over \$22,000 in current (2010) dollars.
- In 2009, 46 percent of residential property sales, or 58 sales, were below \$500, and 41.2 percent of residential property sales, or 52 sales, were between \$1,000 and \$10,000.
- Nearly ninety percent of homes sold in Homewood in 2009 were assessed at values significantly greater than current market rates. Because of this, the average home buyer in 2009 paid an average of \$664 more in property taxes than if the assessment were based on the market value of the home.
- Reflecting a declining population, most movers to and from Homewood move from or remain in the nearby area. Nearly three quarters of movers to and from Homewood moved 2.5 miles or less in the 2007 – 2009 time period.
- Vacant property is pervasive in Homewood in multiple ways that have adverse impacts on neighborhood conditions
- Of all taxable properties in Homewood, 57 percent, or 2,492 properties, were delinquent in their City of Pittsburgh and Pittsburgh Public School taxes in 2009. Furthermore, owners of half of these properties have not made a tax payment in the past five years.
- Nearly sixty percent of residential properties in Homewood were affected by some sort of physical or fiscal abandonment in 2009. Our comprehensive measure included data on vacancy, foreclosure, or tax delinquency.
- Approximately 1,500 non-vacant residential parcels in the neighborhood (61 percent) may be owner occupied, even if relatively few owners filed for their homestead exemption, an Allegheny County property tax break available to all homeowners. This tax reduction appears not to be taken by many eligible households.

2011

East Liberty TRID Study

Urban Redevelopment Authority of the City of Pittsburgh

East Liberty's transformation, which achieved scale through implementation of the state's first TRID, is both a model of success and a cautionary tale for development around other MLK Jr. East Busway stations.

The East Liberty Station Transit Revitalization Investment District (TRID) Study was commissioned and funded in February 2011 by the Pittsburgh Department of City Planning. This plan used the projects and principles harvested from East Liberty's extensive planning history to develop a financial strategy that would support existing new development with improvements to the public realm.

The projects proposed within this study have since been completed with funding through the TRID or tied into development project costs. The following public realm projects were funded through the TRID:

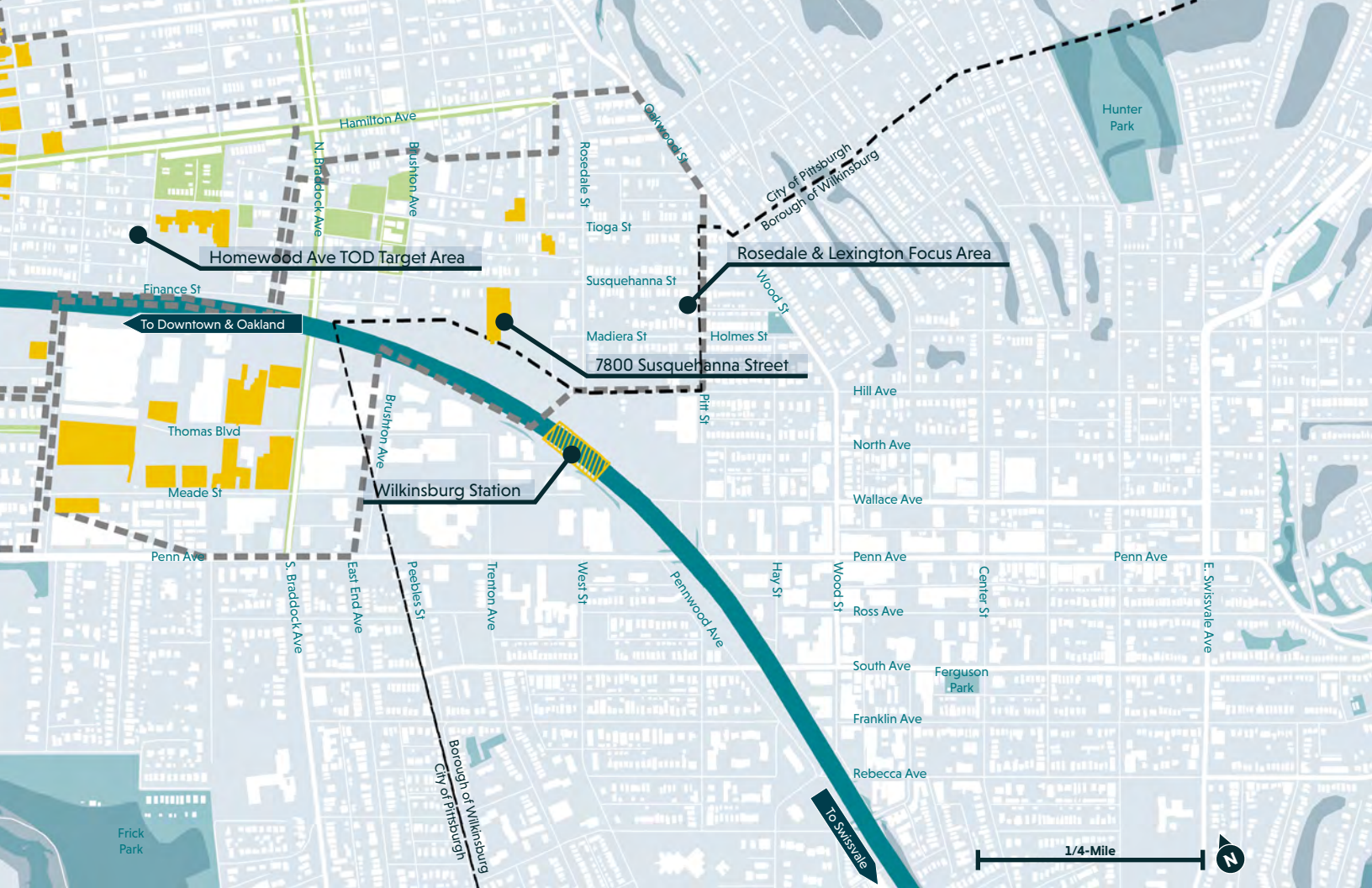
- Obama Academy Pedestrian Improvements
- TOD-supportive Infrastructure
- 20-year Transit Center Maintenance Agreement
- Penn Circle Two-Way Conversion (to be constructed in 2022)

The success of East Liberty's TRID built on the momentum of pioneering developers who saw the neighborhood's market potential and the foresight of an organizing community body that saw an opportunity to leverage that development to realize a long-held vision for their public realm.

The East Liberty TRID illustrates how market development economics benefit from and can incentivize an increase in building and land value that contributes to displacement even if it does not directly cause displacement. Among the major TOD sites listed were the Penn Circle North Sites and the Larimer Avenue Housing that have since been noted for scattering hundreds of residents, a majority of which were poor and minority renters.



The East Side Bond development, as seen looking across East Liberty Station's pedestrian bridge. The two canopies shelter steps down to the busway station platforms.



2012

Bridging the Busway

Urban Redevelopment Authority of the City of Pittsburgh

The Bridging the Busway study transformed perceptions about the MLK Jr. East Busway from viewing it as a barrier to viewing its station areas as catalysts for community transformation.

- Development Areas
- Green Space Areas
- Improved Corridors

This study by the Urban Redevelopment Authority (URA) looks at development and infrastructure strategies for Homewood and Point Breeze North together as one community. The project identifies development priorities for Homewood adjacent to the Station and to the east end of Point Breeze North.

The Bridging the Busway Study identified key major development sites throughout Homewood West, Homewood South, Homewood North, and Point Breeze North that could be activated by improving connectivity at busway station and through the addition of new trails. North of the busway, the 7800 Susquehanna Street site was identified as being a potential location for "Possible Green Industry". South of the busway, several sites were identified for potential "New Office Use" and "New Mixed Use". Subsequent to the study, development activity is taking place throughout the Rosedale & Lexington Focus Area, especially in the portions south of the busway.

The study also suggests creating new trails that would improve the pedestrian and bicycle connectivity throughout these neighborhoods. Pertinent to PRT, a new trail from Homewood Station to Wilkinsburg's Linear Park could be built on PRT's property in Homewood along Finance Street and through the Wilkinsburg Park & Ride.

2013

Wilkinsburg Train Station: Preliminary Economic Feasibility Study

Wilkinsburg Community Development Corporation

The renovation of the Wilkinsburg Train Station could be a key turning point for changing perceptions for investors about Wilkinsburg's central business district.

Prepared in September 2013, this study looks at the feasibility of reusing the historic former Wilkinsburg Pennsylvania Railroad Station as part of the plan to revitalize the Commercial Business District.

Using a market assessment, operational sustainability analysis, and development costs and financing approaches; the study identifies four possible concepts for re-use centered on a public space for the historical society, an office for the WCDC, and additional functions such as a day care center or post office.

Fundraising for restoration commenced in earnest in 2016 and the \$6.5 million restoration was completed in September 2021.

2014

Wilkinsburg Traffic Study - Phase 1

Borough of Wilkinsburg

Prepared in December 2014, this study determines the feasibility of strategic elimination of one-way streets. It evaluates the roadway network and establishes performance measures during weekday peak hours to determine if existing one-way roads in the study area are needed to adequately serve traffic demand. Findings and recommendations were developed to provide the following:

- Strategic conversion of one-way roads to two-way
- Network connectivity
- Traffic calming
- Bicycle facilities and connections to existing infrastructure
- Potential for consolidation of bus routes

Traffic analysis forecasts that conversion of all study roadways from one-way to two-way will result in acceptable conditions at all study intersections. Because no new trips are projected to be generated as a result of two-way conversions, changes to circulation patterns are projected to divert existing vehicles to other routes rather than increasing volume in the study network.

Subsequently, some of these improvements have been made including two-way conversion for Wood Street and the addition of bicycle lanes on some streets in the central business district.



2013-2014

Trestle Design & Engineering

Borough of Wilkinsburg

Improving connectivity under and across the busway and railroad is a key priority for the people of Wilkinsburg.

A variety of documents dated 2013-2014 that summarize the assessment of conditions under Norfolk Southern's railroad bridge above Penn Avenue and along Penn Avenue, and agreements between NS and Wilkinsburg for engineering, operations, and maintenance. Conditions determined as a result of the assessment consist of deteriorated sidewalks along Penn Avenue, crumbling concrete of the railroad bridge piers, and inadequate lighting.

2014

TOD Typology Strategy

Pittsburgh Community Reinvestment Group

The TOD Typologies are ranked in terms of readiness for TOW as LRT, Busway, Oakland-Downtown BRT stations, and system-level improvement recommendations are included to pave the way for development.

The report identifies the East Busway as a top TOD opportunity corridor in Allegheny County.

2014

East End Labor Market Report

Three Rivers Workforce Investment Board

Improving access to high-quality transit can help to connect labor demand with labor supply.

In addition, improving access to high-quality transit can help to connect labor forces with opportunity for skill development to better match labor force capabilities with the demands of a modern workforce.

This report from 2014 was commissioned by The Pittsburgh Foundation and prepared by the Three Rivers Workforce Investment Board (3RWIB) to help build an understanding of labor market dynamics, workforce needs, and workforce services in the East End of Pittsburgh. For the purposes of this project the "East End" refers to the neighborhoods of Bloomfield, East Liberty, Garfield, Homewood North, Homewood South, Homewood West, Larimer, and Lincoln-Lemington-Belmar.

The report is focused on four main sections which are demand side, supply side, supply-demand dynamic, service providers and an appendix which present a comprehensive analysis of the East End's labor market.

- Although in the next ten years, job growth is expected in the East End, currently it under-performs in labor market demand indicators compared to Allegheny county.
- Labor market supply varies between the different neighborhoods of the East End with education playing a significant role in income per capita which is on average lower than the City of Pittsburgh.
- There is a (mis)match between the demand and supply as far as educational levels. But job accessibility is very good, despite being concentrated in three neighborhoods.
- A network of 225 organizations provide services in the community, with 28 of them focused on workforce development.

