

**Pittsburgh Vertical Clearance Project
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
Allegheny County
Public Open House #1
SUMMARY
Meeting held Tuesday, June 26, 2018
Children's Museum of Pittsburgh - 10 Children's Way,
Pittsburgh, PA 15212
5:00-8:00 PM**

OVERVIEW

A public open house was held at the Children's Museum of Pittsburgh between the hours of 5:00 PM and 8:00 PM on June 26, 2018. A Public Officials' preview of the meeting materials was held from 5:00 PM to 5:30 PM and the doors were open for public participation from 6:00 pm to 8:00 PM. The format of the meeting was an open house plans display consistent with PennDOT Publication 295 guidance and was approved by PennDOT and the City of Pittsburgh. The purpose of the open house was to introduce the public to a set of projects involving modifications at nine (9) locations along the Norfolk Southern Railway Company railroad corridor. The public was invited to comment concerning alternatives and potential resources for evaluation arising from the project alternatives. Information gained during this open house will be used for scoping and development of the appropriate environmental analysis of effects and documentation under State History Code and Section 2002/Commonwealth of Pennsylvania Act 120, and related regulations.

The public open house was advertised in two (2) different publications – the Northside Chronicle and the Pittsburgh Post-Gazette. In addition, the Northside community published information on various neighborhood Facebook pages and sent multiple email blasts. Letters were sent to public officials and community members in the project area (see complete list in this packet).

Present were representatives from Norfolk Southern Railway Company (NSRC) and its consultants (Michael Baker International [Michael Baker], Urban Engineers, and WSP) and outside counsel (Earth and Water Group); Pennsylvania Department of Transportation (PennDOT) and its consultant (JMT); and the City of Pittsburgh.

NORFOLK SOUTHERN	MICHAEL BAKER	PENNDOT
Rudy Husband	Kirsten Bowen	Cheryl Moon-Sirianni
Mike Wigley	Tim Zinn	Mark Young
Todd Willoughby	Justin Greenawalt	David Conrad
Neal Brown	Jesse Belfast	David Anthony
Shawn Starling	Joe Passmore	JMT
Kevin Hauschildt	Ted Coffey	Jen Granger
Jonathan Hocker	Dennis Plitt	Lisa Cooper
Ben Taggart	Greg Cerminara	
Jonathan Glass	Wendy Berrill	CITY OF PITTSBURGH
WSP	Justin Bouscher	Karina Ricks
Doug Lang	Clayton Fisher	Michael Panzitta
Urban Engineers	Joe Hall	Robert Michalko
Greg May		
NSRC Outside Counsel - David Moore, Earth and Water Group		

MATERIALS & SIGN-IN

Informational packets were handed out including an NSRC Pennsylvania Operations Fact Sheet and a comment form with a map of the projects and a brief description of the purpose of the projects.

The public open house displayed 26 boards that included:

- Welcome board
- Overall map of the projects
- Explanation of double stack train requirements
- 2 boards for PA History Code and process flow chart
- 9 boards showing areas of potential effects (APE) for the project locations
- 10 boards showing the various project locations using an aerial map
- 2 boards with preliminary alternatives for 2 of the project locations

The public was encouraged to sign in as they entered the open house. Upon sign-in, the attendees were provided with the packets of informational materials on the projects and invited to review the project display boards and ask questions or discuss with the company representatives. There was some confusion with the sign-in process, as there was an organized group of individuals with petitions at the entrance of the venue. As a result, many attendees believed this was the registration table, and it is possible we were unable to obtain names of all the attendees. It is estimated that 300-400 people attended the meeting. Most attendees were in and out of the meeting in the first 90 minutes, and so the allotted two hours for the public portion of the open house appears to have been adequate.

SUMMARY OF COMMENTS RECEIVED

Over 90 comment forms were received at the meeting, with additional comments received subsequently via USPS or email. The comments received to date are summarized in this packet. A list of frequently asked questions (FAQ) will be developed to clarify misinformation and answer common questions.

ATTACHMENTS

- Newspaper advertisements for open house
- Letters of invite to open house
- Open house agenda
- Open house handouts
- Open house display boards
- Copies of sign-in sheets
- Comment form summary
- Completed comment forms, letters, and emails
- Newspaper articles after the open house
- Frequently asked questions

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Allegheny County
Public Open House #1
SUMMARY
Meeting held Tuesday, June 26, 2018
June 26, 2018**

ATTACHMENTS



Newspaper Advertisements for Open House

**NORFOLK SOUTHERN
PUBLIC OPEN HOUSE
PITTSBURGH VERTICAL CLEARANCE
ALLEGHENY COUNTY, PA**

Norfolk Southern Railway Company (NSRC), in coordination with Michael Baker International, is conducting a public open house for nine (9) track and railbed maintenance and improvement projects. The projects are part of the Pittsburgh Vertical Clearance Project along the existing NSRC railroad right-of-way and corridor known as the Pittsburgh Line and Fort Wayne Line in Allegheny County. The purpose of the project includes provision of safe and reliable systems of transportation, integration of modes of transportation (intermodal), and improving clearance, safety, transportation optimization, and efficiency to meet modern interstate freight rail traffic requirements. The nine (9) individual project locations consist of the Frazier Street Pedestrian Bridge and the Overland Street Bridge in the boroughs of Braddock and North Braddock; the Washington Avenue Bridge in the Borough of Swissvale; the Amtrak Station in downtown Pittsburgh; and the Merchant Street Bridge, the North Avenue Bridge, the Pennsylvania Avenue Bridge, the Columbus Avenue Bridge, and the Ohio Connecting (OC) Bridge Flyovers, all located in the North Side of the City of Pittsburgh. No work is being done by NSRC in intervening track area between the nine individual project locations. A pedestrian bridge in Allegheny Commons Park has been preliminarily identified by stakeholders as a possible mitigation measure (and will be included in the open house).

The projects are funded in part through the Pennsylvania Department of Transportation.

The open house is held for all purposes provided by law and will include public review and comment concerning the effects of the projects, including any protected activities, features, or attributes of properties including adjacent properties which include Allegheny Commons Park and historic or cultural resources.

When: Tuesday, June 26, 2018

Time: From 6:00 PM until 8:00 PM

Location: Children's Museum of Pittsburgh – Theatre
10 Children's Way
Pittsburgh, PA 15212

**For more information
contact:**

NSPghVerticalClearance@gmail.com

*The plans viewing location is compliant with the Americans with Disabilities Act (ADA). In addition, if you or an individual with whom you are familiar does not speak English as the primary language and who has a limited ability to read, write, speak, or understand English desires to view these plans or if you require special assistance to view the plans or need additional information please contact the number above. The meeting is advertised pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended. Anyone with knowledge of historic resources in the project area is encouraged to attend this meeting.

Letters of Invite to Open House
Public Officials



May 25, 2018

«First_Name» «Last_Name»
«Title»
«Company_Name»
«Address_Line_1»
«Address_Line_2»
«City» «State» «ZIP_Code»

RE: Allegheny County, City of Pittsburgh Norfolk Southern Vertical Clearance Project
Public Officials' Briefing

Dear «First_Name» «Last_Name»:

Norfolk Southern, in coordination with Michael Baker International are pleased to invite you to attend a Public Officials' Briefing being conducted for nine (9) track and railbed maintenance and improvement projects. The projects are part of the Pittsburgh Vertical Clearance Project being conducted in cooperation with the Pennsylvania Department of Transportation and the City of Pittsburgh.

SUBJECT: PUBLIC OFFICIALS' BRIEFING
Pittsburgh Vertical Clearance Projects

DATE: Tuesday, June 26, 2018

TIME: PUBLIC OFFICIALS' BRIEFING 5:00 P.M. - 5:30 P.M.
PUBLIC OPEN HOUSE 6:00 P.M. - 8:00 P.M.

LOCATION: Children's Museum of Pittsburgh, Theatre, 10 Children's Way, Pittsburgh, PA 15212

The Public Officials' Briefing provides review and comment for nine (9) projects to be accomplished by Norfolk Southern Railway Company (NSRC), in cooperation with the City of Pittsburgh and the Pennsylvania Department of Transportation (PennDOT). The purpose of the projects includes provision of safe and reliable systems of transportation, integration of modes of transportation (intermodal), and improving clearance, safety, transportation optimization, and efficiency to meet modern interstate freight rail traffic requirements. NSRC, with funding through PennDOT, proposes to address nine obstructions that currently limit vertical clearance for double-stack rail traffic along NSRC's Pittsburgh Line and Fort Wayne Line in Allegheny County, Pennsylvania. The proposals and alternatives involve track and railbed maintenance and improvement projects within the existing right-of-way, as well as bridge rehabilitation, reconstruction, replacement, or new construction at certain locations along NSRC's existing Pittsburgh Line and Fort Wayne Line. The obstructions addressed by the project are in the boroughs of Braddock, North Braddock, Swissvale, and the City of Pittsburgh. Individual project locations consist of the Frazier Street Pedestrian Bridge and the Overland Street Bridge in the boroughs of Braddock and North Braddock; the Washington Avenue Bridge in the Borough of Swissvale; the Amtrak Station in downtown Pittsburgh; and the Merchant Street Bridge, the North Avenue Bridge, the Pennsylvania Avenue Bridge, the Columbus Avenue Bridge, and the Ohio Connecting (OC) Bridge Flyovers, all located in the North Side of the City of Pittsburgh. No work is being done by NSRC in intervening track area between the nine individual project locations. A pedestrian bridge in Allegheny Commons Park has been preliminarily identified by stakeholders as a possible mitigation measure and will be included in the open house information.

«First_Name» «Last_Name»

May 25, 2018

Page 2

The purpose of the Public Official's Briefing is to provide review and comment concerning the effects of the projects, including any protected activities, features, or attributes of properties including adjacent properties which include Allegheny Commons Park and historic or cultural resources. Your input throughout project development is very important to the success of the project. This briefing offers you the opportunity to contribute input on behalf of the communities and constituents you represent.

The Public Officials' Briefing will be conducted from 5:00 P.M. to 5:30 P.M. in the Children's Museum of Pittsburgh's Theatre and will be followed by a Public Open House from 6:00 P.M. to 8:00 P.M. The project team will be available to answer questions and gather feedback.

Should you have questions, or need additional information, please contact our project email address at NSPghVerticalClearance@gmail.com.

The meeting location is compliant with the Americans with Disabilities Act (ADA). In addition, if you or an individual with whom you are familiar does not speak English as the primary language and who has a limited ability to read, write, speak, or understand English desires to view these plans, or if you require special assistance to view the plans, or need additional information please contact the individual above.

Sincerely,

NORFOLK SOUTHERN RAILWAY COMPANY MICHAEL BAKER INTERNATIONAL



Rudy Husband
Resident Vice President



Kirsten N. Bowen, P.E.
Project Manager

The preceding letter was sent to the following officials:

LOCAL GOVERNMENT

PennDOT District 11-0, Allegheny County

Cheryl Moon-Sirianni, District Executive
45 Thoms Run Road
Bridgeville, PA 15017
(412) 429-5000

Allegheny County

Rich Fitzgerald, County Executive
101 County Courthouse
436 Grant Street
Pittsburgh, PA 15219
(412) 350-6500

Allegheny County Council

John DeFazio, President
County Courthouse
436 Grant Street, Room 119
Pittsburgh, PA 15219-2497
412-350-6490 (Phone) 412-350-6499 (FAX)
John.Defazio@alleghenycounty.us

City of Pittsburgh, Department of City Planning

Ray Gastil, Director
200 Ross Street, 4th Floor
Pittsburgh, PA 15219
412-255-2201
ray.gastil@pittsburghpa.gov

City of Pittsburgh, Department of Mobility and Infrastructure

Karina Ricks, Director
414 Grant Street
Pittsburgh, PA 15219
412-255-2373

City of Pittsburgh, Office of Mayor William Peduto

The Honorable William Peduto
414 Grant Street, Fifth Floor
Pittsburgh, PA 15219
412-255-2626

Pittsburgh City Council

The Honorable Darlene Harris
Pittsburgh City Council District 1
Suite 510, Floor 5
414 Grant Street
Pittsburgh, PA 15219
412-255-2135

The Honorable Daniel R. Lavelle
Pittsburgh City Council District 6
Suite 510, Floor 5
414 Grant Street
Pittsburgh, PA 15219
412-255-2134

Borough of Swissvale

Clyde Wilhelm, Borough Manager
7560 Roslyn Street
Swissvale, PA 15218
412-271-7101 (Phone) 412-271-5441 (FAX)
administrative@swissvaleborough.com

Borough of North Braddock

John Vahosky, Council President
600 Anderson Street
North Braddock, PA 15104
412-271-1306
admin@northbraddockborough.com



Borough of Braddock

Deborah Brown, Borough Manager
415 Sixth Street
Braddock, PA 15104
412-271-1018 (Phone) 412-271-7414 (FAX)
braddockmanager@comcast.net

STATE GOVERNMENT

**Pennsylvania House of Representatives,
District 19**

The Honorable Jake Wheatley, Jr.
2015-2017 Centre Avenue
Pittsburgh, PA 15219
412-471-7760 (Phone) 412-471-8056 (FAX)

**Pennsylvania House of Representatives,
District 20**

The Honorable Adam J. Ravenstahl
3689 California Avenue
Pittsburgh, PA 15212
412-321-5523 (Phone) 412-761-2303 (FAX)

**Pennsylvania House of Representatives,
District 34**

The Honorable Paul Costa
501 Braddock Avenue
Braddock, PA 15104
412-273-3400 (Phone) 412-273-3434 (FAX)

Pennsylvania State Senate, District 43

The Honorable Jay Costa, Jr.
1501 Ardmore Boulevard, Suite 403
Pittsburgh, PA 15221
412-241-6690 (Phone) 412-731-2332 (FAX)

Pennsylvania State Senate, District 42

The Honorable Wayne D. Fontana
932 Brookline Boulevard
Pittsburgh, PA 15226
412-344-2551 (Phone) 412-344-3400 (FAX)

Pennsylvania Senate, District 45

The Honorable James R. Brewster
One Monroeville Center
3824 Northern Pike, Suite 1015
Monroeville, PA 15146
412-380-2242 (Phone) 412-380-2249 (FAX)

EMERGENCY PERSONNEL

Pittsburgh Bureau of Police Headquarters

1203 Western Ave
Pittsburgh, PA 15233
(412) 323-7800

Bureau of Fire Headquarters

Darryl E. Jones, Fire Chief
200 Ross Street, 5th Floor
Pittsburgh, PA 15219
(412) 255-2860

EMS Headquarters

Robert Farrow, EMS Chief
700 Filbert Street
Pittsburgh, PA 15219
(412) 622-6930

Braddock Volunteer Fire Department

Tom Petrovic, Fire Chief
P.O. Box 284
Braddock, PA 15104



Braddock Boro Police Department

Frank DeBartolo, Chief
639 Corey Ave.
Braddock, PA 15104

Swissvale Fire Department

Clyde Wilhelm, Fire Chief
7400 Irvine St.
Swissvale, PA 15218

North Braddock Volunteer Fire Department

P.O. Box 188
Braddock, PA 15104

Swissvale Police Department

Ellis Watson, Police Chief
7560 Roslyn Street
Pittsburgh, PA 15218

North Braddock Police Department

600 Anderson St.
North Braddock, PA 15104

Letters of Invite to Open House

Public



May 29, 2018

«First_Name» «Last_Name» «Suffix»
«Organization»
«Address_Line_1»
«Address_Line_2»
«City» «State» «ZIP_Code»

RE: Allegheny County, City of Pittsburgh Norfolk Southern Vertical Clearance Project
Public Open House Invitation

Dear «Suffix» «Last_Name»:

Norfolk Southern, in coordination with Michael Baker International are pleased to invite you to attend a Public Open House being conducted for nine (9) track and railbed maintenance and improvement projects. The projects are part of the Pittsburgh Vertical Clearance Project being conducted in cooperation with the Pennsylvania Department of Transportation and the City of Pittsburgh.

