



East/Central Pittsburgh Connection

This nearly 7.5-mile corridor has the potential to connect several places that currently either don't connect today or are connected in a relatively inefficient way—all due to topography. One major theme the NEXTransit team heard consistently from the public throughout the planning process was the importance of neighborhood-to-neighborhood connections, particularly in the heart of the City of Pittsburgh. Much of the arterial street network in the central (between the rivers) portion of the City is oriented east/west, but there are mobility needs in the north/south direction that are currently unaddressed in terms of fast, reliable, and higher-capacity transit. Connections along the Monongahela and neighborhoods south of it are highly dependent on winding arterials that follow ridge and valley courses and provide few opportunities for surface-based rapid transit.

Connections today are sparse between the growing and evolving neighborhoods along the north/south corridor from the Strip District to the Hill District, Oakland, Hazelwood, and Carrick/Overbrook areas. Gaps exist due to cliffs, valleys, and rivers, but the potential for physical, economic, and social mobility connections to be facilitated presents a compelling case for a dedicated transit corridor connecting various hubs.

A transit hub in the Strip District at or near 21st Street can serve multiple purposes—it can incorporate a new East Busway station, a connection to the Hill District and points south along the corridor, street-level bus and multimodal connections, and joint development opportunities. In the Hill District, a transit hub could tie together east/west bus routes, a vertical connection to the Strip and to Oakland, and micro-mobility connections to the rest of the neighborhood. In Oakland, a connection to the BRT and other transit lines will be critical to supporting connectivity and maximizing ridership in this new north/south corridor. In Hazelwood, tying in to Second Avenue transit and local connections will allow for new development to occur while providing opportunities for the existing neighborhood. In Carrick and Overbrook, new direct connections to Hazelwood, Oakland, and the Strip District will open new opportunities that have historically taken significant time to reach via transit—an Overbrook hub also links up with the Blue Line light rail station and the overall South Hills transit network, enabling riders from the South Hills to bypass the Central Business District on their way to and from the Oakland or other East end neighborhoods. Potential alternatives analysis could also look at the possibility of extending this corridor, or the Second Ave corridor, towards the Waterfront and the Homestead transit hub proposed there.

- STRIP DISTRICT
- EAST BUSWAY CONNECTION
- HILL DISTRICT
- OAKLAND
- G**
- SECOND AVENUE BRT
- HAZELWOOD
- CARRICK
- OVERBROOK
- T STATION BLUE AND SILVER LINES