Labor Market Demand

- The East End contains 3.3% of Allegheny County's labor market;
- East End businesses are smaller than Allegheny County's average
- The average wage of East End jobs is slightly below the average wage of Allegheny County jobs, but above that of the Pittsburgh Metropolitan Statistical Area (MSA).
- Jobs in the East End labor market require a variety of skills and educational levels; wages are strongly correlated with education and experience needed.
- In the next ten years, job growth is expected in both entry-level jobs and those requiring more advanced skill sets.
- Jobs in occupations with environmental applications (typically referred to as "Green jobs") are expected to grow substantially in the next ten years

East End Labor Market Report

Three Rivers Workforce Investment Board

Labor Market Supply

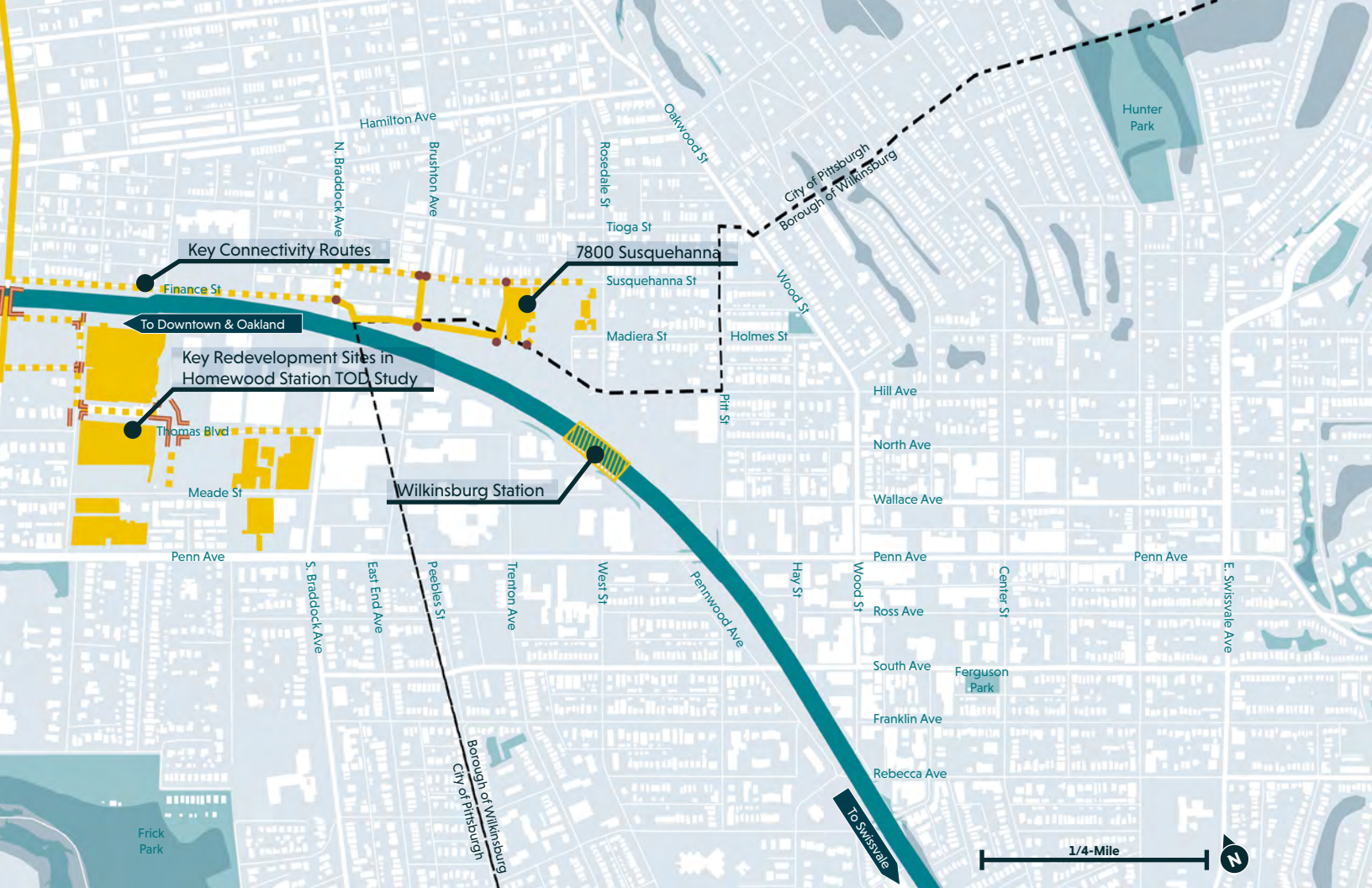
- The East End is a highly populated area with less labor force participation than the City;
- The strength and availability of the workforce differs by neighborhood;
- The East End workforce is less educated than the City as a whole
- The educational attainment of the East End workforce varies significantly by neighborhood; educational attainment and income are highly correlated.
- On average, East End neighborhoods have lower per capita incomes than the City of Pittsburgh

Job Access and Supply-Demand (Mis)match

- Job accessibility in the community is very good
- The East End's labor force is concentrated in three neighborhoods
- While the East End's labor market offers diverse job opportunities East End job seekers and job openings display a mismatch in educational level

Provider Network

- A network of almost 225 service providers operates in the East End and can be drawn upon to serve the diverse needs of East End households.
- Twenty eight East End organizations provide workforce development services



2014

Homewood Station TOD Study

Urban Redevelopment Authority of the City of Pittsburgh

The Homewood Station TOD Study was commissioned in June 2014 by the Urban Redevelopment Authority. The study was funded, in part, by a grant from the Commonwealth of Pennsylvania Department of Community and Economic Development. Two other plans were being conducted simultaneously to the Homewood Station TOD:

- The Homewood Cluster Plan, a community driven vision plan for the entire neighborhood with an emphasis on the Business District
- Better Busway Phase 1 Study, a corridor study led by PCRG to arm communities with equitable TOD policies and tools for responsible development

This plan used the projects and principles from the above planning efforts and developed a financial strategy that would support existing and new development with improvements to the public realm. While the Homewood Station TOD Study did not result in the creation of a TRID, the city has since repaved Homewood Avenue and included a cyclist sharrow. Subsequently, areas near Homewood Station on Homewood Avenue were rezoned to encourage higher-density development.

The study also includes conceptual designs for PRT's Homewood Station and for potential transit-oriented development on PRT-owned land.



2014

Homewood Cluster Plans

Operation Better Block

Homewood Clusters 8 and 9 are among the most active communities in Homewood and are within walking distance of Wilkinsburg Station.

Hyper-local land use visioning/planning in sections of Homewood based on neighborhood canvassing, one-on-one resident interviews, community meetings, charrettes.

Cluster 8

The cluster plan includes capital projects focused on the redevelopment and infrastructure priorities for Homewood at the park-and-ride exit adjacent to 7800 Susquehanna which could be a major trip generator for Wilkinsburg Station.

Cluster 9

The cluster plan includes capital projects focused on green space, community-oriented retail desired at Busway entrance/exit. The plan identifies flood mitigation as a desired goal.

Subsequent to the cluster plans, some projects have moved forward to advance community goals. In Cluster 8, non-profit developer Bridgeway Capital has invested in establishing 7800 Susquehanna Street as a hub for manufacturing, small businesses, nonprofits, and job training. Additionally, the Sankofa Village Community Garden has taken root. In Cluster 9, the Rosedale Runoff Reduction Project has led to a series of green infrastructure projects with community-serving elements such as benches and quiet natural spaces.

2015

Wilkinsburg Comprehensive Plan Update

Borough of Wilkinsburg

The Wilkinsburg Plan, adopted in 2010, was a strategic plan to guide public policy in the Wilkinsburg. The Comprehensive Plan, which was one of three separate documents, was updated in 2015 and assesses the five year progress that has been made. The update is around goals and strategies initially identified and their implementation status.

The Comprehensive Plan Update includes realignments of the plan as it was originally proposed and additional recommendations where needed. It focuses on ten top recommendations such as creating a plan for housing and neighborhoods, strengthening communication within the Borough, continuing active communication with the community, being proactive, and adopting diversity as a value, among others. This update aims to continue the role the Wilkinsburg Plan has as a tool that will lead to implementation.

2015

Wilkinsburg Traffic Study - Phase 2

Borough of Wilkinsburg

Prepared in October 2015 to study additional intersections and expand the study area of the original traffic circulation study most notably Ardmore Blvd area.

The study identifies new lane configurations at locations where new directions of travel were modeled with single shared through/turn lanes and connects to the Ross Ave bicycle lane proposed in Phase I with a north/south facility to expand the bicycle network.

Subsequently, some of these improvements have been made including two-way conversion for Wood Street and the addition of bicycle lanes on some streets in the central business district.

2015

Design Guidelines: Facade Renovation Program

Wilkinsburg Community Development Corporation

Prepared in 2015, these guidelines set forth standards for the renovation, enhancement, and upkeep of the commercial business district of Wilkinsburg. As an extension of the Wilkinsburg Main Street Program, the Facade Renovation Program gives business and property owners the opportunity and direction to redesign, renovate, improve, and maintain their property through grants that apply the guidelines in this document.

The aim of these Design Guidelines is to create a well-designed façade that can improve the built environment in Wilkinsburg by accenting the 200 year old history of some of these buildings while introducing a revitalized new face to the community and increasing investment and property values.

The document includes a step-by-step explanation of the application process that property owners need to follow to receive funding through the program whether they are redesigning, renovating, or adding new contextual construction. It is a detailed guideline that provides standards for different types of storefronts and buildings and covers materials, accessories, painting, historic preservation, landscaping, and more.

Subsequent documentation of the impacts of the program was not found for this review.

2015

Street Trees for Wilkinsburg Business District

Wilkinsburg Community Development Corporation

This plan, prepared for the WCDC in 2015, recommends detailed solutions to improve the conditions of street trees in the Business District in Wilkinsburg and enhance the urban experience. The plan analyzes the existing street trees in the area and identifies pit sizing, utility pruning, soil compaction and vehicle damage as the current issues that the recommendations should address.

The recommendations include tree removal, increasing pit sizes, and placement, within a strategy that works with local business and building owners. The plan provides a list of diverse tree species, a cost estimate for implementation, and an action plan based on a list of priorities. As of 2022, it appears that many of the recommendations were successfully implemented and that some trees are approaching a meaningful canopy size.

2015

Hazard Mitigation Plan

Borough of Wilkinsburg

Wilkinsburg adopted the 'Allegheny County 2015 Hazard Mitigation Plan Update" prepared by Michael Baker Inc. The Plan is the result of work by citizens and elected officials within the County to develop a per-disaster, multi-hazard, mitigation plan capable of guiding the County towards greater disaster resistance.

The Allegheny County Hazard Mitigation Plan Steering Committee (HMPSC) identified local municipalities and stakeholders to be included in the hazard mitigation update process (HMP). The HMPSC and planning team completed an 'Evaluation of Identified Hazards and Risk Worksheet' as part of the Planning Team Kick-Off meeting. This survey listed hazards profiled in the 2011 HMP and prompted the team to identify the frequency of occurrence, magnitude of impact, and/or the geographic extent of each hazard as increased, decreased, or did not change since the 2011 HMP preparation. This survey also provided the opportunity to assess hazards not profiled in the HMP to determine if those hazards should be included as part of the HMP Update.

The mitigation strategy in the updated HMP includes a range of techniques and actions. The plan includes capital improvement projects such as modifying existing infrastructure and ecological restoration to reduce hazard vulnerability and loss of critical facilities and infrastructure.

There is no specific reference to the busway or other infrastructure within the study area.

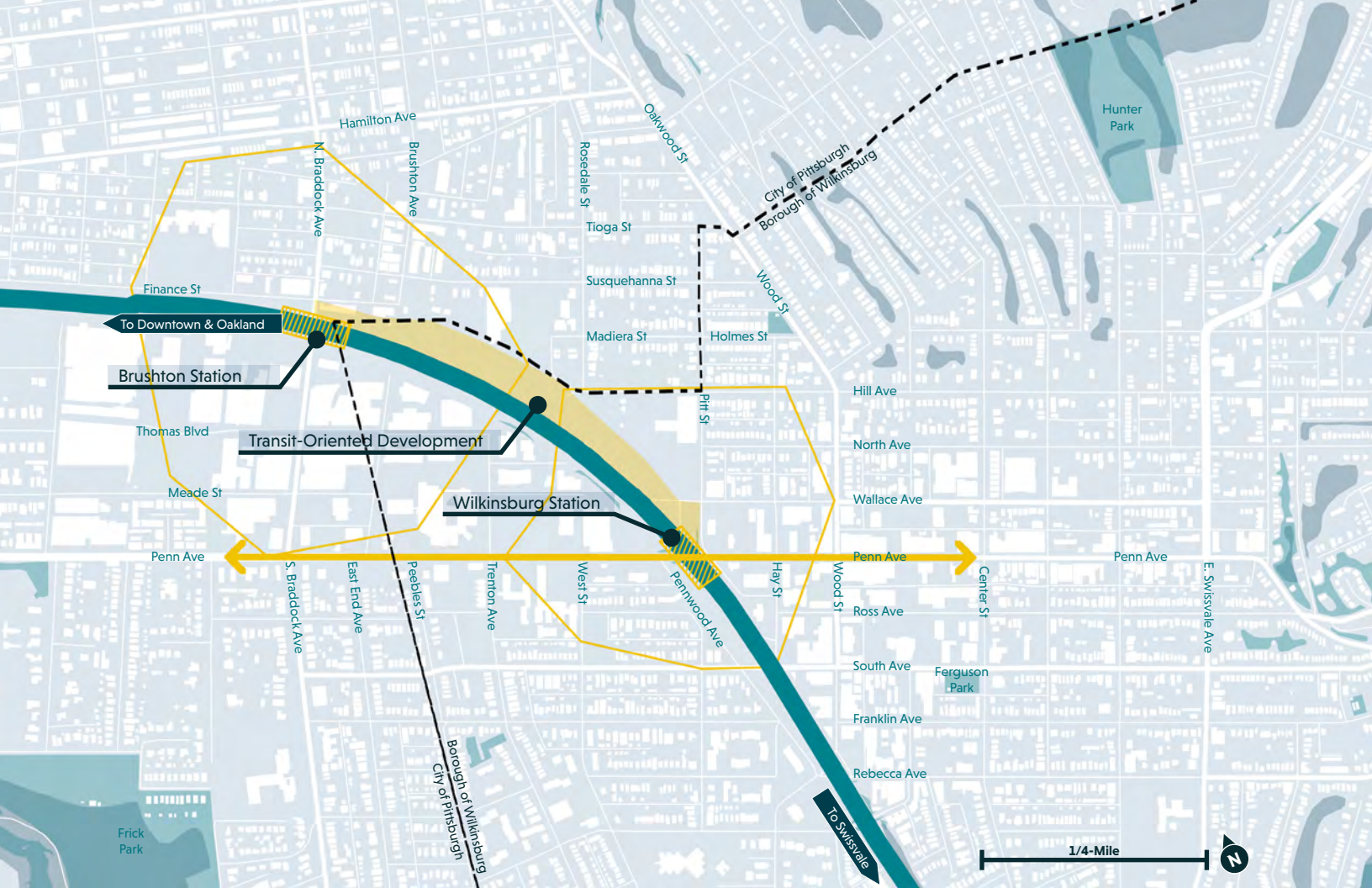
2017

Wood Street 2-Way Conversion

Borough of Wilkinsburg

Successful completion of the Wood Street 2-Way Conversion has made Wilkinsburg's central business district a more accessible and inviting area.