SUBJECT: PUBLIC OPEN HOUSE
Pittsburgh Vertical Clearance Projects
DATE: Tuesday, June 26, 2018
TIME: 6:00 P.M. - 8:00 P.M. Open House
LOCATION: Children's Museum of Pittsburgh, Theatre, 10 Children's Way, Pittsburgh, PA 15212

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«First_Name» «Last_Name» «Suffix»

May 29, 2018

Page 2

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The Public Open House will be conducted from 6:00 P.M. to 8:00 P.M. in the Children's Museum of Pittsburgh Theatre. The project team will be available to answer questions and gather feedback.

Should you have questions, or need additional information, please contact our project email address at NSPghVerticalClearance@gmail.com.

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Sincerely,

NORFOLK SOUTHERN RAILWAY COMPANY MICHAEL BAKER INTERNATIONAL



Rudy Husband
Resident Vice President



Kirsten N. Bowen, P.E.
Project Manager

The preceding letter was sent to the following organizations and residences:

HISTORIC PRESERVATION ORGANIZATIONS

Pennsylvania State Historic Preservation Office

Ms. Cheryl Nagle
Commonwealth Keystone Building, Second
Floor
400 North Street
Harrisburg, PA 17120
717-783-9920 (Phone)
chnagle@pa.gov

Allegheny City Society

Ms. Ruth McCartan, President
9380 Cromwell Dr.
Pittsburgh, PA 15237
412-364-6132
theruths03@yahoo.com

Manchester Historic Society, Inc.

P. O. Box 99216
Pittsburgh, PA 15233
412-447-8692
manchesterhistoric@gmail.com

Pittsburgh History and Landmarks Foundation

Mr. Arthur P. Ziegler, Jr., President
100 West Station Square Drive, Suite 450
Pittsburgh, PA 15219
412 471-5808 (phone) 412-471-1633 (fax)
anne@phlf.org

Preservation Pittsburgh

Mr. Matthew W.C. Falcone, President
1501 Reedsdale Street, Suite 5003
Pittsburgh, PA 15233
412-256-8755 (phone)
scott.leib@asahq.com

Young Preservationists Association of Pittsburgh

Mr. Matthew Craig, Executive Director
Riverside Center for Innovation
700 River Avenue, Suite 318
Pittsburgh, PA 15212
412-342-8972 (phone)
matthew.craig@youngpreservationists.org

Swissvale Historical Society

1713 Hays Street
Pittsburgh, PA 15218

Rivers of Steel National Heritage Area

August R. Carlino, President & CEO
The Bost Building
623 E. Eighth Avenue
Homestead, PA 15120
412-464-4020 (phone) 412-464-4417 (FAX)
arcarlino@riversofsteel.com

The Pennsylvania Railroad Technical & Historical Society (PRRT&HS), Pittsburgh Chapter

Donald C. Coulter, President
4030 Logans Ferry Road
Monroeville, PA 15146-1345
donald.coulter3@verizon.net

National Railway Historical Society, Lancaster Chapter

Thomas C. Shenk, President
10 Railroad Ave
Christiana, PA 17509-1416
717-394-7000
fkurtz@nrhs1.org



Railroad Museum of Pennsylvania

Patrick C. Morrison,
Historic Site Administrator
300 Gap Road, PA Route 741
PO Box 125
Strasburg, PA 17579
717-687-8628
info@rrmuseumpa.org

Amtrak

Johnette Davies,
Senior Historic Preservation Specialist
30th Street Station
2955 Market Street, Mailbox 55,
Philadelphia, PA 19104
215-349-1354
Johnette.Davies@amtrak.com

NEIGHBORHOOD ORGANIZATIONS

Allegheny Commons Initiative

Ms. Erin Tobin, Project Director
45 S. 23rd Street
Pittsburgh, PA 15203
412-682-7275
etobin@pittsburghparks.org

Manchester Citizens Corporation

LaShawn Burton-Faulk, Executive Director
1319 Allegheny Avenue, First Floor
Pittsburgh, PA 15233
412-323-1743 (phone) 412-322-6448 (FAX)

Allegheny West Civic Council

Mr. John DeSantis, President
719 Brighton Road
Pittsburgh, PA 15233
412-298-2679
pgh.home@verizon.net

Mexican War Streets Society

Ms. Maggie Connor, President
P. O. Box 6588
Pittsburgh, PA 15212
412-559-9302
mexicanwarstreetssociety@gmail.com

Allegheny City Central Association

Mr. Patrick Dexter
P. O. Box 6255
Pittsburgh, PA 15212
412-465-0192
info@accapgh.org

North Side Leadership Conference

Mark T. Fatla, Esq., Executive Director
1319 Allegheny Avenue, Second Floor
Pittsburgh, PA 15233
412-231-4714 (Phone) 412-904-3828 (FAX)
mark@pittsburghnorthside.com

Allegheny Towne Corporation

1 Foster Square
Pittsburgh, PA 15212
412-321-3140

Pittsburgh Parks Conservancy

Jayne Miller, President and CEO
45 South 23rd Street, Suite 101
Pittsburgh, PA 15203
412-682-7275 (Phone) 412-622-0160 (FAX)

PROPERTY OWNERS BY PROJECT**Frazier Street Pedestrian Bridge****1120 Franklin Avenue**

Loyal Order of Moose Braddock Lodge #57
1120 Franklin Avenue
Braddock, PA 15104-2622

1114 Franklin Avenue

Robert E. Miller
162 6th Avenue
Pittsburgh, PA 15229-1290

1114 Franklin Avenue (Rear, vacant parcel)

Darlene Mason
8 Palisades Plaza, Apartment A3
Braddock, PA 15104-1055

Overland Street**242 Hawkins Avenue**

Alexander Thomas Company
513 Court Place
Pittsburgh, PA 15219-2002

238 Hawkins Avenue (vacant parcel)

Bernard P. and Andrea Tomasic
223 Hawkins Avenue
Braddock, PA 15104-2166

232 Hawkins Avenue

S Phantom Properties, LLC
232 Hawkins Avenue
Braddock, PA 15104-2117

434 Frazier Street

Walter and Diane M. Stewart
318 Palma Street
North Versailles, PA 15137-1434

1031-1035 Frazier Street

Allegheny County Housing Authority
625 Stanwix Street, Floor 12
Pittsburgh, PA 15222-1417

125 Corey Avenue

1998 Irrevocable Trust for Issue of Michael
Litma
480 Lincoln Highway
North Versailles, PA 15137-1682

135 Corey Avenue

Hox Management LP
200 Commonwealth Drive
Warrendale, PA 15086-7507

201 Corey Avenue

Hox Management LP
200 Commonwealth Drive
Warrendale, PA 15086-7507



Amtrak Station

1100 Liberty Avenue (Union Station)

100 Liberty Owner LLC
216 E. 45th Street, Suite 1200
New York, NY 10017-3341

Liberty Avenue (portion of train shed)

Commonwealth of Pennsylvania
300 Liberty Avenue
Pittsburgh, PA 15222-1210

0 Grant Street (Amtrak Station)

National Passenger Railroad Corporation
(Amtrak)
60 Massachusetts Avenue NE, Floor 4
Washington, DC 20002-4285

Merchant Street

Allegheny Commons Park

City of Pittsburgh
City-County Building
414 Grant Street, Room 200
Pittsburgh, PA 15219-2409

0 27th Street (portion of train shed)

Port Authority of Allegheny County
345 6th Avenue, Third Floor
Pittsburgh, PA 15222-2541

Right-of-Way (portion of train shed)

CONRAIL
110 Franklin Road, SE
Roanoke, VA 24042-0002

0 Martindale Street

501 Martindale Associates, LP
501 Martindale Street
Pittsburgh, PA 15212-5844

W. North Avenue Bridge**900 Brighton Road**

Allegheny West Civic Council
806 Western Avenue
Pittsburgh, PA 15233

907 Brighton Road

Motohiro Brown Living Trust/
Diana L. Brown Living Trust
1037 W. Altgeld Street
Chicago, IL 60614-2208

913 Brighton Road

Robert I. and Carole E. Malakoff
913 Brighton Road
Pittsburgh, PA 15333-1707

917 Brighton Road

Michael A. and Beth A. Zappa
917 Brighton Road
Pittsburgh, PA 15233-1707

925 Brighton Road

Marcie, LP
925 Brighton Road
Pittsburgh, PA 15233-1707

800 Beech Avenue

Annette C. Trunzo
800 Beech Avenue
Pittsburgh, PA 15233-1704

804 Beech Avenue

Vincent C. Neiswonger
804 Beech Avenue
Pittsburgh, PA 15233-1704

806 Beech Avenue

Daniel F. and Rosalie Angelucci
37555 Townhall Street
Harrison Township, MI 48045-5530

810 Beech Avenue

Andrew J. Wolfinger
1001 Brighton Road
Pittsburgh, PA 15233-1708

812 Beech Avenue

Robert W. and Michele P. Johnson
812 Beech Avenue
Pittsburgh, PA 15233-1704

814 Beech Avenue

Margaret S. McNamara
814 Beech Avenue
Pittsburgh, PA 15233-1704

800-814 Beech Avenue

West Park Renaissance, LP
941 Penn Avenue, Unit 201
Pittsburgh, PA 15222-3844

825-845 W. North Avenue

Gramax, LLC
831 W. North Avenue
Pittsburgh, PA 15233-1616

810 W. North Avenue

810 W. North Ave Associates, LP
1008 Brianna Lane
Bethel Park, PA 15102-3795

828 W. North Avenue

828 W. North Ave Associates, LP
1008 Brianna Lane
Bethel Park, PA 15102-3795

840 W. North Avenue

Stables Development, LP
P. O. Box 99938
Pittsburgh, PA 15233-0938

**1201 Brighton Road**

Buncher Company
1300 Penn Avenue, Suite 300
Pittsburgh, PA 15222-4211

1215 Brighton Road

FDPITT, LLC
P. O. Box 5540
Johnstown, PA 15904-5540

1204 Brighton Road

Marshall & Wendy Riggs
1204 Brighton Road
Pittsburgh, PA 15233-1602

1210 Brighton Road

Jameson McCoy O'Donnell
1210 Brighton Road
Pittsburgh, PA 15233-1602

1212 Brighton Road

James R. Lawrence
1237 Buena Vista Street
Pittsburgh, PA 15212-4530

Pennsylvania Avenue Bridge**900 Pennsylvania Avenue**

United States Postal Service
P. O. Box 27497
Greensboro, NC 27498-1103

901 Pennsylvania Avenue

901 Pennsylvania, LP
1213 Galveston Avenue
Pittsburgh, PA 15233-1603

912 Behan Street

Peter Wright, LLC
912 Behan Street
Pittsburgh, PA 15233-1625

1214 Brighton Road

Ellyn, Inc.
1244 Resaca Place
Pittsburgh, PA 15212-4519

1216 Brighton Road

Ellyn, Inc.
1244 Resaca Place
Pittsburgh, PA 15212-4519

1218 Brighton Road

James Stanley Johnston
1218 Brighton Road
Pittsburgh, PA 15233-1602

710 W. North Avenue

West Park Court Housing. LP
1670 Golden Mile Highway
Monroeville, PA 15146-2002

616 W. North Avenue

Trinity Lutheran Church
616 W. North Avenue
Pittsburgh, PA 15212-4538

850 Pennsylvania Avenue

850 Pennsylvania Avenue, LLC
1300 Brighton Road
Pittsburgh, PA 15233-1630

820 Pennsylvania Avenue

Quik-It, Inc.
820 Pennsylvania Avenue
Pittsburgh, PA 15233-1407

802 Pennsylvania Avenue

Ventura Revocable Trust
3241 Henrich Farm Lane
Allison Park, PA 15101-1513



0 Pennsylvania Avenue

1300 Brighton Road Associates, LLC
1300 Brighton Road
Pittsburgh, PA 15233-1630

809 Pennsylvania Avenue

Martin M. Warhola
809 Pennsylvania Avenue
Pittsburgh, PA 15233-1406

817-825 Pennsylvania Avenue

Paul Warhola Scrap Metal, Inc.
P. O. Box 100016
Pittsburgh, PA 15233-0016

870 Riversea Road

W.W. Patterson Company
870 Riversea Road
Pittsburgh, PA 15233-1627

Open House Agenda

Pittsburgh Vertical Clearance Project
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
Allegheny County, Pennsylvania

PUBLIC OPEN HOUSE – INFORMATION GATHERING and PROJECT OVERVIEW

DATE: Tuesday, June 26, 2018

TIME: Arrive at 4pm for Briefing
 Doors open at 4:45 p.m.
 Public Officials Open House from 5:00 – 5:30 p.m.
 Public Open House from 6:00 – 8:00 p.m.

LOCATION: Children’s Museum of Pittsburgh – Theatre
 10 Children’s Way
 Pittsburgh, PA 15212

PURPOSE: To gather public input

ANNOUNCEMENTS: Letters to Public Officials and Impacted Property Owners
 Newspaper Advertisements (North Side Chronicle and Pittsburgh Post-Gazette)

	EQUIPMENT/ Materials	STAFF		DISPLAYS
Station 1: Registration Area	Sign-in Sheets Pencils 3 Easels	Kirsten Bowen Ted Coffey Dennis Plitt Mike Wigley (for double stack board and project areas)	• Comment Form • Instruct on Open House Agenda • Pencils • clipboards	Welcome Board Overall Project Map Double Stack Board
Station 2: Historic	6 Easels, Post-its	Tim Zinn Justin Greenawalt		PA History Code Flow Chart 4 APE Boards (North, Pennsylvania, Columbus and OC Bridge)
Station 3: Historic	5 Easels, Post-its	Joe Passmore Jesse Belfast		5 APE Boards (Frazier, Overland, Washington, Amtrak & Merchant)
Station 4: Overland Street over NSRC and Washington Street over NSRC	2 Easels, Post-its	Neal Brown Ben Taggart		Overland Street Board and Washington Street Board

Pittsburgh Vertical Clearance Project
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Allegheny County, Pennsylvania

PUBLIC OPEN HOUSE – INFORMATION GATHERING and PROJECT OVERVIEW

	EQUIPMENT/ Materials	STAFF		DISPLAYS
Station 5: Amtrak Station and NSRC over Merchant Street	2 Easels, Post-its	Kevin Hauschildt		Amtrak Board Merchant Street Boards
Station 6: Frazier Street Pedestrian Bridge over NSRC Allegheny Commons Ped Bridge	2 Easels, Post-its	Greg May		Frazier Street Board AC Ped Bridge Board
Station 7: North Avenue Over NSRC	1 Easel, Table Post-its	Wendy Berrill Justin Bouscher Jonathan Hocker		North Avenue Board North Avenue Alts
Station 8: Pennsylvania Avenue over NSRC	1 Easel, Table Post-its	Clayton Fisher Joe Hall Shawn Starling		Pennsylvania Avenue Board Pennsylvania Avenue Alts
Station 9: Columbus Avenue Over NSRC and Ohio Connecting Bridge over NSRC	2 Easels, Post-its	Todd Willoughby		Columbus Avenue Board OC Bridge Board
	24total easels 22 post it packs			

Additional staff available to float to stations or help with registrations:

Lisa Cooper, Jen Granger - JMT

David Moore – Earth and Water Group

Cheryl Moon-Sirianni, Mark Young, David Conrad, David Anthony - PennDOT

Rudy Husband, Jon Glass - NS

Staff was encouraged to float to other stations

Open House Handouts

INFORMATION GATHERING and PROJECT OVERVIEW OPEN HOUSE

Pittsburgh Vertical Clearance Projects

City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania

JUNE 26, 2018

Comment Form

Purpose of this Comment Form - This form provides the opportunity for the public to identify issues, provide comments, and scoping input regarding the nine (9) proposed Pittsburgh Vertical Clearance Projects. The project team is interested in your opinion of the potential impacts to your neighborhood relating to the proposed projects. The information will be used for scoping and development of the appropriate environmental analysis of effects and documentation under State History Code and Section 2002/Commonwealth of Pennsylvania Act 120, and related requirements. Due to the complexity of the project development process many factors must be weighed in making decisions on the projects and it must be understood that the comments provided are for consideration purposes.

