

CONNEXIONS

north shore

DEIS Ready For Review Public Hearings Scheduled

In January 1999, the City of Pittsburgh and the Southwestern Pennsylvania Commission (SPC) concluded a Major Investment Study (MIS) which considered potential transportation modes and alignments for improving transit in and around the Downtown and North Shore corridor.

Over the past 17 months, Port Authority has been busy studying the proposed modes and alignments and meeting with the public to gain input in order to determine the best possible means of transportation to serve the corridor. The results and findings of this study are now available for public review and comment in a document called the Draft Environmental Impact Statement (DEIS).

The DEIS explains in detail how the project team,¹ in conjunction with public input, arrived at transportation alternatives that will improve access to downtown Pittsburgh and the North Shore and accommodate future and existing development.



Among other aspects of the study, the environmental analysis of the DEIS studied each alternative and defined the type and extent of potential environmental impacts, identified how adverse environmental factors may be avoided and determined measures that will minimize impacts if unavoidable conditions occur.

The project team considered several possible transportation modes, including Light Rail Transit, Automated Guideway Transit (People Mover) and Low-speed Maglev technologies.

It also considered 15 separate alignments before identifying three light rail alternatives as the most effective and cost efficient choices for the corridor. Improvements to the existing bus network and an Intermodal Transportation Center (ITC) were also advanced through the study.

Port Authority encourages the public to review the North Shore Connector DEIS at the locations listed on page five. The findings in the DEIS will be the subject of two public hearings scheduled for Thursday, June 29, 2000 at noon and 6 p.m. The hearings will be held at Two Gateway Center in downtown Pittsburgh.

¹ Port Authority of Allegheny County and Frederic R. Harris, Inc. in association with BRW, Inc.

The DEIS is 80 percent funded by the Federal Transit Administration

Here's What To Expect Next

- The project is in the 45-day public comment and review period that will end on July 17, 2000.
- Based on the DEIS findings and public input, the Port Authority Board of Directors will select a Locally Preferred Alternative (LPA) to advance into preliminary engineering and final environmental work.
- The Southwestern Pennsylvania Commission will vote on adopting the LPA into the region's long-range transportation plan.
- Port Authority will then submit final support material to the Federal Transit Administration (FTA) with a request to begin preliminary engineering.
- Once the FTA grants the request, preliminary engineering will begin and a Final Environmental Impact Statement (FEIS) will be prepared.

Partnerships Vital To Advancing Development

Advancing the North Shore Connector Project into the development stages is a testament to the dedication and hard work of North Side residents, community groups, commercial and educational institutions; the business community along the corridor; our local, state and federal elected officials and Port Authority's project team.

With this excellent level of cooperation, Port Authority is able to present transit alternatives that will support and enhance the North Side's vibrant mix of employment, educational, housing, cultural and entertainment centers well into the future. This growing partnership supports Port Authority's efforts to expand the Light Rail Transit System while tying the North Shore, Downtown and Station Square together in a way that will benefit all three business districts. The North Shore Connector will also greatly improve access to the "T" for North Side

residents as well as enhance pedestrian underpasses between the North Shore and North Side communities.

Although we still have two or more years of engineering and design work to do before construction begins, Port Authority is pleased to be moving toward the groundbreaking of the long-awaited transit link to Pittsburgh's North Shore. As we continue to improve and expand public transit services and build strong partnerships with community leaders, residents and businesses, we will maintain our commitment to work with you in the best interests of your neighborhood and our region.

