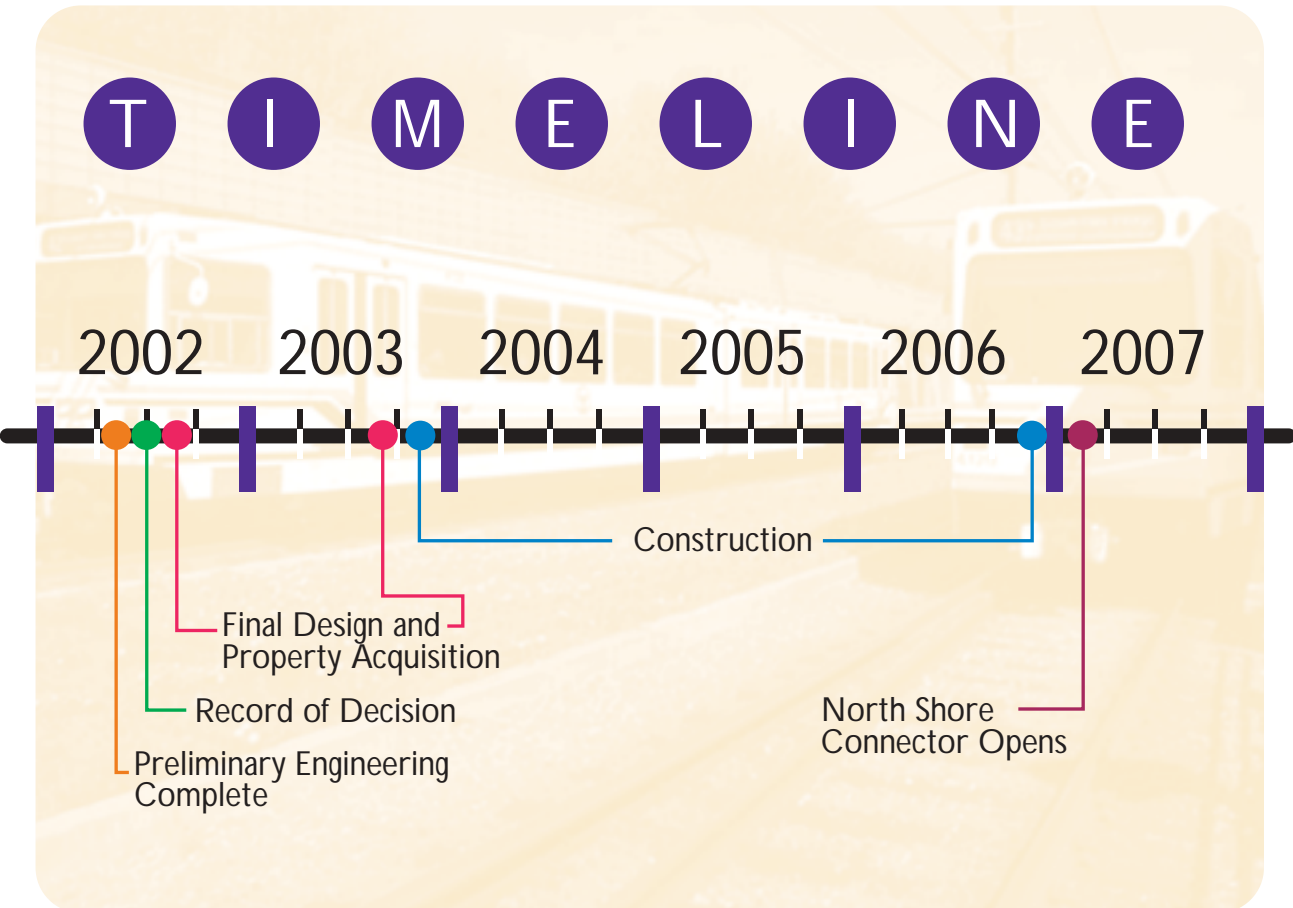


# Historic Structures and Archaeological Resources Identified

A thorough inventory of historic buildings and potential archaeological sites within the study area was conducted. Seventeen historic buildings were identified as eligible for listing on the National Register of Historic Places. The Pennsylvania Historical and Museum Commission's Bureau of Historic Preservation determined that the project would cause no effect on 10 of these buildings and no adverse effect on two buildings. Additional project details are needed before a determination can be made on five of the identified buildings. Port Authority will continue to work with the Bureau of Historical Preservation during the design of the project to ensure that no historic structures are adversely affected. Temporary impacts due to the construction of the North Shore Connector will be minimal and will not interfere with the function of these historic sites.