Project Purpose:

The primary purpose of these clearance projects is to modernize both the rail and roadway networks in the City of Pittsburgh and Allegheny County to allow for double-stack intermodal trains along NSRC's Pittsburgh Line and Fort Wayne Line. The railroad's business is connected to jobs, economics, environmental benefits, and more efficient delivery of goods. NSRC's intermodal business is one way we are working to achieve a long-term sustainable balance between our business needs and the impact of railroad operations on the environment. Replacing, removing, or modifying these nine facilities to allow sufficient clearance for double stack intermodal freight trains will create a safer, more reliable and environmentally beneficial transportation network for both NSRC and the surrounding communities. Containers often are loaded two high, or "double-stacked," to allow twice as many shipments to be moved on one intermodal train. This saves customers money, enhances transportation efficiencies, and supports NSRC's conservation efforts by saving fuel and reducing emissions. On average, railroads are four times more fuel efficient than trucks. As a point of reference, one intermodal double-stack train can remove up to 300 trucks off congested highways. Not only does this mean less traffic for all, it means less pollution, improved fuel conservation, and less stress on highways—which reduces road repair costs.

DRAFT Project Need Statement:

The following transportation needs have been identified for these projects:

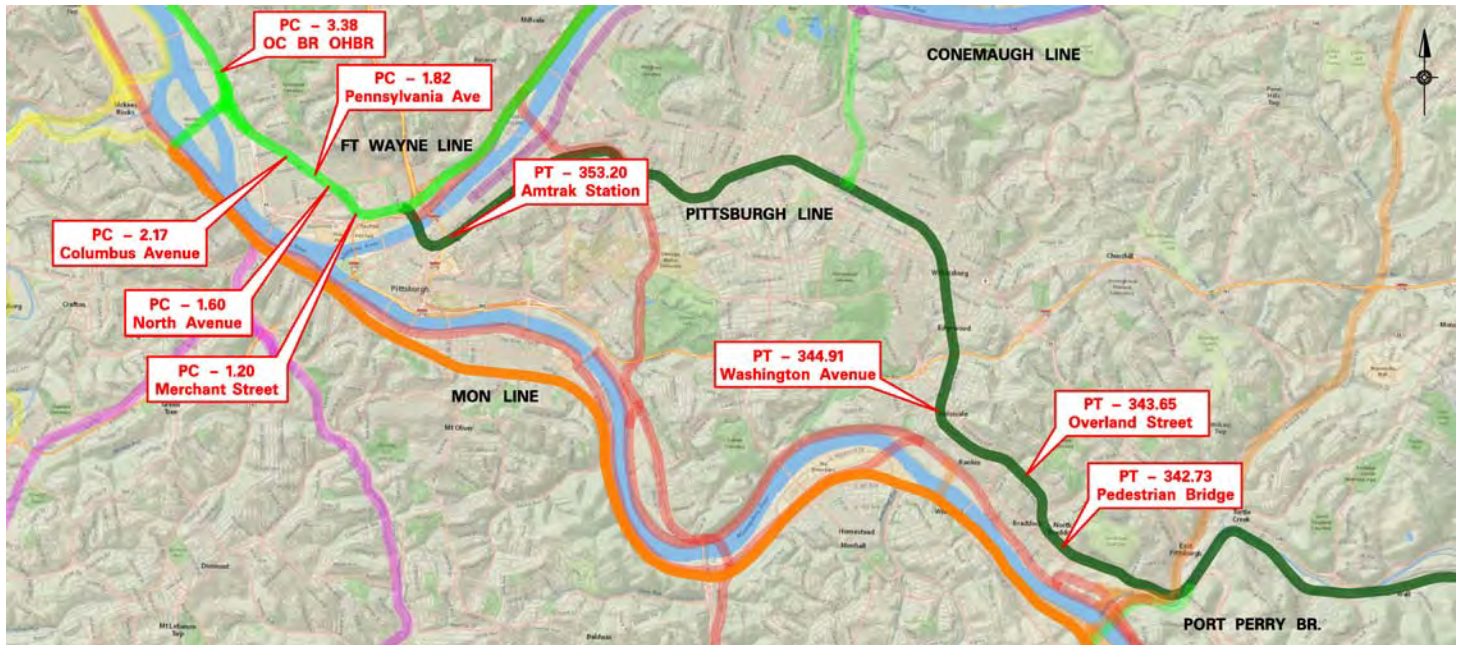
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

Achievement of these needs should be achieved by applying a sound engineering approach of appropriate scale to address the transportation needs of these projects.

Alternatives:

Comment is requested regarding alternatives and ability to meet the purpose and need for the projects. Alternatives include the no action alternative, alternative route alternatives, and the proposed projects; as well as alternatives relating to the manner in which an alternative is constructed or developed. Alternatives should be reasonable and prudent, and meet the purpose and need.

Project Locations:



1. The nine (9) project locations are listed below. In which location(s) are you most interested?

- ☐ Frazier Street Pedestrian Bridge over NSRC
 - ☐ Overland Street over NSRC
 - ☐ Washington Street over NSRC
 - ☐ Amtrak Station
 - ☐ NSRC over Merchant Street
 - ☐ North Avenue over NSRC
 - ☐ Pennsylvania Avenue over NSRC
 - ☐ Columbus Avenue over NSRC
 - ☐ Ohio Connecting Bridge over NSRC
 - ☐ All Locations *(Please explain)*

Why: _____

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|--|
| ☐ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
| ☐ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☐ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (<i>Please explain</i>) |

Why: _____

[illegible]

3. Please identify any other concerns you have below.

Comments: _____

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Voluntary Information

Name _____

Street Address

Phone

Email

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

Additional Comments:

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Please place completed Comment Forms in the comment box at the sign-in table.
Additional comments may be emailed or mailed to the following addresses by July 10, 2018.
The team can also be reached at NSPghVerticalClearance@gmail.com

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**



NORFOLK SOUTHERN IN PENNSYLVANIA

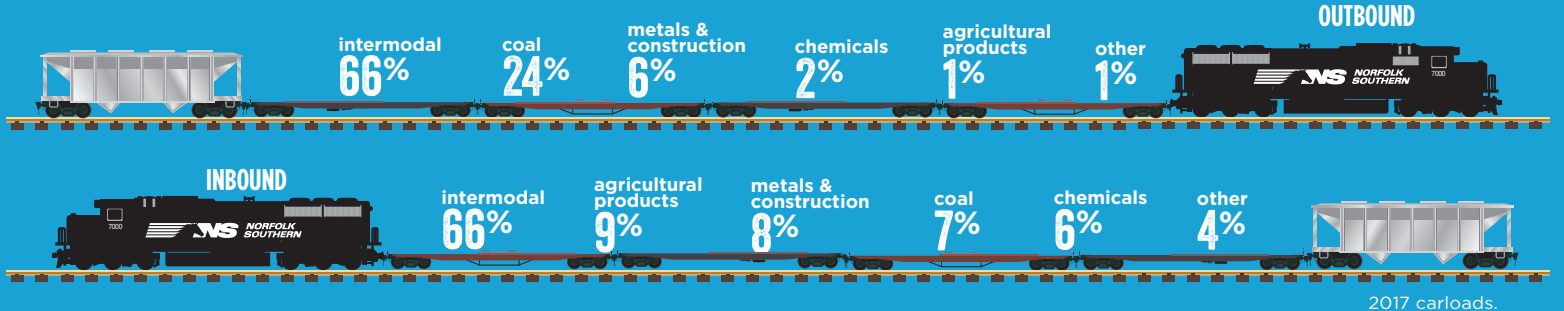
BEHIND EVERY NS TRAIN IS AN EXTENSIVE NETWORK OF TRACK AND TERMINALS, A FLEET OF SOPHISTICATED LOCOMOTIVES AND FREIGHT CARS, AND A TEAM OF DEDICATED EMPLOYEES WHO WORK AROUND THE CLOCK TO PROVIDE SAFE AND RELIABLE RAIL TRANSPORTATION.



INFRASTRUCTURE in Pennsylvania

2,402 Miles of Track Operated
1,468 Bridges
2,280 Grade Crossings (public and private)

WHAT NS MOVES BY RAIL IN THE KEYSTONE STATE



Norfolk Southern and the Pennsylvania Community



PEOPLE

4,650 NS Employees
2,685 Railroad Retirement Recipients

ECONOMIC IMPACT

pays **\$306 MILLION**
PAYROLL

invests **\$66 MILLION**

INFRASTRUCTURE & FACILITIES

spends **\$938 MILLION**

PURCHASES, PAYMENTS, & TAXES

PARTNERSHIPS



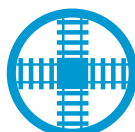
BUSINESS MAGNET

NS helped 5 industries locate or expand in 2017, resulting in: **\$50 MILLION** CUSTOMER INVESTMENT



CHARITABLE GIVING

The NS Foundation contributed **\$2.2 MILLION** to Pennsylvania communities over the last five years.



CONNECTIONS

NS tracks connect with 48 short line railroads in Pennsylvania.



PASSENGER RAIL

Amtrak operates 4 regularly scheduled passenger trains over NS tracks in Pennsylvania.

JUNIATA LOCOMOTIVE SHOP

- Located in Altoona, Pa.
- Largest locomotive repair shop in North America.
- Covers 70 acres.
- Innovative rebuild program recycles older locomotives into like-new units in 6.5 days at half the cost of new ones.
- Employs 900+ people.



CONNECT WITH NS
www.nscorp.com



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2017 data. 10.0616.10593.1



Open House Display Boards

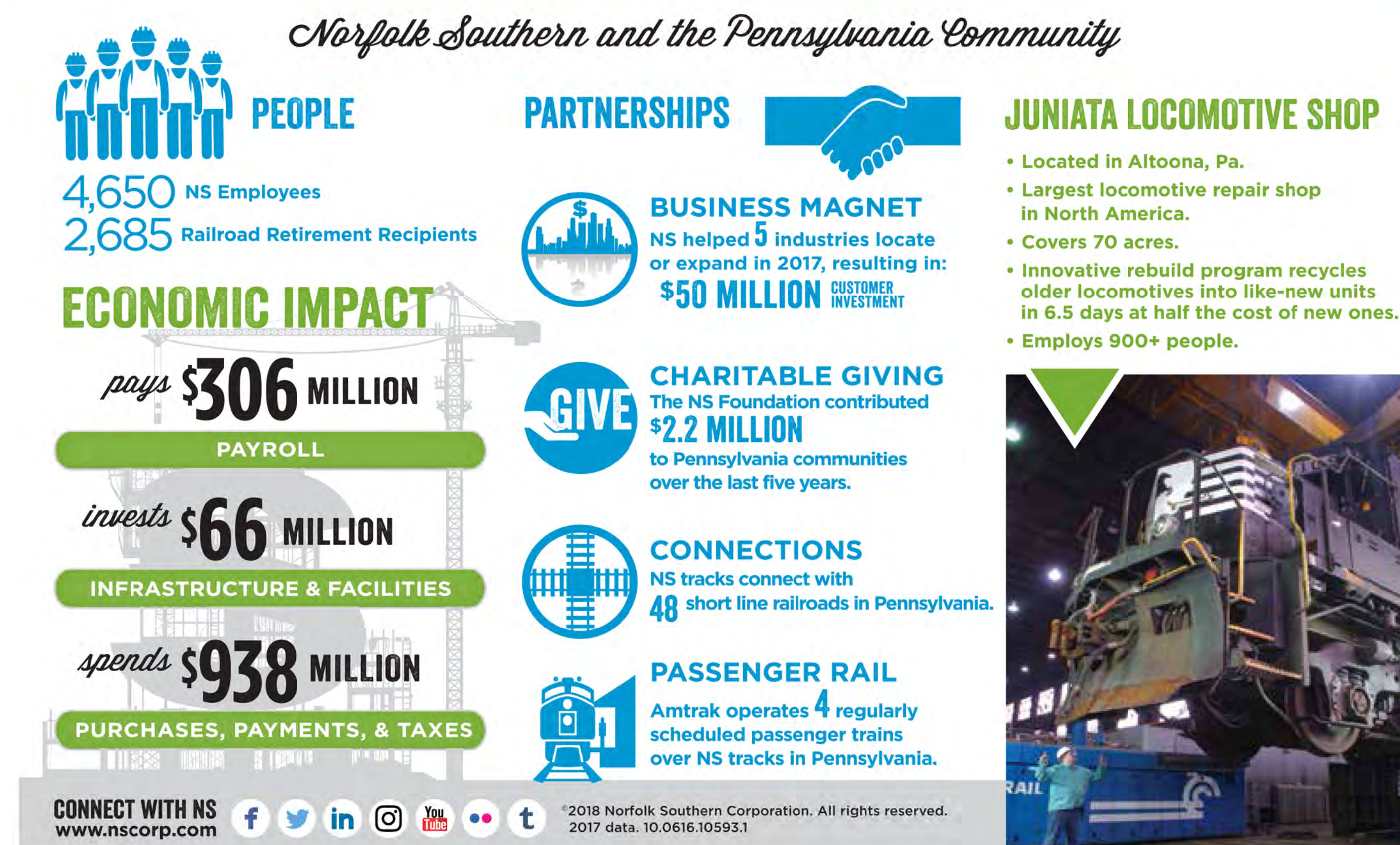
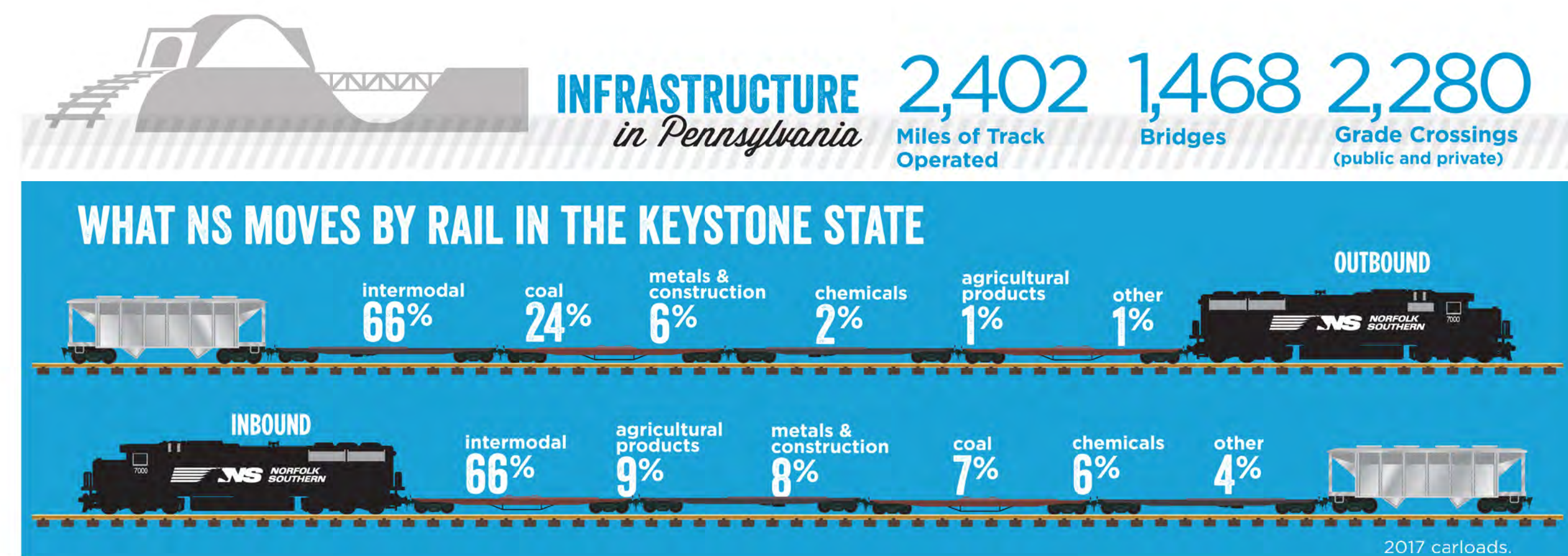
PUBLIC OPEN HOUSE INFORMATION GATHERING and PUBLIC SCOPING