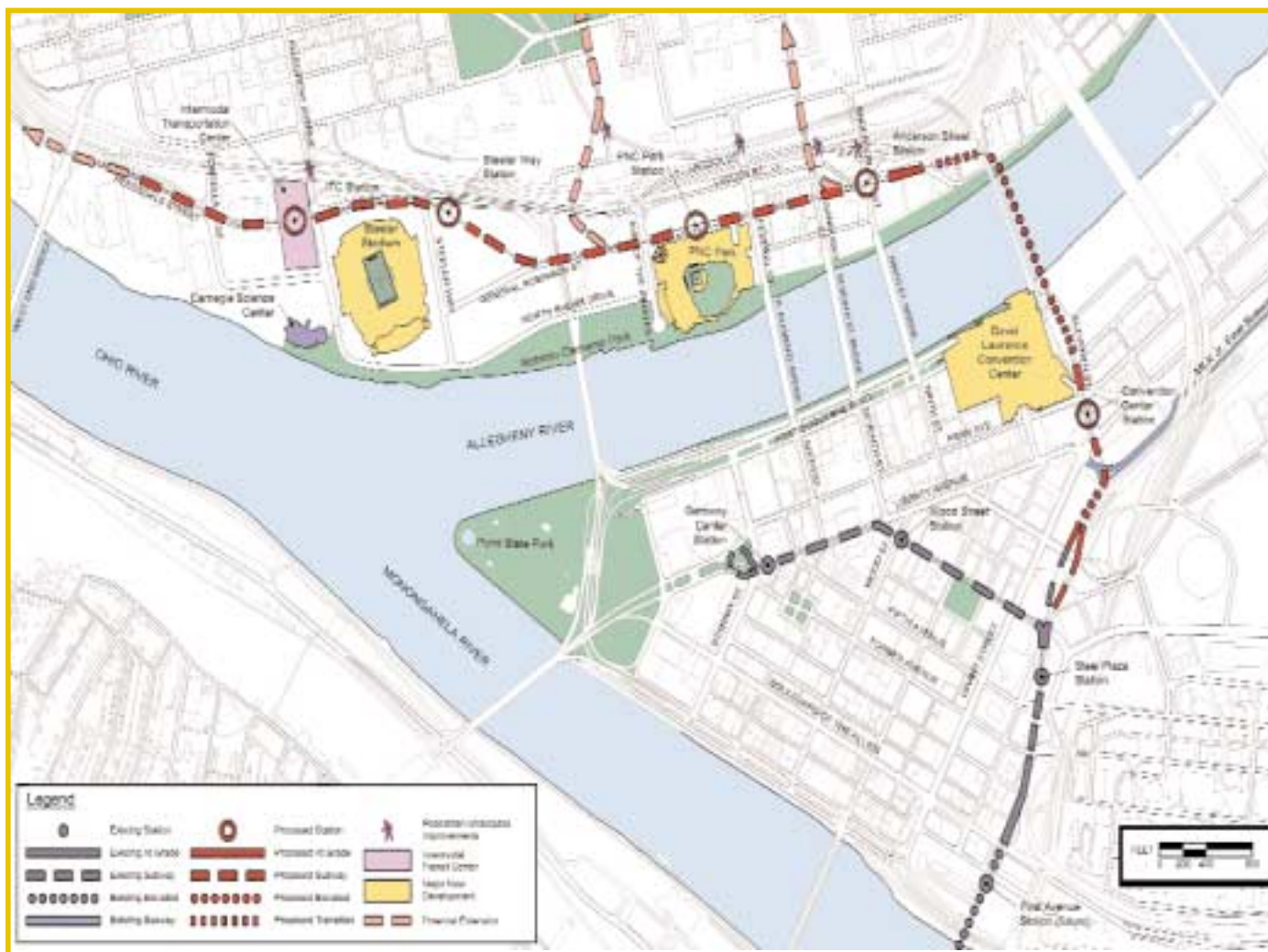


Port Authority CEO Paul Skoutelas discussing future expansion plans with Port Authority operator Eric Gormley.

A handwritten signature in black ink that reads "Paul P. Skoutelas".

Paul P. Skoutelas, Chief Executive Officer

Steel Plaza LRT Alternative B



This alternative is similar to Steel Plaza LRT Alternative A except the alignment in the North Shore is entirely in a subway configuration.