The Borough of Wilkinsburg created plans and applied for funding to restore two-way traffic flow and add bike connections to Wood Street in its central business district. The Borough's grant application was successful and the project was completed by 2020. This is a major success for previous plans by both the Borough of Wilkinsburg and the Wilkinsburg Community Development Corporation.



2017

Better Busway 2.0

Pittsburgh Community Redevelopment Group

Advocacy by PCRG has advanced conversations around shifting Wilkinsburg Station, adding a Brushton Station, and led to Wilkinsburg's Connecting Wilkinsburg TRID Study.

The Better Busway way project advocated for transit-oriented development along the East Busway as a means of strengthening the connection between the busway and the places it serves.

At Wilkinsburg, this study identified that the current location of Wilkinsburg Station is highly isolated from the surrounding community. This study suggested moving Wilkinsburg Station as close to Penn Avenue as possible and potentially creating a second stop at Brushton Avenue. It was suggested that these stops would improve visibility and accessibility of the transit asset while enabling transit-oriented development on the park and ride site.

The advocacy by Pittsburgh Community Redevelopment Group around the Busway and around Wilkinsburg Station helped to build momentum for the Borough of Wilkinsburg's successful application for state funds to support a TRID study around Wilkinsburg Station.

2018

Susquehanna Development Master Plan

Bridgeway Capital

7800 Susquehanna Street is a major redevelopment site that is helping to meet the community's goals. It is also within the immediate Wilkinsburg Station area.

In 2013, non-profit developer Bridgeway Capital acquired the 7800 Susquehanna Street building with the support of the Richard King Mellon Foundation. Historically, this large industrial building was a major manufacturing plant for Westinghouse Electric. The goal of the project is to re-purpose an underutilized commercial asset into a platform for economic renewal in the Homewood community. As the tallest building in Homewood, Bridgeway is helping 7800 regain its position as an economic and cultural hub of a revitalized community.

The 7800 Susquehanna Street site is now a hub for manufacturing, small businesses, nonprofits, and job training.

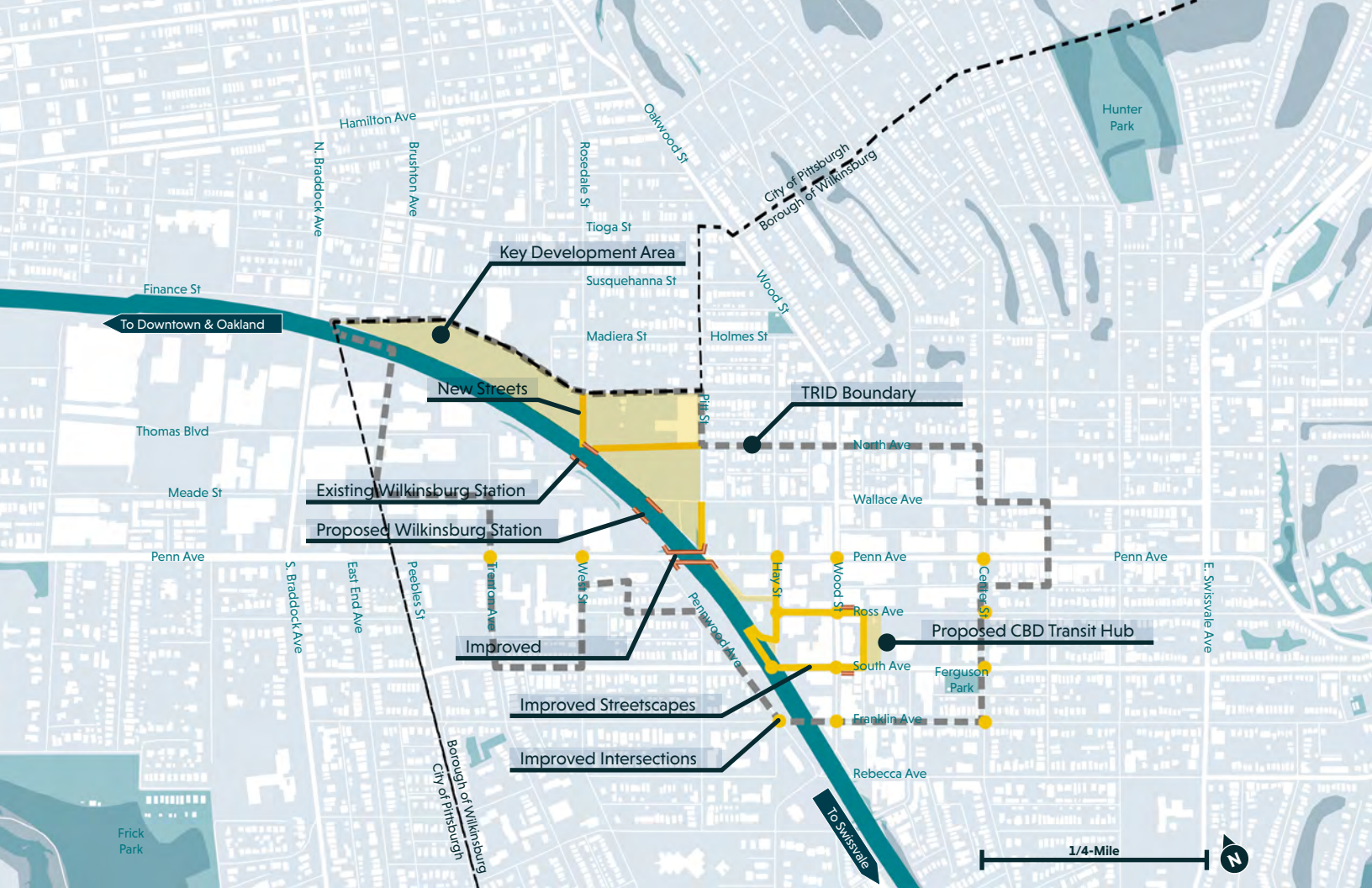
2019

Business District Parking Study

Wilkinsburg Community Development Corporation

The Wilkinsburg CDC has hired a consultant team to evaluate parking capacity utilization on-street, in public lots, and in private lots within the Central Business District. The study concluded that existing supply of parking in the business district exceeds current demand and that this trend is projected to be stable through 2028. Peak parking demand was 52% of available supply. The study also found that 73% of cars were parked either with an expired meter or in a location where parking was not permitted. At that time, PRT's Wilkinsburg Park and Ride lot was utilized beyond its capacity.

Recommendations from the study include revising the borough's parking policies to reflect present-day best practices and to ensure consistency. Additionally, signage could be enhanced to better communicate where parking is available and the policies for parking in those location. This signage could be paired with way-finding throughout the central business district.



2019

Connecting Wilkinsburg TRID Study

Borough of Wilkinsburg

The Connecting Wilkinsburg TRID Study affirms many of the key priorities from previous Wilkinsburg Plans, clearly documents Wilkinsburg's values, and asserts that development can help Wilkinsburg to meet its goals.

Completed in 2019, the Transit Revitalization Investment District (TRID) Study commissioned by the Borough of Wilkinsburg confirmed that Wilkinsburg has an abundance of development potential around the Wilkinsburg Station but the transportation infrastructure to support those opportunities is dilapidated and disconnected. The TRID study, because it was prepared on behalf of the Borough of Wilkinsburg, only evaluates value capture and infrastructure investment within the Borough of Wilkinsburg even though a substantial part of the station area is within the City of Pittsburgh neighborhood of Homewood South.

Regardless of future TOD, the study identified several recommendations that can help revitalize Wilkinsburg including appointing a champion to implement TRID recommendations, establishing the TRID boundary, defining short-term and long-term priorities, developing a funding plan, building support, adopting equity principles, and keeping the focus on the ultimate vision.

The study identified priority infrastructure projects that are consistent with transportation improvements identified in Wilkinsburg's previous studies and plans and would require a long-term action plan, considerable private development activity and ongoing commitment.

The Connecting Wilkinsburg TRID Study concluded that the critical next step to transform the Wilkinsburg Station area is for PRT to develop a station area plan.

Building on previous studies and plans, the study proposed several long-term public space improvements and development proposals to achieve the vision. Public infrastructure projects include adding an underpass at Penn Ave Trestle, improving the Station Area, increasing pedestrian connectivity along Hay Street, and improving streetscapes in the Business District. Development proposals focused on Downtown Wilkinsburg, North of the Busway and South of the Busway include large-parcel development, master-planned agency-led development, and infill and renovation.

A key takeaway from the study was a recognition that, for development to proceed on PRT-owned property and for improvements to the station to be made, PRT would need to perform its own station area plan for Wilkinsburg Station. Additionally, the PRT-owned property would have the largest potential opportunity for value capture that could be utilized to invest in public infrastructure throughout the TRID area. As an active participant in the Connecting Wilkinsburg process, PRT made a clear commitment that performing planning at Wilkinsburg Station was a top priority.

While it was developing a scope of work for planning at Wilkinsburg Station, PRT was forced by a freeze in funding from the state to suspend planning work including freezing the station area plan for Wilkinsburg Station. When funding was restored about a year later, PRT decided to apply for a grant from the Federal Transit Administration's (FTA) Pilot Program for Transit-Oriented Development (TOD) Planning - Section 20005(b). Such a grant would enable more in-depth study of the Wilkinsburg Station area and could include evaluation of a potential station at Brushton and other locations where the Downtown-Oakland-Uptown-East End Bus Rapid Transit (BRT) project utilizes the busway. The grant application was successful resulting in the Building on the East Busway study.



The Connecting Wilkinsburg TRID Study suggests relocating Wilkinsburg Station to be closer to Wilkinsburg's central business district. The concept above shows the re-purposing of the Wallace Layover as a multi-platform station area with landscaped public space and adjacent transit-oriented development.

2020

Homewood Comprehensive Community Plan

Homewood Community Development Collaborative

The 2020 Homewood Comprehensive Community Plan is Homewood's first-ever council-adopted comprehensive plan.

The Homewood Comprehensive Community Planⁱ was produced through a partnership between the Homewood Community Development Collaborative, the City of Pittsburgh Department of City Planning (DCP), and the Urban Redevelopment Authority of the City of Pittsburgh (URA) and is Homewood's first-ever council-adopted comprehensive plan.

The plan was developed to:

- Develop goals, recommendations, and implementation strategies to steer planning and development in Homewood for years to come.
- Tie together previous planning efforts and establish a common vision and direction for Homewood.
- Create a plan that serves as the basis for planning activities, neighborhood design, and future investment decisions.
- Engage residents and stakeholders to prioritize community's needs and desires.

The plan's vision is: "Homewood will be an African-American cultural destination where people choose to live, work, worship, and visit. It will be safe, green, healthy, and innovative. It will have quality schools. It will be a place that protects long-term and low-income residents and equips them to be engaged and informed."

Recommendations were made across four categories, each with specific goals:

Community Goals:

- Goal 1: Improve fresh and healthy food access
- Goal 2: Improve education quality for all Homewood students
- Goal 3: Create more and better out-of-school time options
- Goal 4: Organize community support teams that focus on public health and safety
- Goal 5: Increase career readiness and placement
- Goal 6: Promote and preserve Homewood's African American heritage and culture

ⁱ The copy of this plan that is posted on the City of Pittsburgh's website and the Homewood Community Development Collaborative's website is a draft version from 21 February 2020. That is the version of the plan that was reviewed for this summary as it was the most recent version available to PRT.

Homewood Comprehensive Community Plan

Homewood Community Development Collaborative

Station Area Planning by PRT at Wilksburg Station is directly-supportive of goals in all four categories of the Homewood Comprehensive Community Plan.