WELCOME

PITTSBURGH VERTICAL CLEARANCE PROJECT

**CITY OF PITTSBURGH, BOROUGH OF
SWISSVALE, BOROUGH OF BRADDOCK,
BOROUGH OF NORTH BRADDOCK,
ALLEGHENY COUNTY**

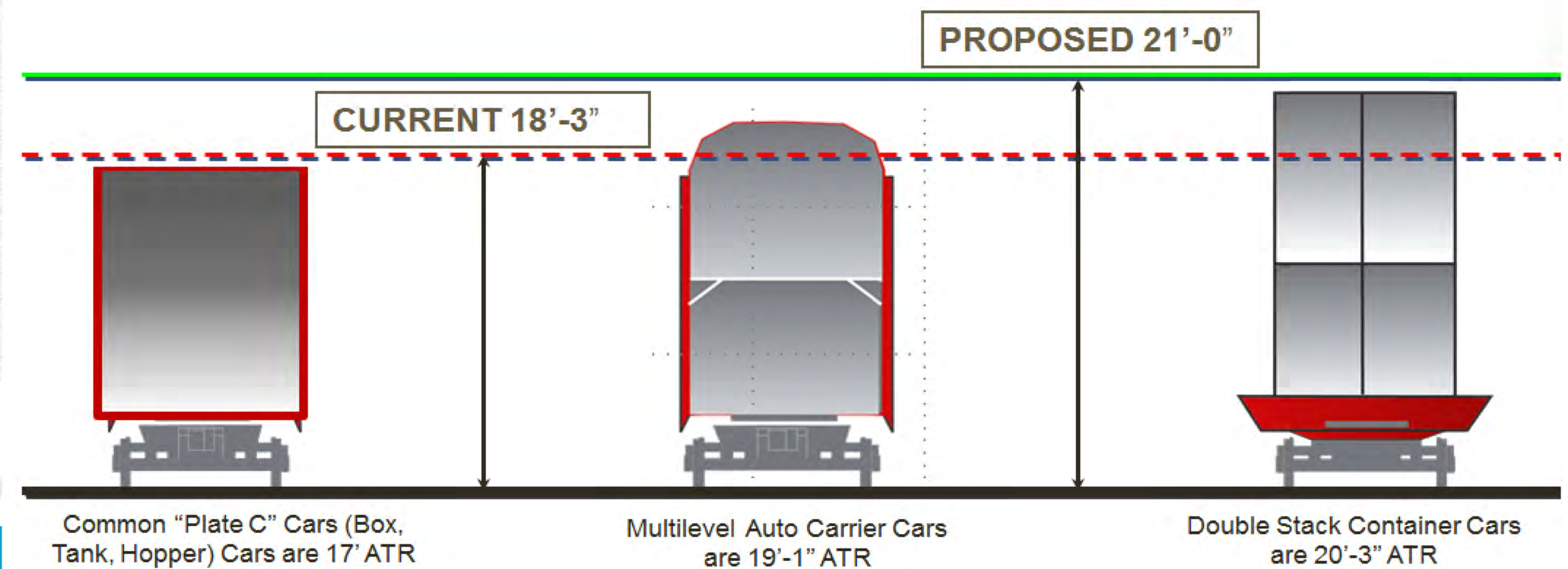




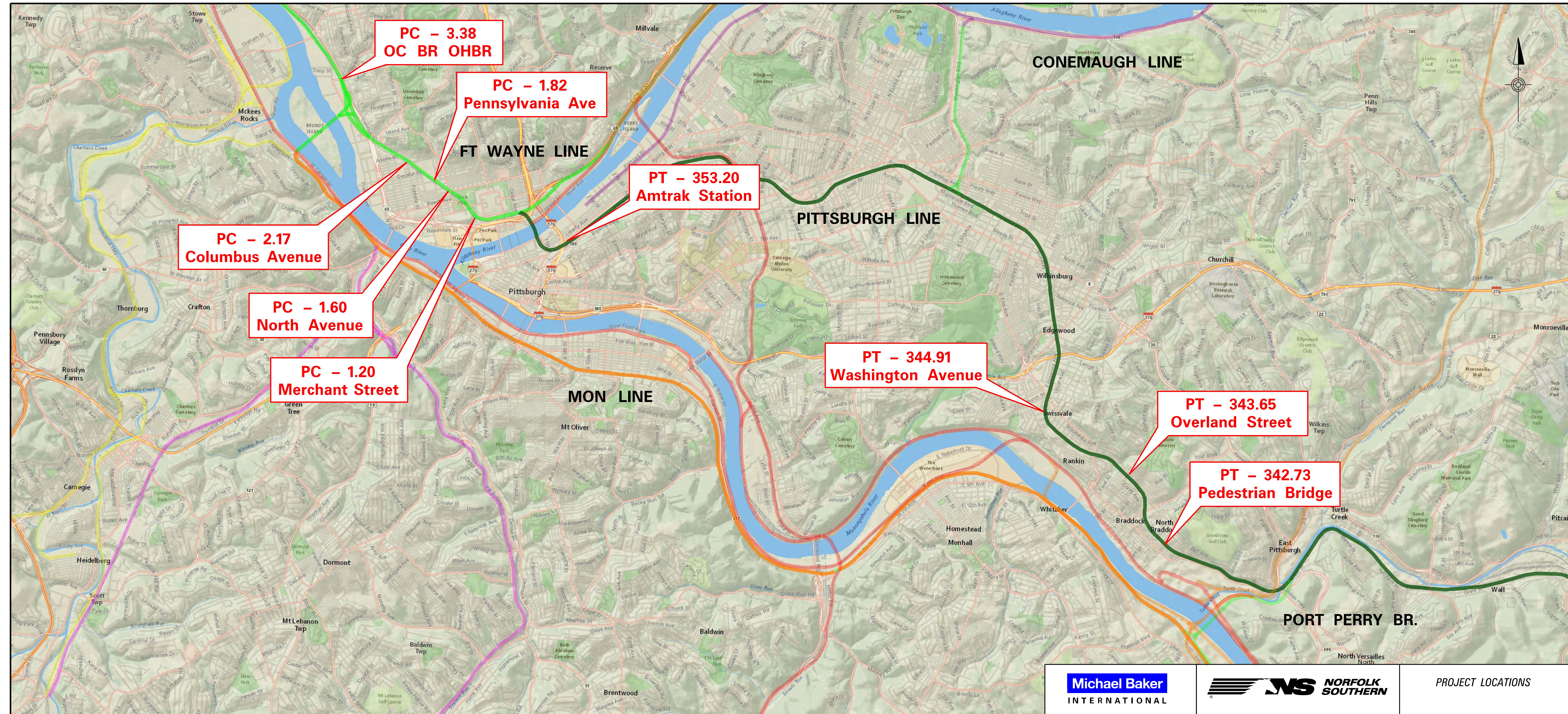
What is driving the need for the proposed Clearance Improvement Project?

Less than standard Vertical Clearances

Current: 18'-3" okay for only **some** equipment
Proposed: 21'-0" adequate for **all** equipment in U.S. Rail Network



Heights of Various Rail Equipment Operated in Interchange on the U.S. Rail Network



Pennsylvania History Code

The State History Code (Pennsylvania Consolidated Statute, Title 37, Historical and Museums) is the applicable state law and applies to the following types of projects:

- Projects on Commonwealth land or involving Commonwealth property
- **Projects requiring state licensing, funding, or permitting**
- Projects being undertaken by Commonwealth agencies or instrumentalities of the state

To ensure consistency for projects with both federal and state involvement, the Pennsylvania State Historic Preservation Office (PASHPO) follows the compliance process for Section 106 of the National Historic Preservation Act in the review of state actions.

Flow Chart for Complying with the Pennsylvania History Code

Pennsylvania Consolidated Statute, Title 37, Historical and Museums

Initiate Review with PA SHPO

Establish undertaking
Notify the SHPO
(PA Historical & Museum Commission)
Plan to involve the public
Identify other **Consulting Parties**

➤ **No undertaking / no potential to cause effects**

Consulting Parties are individuals and organizations with a demonstrated legal, economic, or historic interest in the project, such as [municipal officials](#), [property owners](#), and [historical organizations](#). The role of consulting parties is to provide input on historic properties, project impacts (effects), and measures to avoid, minimize and mitigate adverse effects on historic properties.

➤ **Undertaking is type that might affect historic properties**

Identify Historic Properties

Determine scope of efforts
Establish **Area of Potential Effects**
Identify historic properties
Evaluate historic significance

➤ **No historic properties present**

Area of Potential Effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly, cause changes in the character or use of historic properties, if any such properties exist. For this undertaking, the APE includes, at a minimum, a one-parcel buffer beyond the construction limits of each individual project area.