STATIONS

Steel Plaza LRT Alternative B



Station	Location
Convention Center Station	Underground
Anderson Street Station	Underground
PNC Park Station	Underground
Steeler Way Station	Underground
ITC	Underground

Gateway LRT Alternative with Convention Center Connection



This alternative would connect with the “T” at the Gateway Center Subway Station. The alignment would travel in a northerly direction beneath Stanwix Street, under Ft. Duquesne Boulevard and under the Allegheny River via a new tunnel. On the north side of the river, the alignment would turn slightly westward to the proposed PNC Park Station. From there, the alignment would continue under the Ft. Duquesne Bridge exit ramp and transition to an at-grade alignment below the Fort Duquesne Bridge approach ramps. It would then veer due west just south of Reedsdale Street to an at-grade station located at Steeler Way. Upon crossing Steeler Way, the alignment would transition to an elevated station at the proposed ITC located at Allegheny Avenue and Reedsdale Street. From there, it would descend back to an at-grade alignment along the south side of Reedsdale Street with a terminus just east of the West End Bridge.

Convention Center Connection

In addition to the Gateway to West End Bridge alignment, this alternative includes a connection between the existing Steel Plaza Subway Station and the Convention Center. The alignment would travel in a northerly direction through an existing track tunnel from Steel Plaza to Seventh Avenue and continue to a below-grade station between the Greyhound Bus Terminal and Liberty Center.

STATIONS LRT Gateway Alternative

Station	Location
Gateway Center Station	Underground
PNC Park Station	Underground
Steeler Way Station	Street Level
ITC	Elevated
Convention Center Station	Underground

Comparison Of Technologies

During the public scoping period of the DEIS, community feedback overwhelmingly supported Light Rail Transit (LRT) as the preferred mode of transportation to the North Shore. In addition, an intensive study of LRT, Automated Guideway Transit (People Mover) and Low-speed Maglev technologies concluded that light rail would be the most viable and efficient mode of transportation to meet the needs of the corridor. The chart below compares the three technologies.

Light Rail Transit

An electrically-powered rail transit system with a medium passenger capacity (e.g., 2,000 to 20,000 passengers per hour per direction) which can use exclusive or shared rights-of-way with automobiles and buses. Light Rail Vehicles (LRVs) can operate in either high and low density environments on a steel rail right-of-way and receive power from an overhead catenary wire.

Automated Guideway Transit (AGT)

A low capacity (e.g., 1,000 to 16,000 passengers per hour per direction) transport system with electronically-powered, driverless vehicles controlled by a centralized computer system. AGT trains operate on fixed guideways along an exclusive right-of-way grade separate from all other traffic. The vehicles are smaller and the capacity is less than that of LRVs. An example of AGT technology is the people mover system at the Pittsburgh International Airport.

Low-speed Magnetic Levitation System (Low-speed Maglev)

A type of AGT people mover technology that employs linear induction motors for power and magnets for suspension and guidance. Operating performance in terms of speed, acceleration, exclusivity and passenger service is essentially the same as for conventional AGT.

Light Rail Transit

- Service-proven technology since 1886.
- Can be operated in mixed traffic.
- Non-proprietary design.
- Would build upon existing "T" system.
- Can use South Hills Village Rail Center for storage and maintenance of additional LRVs.
- Manual driver operation requires proportional cost increase to expand service.
- Can use existing work force for operations and maintenance.
- Passengers using the "T" could continue their trip uninterrupted.

Automated Guideway Transit

- Service-proven technology since the 1970s.
- Cannot be operated in mixed traffic (guideway must be separated).
- Proprietary design — competition limited for parts, supplies and expansion of system.
- Would introduce separate, independent fixed guideway link into Port Authority system.
- Requires construction of a new storage and maintenance facility.
- Driverless system permits expansion of service with small cost increase.
- Requires training of separate operations and maintenance work force.
- Requires "T" passengers to transfer to complete their trip.

Low-speed Maglev

- Unproven service technology.
- Cannot be operated in mixed traffic (guideway must be separated).
- Proprietary design — competition limited for parts, supplies and expansion of system.
- Would introduce separate, independent fixed guideway link into Port Authority system.
- Requires construction of a new storage and maintenance facility.
- Driverless system permits expansion of service with small cost increase.
- Requires training of separate operations and maintenance work force.
- Requires "T" passengers to transfer to complete their trip.