Development Goals:

- Goal 7: Focus on neighborhood level small business technical assistance
- Goal 8: Bring Homewood's regulatory framework into alignment with previous planning and shape Homewood's future growth
- Goal 9: Manage vacant properties comprehensively
- Goal 10: Encourage community-led and community-driven development
- Goal 11: Renovate existing vacant housing to provide Homewood residents with pathways to homeownership
- Goal 12: Use innovative and targeted housing development to meet the needs of specific household demographics in Homewood
- Goal 13: Implement green building and energy efficiency programs and standards to reduce cost burdens for existing and future residents
- Goal 14: Prevent displacement through affordable housing development, proactive policy, and stabilization of existing residents
- Goal 15: Create Homewood-specific design standards for new development

Mobility Goals:

- Goal 16: Create a consistent, ADA compliant network of sidewalks that facilitates economic development and serves the needs of community members
- Goal 17: Ensure Homewood residents have access to the high-quality busway that increases economic opportunity and supports everyday needs
- Goal 18: Create Safe Routes to School

Infrastructure Goals:

- Goal 19: Improve access to and quality of open spaces
- Goal 20: Improve local air quality
- Goal 21: Encourage the expansion of storm water management

Homewood Community Development Collaborative is the Registered Community Organization (RCO) with the City of Pittsburgh Department of City Planning and therefore has a formal role in current development projects and neighborhood planning processes.

Beyond the East Busway: Systems Report

Carnegie Mellon University: Heinz College

This study, commissioned by Pittsburghers for Public Transit (PPT) as a part of the “Beyond the East Busway” survey and campaign, proposes transit alternatives based on data-driven, community-supported, feasible bus service improvements in the Mon Valley, Monroeville, and Eastern Suburbs. Transit improvement needs were identified by integrating demographic analysis with the survey results. The area of interest shows the highest relative based on household and per capita indicators and includes 8 of the top 10 highest-need municipalities in Allegheny County.

The report categorizes transit improvement alternatives for implementation or further study into four categories. First, Service Changes such as extending or adding new routes and adding off-peak/weekend services. Second, On-Street Improvements such as using Transit Signal Priority (TSP) within the study area, implementing dedicated bus lanes, and developing an off-board fare collection system. Third, Infrastructure Improvements such as adding stops along the East Busway and connecting it to the I-376 highway. Finally, the report also mentions responding to the COVID-19 as a factor to consider when thinking of equity and access.

The report concludes that there are several effective, efficient, and equitable alternatives that could maximize the Pittsburgh BRT investment.

Wilkinsburg Focus Group

Wilkinsburg Community Development Corporation

Wilkinsburg Community Development Corporation gathered input from a large focus group of 134 stakeholders that included residents, members of the workforce, business owners, retirees, renters, property owners, and WCDC board members. Focus group participants provided their input in eight 90-minute online discussion sessions over a three-month period. In those eight discussions, key strengths and challenges for Wilkinsburg were identified.

Wilkinsburg's key strengths include:

- Location
- Community Ties
- Resiliency
- Friendly and Positive People
- Prominent Churches
- Existing Racial and Economic Diversity.

With those strengths in mind, "consensus is that despite many successful public projects of improvement over the past fifteen years, Wilkinsburg has not reached the tipping point of investment, growth, and change. There is still much to be done."

Wilkinsburg's key challenges include:

- High Property Taxes
- Blighted Neighborhood
- Visible State of the Business District
- School District Performance
- Stigma of Crime
- Resistance to Change

The high property taxes were consistently elevated as a top concern and the reason is clear: the Borough of Wilkinsburg's millage rate of 48 is more than double the City of Pittsburgh's millage rate of 23. This is noted to have a chilling effect on real estate investment for both commercial and residential properties, likely leading to more blight and vacancy.

Together, the group collaborated to articulate a vision for Wilkinsburg as "a regional destination that is diverse and welcoming for all with a vibrant business district, and visibly strong neighborhoods."

Smart Moves Connections: A Regional Vision for Public Transit

Southwestern Pennsylvania Commission

This project from June 2021 is one step in implementing the strategies outlined in SmartMoves for a Changing Region (2019) and aims to create multi-modal transportation hubs and corridors that enhance regional transit connectivity.

SmartMoves Connections aims to:

- Identify locations for multi-modal transit hubs across the region
- Call Out corridors for multi-modal upgrades
- Enhance regional transportation coordination between agencies
- Capture riders and stakeholders in the planning process

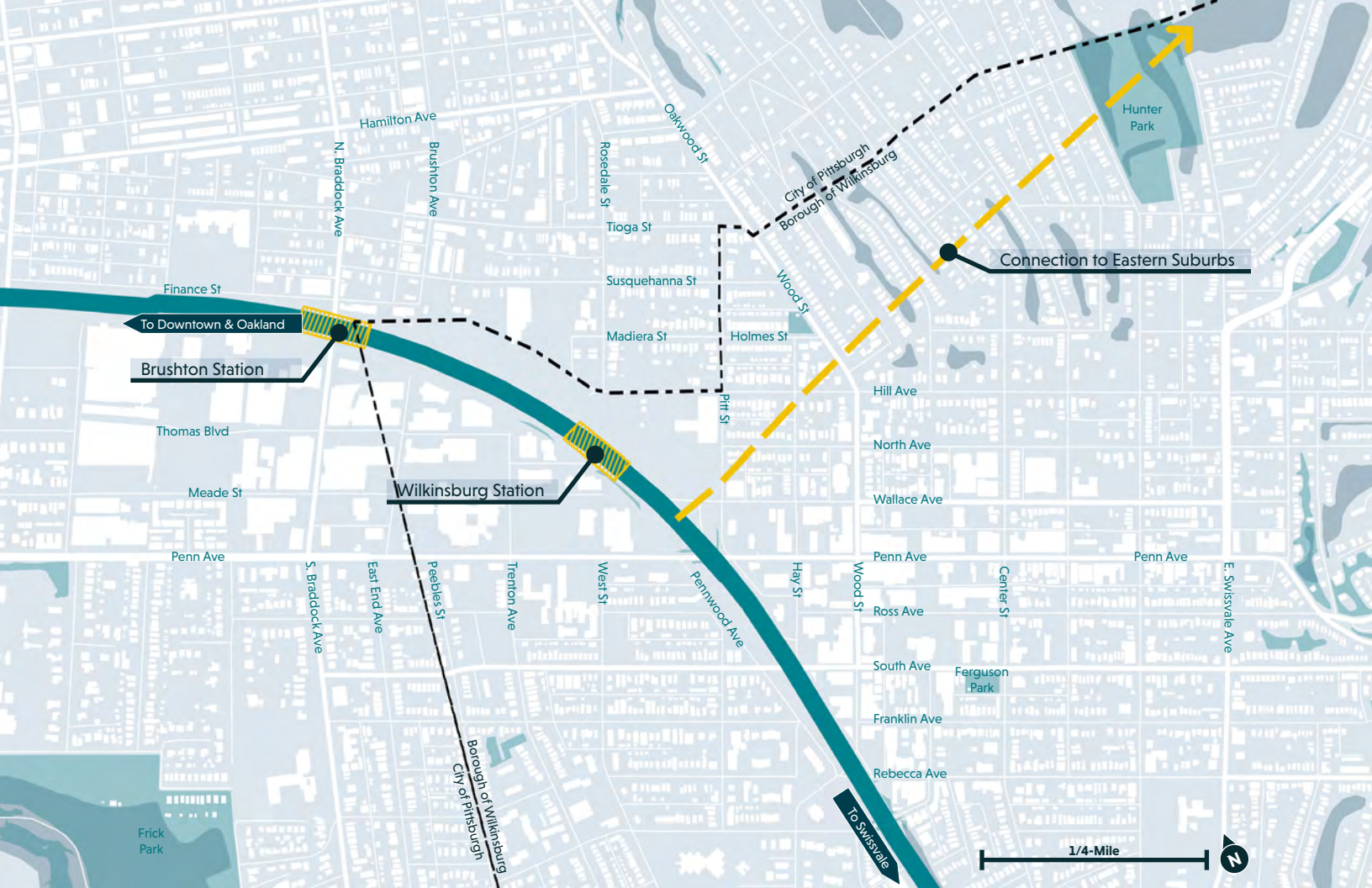
The scale of the study area is the 10-county Southwestern Pennsylvania region which includes Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Indiana, Lawrence, Washington, and Westmoreland counties.

The study performed a cluster analysis to identify and classify places throughout the region where transit could be desirable. The clusters took into account characteristics of the built environment and census data to look for contiguous areas of activity. The six types are distinguished by their size, density, and ratio of jobs to employment: Crossroads, Commercial Corridors, Districts, Major Districts, County Seats, and Employment Centers. Each cluster type is associated with operations and passenger features that should be included in the creation of a multi-modal hub within that cluster.

Wilkinsburg Station and much of the MLK Jr. East Busway is located within a large contiguous cluster of activity that includes several City of Pittsburgh neighborhoods and adjacent boroughs. This cluster is categorized as a Major District.

Two corridor strategies were identified that would connect to the East Busway by adding bus-only ramps connecting the busway to I-376. In addition to providing improved PRT commuter service to eastern suburbs, the ramps would enable better connectivity for Westmoreland County Transit Authority service on Route 22 and Route 30.

With those corridor strategies in mind, Wilkinsburg could serve as a multi-modal hub for not only PRT buses but also buses from other agencies that operate east of Allegheny County, including buses from Indiana County and Westmoreland County. In that scenario, key operational features at Wilkinsburg Station should include: layover capacity for all agencies, operator restrooms and lunch room for all agencies, security cameras, transfer capability for micro-transit vehicles, transfer capability for multiple buses, and transfer facilities for accessible transportation services. Key public features at Wilkinsburg Station should include most or all features across the categories of Accessibility, Bicycles, Comfort, Convenience, Lifestyle, Safety, and Signage.



2021

Envision 2070: Mobility in a Sustainable Pittsburgh

City of Pittsburgh: Department of Mobility and Infrastructure

Though it set a time horizon far into the future, the Envision 2070 plan's concept for a Brushton Station could be achievable in a much shorter amount of time.

A strategic plan that focuses on meeting future mobility challenges, addressing current discrepancies, and sustaining past investment in the mobility infrastructure in the City. Prepared in September 2021, this is a long-range vision to connect the people and neighborhoods of Pittsburgh with each other, the region, and the world. The plan aims to address the physical mobility needs of different users to help them achieve economic mobility. Large scale long-term change is broken down into small achievable steps including specific projects, policy, and process recommendations.

Organized based on projects that focus on Connecting to the World, to the region, to centers, with Districts, and managing the Street; the plan includes two projects that impact the Wilkinsburg Station Area.

- Connecting to the Region: The plan includes the expansion of the East Busway and new-on-grade rapid transit across Wilkinsburg to connect to the eastern suburbs.
- Connecting Centers: Identifies Infill Stations along the East Busway
- Connecting with Districts: The plan anticipates the need for restoring or adding pedestrian/bike bridge connections along the East Busway, including linking Homewood to East Liberty.

Homewood Active Mobility Improvements: Safety Study

Kittelsohn & Associates for the City of Pittsburgh: DOMI

In support of the Homewood Active Mobility Improvements Study, Kittelsohn & Associates prepared a Safety Study Memorandum to summarize mobility safety conditions and potential active mobility improvements in Homewood.

The Safety Study includes:

- Crash Analysis
- Roadway Speed and Volume Analysis
- General Field Observations
- Neighborhood Safety Audits

Key findings relevant to the BOTE study include:

- Common operational challenges and design issues that potentially contributed to crashes include a lack of painted stop bars and high visibility crosswalks, poor sight lines at intersections due to parked cars or topography, confusing intersection geometry, permissive left turn phasing, mid-block pedestrian crossings due to poor sidewalk condition and/or lack of sidewalks, lack of dedicated bicycle facilities, and lack of pavement markings that clearly delineate vehicular travel lanes and slow traffic.
- Existing crosswalks tend to be two parallel lines instead of high visibility crosswalks.
- Many sidewalks are in poor condition.
- Many intersections have ADA accessible ramps at the intersections, even if a sidewalk is currently not present leading to the ramp.
- Most neighborhood streets experience speeding vehicular traffic, leading residents to park on the sidewalks to avoid having their mirrors clipped.
- Bennett Street and Brushton Avenue have several high activity institutions that could benefit from enhanced sidewalk/curb space for pedestrians and pop-up events.

Potential improvements include:

- Signing and pavement marking improvements
- Traffic calming improvements to slow vehicle speeds
- Underpass improvements
- Install bus shelters at highly-used transit stops
- Pedestrian-scale lighting in high pedestrian activity areas

The Homewood Mobility Plan suggests adding a new busway station near Brushton Avenue.

“[The 2022 Homewood Mobility Plan] is the City’s first step towards achieving the mobility goals outlined in the 2020 Homewood Comprehensive Community Plan.” The plan includes a thorough analysis of existing conditions which includes a sidewalk gap dataset, a sidewalk quality dataset, and a map of missing curb ramps. These datasets are of value to PRT to support station area planning.

The plan highlights improvements across three categories:

- Safety improvements include intersections and corridors that should be improved to become safer.
- Connectivity improvements include corridors for improved pedestrian and cyclist connectivity and locations for potential new bike share stations.
- Transit improvements include locations for improved bus stops and stations. In particular, the proposed project area map includes a busway station near Brushton Avenue.