➤ **Historic properties are affected**

Assess Adverse Effects

Apply criteria of adverse effect

➤ **No historic properties adversely affected**

➤ **Historic properties are adversely affected**

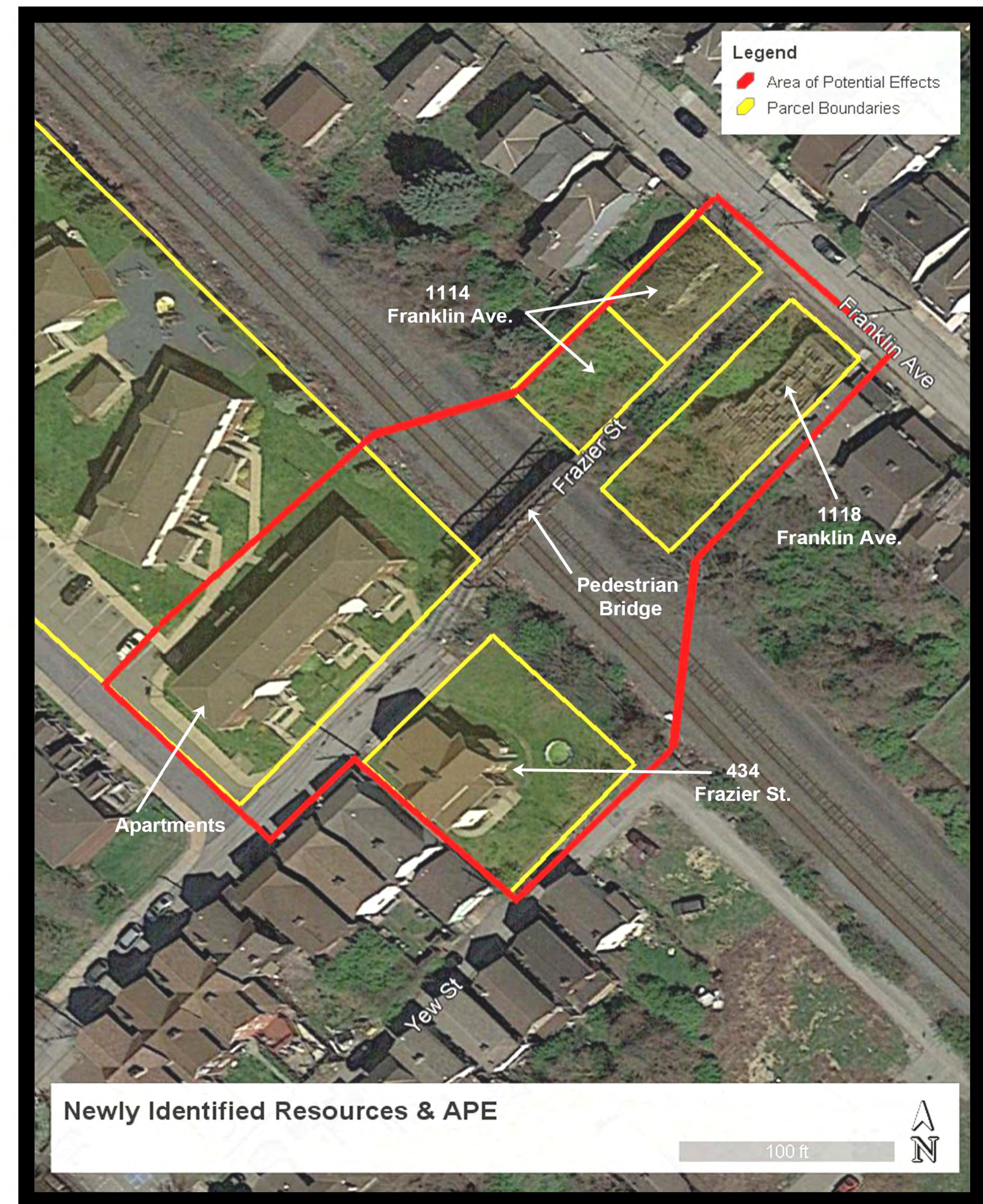
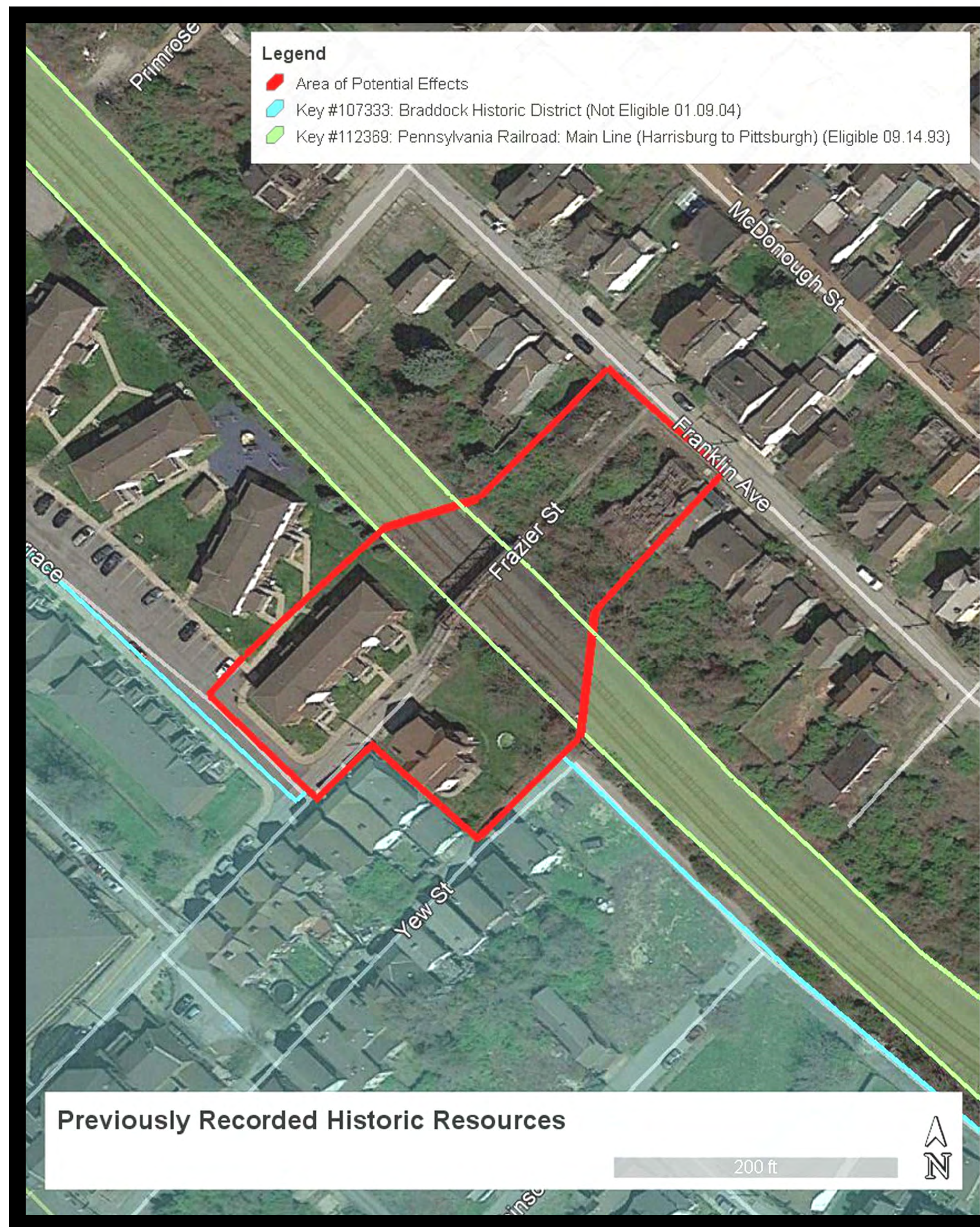
Resolve Adverse Effects

Continue consultation

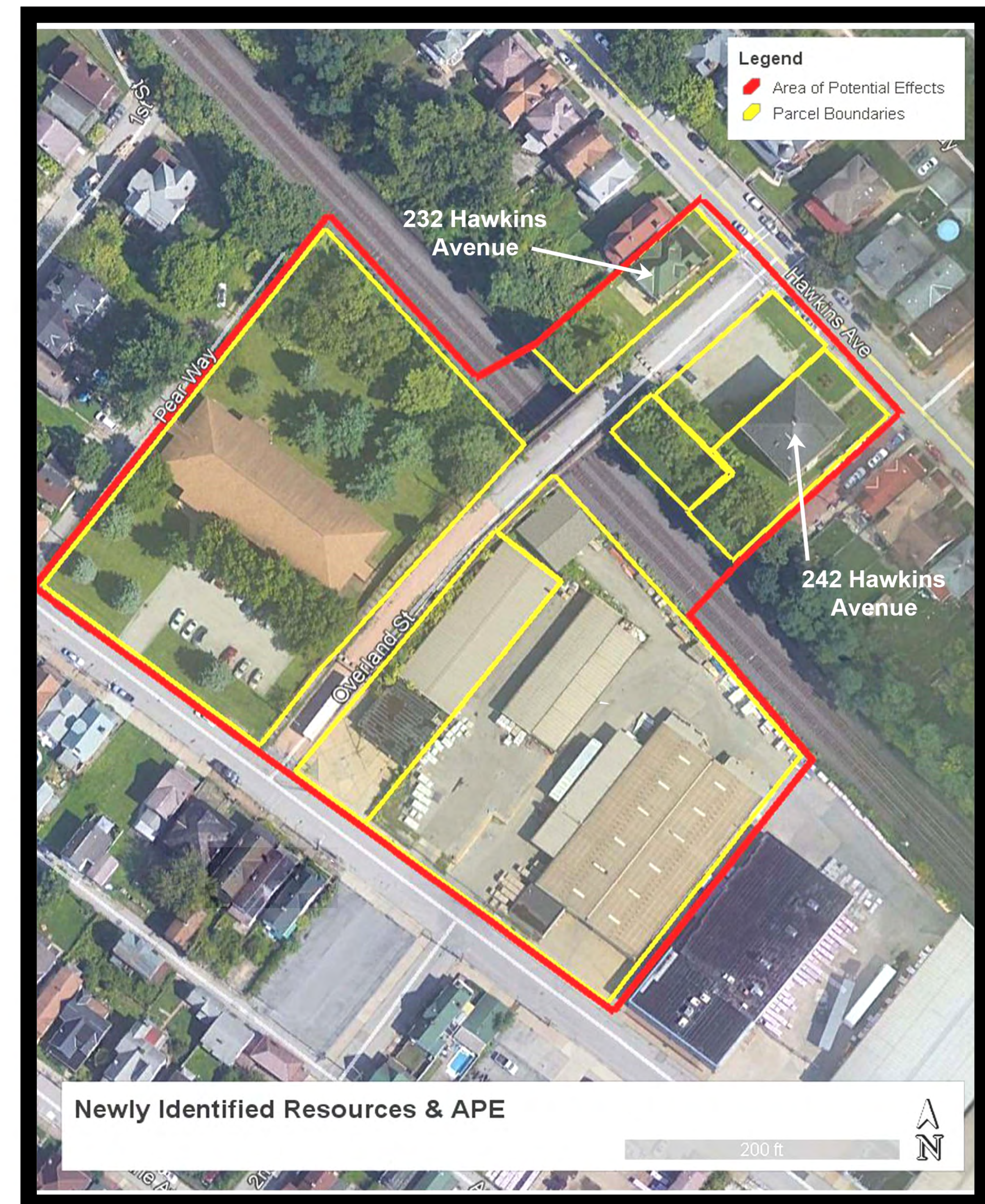
➤ **Memorandum of Agreement (MOA)**

➤ **FAILURE TO AGREE**

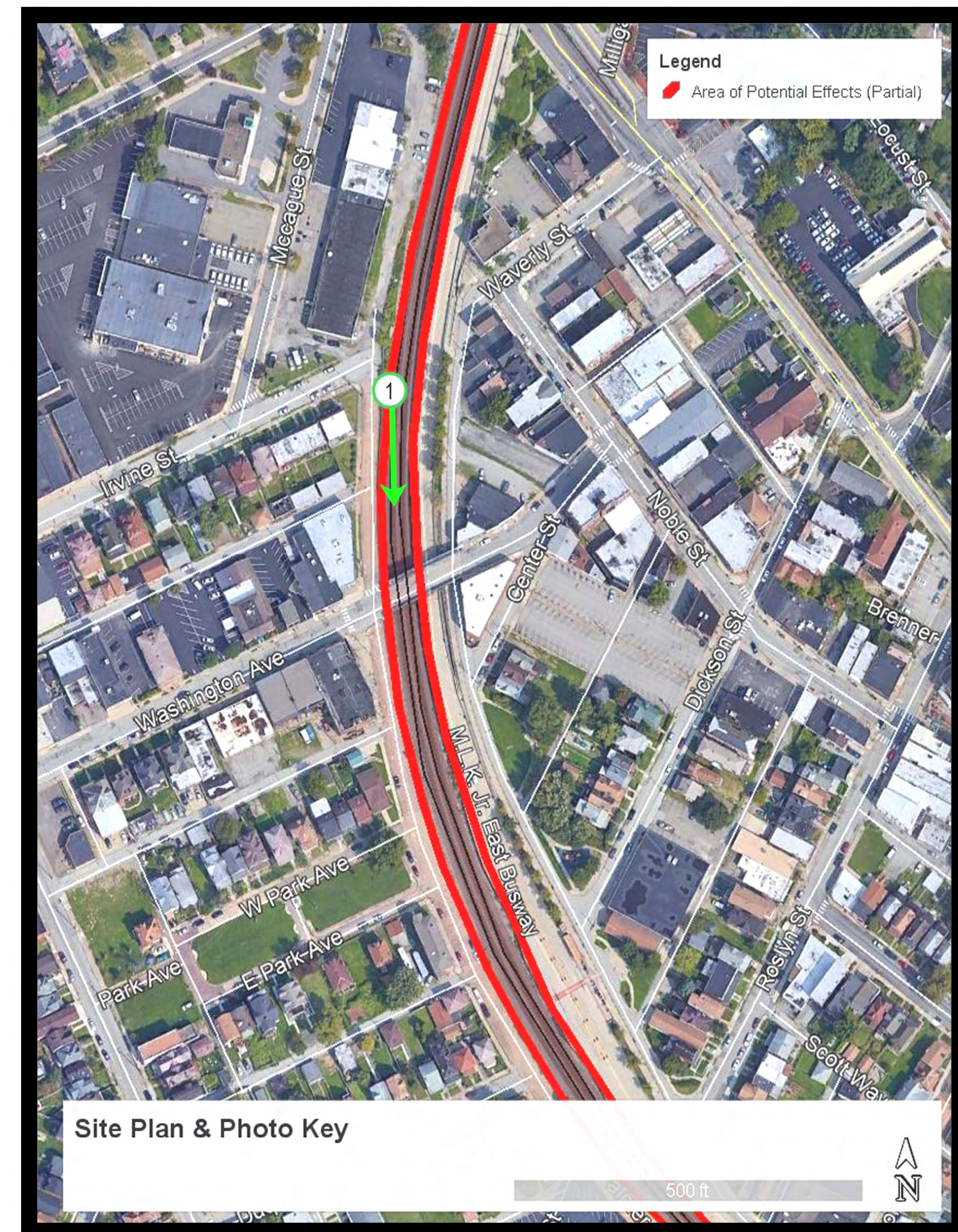
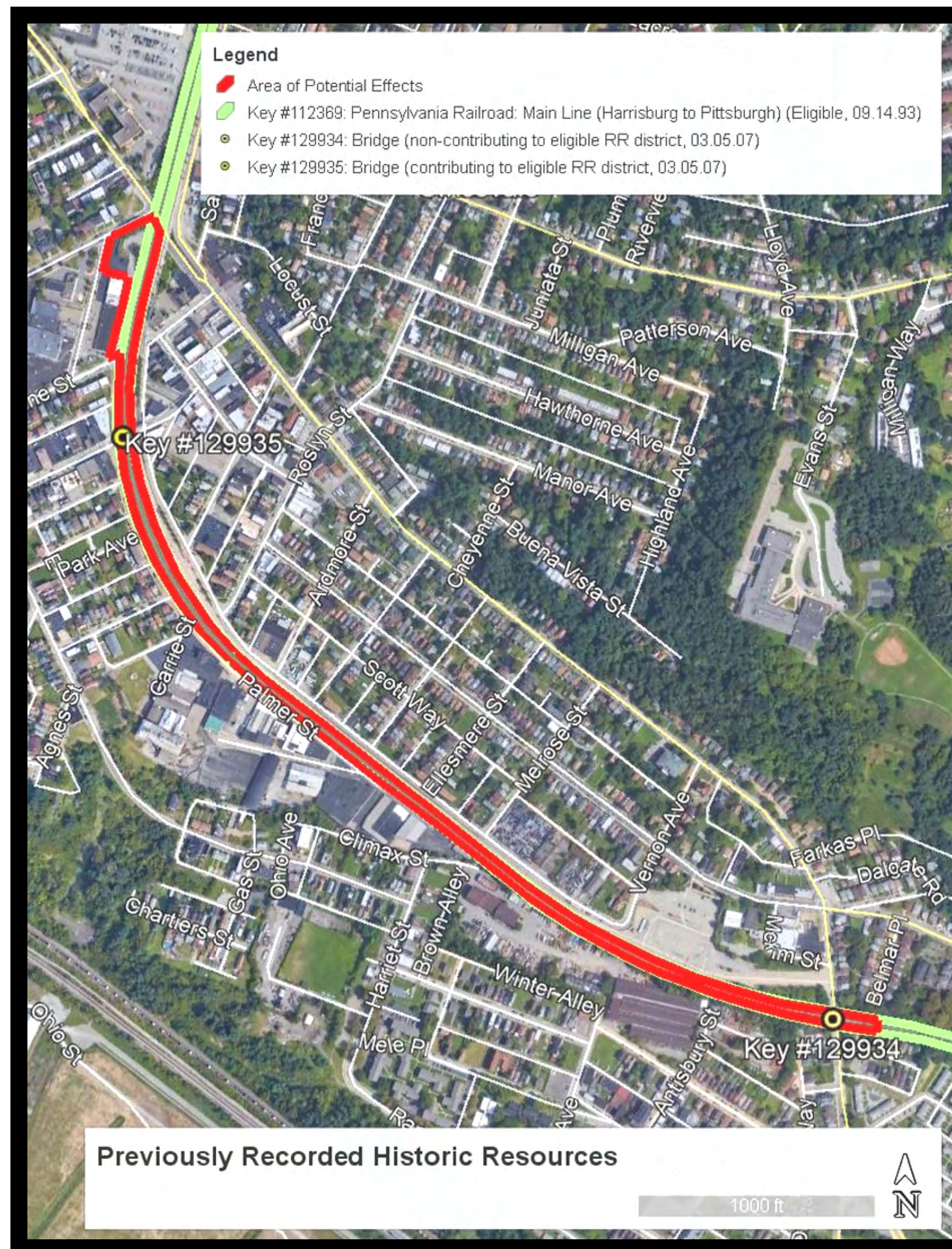
➤ **PA SHPO COMMENT**