Alternatives under consideration for the North Shore Connector DEIS

Transportation System Management Alternative

Along with the proposed light rail alignments, Port Authority is also offering to the public low-cost transportation enhancements and improvements to the existing bus service as the Transportation System Management (TSM) Alternative.

The measures under consideration include:

- Increasing the frequency of peak hour service on the 501 Manchester - Wilkinsburg route.
- Creation of new “through” bus routes by combining routes serving the North Shore and North Side areas with routes serving other areas.
- A circulator bus route connecting attractions in the Golden Triangle and North Shore.
- The implementation of a new bus route that would operate on the Martin Luther King, Jr. East Busway to downtown Pittsburgh, cross the Ninth Street Bridge to the North Shore, pass through the North Shore to the ITC, cross the West End Bridge and then serve the Airport Corridor via the West Busway.
- Operation of limited express routes for Pirates games.
- Adding to the express bus service already being provided for Steelers games.

Port Authority has already successfully implemented some of the ideas brought forth from studying the TSM Alternative. For example, in 1997 Port Authority combined the 16C Bellevue with the 71B Highland Park to form the 500 Highland Park-Bellevue route which connects the East End, Downtown, North Shore, North Side and Bellevue communities. Also, for the 1999 football season, Port Authority added two shuttle routes and three suburban bus routes to serve Steelers home games.

Public Review and Comment for the DEIS

Port Authority and the Federal Transit Administration (FTA) have prepared a Draft Environmental Impact Statement (DEIS) for the North Shore Connector project which is now available for public review at the locations listed below.

Although this newsletter gives a general overview and comparison of the transportation alternatives under consideration for a light rail extension to the North Shore, the DEIS offers an in-depth analysis of the alternatives and the social, economic and environmental factors associated with each.

Port Authority welcomes comments and questions from the public in reference to the information defined in the DEIS. Two public hearings are scheduled for **Thursday, June 29, 2000 at noon and 6 p.m.** The hearings will be held at **Two Gateway Center** in downtown Pittsburgh. Persons wanting to testify at the public hearing are encouraged to contact Tracy Plotz at (412) 237-7453 or the TTY number, (412) 231-7007, for the speech and hearing impaired by Friday, June 23, 2000. The public hearings are accessible to persons with disabilities. Additionally, written comments and questions may be sent to Mr. Bruce Ahern/ Business Development and Planning Division/ Port Authority of Allegheny County/ 2235 Beaver Avenue/ Pittsburgh, PA 15233-1080 and will be accepted until 4:30 p.m. on **July 17, 2000**. Responses to the inquires will be addressed and submitted to FTA as part of the Final Environmental Impact Statement (FEIS).

Copies of the DEIS are available for review at the following locations:

Carnegie Library of Pittsburgh Allegheny Regional Branch

5 Allegheny Square
North Side

North Side Leadership Conference

415 East Ohio Street
North Side

City of Pittsburgh Department of Planning

200 Ross Street, 4th Floor
Downtown

Port Authority of Allegheny County

2235 Beaver Avenue
Manchester

Carnegie Library of Pittsburgh Main Library

4400 Forbes Avenue
Oakland

Southwestern Pennsylvania Commission

Regional Enterprise Tower
425 Sixth Avenue, Suite 2500
Downtown

Carnegie Library of Pittsburgh Library Center

414 Wood Street
Downtown

For further information, please contact Port Authority Project Manager David Wohlwill at (412) 237-7338.

Steel Plaza LRT Alternative A



This alternative would extend the "T" from the Steel Plaza Subway Station to the North Shore. From Steel Plaza, the alignment would proceed northward under the intersection of Liberty Avenue and Grant Street near the Pennsylvanian building and continue under Eleventh Street to a station serving the Convention Center, between the Greyhound Bus Terminal and Liberty Center. The alignment would cross the Allegheny River on a new bridge, upstream of the existing Fort Wayne Railroad Bridge.