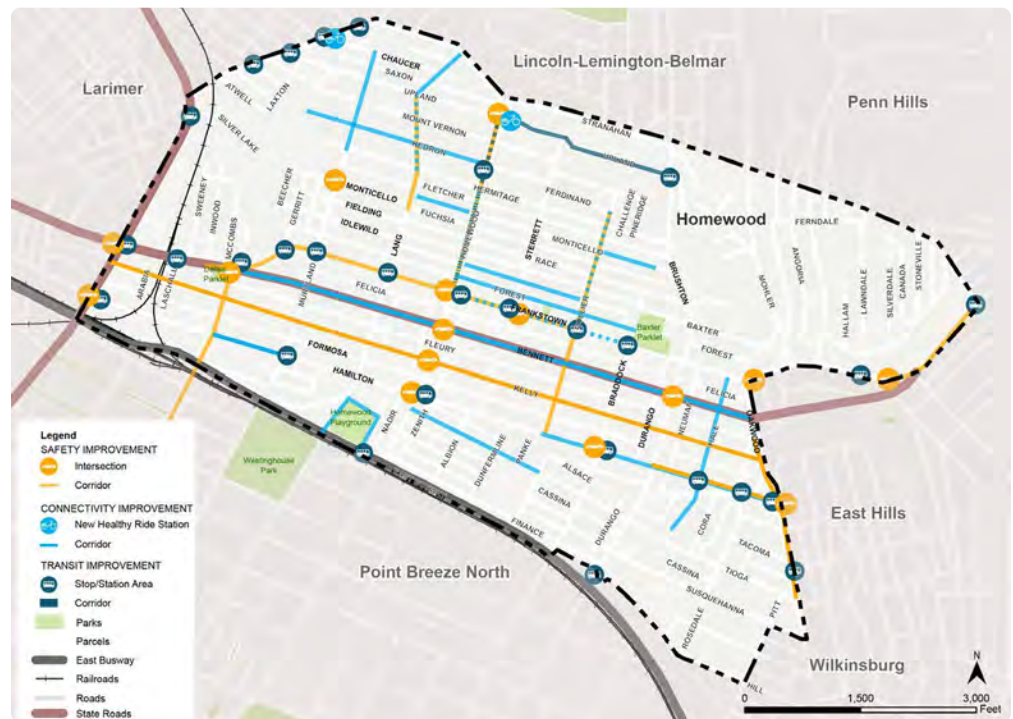


Figure 34: Proposed Project Areas of the Homewood Mobility Plan (page 62) includes a new busway station near Brushton Avenue.

Maps of Background GIS Data

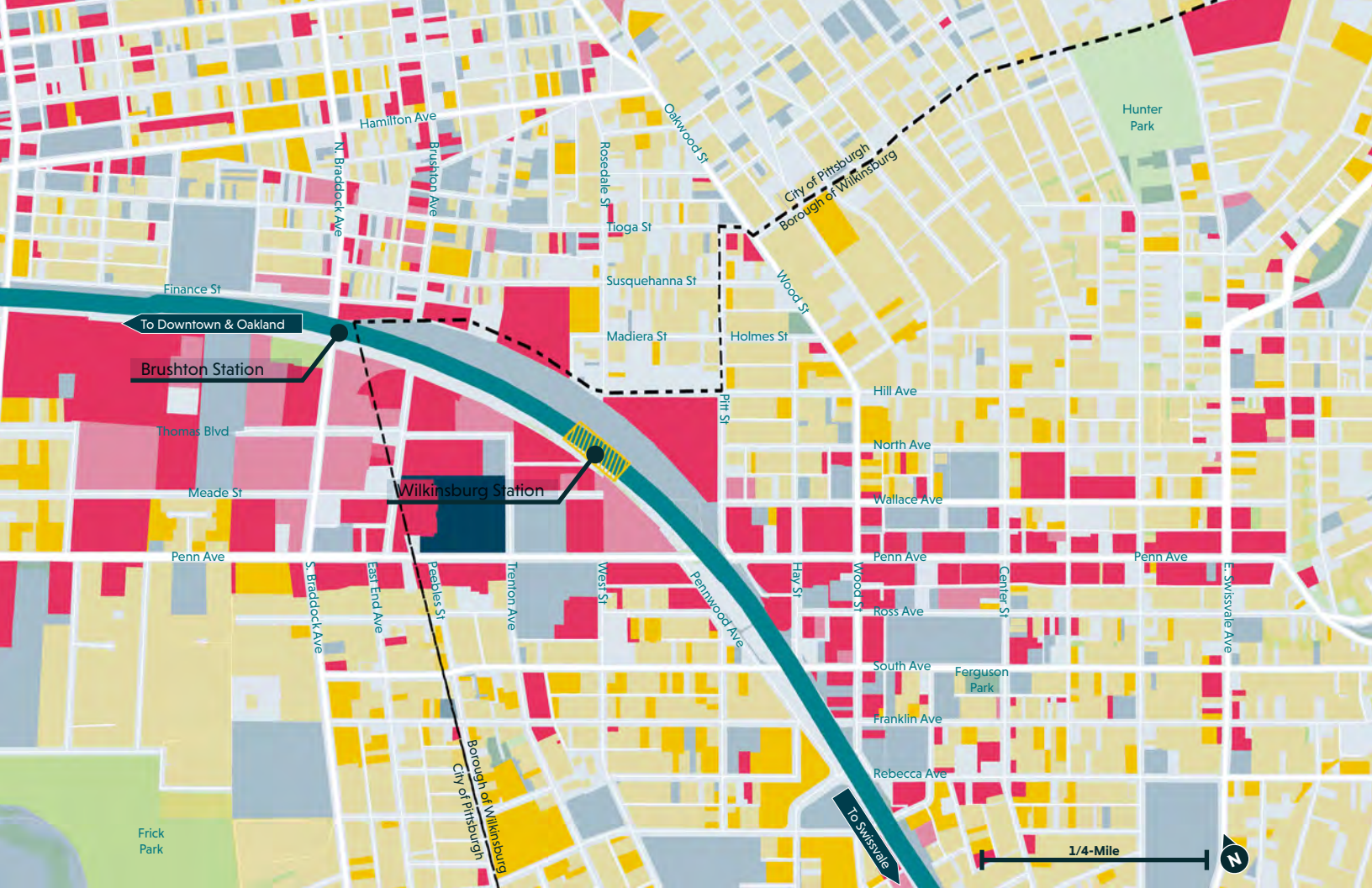
This section presents maps of some of the available GIS data to provide context for the planning team.

Key takeaways from these maps include:

- 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.

List of Maps in this Section

Year	Resource	Source
2022	Land Use	County
2022	Vacant Parcels	County
2004	Topography	County
2006	Historic Transit Routes	PRT
2022	Current Transit Routes	PRT



2022

Land Use: All Types

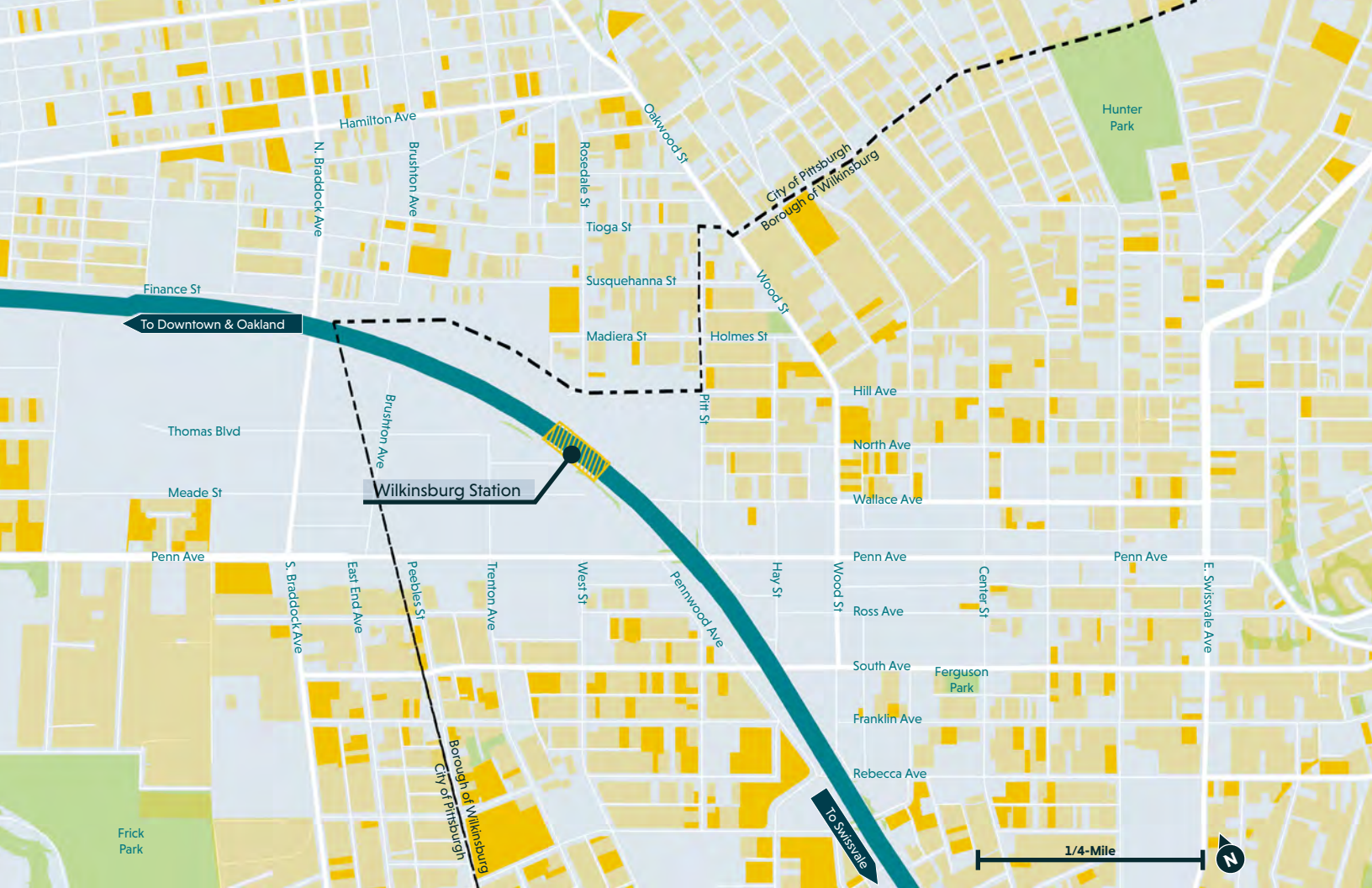
Allegheny County via Western Pennsylvania Regional Data Center

- Residential
- Multi-Unit Residential
- Industrial
- Retail & Office
- Schools & Government
- Medical Centers
- Parks

This map visualizes the different types of land uses around Wilkinsburg station. Wilkinsburg borough encompasses mostly the eastern and some of the western portions of this map. Commercial land is dense and at different scales around both stations, with mostly residential land surrounding it. East of the stations is dense commercial land within smaller parcels. West of the station has dense commercial land with parcels about triple in size. Although less dense, commercial land is mixed into many residential properties north of the station. A lot of new development is occurring on the west side. The areas east of Wilkinsburg station have a better connection to the station than do the areas at the western side.

Key observations about land use:

- Areas along Penn Avenue are largely commercial, with larger and more industrial-size parcels west of the busway and smaller-scale parcels east of the busway in Wilkinsburg’s central business district.
- The area between Penn Avenue and the busway west of the busway is largely industrial or former industrial and there is evidence that some of these buildings are being redeveloped to support office uses in former industrial spaces.
- The Wilkinsburg central business district is bi-axial with a primary presence along Penn Avenue and a secondary presence along Wood Street.
- Several vacant parcels in the City of Pittsburgh show up as a “government” land use which indicates city-ownership of these vacant parcels.