Four areas of potential archaeological resources were identified within the project area. These areas are located under city streets and parking lots and will be monitored during construction. Port Authority will continue to work closely with the Bureau of Historical Preservation and the FTA on identifying and protecting historic resources. This coordination effort is outlined in a document known as a Programmatic Agreement.



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# Allegheny River Fish Habitat and Mussel Surveys Completed

A study of the Allegheny River along the North Shore Connector alignment concluded that the spawning habitats for state threatened or endangered fish species would not be impacted by the project. Twenty-five fish species were collected and identified, including four state species of special concern. If disturbances to the riverbed are necessary during tunnel construction, every effort will be taken to mitigate impacts on aquatic life.

During September 2001, a mussel survey was conducted along a wide swath of the Allegheny River to determine the presence or absence of mussels listed on the federal register of endangered species. The survey was conducted using a technique approved by the U.S. Fish and Wildlife Service and the Pennsylvania Fish and Boat Commission. From the 13 mussels found, none were endangered.

Printed on recycled paper.

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) 566-5137. Also call if you would like to be placed on the mailing list.

**CONNEXIONS**  
 north shore

Port Authority of Allegheny County  
 345 Sixth Avenue, Third Floor  
 Pittsburgh, PA 15222-2527



# Final Environmental Impact Statement Ready for Review

Port Authority and the Federal Transit Administration (FTA) have prepared a Final Environmental Impact Statement (FEIS), which is now available for public review. In addition to offering an overview of the study area's transportation needs, the FEIS explains in detail the impacts and benefits of constructing the North Shore Connector (Locally Preferred Alternative) and the impacts of not constructing any improvements (No-Build Alternative) within the corridor. Furthermore, it identifies measures that will be used to avoid, minimize or mitigate potential social, economic, environmental or transportation impacts.

Port Authority encourages the public to review the North Shore Connector FEIS. A copy of the FEIS has been mailed to each person who offered comments on the Draft Environmental Impact Statement (DEIS) and is also available online at [www.RideGold.com](http://www.RideGold.com). A link to the FEIS is provided on the home page. If you would like a copy of the FEIS or have questions regarding the North Shore Connector, please contact Project Manager David Wohlwill at 412.566.5110 or [dwohlwill@portauthority.org](mailto:dwohlwill@portauthority.org). Also, copies of the FEIS are available for review at the following locations:



**Carnegie Library of Pittsburgh Allegheny Regional Branch**  
 5 Allegheny Square  
 North Side

**Carnegie Library of Pittsburgh Main Branch**  
 4400 Forbes Avenue  
 Oakland

**Carnegie Library of Pittsburgh Library Center**  
 414 Wood Street  
 Downtown

**North Side Leadership Conference**  
 415 East Ohio Street  
 North Side

**City of Pittsburgh Department of Planning**  
 200 Ross Street, 4th Floor  
 Downtown

**Southwestern Pennsylvania Commission Regional Enterprise Tower**  
 425 Sixth Avenue, Suite 2500  
 Downtown

**Port Authority of Allegheny County**  
 345 Sixth Avenue, 3rd Floor  
 Downtown

## Open House Scheduled

The public is encouraged to attend an open house to discuss the alternatives evaluated for the North Shore Connector. Port Authority representatives and project consultants will be on hand throughout the open house to discuss the project with you and answer your questions.

**Date:** Thursday, May 16, 2002  
**Time:** 12:00-2:00 p.m. and 6:00-8:00 p.m.  
**Place:** Two Gateway Center  
 4th Floor Conference Room  
 Downtown



# Project Description

Environmental and engineering studies for the extension of Port Authority's 25 miles of light rail transit to Pittsburgh's North Shore and the Convention Center are nearing completion. The North Shore Connector will extend the T from the Gateway Subway Station underneath Stanwix Street and the Allegheny River to the North Shore, terminating near the Carnegie Science Center, with two new stations along the route. A light rail line from the Steel Plaza Subway Station to a subway station at the new and expanded David L. Lawrence Convention Center will also be constructed.