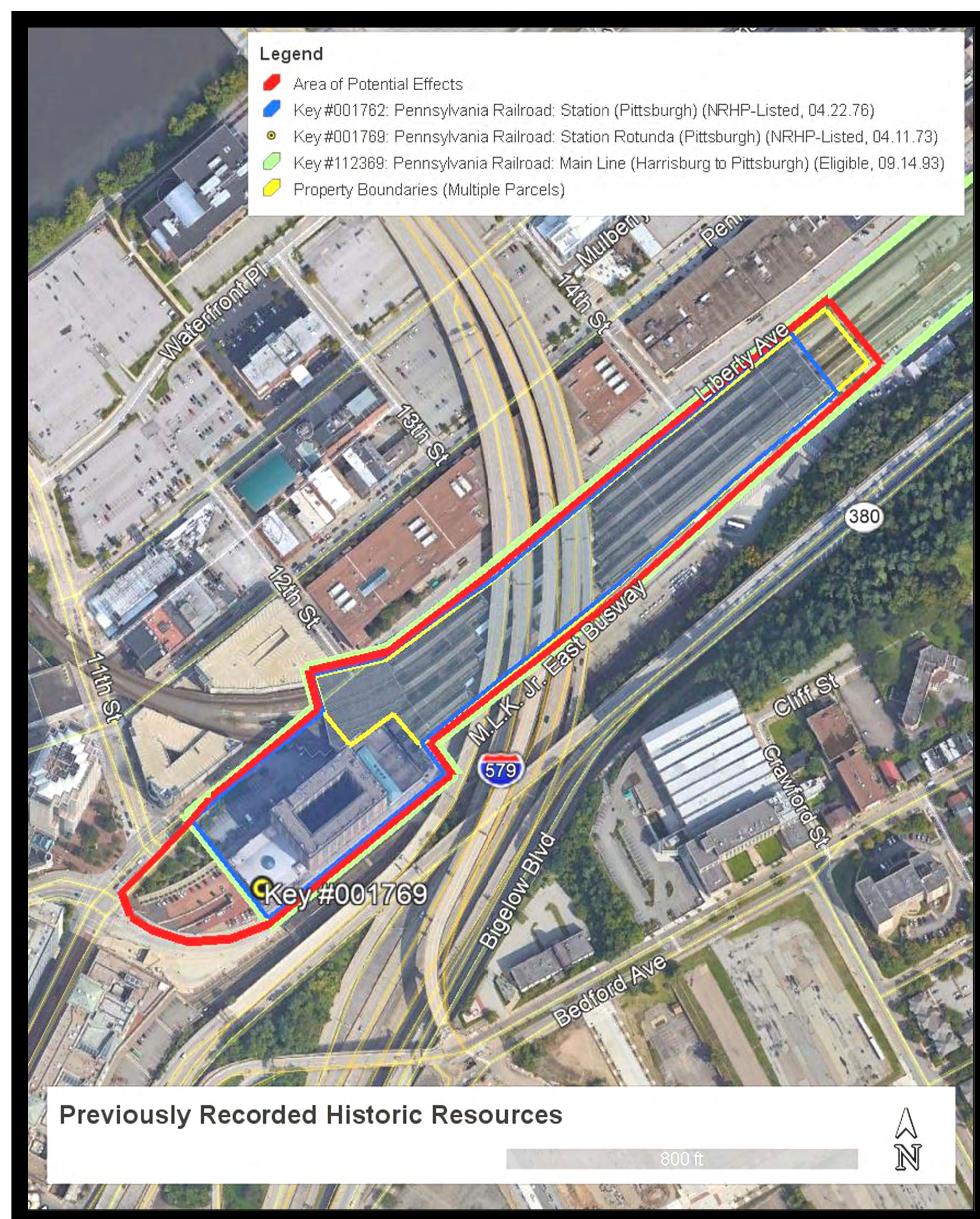
FRAZIER STREET PEDESTRIAN BRIDGE **BOROUGHES OF BRADDOCK AND NORTH BRADDOCK**



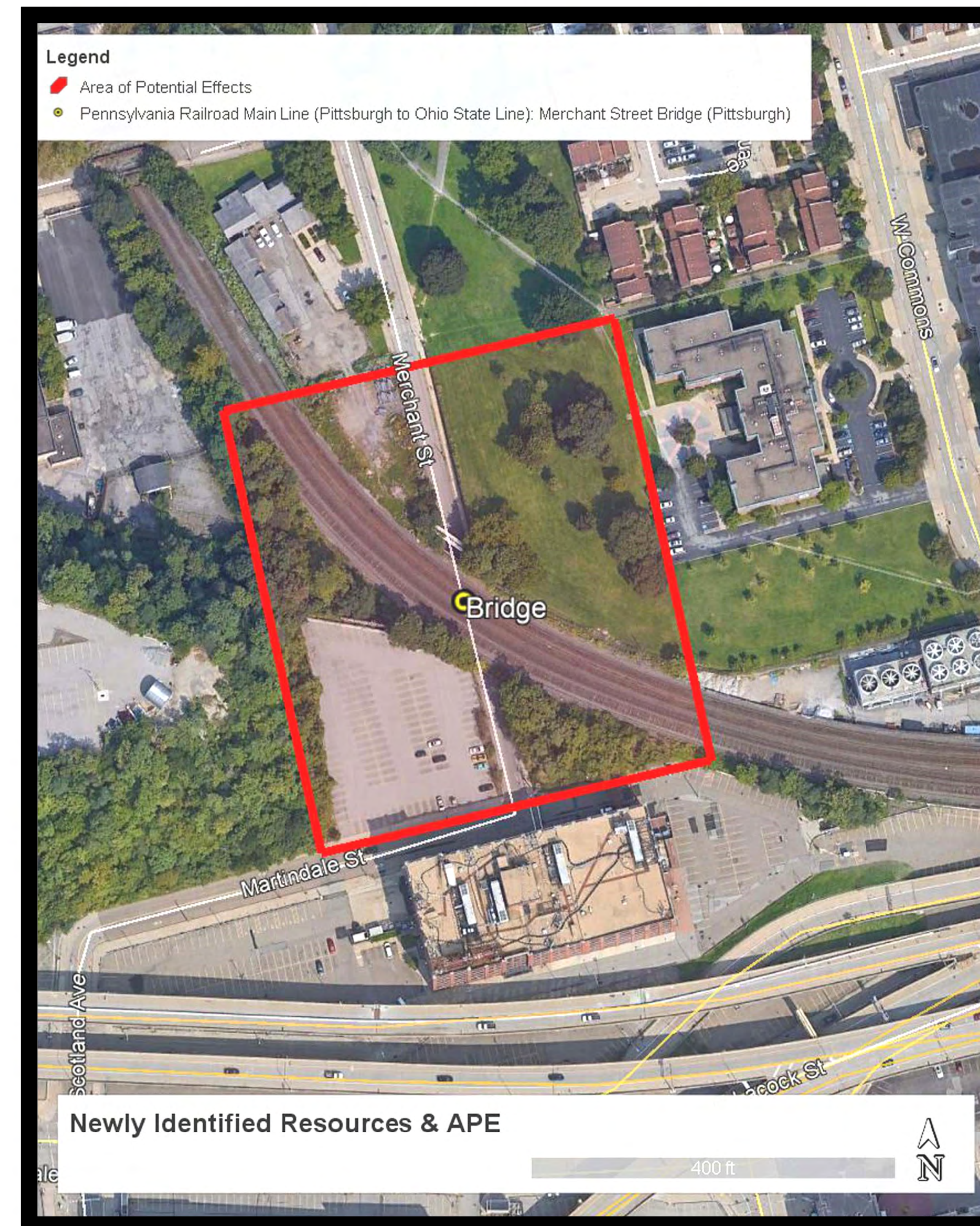
OVERLAND STREET BRIDGE BOROUGH OF BRADDOCK AND NORTH BRADDOCK



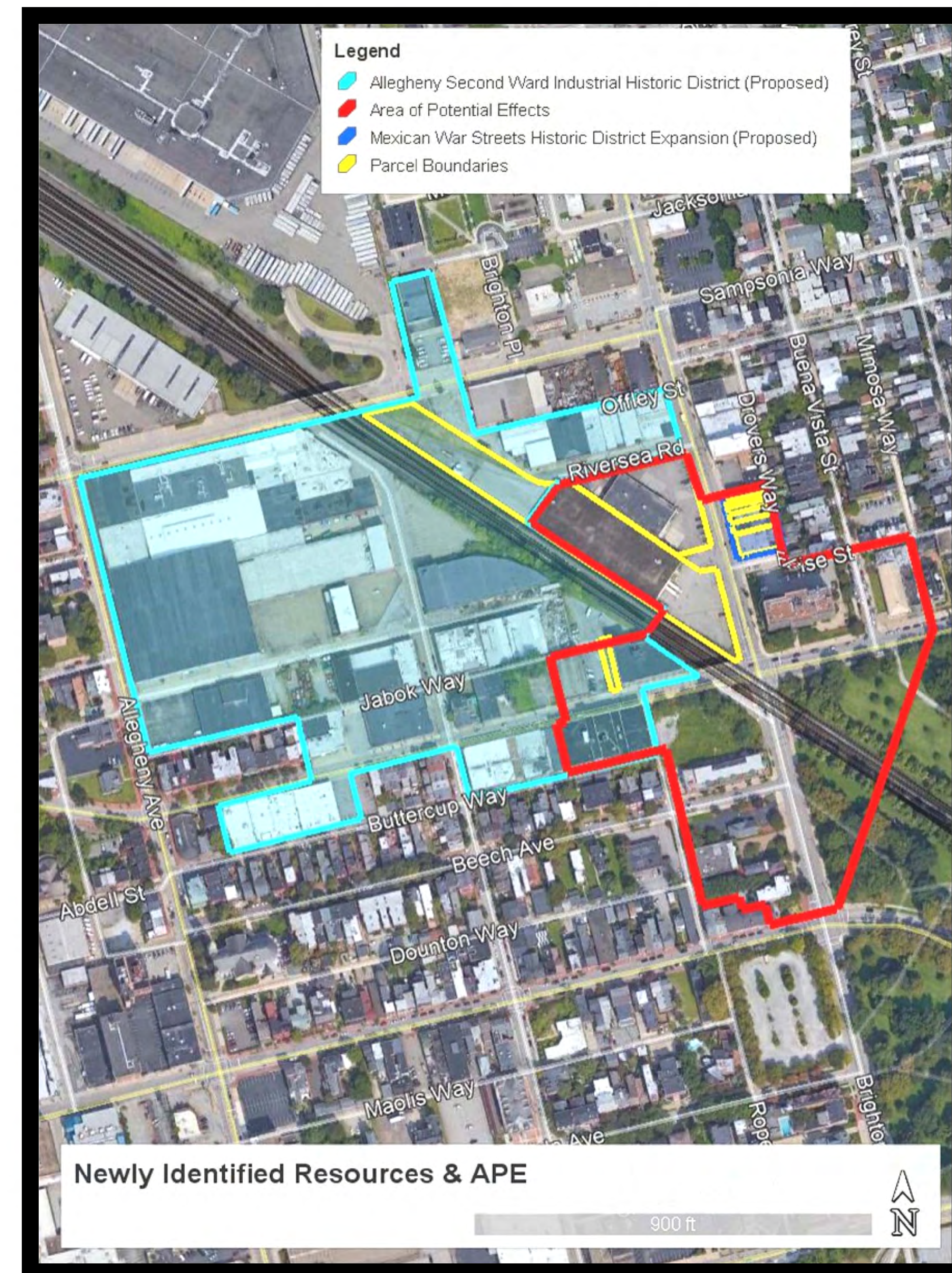
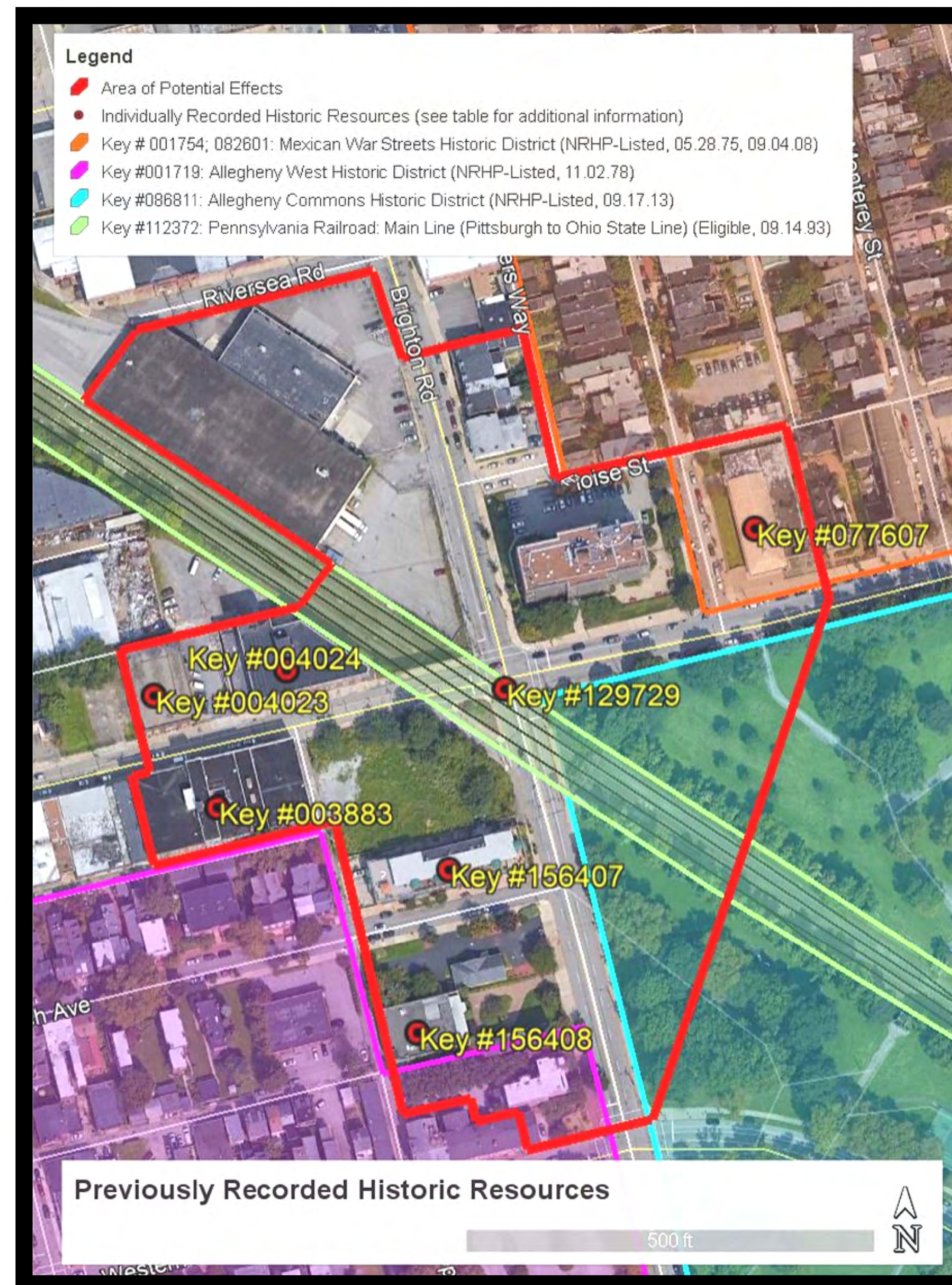
WASHINGTON AVENUE BRIDGE BOROUGH OF SWISSVALE