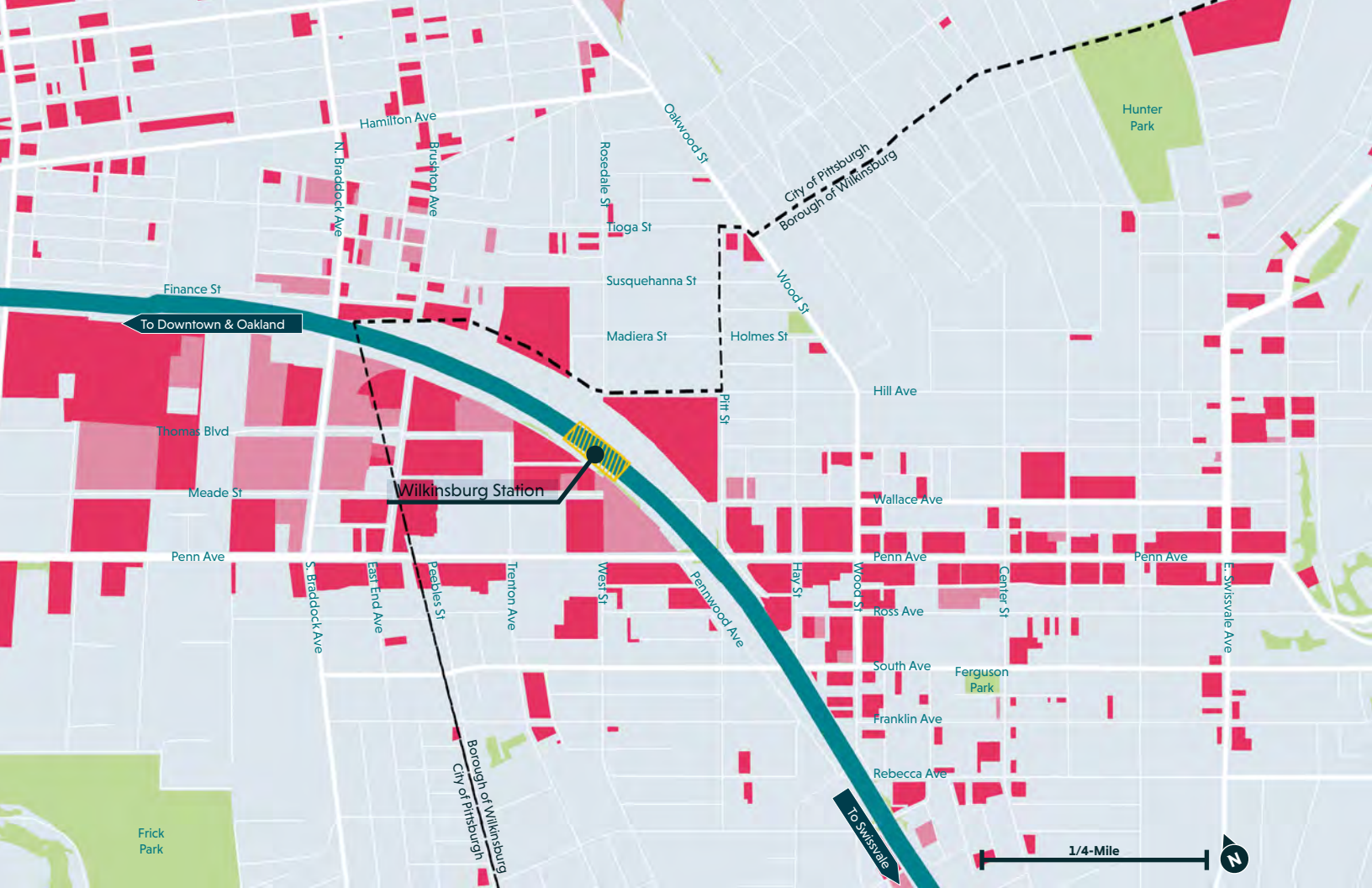
2022

Land Use: Residential

Allegheny County via Western Pennsylvania Regional Data Center

- Residential
- Multi-Unit Residential
- Parks

Residential areas on either side of the railroad and busway are separated not only by the transportation alignment but also by the areas of commercial and industrial uses in between. These residential areas also have distinct neighborhood character from each other.



2022

Land Use: Commercial

Allegheny County via Western Pennsylvania Regional Data Center

- Industrial
- Retail & Office
- Parks

Areas along Penn Avenue are largely commercial, with larger and more industrial-size parcels west of the busway and smaller-scale parcels east of the busway in Wilkinsburg's central business district.



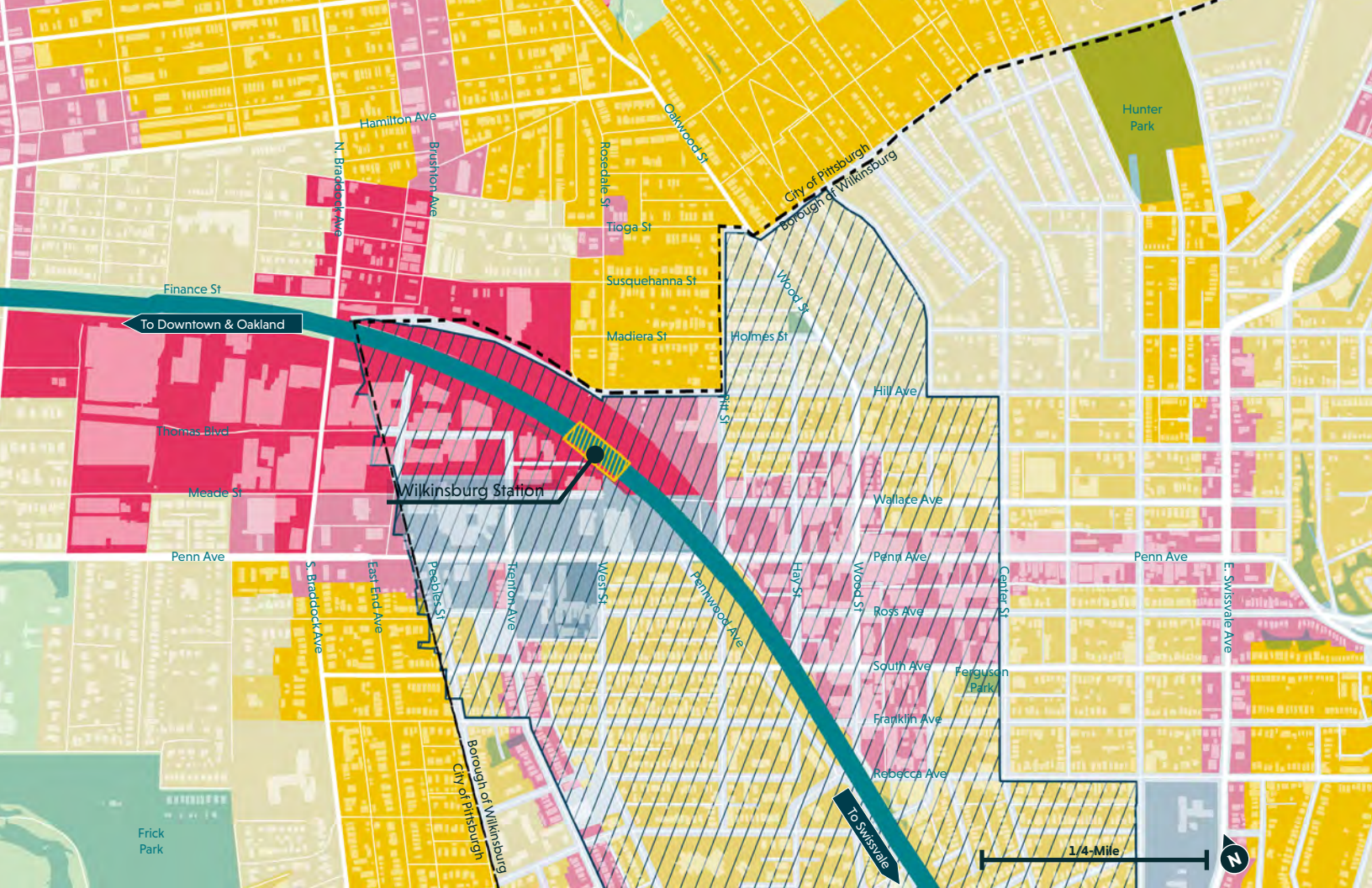
2022

Land Use: Civic

Allegheny County via Western Pennsylvania Regional Data Center

- Schools & Government
- Medical Centers
- Parks

Civic uses can be found throughout the area. This category includes schools and government-owned parcels as well as medical centers. The Wilkinsburg Park & Ride facility is included as one of these civic use sites. In several cases, particularly in the City of Pittsburgh, vacant parcels that are owned by the City show up under this classification.



2022

Zoning

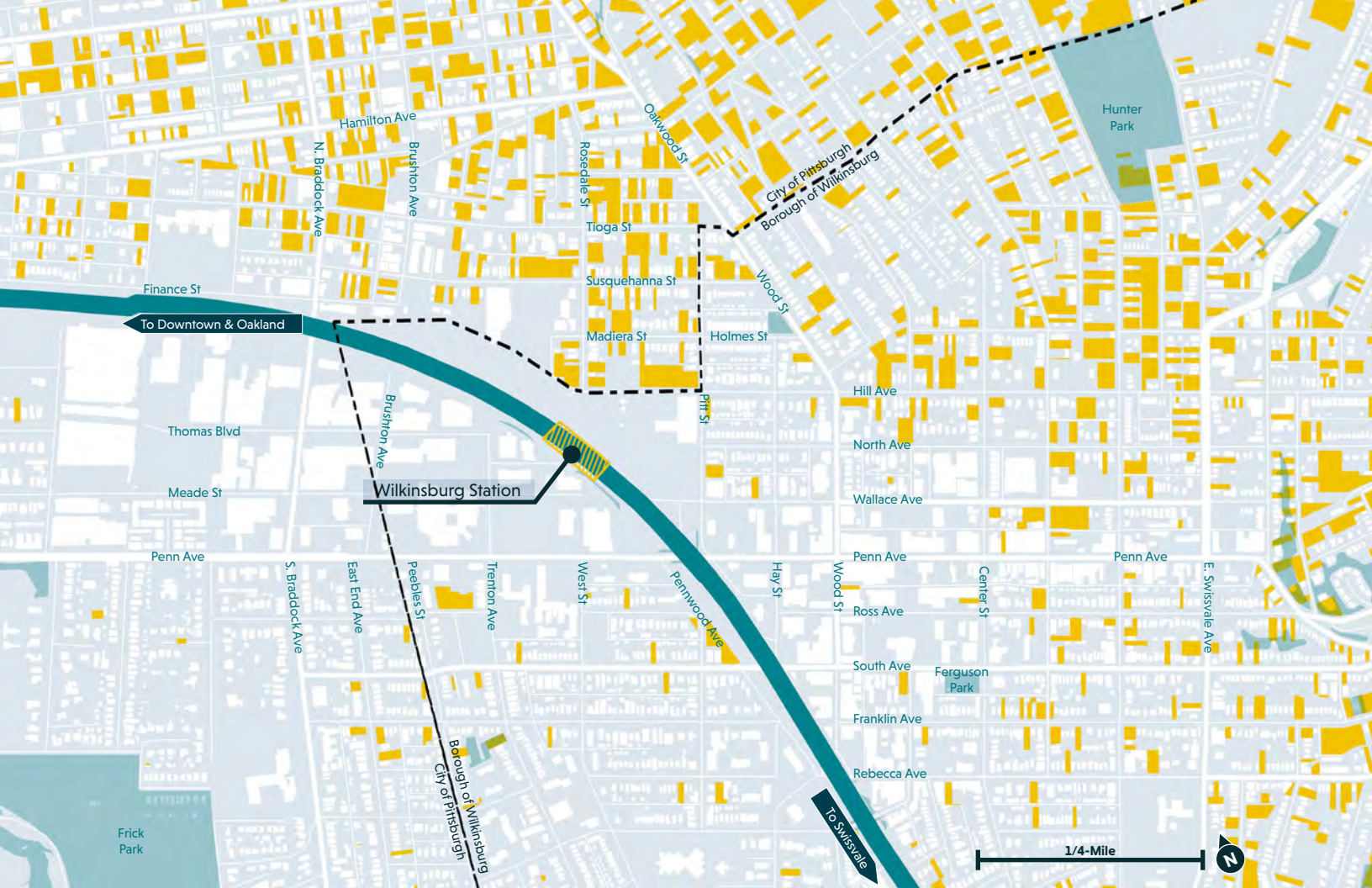
City of Pittsburgh and Borough of Wilkinsburg

- Residential Zones
- Commercial Zones
- Civic Zones
- Parks
- TOD Overlay

Zoning maps of the study area are generally reflective of the types of uses found in the study area.

The Borough of Wilkinsburg has a Transit-Oriented Development District Overlay that covers large areas along the busway corridor. Per section 260-317 of Article III District Regulations, The purposes of the Transit-Oriented Development (TOD) Overlay District are to:

1. Encourage a mix of moderate and high-density development within walking distance of transit stations to increase transit ridership;
2. Create a pedestrian-friendly environment to encourage walking, bicycling and transit use;
3. Provide an alternative to traditional development by emphasizing mixed-use, pedestrian-oriented development;
4. Create a neighborhood identity that promotes pedestrian activity, human interactions, safety and livability;
5. Encourage building reuse and infill to create higher densities;
6. Reduce auto dependency and roadway congestion by locating multiple destinations and trip purposes within walking distance of one another;
7. Provide a range of housing options for people of different income levels and at different stages of life.