After reaching the north bank of the Allegheny River, the alignment would swing westward to an elevated station above Anderson Street. As it crosses over Sandusky Street, the alignment would transition to an at-grade crossing on Federal Street. The alignment would continue west to the PNC Park Station along the northern side of General Robinson Street. The alignment would extend westward across Stadium Drive East and then veer north to run parallel with Reedsdale Street to a station just east of Steeler Way. Upon crossing Steeler Way, the alignment would transition to an elevated structure and a station on the second floor of the proposed ITC located at Allegheny Avenue and Reedsdale Street. From there, it would descend back to an at-grade alignment along the south side of Reedsdale Street to a terminus just east of the West End Bridge.

STATIONS

Steel Plaza LRT Alternative A

Station	Location
Convention Center Station	Underground
Anderson Street Station	Elevated
PNC Park Station	Street level
Steeler Way Station	Street level
ITC	Elevated

Federal Funding Announced

United States Senators Arlen Specter and Rick Santorum and Port Authority CEO Paul P. Skoutelas, along with city and county officials and local labor union representatives, gathered for a press conference at Alcoa's North Shore headquarters in October, 1999 to announce \$10 million in federal funding for the North Shore Connector Project. The funding will enable Port Authority to continue advancing work on the project into the next stages of development.

"We appreciate the hard work and collaboration of Senators Specter and Santorum, as well as the efforts of local officials, towards securing this vital funding," said Mr. Skoutelas. "These funds will not only allow us to finalize the environmental process and move forward with preliminary design and engineering, but will also keep the project on its expedited schedule."

Port Authority anticipates beginning preliminary engineering in Summer, 2000.



Senators Arlen Specter and Rick Santorum pledging federal funding to advance project development

Intermodal Connections Proposed Along North Shore

Port Authority is evaluating an assortment of design approaches for developing a proposed Intermodal Transportation Center (ITC) to address parking and commuting issues along the North Shore.

The ITC, which is proposed in conjunction with each of the three alternatives, will provide parking, bus and car pick-up/ drop-off areas, a "T" station and retail outlets. With the addition of this facility, persons traveling between the North Shore and downtown Pittsburgh will be able to shop, commute to their jobs, attend cultural and educational events or go to a Pittsburgh Pirates, Steelers or Panthers game without major disruptions to their traveling plans or impact on local residents.

The proposed location of the ITC is directly adjacent to the new Steelers Stadium at the corner of Allegheny Avenue and Reedsdale Street. The facility is planned to be functionally and visually compatible with the goals and objectives of the North Shore Master Plan, prepared for the City of Pittsburgh by the Urban Design Associates.

A similar facility in the vicinity of PNC Park has not been advanced through the DEIS study. Alternative sites for structured parking in this area will be explored in the future.

Benefits of the ITC:

- Inclusion of a "T" station
- Convenient locations for bus and "T" transfers, bus and car pick-up/ drop-off and waiting areas
- Retail shops, vending and other amenities
- 1,700 parking spaces with convenient access to a rapid transit link into the Golden Triangle
- Enhanced access between the "T" station and the Carnegie Science Center with an enclosed pedestrian passage.