The North Shore Connector is a significant regional investment that will support the revitalized North Shore's residential areas, business districts, educational institutions, entertainment developments and cultural venues in addition to enhancing development opportunities. The new rail extension will also connect the Convention Center to restaurants, hotels and attractions in downtown Pittsburgh, Station Square and the North Shore.

The Final Environmental Impact Statement (FEIS) process was undertaken to further understand and evaluate the social, economic, environmental and transportation benefits and impacts of the North Shore Connector. The other two alternatives evaluated in the FEIS are described below.

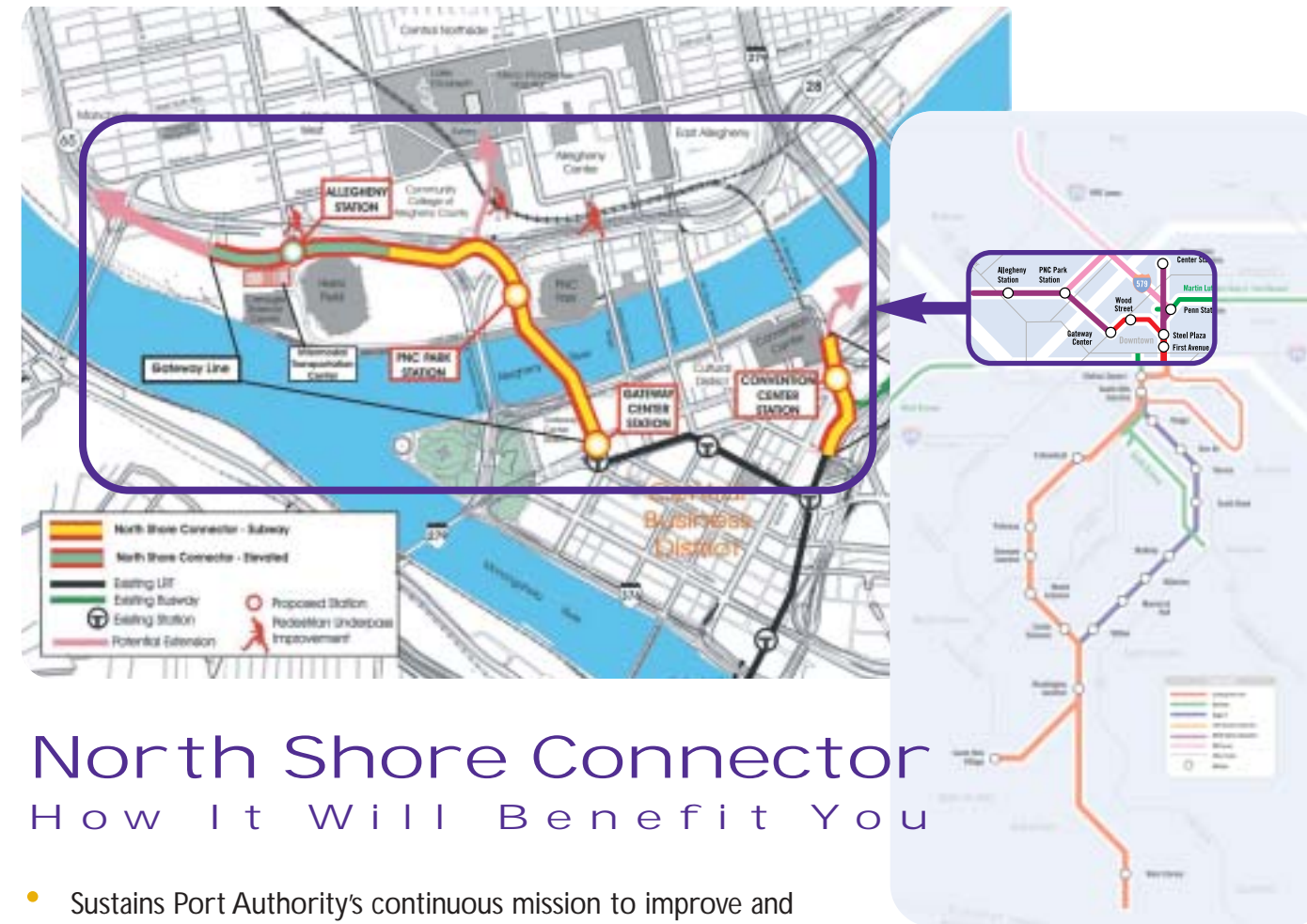
The FEIS has been sent to the Federal Transit Administration (FTA) for review and approval. The approval, also known as a Record of Decision (ROD), is expected from FTA in summer 2002. The ROD is necessary for Port Authority to proceed into the final design and construction phases of the project.