2022

Vacant Parcels

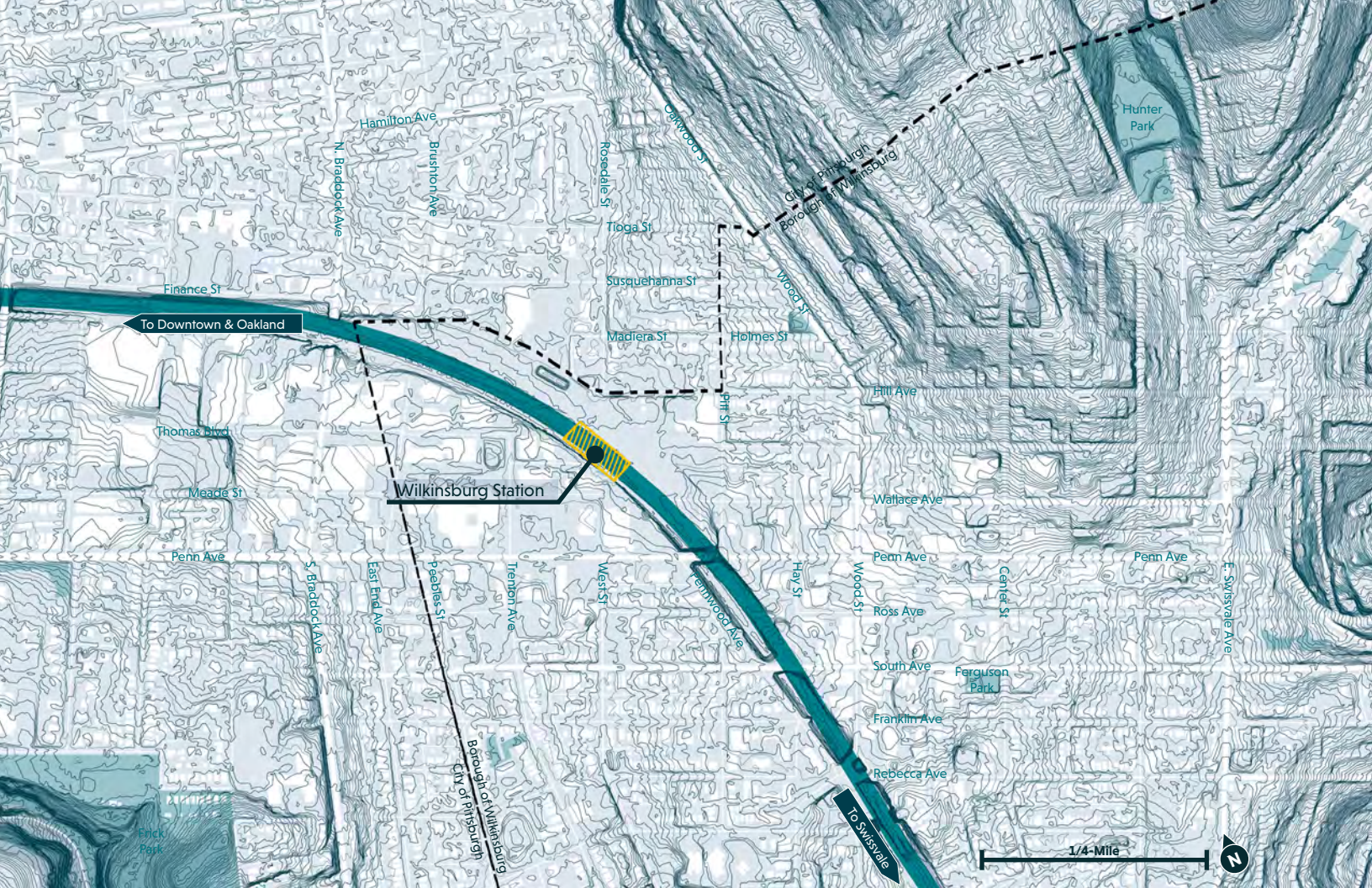
Allegheny County via Western Pennsylvania Regional Data Center

■ Vacant Parcels

This map visualizes vacant parcels surrounding the stations. North and west of the stations, vacancy is very apparent in both Wilkinsburg borough and Pittsburgh. Although there is a lot of vacancy, a better transit system can help support more reasons for vacant properties to be purchased and restored.

Key observations about land use:

- Areas to the north and east of the busway and railroad have a notably higher rate of vacancy.
- There appears to be a slightly higher rate of vacancy in the City of Pittsburgh than in the Borough of Wilkinsburg. This could be the result of more aggressive programs and policies in the past to demolish blighted properties within the City of Pittsburgh.

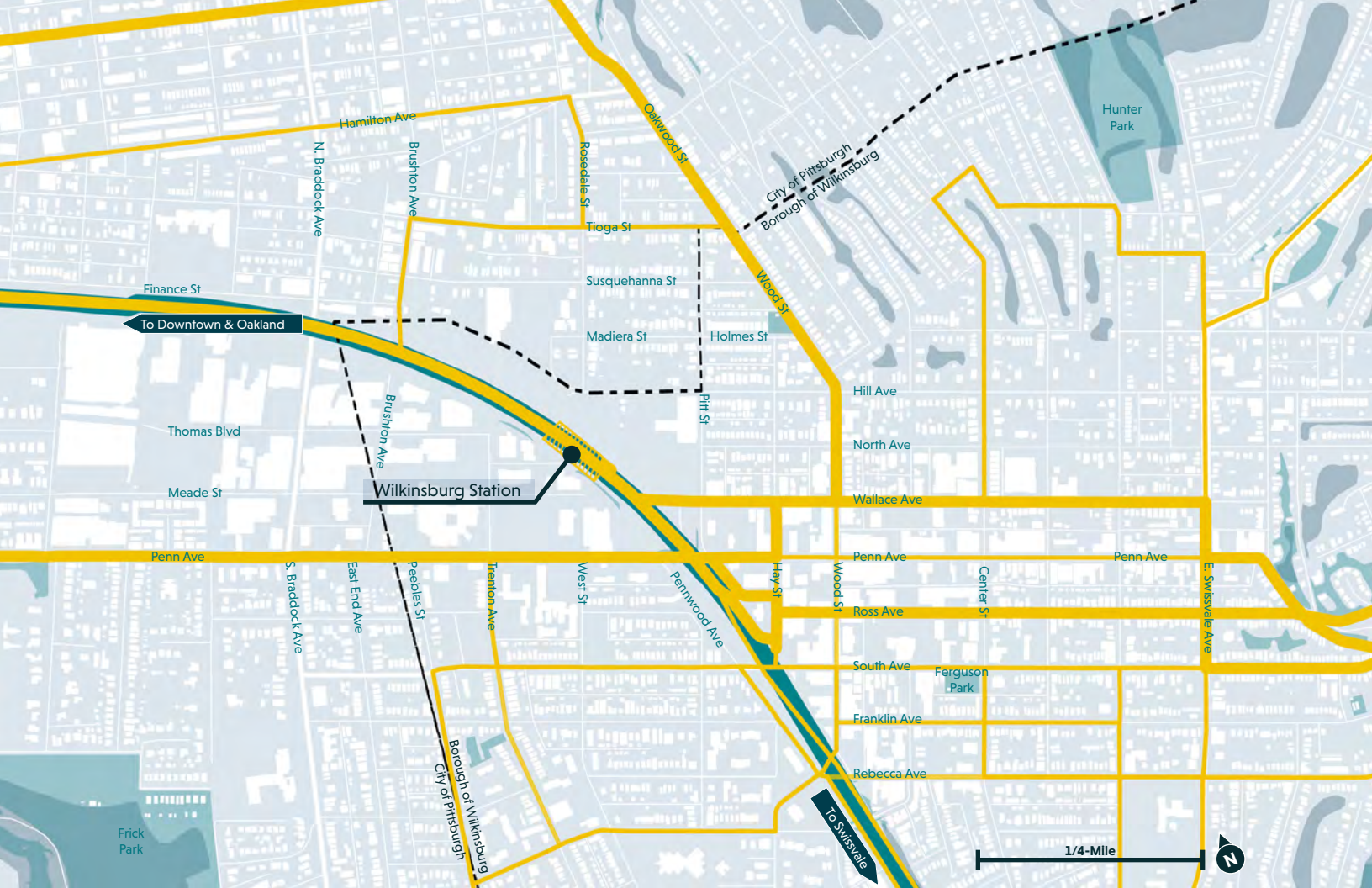


2006

Topography

Allegheny County via Western Pennsylvania Regional Data Center

This map shows the 2' contours within the study area. In general, the busway and railroad alignment follows the center of Pittsburgh's East End plateau. To the west, Frick Park slopes down into the valley of Nine Mile Run in the City of Pittsburgh. To the northeast is a large and steep hill in the City of Pittsburgh and Borough of Wilkinsburg. Further east, Hunter Park is tucked into a wooded valley. Throughout the study area there are sharp changes in grade that are frequently held in place with retaining walls. The elevated grade of the busway and railroad is also made apparent. Generally though, the station area is somewhat flat with gradual slopes.



2006

Historic Transit Service: All Tiers

Pittsburgh Regional Transit

- Rapid (Busway)
- All Other Bus Service (thicker lines denote corridors with more than two routes)

The historic transit route data from 2006 shows the greatest extents of bus service in these communities within the past 20 years. Following this snapshot in time, PAAC faced funding challenges that led to service cuts system-wide. In particular, neighborhood circulator routes were more prevalent in the 2006 bus network than they are in today's bus network. While this map does not take service quality into account, it does demonstrate that more areas were served by local service than are served today.



June 2023

Current Transit Service: All Tiers

Pittsburgh Regional Transit

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

This series of maps shows the extents 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 their routes on the East Busway at the Wilkinsburg Station area and utilize the two layover facilities (Brushston 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.



June 2023

Current Transit Service: Rapid Pittsburgh Regional Transit

Rapid (Busway)

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



June 2023

Current Transit Service: Local Pittsburgh Regional Transit

- Busway
- Local

Local routes in the study area include:

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

ⁱ Currently detoured due to Fern Hollow Bridge closure.
ⁱⁱ Currently detoured due to Fern Hollow Bridge closure.



June 2022

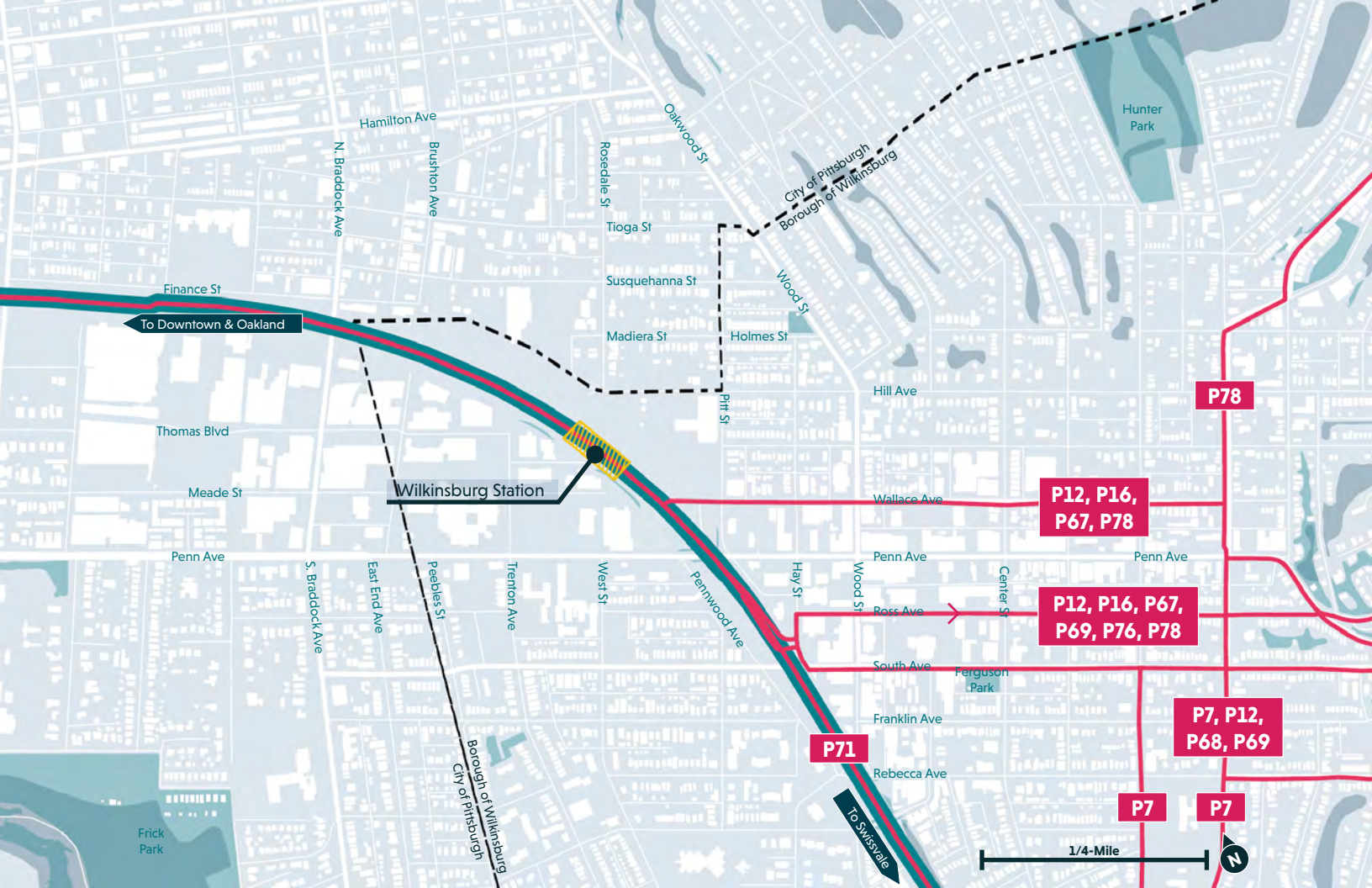
Current Transit Service: Coverage

Pittsburgh Regional Transit

- Rapid (Busway)
- Coverage

Coverage routes in the study area include:

- 79 East Hills



June 2022

Current Transit Service: Commuter

Pittsburgh Regional Transit

- 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



2022

Allegheny County Assets

Allegheny County via Western Pennsylvania Regional Data Center

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

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

Historic Maps

Historic maps were captured from The Pittsburgh Mapping and Historic Site Viewer which georeferenced hand-drawn paper maps and aerial photography into a modern interface.