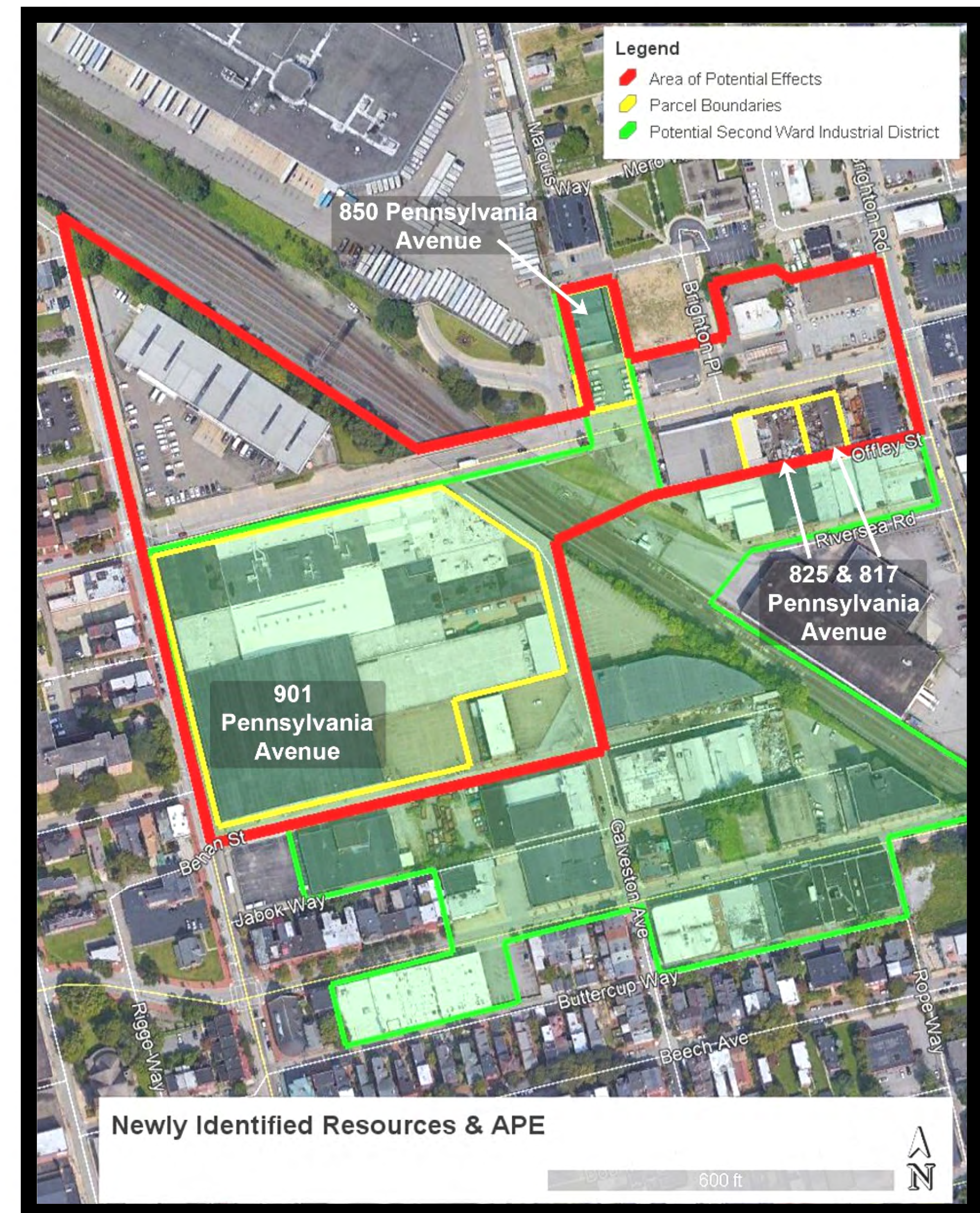
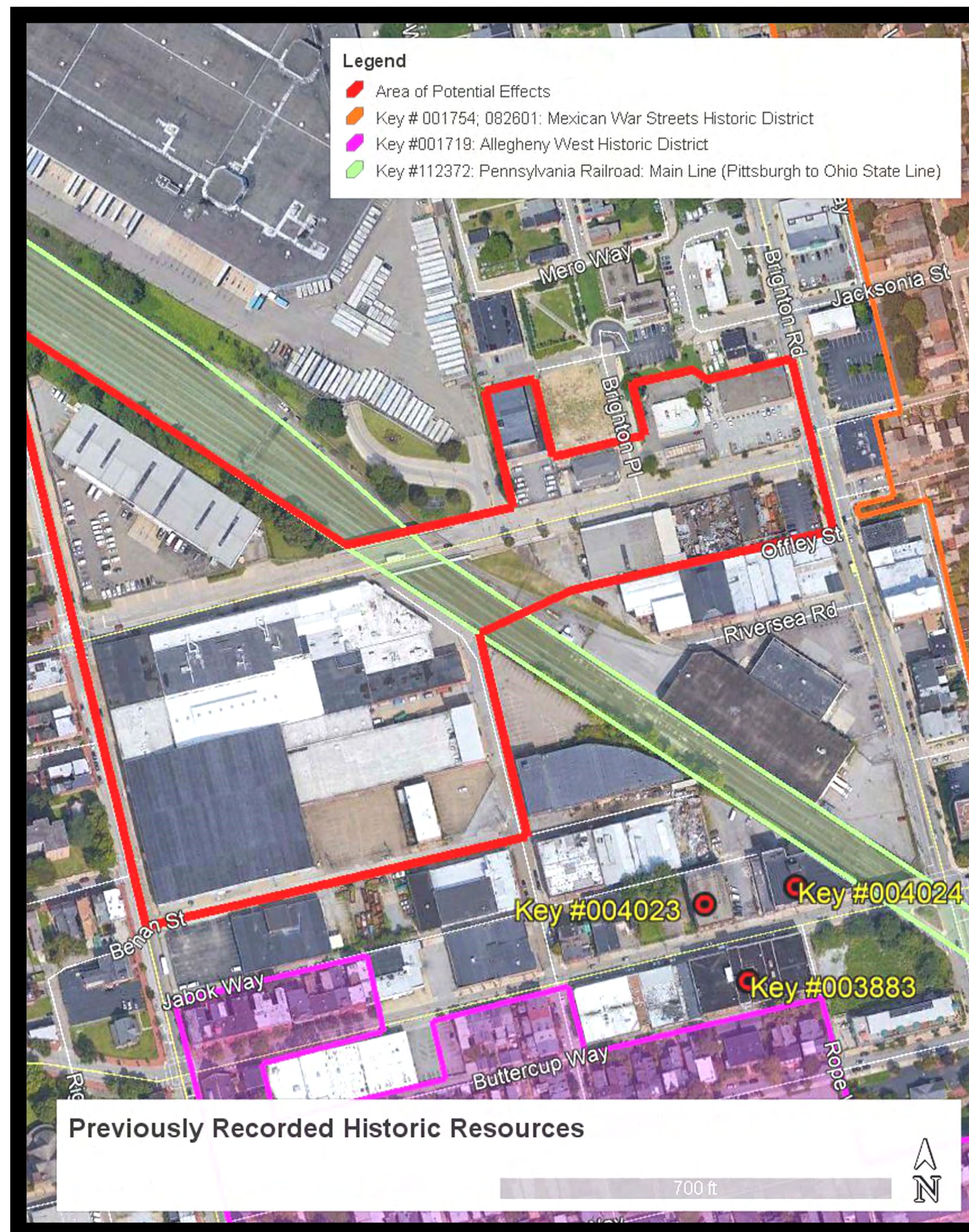


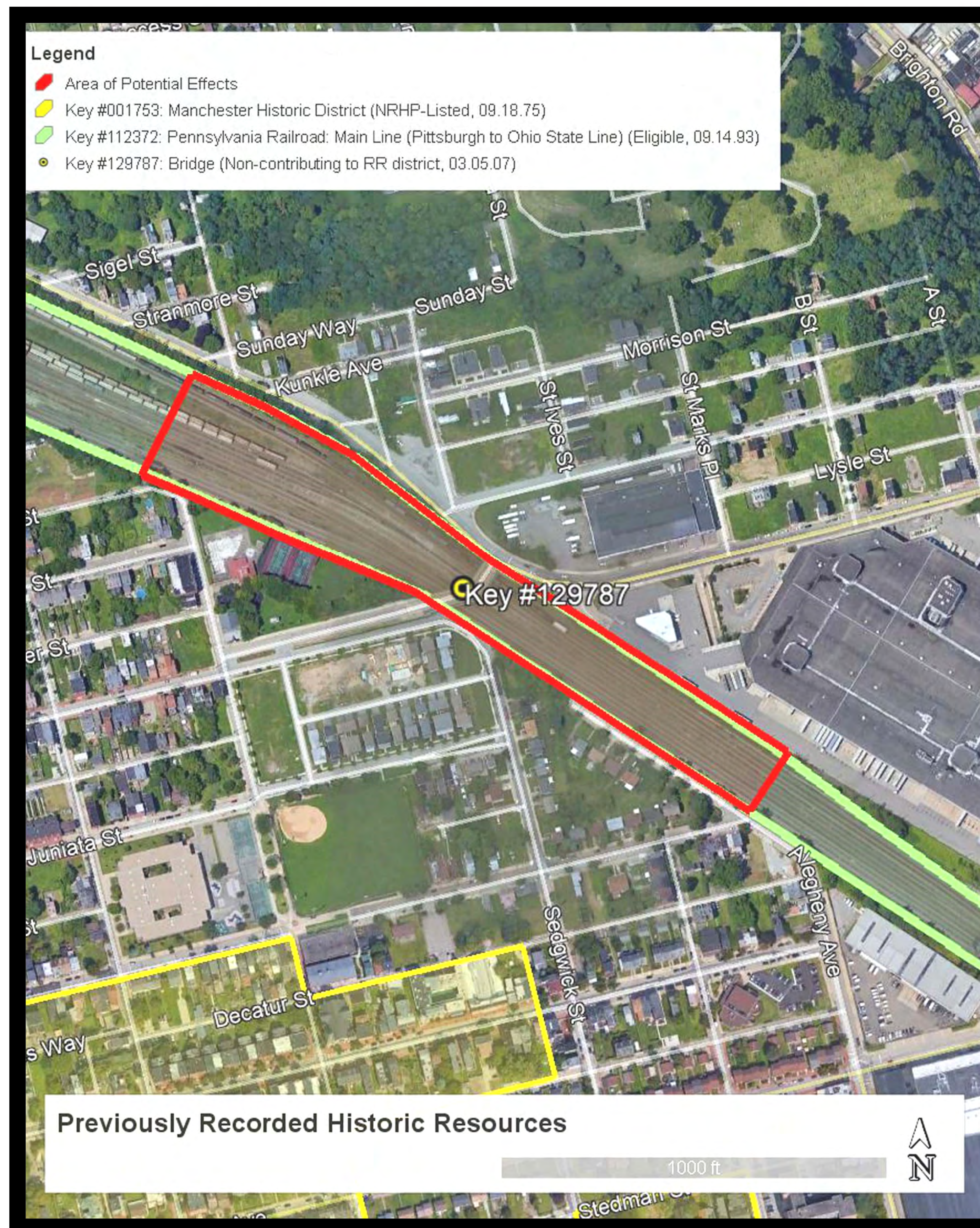
No newly identified historic resources in this area of potential effect.



MERCHANT STREET BRIDGE NORTH SIDE, CITY OF PITTSBURGH



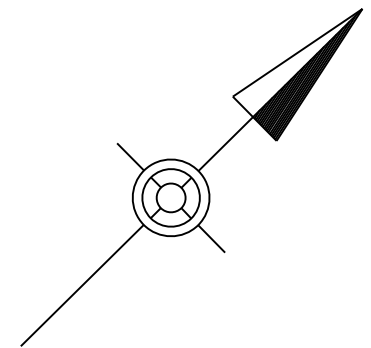




No newly identified historic resources in this area of potential effect.



No newly identified historic resources in this area of potential effect.



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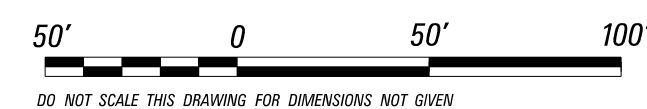
Michael Baker
INTERNATIONAL



BRADDOCK PED BRIDGE LOCATION



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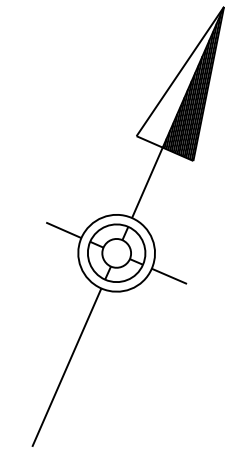


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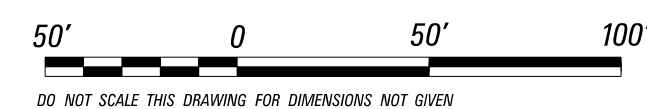