Comparison of Light Rail Alternatives

	Gateway Alternative	Steel Plaza Alternative A	Steel Plaza Alternative B
Light Rail Transit Service	<p>Very frequent service to North Shore (2.4-minute peak hour headway). Simple operating plan.</p> <p>No transfer required between South Hills and North Shore.</p> <p>No changes in service levels to Wood Street and Gateway Center Stations.</p>	<p>Less frequent service to North Shore (6-minute peak hour headway). Complex operating plan.</p> <p>Transfer required between some areas in the South Hills and North Shore.</p> <p>Reduced service levels to Wood Street and Gateway Center Stations.</p>	<p>Less frequent service to North Shore (6-minute peak hour headway). Complex operating plan.</p> <p>Transfer required between some areas in the South Hills and North Shore.</p> <p>Reduced service levels to Wood Street and Gateway Center Stations.</p>
Fringe Parking Convenience	<p>Direct service to major Golden Triangle employment centers.</p> <p>5 minutes to Gateway Center 7 minutes to Steel Plaza</p>	<p>Circuitous service to some major Golden Triangle employment centers.</p> <p>13 minutes to Gateway Center 8 minutes to Steel Plaza</p>	<p>Circuitous service to some major Golden Triangle employment centers.</p> <p>13 minutes to Gateway Center 8 minutes to Steel Plaza</p>
Weekdays			
Light Rail	10,105	8,060	8,060
Bus	4,717	3,021	3,021
Total	14,822 daily riders; 4.4 million annual riders	11,081 daily riders; 3.3 million annual riders	11,081 daily riders; 3.3 million annual riders
Sports Events			
Light Rail	640,000	640,000	640,000
Bus	160,000	160,000	160,000
Total	800,000 annual riders	800,000 annual riders	800,000 annual riders
Extendibility	<p>Good extension potential to the west.</p> <p>Good extension potential to the North Side.</p> <p>Good extension potential to the east via the Strip District.</p>	<p>Marginal extension potential to the west (operationally).</p> <p>Marginal extension potential to the North Side (operationally and physically).</p> <p>No extension potential to the east via the Strip District using continuous light rail line. (Would require independent line and transfer.)</p>	<p>Marginal extension potential to the west (operationally).</p> <p>Marginal extension potential to the North Side (operationally).</p> <p>No extension potential to the east via the Strip District using continuous light rail line. (Would require independent line and transfer.)</p>
Capital Cost (LRT)	\$390 million	\$307 million	\$616 million
Construction Impacts	<p>Disruption along Stanwix and 11th Streets.</p> <p>Some impacts to the Allegheny River during construction of submerged tube.</p>	<p>Disruption along 11th Street and to US Courts Building, Bigelow Blvd. and Seventh Ave.</p> <p>Few impacts to Allegheny River during pier placement.</p>	<p>Disruption along 11th Street and to US Courts Building, Bigelow Blvd. and Seventh Ave.</p> <p>Few impacts to Allegheny River during pier placement.</p>
Property Impacts	<p>1 full acquisition</p> <p>5 partial acquisitions</p> <p>3 buildings to be demolished</p>	<p>2 full acquisitions</p> <p>10 partial acquisitions</p> <p>5 buildings to be demolished</p>	<p>3 full acquisitions</p> <p>5 partial acquisitions</p> <p>1 building to be demolished</p>
Traffic Impacts	No significant traffic impacts.	<p>Closure of 11th Street.</p> <p>Traffic congestion impacts along 12th Street (replacement route for 11th Street).</p> <p>Increased traffic congestion on Federal Street.</p>	<p>Closure of 11th Street.</p> <p>Traffic congestion impacts along 12th Street (replacement route for 11th Street).</p>
Impacts to Development	<p>Design coordination required at PNC Park Station site.</p> <p>Conflicts at Three Rivers Stadium Lot 5.</p>	<p>Conflicts at North Shore Garage site, development parcel north of PNC Park and at Three Rivers Stadium Lot 5.</p>	<p>Design coordination required at Three Rivers Stadium Lot 5.</p>
Environmental Impacts	No significant impacts.	No significant impacts.	No significant impacts.

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STAY INFORMED

Port Authority information is available online. The Port Authority web site features general information, bus and "T" scheduling, news and capital project information - including the latest developments on the North Shore Connector. Here's how you can access Port Authority's web site to obtain general and project information:

- On the world wide web, type in: www.ridegold.com
 - Click the Port Authority logo to access the Home Page
 - Click Growing with Authority
 - Click Capital Projects
 - Scroll down to North Shore Connector and click
- OR**
- From the Home Page, click search
 - Type in North Shore Connector and click search

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The North Shore Connector newsletter is distributed by mail and at libraries and other community facilities. To receive additional information about the North Shore Connector or on any one of Port Authority's major capital projects, please contact Carmen Bray at (412) 237-7108. Also call if you would like to be placed on the mailing list.

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