The maps are viewable at:

<https://www.arcgis.com/apps/View/index.html?appid=63f24d1466f24695bf9dfc5bf6828126>

For this review, the following maps were captured and included because they included a similar level of detail for areas in both the City of Pittsburgh and the Borough of Wilkinsburg.

List of Maps in this Section

Year	Type
1862	Hand-drawn Maps
1872	Hand-drawn Maps
1882	Hand-drawn Maps
1939	Aerial Photographs
1957	Aerial Photographs
1967	Aerial Photographs
1993	Aerial Photographs
Modern	Esri Satellite View Basemap

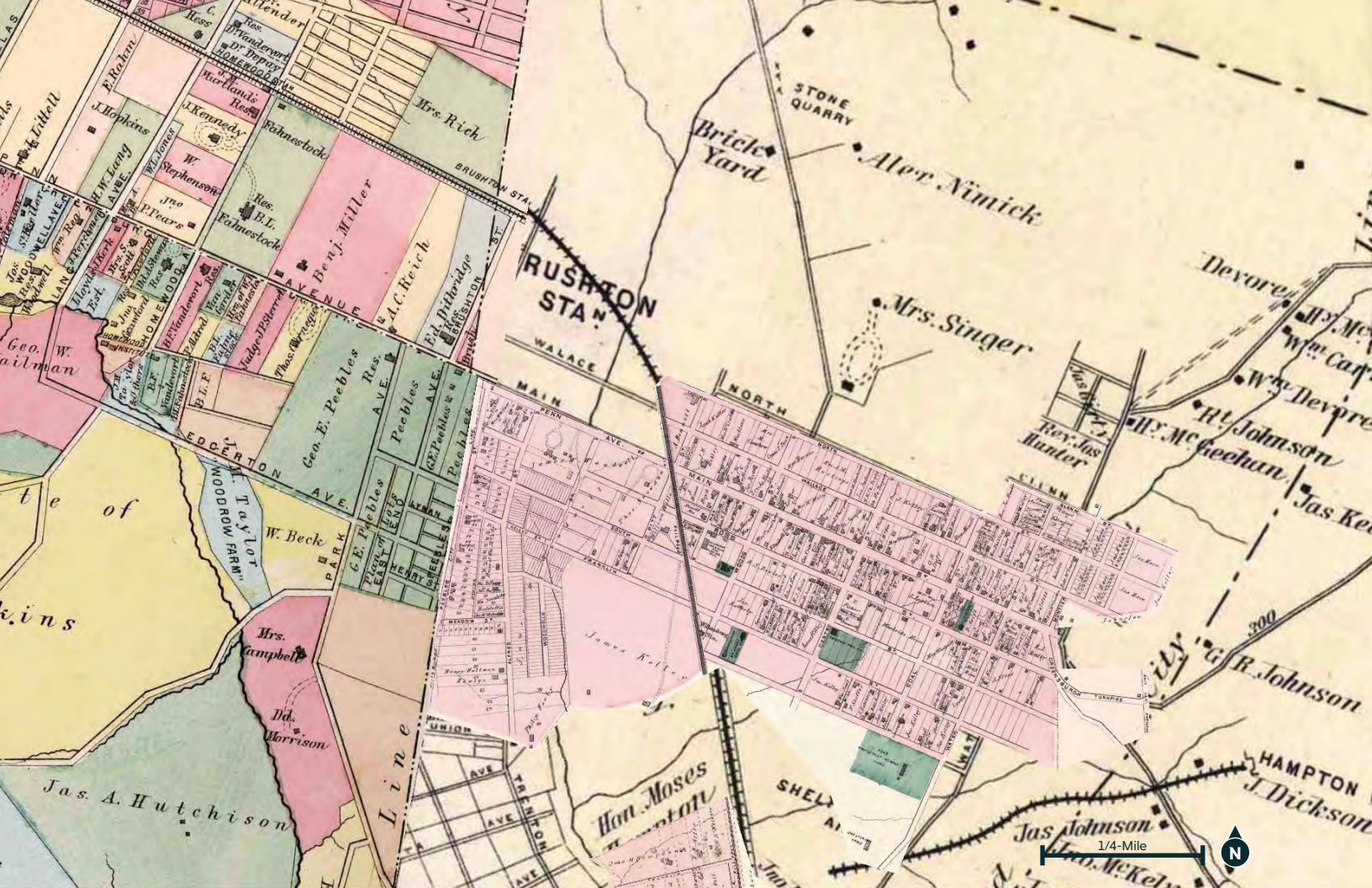


1862

Hand-drawn Maps

Pittsburgh Mapping and Historic Site Viewer

The 1862 maps show an emerging frontier town with early developments along Penn Avenue and the railroad. The inset map of Wilkinsburg shows the early platting of blocks that will soon become Wilkinsburg's central business district. Several branches of Nine Mile run are prominently seen and there is evidence of a Homewood Station on the Pennsylvania Railroad. Much of the area can be assumed to be predominantly agricultural at this point.



1872

Hand-drawn Maps

Pittsburgh Mapping and Historic Site Viewer

By 1872 many parcels in the area have been subdivided and there is evidence of the establishment of a commercial district in today's Wilksburg central business district. There is evidence of a Brushton Station. Nine Mile Run is still prominently visible. By this time there is also evidence of emerging industries including a stone quarry and brick yard north of the Wilksburg central business district and a coal mine rail alignment south of the central business district.



1882

Hand-drawn Maps

Pittsburgh Mapping and Historic Site Viewer

By 1882, development is expanding in every direction with new streets subdividing formerly-agricultural lands. The extractive industries from the 1872 map are still apparent. The Pennsylvania Railroad has expanded their footprint with a large rail-yard at the site of today's Wilkinsburg Park & Ride. Brushton Station remains a feature at this point. There is evidence at this time of disturbances to the course of Nine Mile Run and the run is excluded in some maps. A pond east of the central business district indicates that development has interrupted the flow of the stream and this may have been intentionally created for ice harvesting or fish propagation.



1939

Aerial Photographs

Pittsburgh Mapping and Historic Site Viewer

The remarkable 1939 aerial photographs show dense, tree-lined neighborhoods in every direction around Wilksburg Station. Large industrial buildings are present near the railroad. By this point it is assumed that agricultural and extractive industries have been replaced with commerce, manufacturing, and residences. The 1939 images do not include the full area, portions of the image that are in color are of the Esri satellite basemap.



1957

Aerial Photographs

Pittsburgh Mapping and Historic Site Viewer

The 1957 photographs show largely similar conditions to the 1939 photographs however you can see more paved areas that are emerging. These paved areas are parking lots that have started to replace locations that were previously buildings. The 1957 images do not include the full area, portions of the image that are in color are of the Esri satellite basemap.



1967

Aerial Photographs

Pittsburgh Mapping and Historic Site Viewer

The 1967 photographs clearly illustrate the transition to a car-dominant society with many buildings throughout the area having been replaced by parking lots. Many of these parking lots remain today.

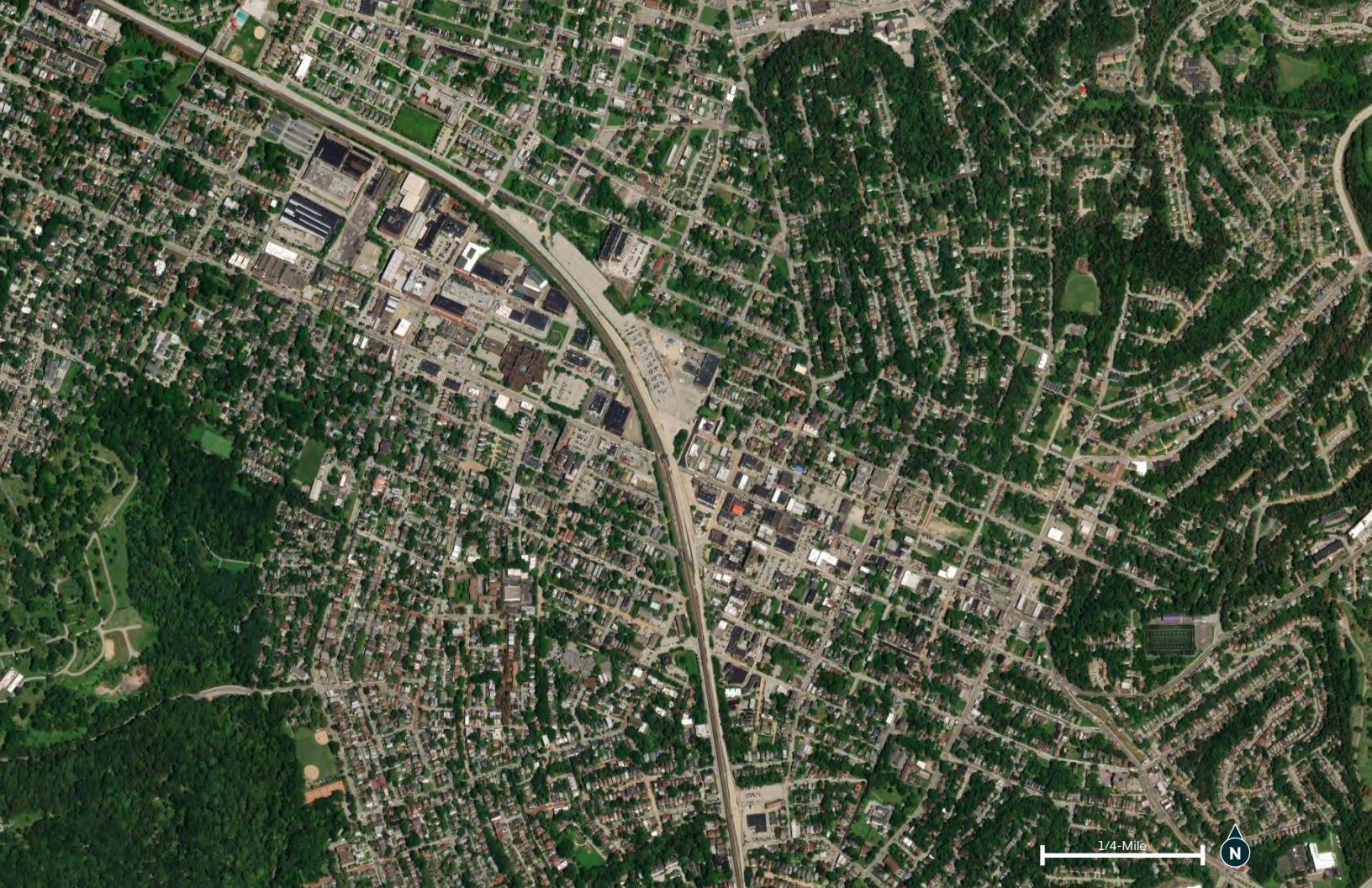


1993

Aerial Photographs

Pittsburgh Mapping and Historic Site Viewer

The 1993 photographs show that the rail-yard has been removed and that the first phase of the busway has been constructed with Wilkinsburg Station located above Penn Avenue. This is before the busway extension. Within the central business district, large areas that were previously building have been replaced by parking. Despite that, both Penn Avenue and Wood Street appear to have retained their integrity with few “holes” in the urban fabric for those blocks.



Modern

Esri Satellite View Basemap

Pittsburgh Mapping and Historic Site Viewer

The Esri Basemap is provided for reference with the same bounds as the previously shown maps and aerial photographs. It is reflective of today's conditions.

Disclosures

evolve environment::architecture (evolveEA) would like to disclose its participation as a consultant on some of the referenced resources that were included in this review of previous plans.

List of Relevant Plans with evolveEA as a Consultant

Year	Resource	Client	Prime Contractor
2012	Bridging the Busway	Urban Redevelopment Authority	Studio for Spatial Practice
2017	Better Busway 2.0	Pittsburgh Community Reinvestment Group	evolveEA & Delta Development Group
2018	Business District Parking Study	Wilkinsburg Community Development Corporation	Sam Schwartz
2018	Connecting Wilkinsburg: TRID Study	Borough of Wilkinsburg	Delta Development Group
2018	Wilkinsburg Station Charging Station Location Options	Pittsburgh Regional Transit	GAI Consultants
2020	Beyond the East Busway	Pittsburghers for Public Transit	evolveEA & CivicMapper
2021	SmartMoves Connections	Southwestern Pennsylvania Commission	Delta Development Group

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Pittsburgh Regional Transit