**No-Build Alternative** – Serves as the baseline against which all other alternatives are compared. This alternative considers how the current transportation system, projected into the future, will serve the North Shore improvements and developments planned by the year 2015.

**Transportation System Management (TSM) Alternative** – Consists of improvements to the transportation network, such as: increased service on current Port Authority routes operating between downtown Pittsburgh and the North Shore; shuttle bus service to the cultural attractions in the study area; through-routing service on selected Port Authority bus routes; extra bus service to sporting events on the North Shore; and additional passenger amenities.

## Project Information

For more information about the North Shore Connector, please contact Project Manager David Wohlwill at **412.566.5110** or logon to the Port Authority Web site at **www.RideGold.com**.



## North Shore Connector How It Will Benefit You

- Sustains Port Authority's continuous mission to improve and expand public transit services for the citizens of Allegheny County, thus making transit user-friendly, accessible and convenient.
- Enables possible future expansion of the T to the Airport Corridor, Strip District and other areas within Allegheny County, including the county's northern and eastern neighborhoods.
- Improves access for North Side residents to the T as well as enhancing pedestrian underpasses between the North Shore and North Side communities.
- Offers a direct T connection to the David L. Lawrence Convention Center, enabling conventioners convenient access to hotels, entertainment and restaurants in Downtown, along the North Shore and at Station Square.
- Provides a one-seat ride between the North Shore, Downtown, Station Square and South Hills employment, business and retail centers, consequently improving transit access to jobs, education and entertainment.
- Supports business development and planning efforts along North Shore, helping to connect and grow downtown Pittsburgh's Central Business District.
- Provides convenient transfers to other public transit service and facilities, including the Martin Luther King, Jr. East Busway, the West Busway, the I-279 HOV lanes and Amtrak and Greyhound service.

## What We Heard From You

Public input is essential in helping Port Authority implement the best possible public transportation improvements for the community. As a result of comments and suggestions received, the project has been refined, as described below.

### **Friendlier Pedestrian Underpasses**

Residents of the North Side neighborhoods requested visual and safety improvements to the existing underpasses that connect with the North Shore. As a result, improvements to underpasses at Federal Street and Allegheny Avenue are being designed and will be constructed by the Sports and Exhibition Authority. Pedestrian and lighting improvements for the Merchant Street underpass will be completed as part of the North Shore Connector project. As a result, the pedestrian underpasses will be more aesthetically pleasing, creating an added benefit for North Side and North Shore communities.

### **LRVs Underground**

Port Authority received comments regarding impacts to traffic patterns and safety concerns associated with light rail transit vehicles (LRVs) crossing local streets at-grade. Based on these concerns, the North Shore Connector has been modified to eliminate all at-grade street crossings. The extension will remain underground until its transition to an elevated structure in the vicinity of Art Rooney Avenue. This design modification will eliminate potential conflicts between LRVs, pedestrians and automobiles.

### **Designing Stations to a "T"**

Public comments were received regarding the design of the new stations, including requests for improved access at the Gateway Center Station and the addition of a mezzanine level at the PNC Park Station. Over the past 12 months, design workshops have been held with citizens, property owners and stakeholders located adjacent to each of the stations. As a result, the Gateway Center Station has been redesigned to provide access to the T in both directions using a center platform station and a single station entrance. The PNC Park Station design has also been modified to include a mezzanine level. In addition, Allegheny Avenue has been shifted eastward, which will allow the Allegheny Station to span it, creating a gateway and easier access to North Side neighborhoods, including Manchester and Allegheny West.

### **Going Under the Allegheny River**

After a detailed analysis of engineering techniques and environmental impacts associated with each tunneling technique, the tunnel boring method was chosen to construct the proposed tunnels under the Allegheny River. Tunnel boring was chosen over the other tunneling methods because it minimizes impacts to the aquatic life in the river, is the most efficient and presents the least traffic disruptions during construction.



The Allegheny Station (above) will have direct pedestrian access to the proposed Intermodal Transportation Center, in which hundreds of public parking spaces will be available. The remaining three stations will have multi-level underground platforms with many pedestrian friendly features. For example, pedestrian access to the Greyhound bus terminal and to the Convention Center will be incorporated within the Convention Center Station (below).