OVERLAND STREET LOCATION



PT - 344.91
Washington Avenue

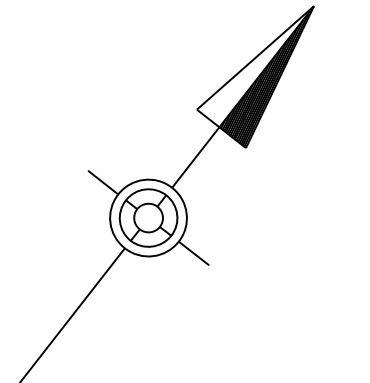
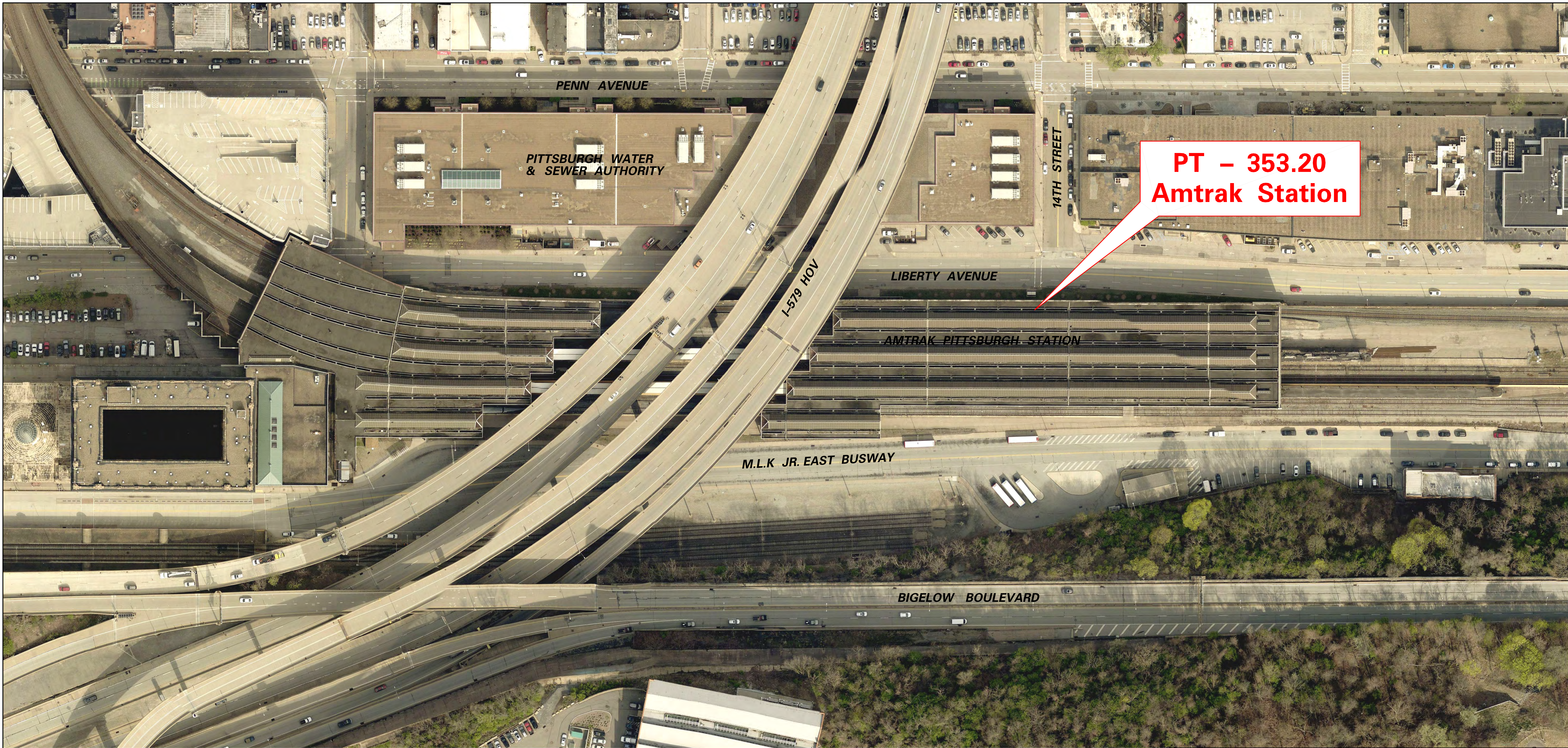
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INTERNATIONAL



WASHINGTON AVENUE LOCATION



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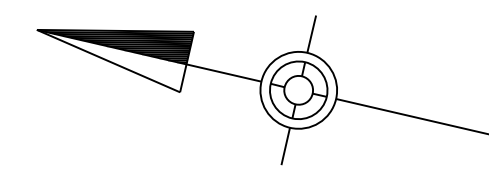


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AMTRAK STATION LOCATION



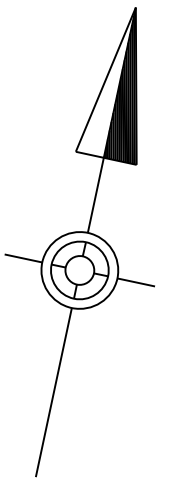
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MERCHANT STREET LOCATION



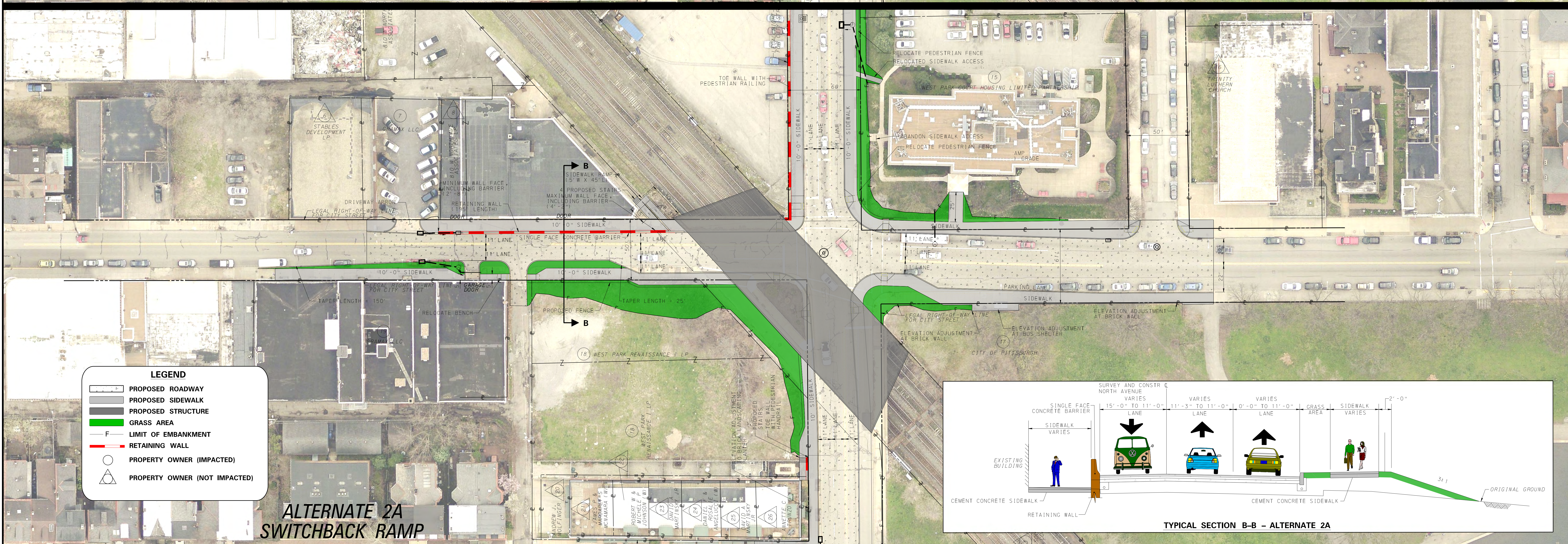
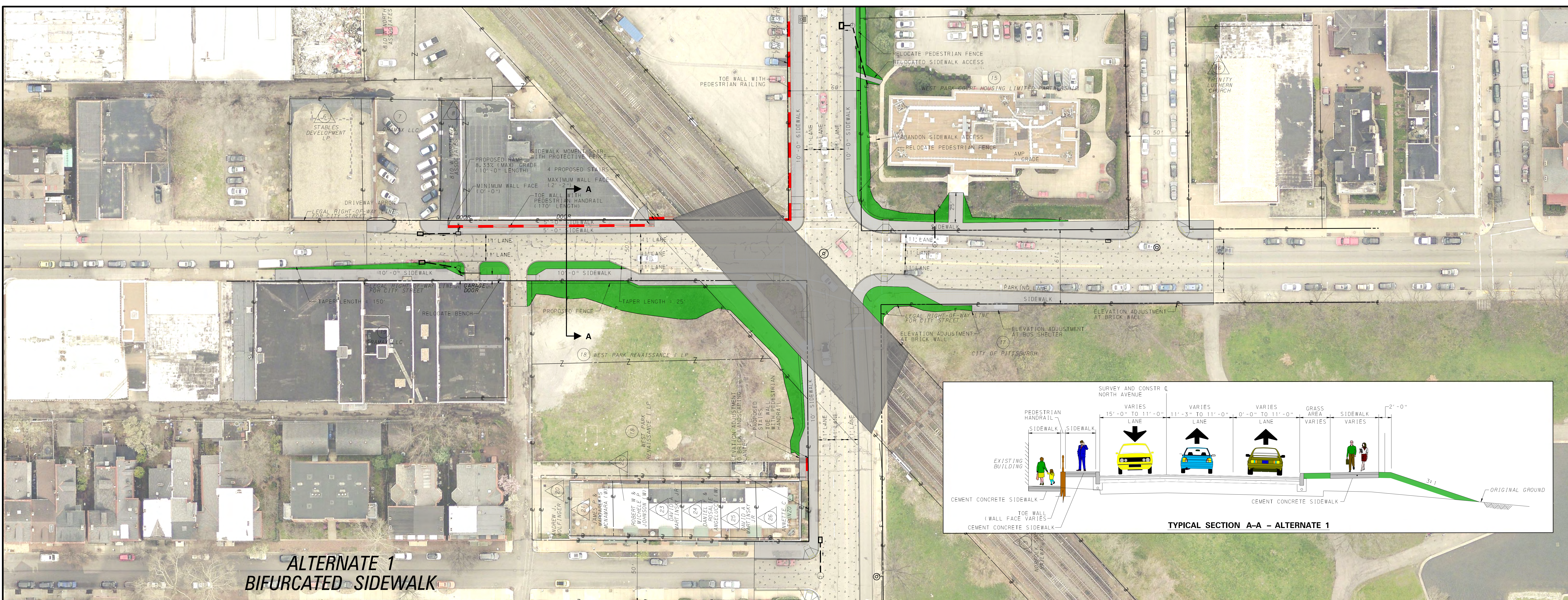
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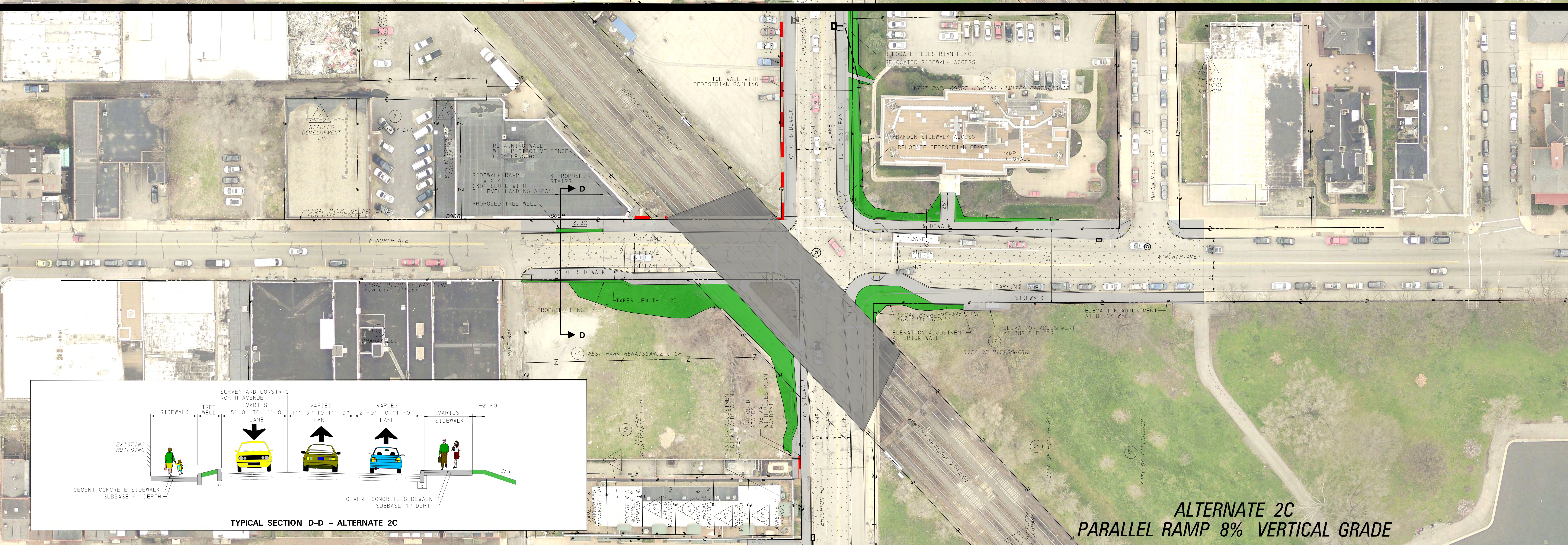
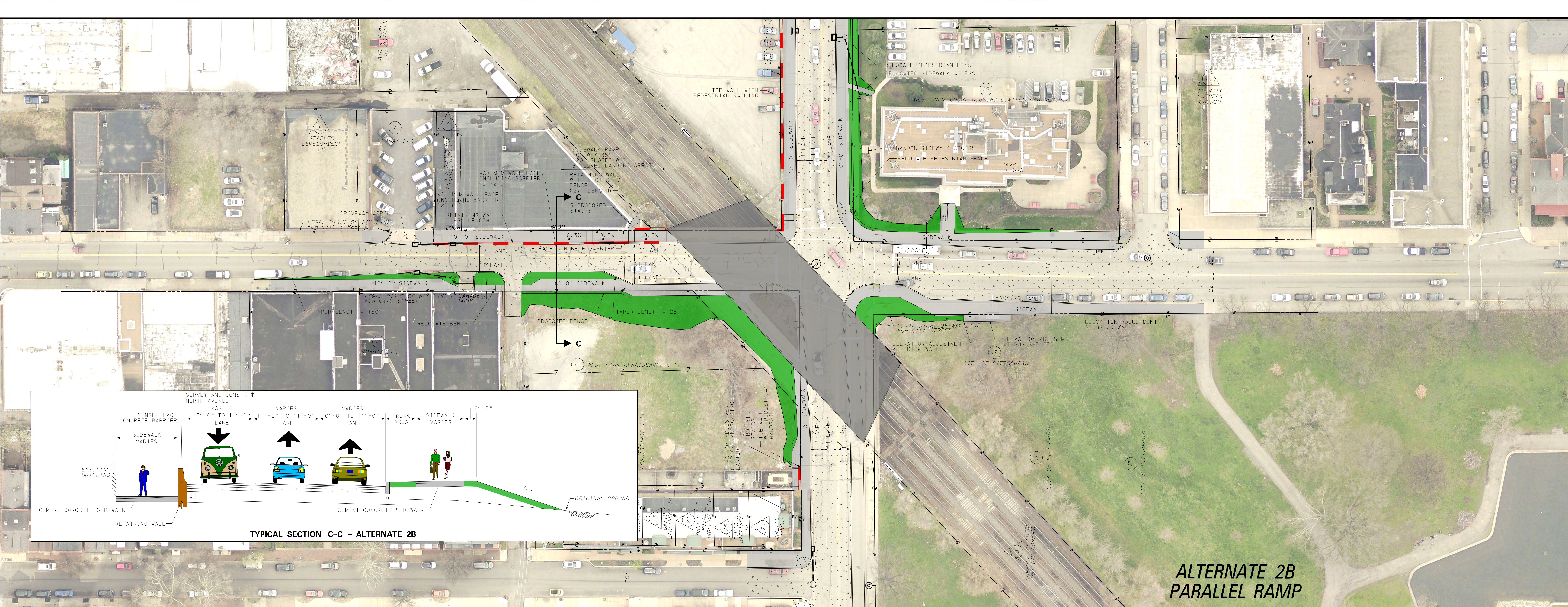
Michael Baker
INTERNATIONAL



NORTH AVENUE LOCATION

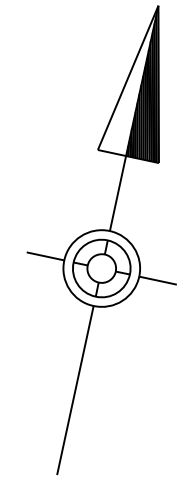
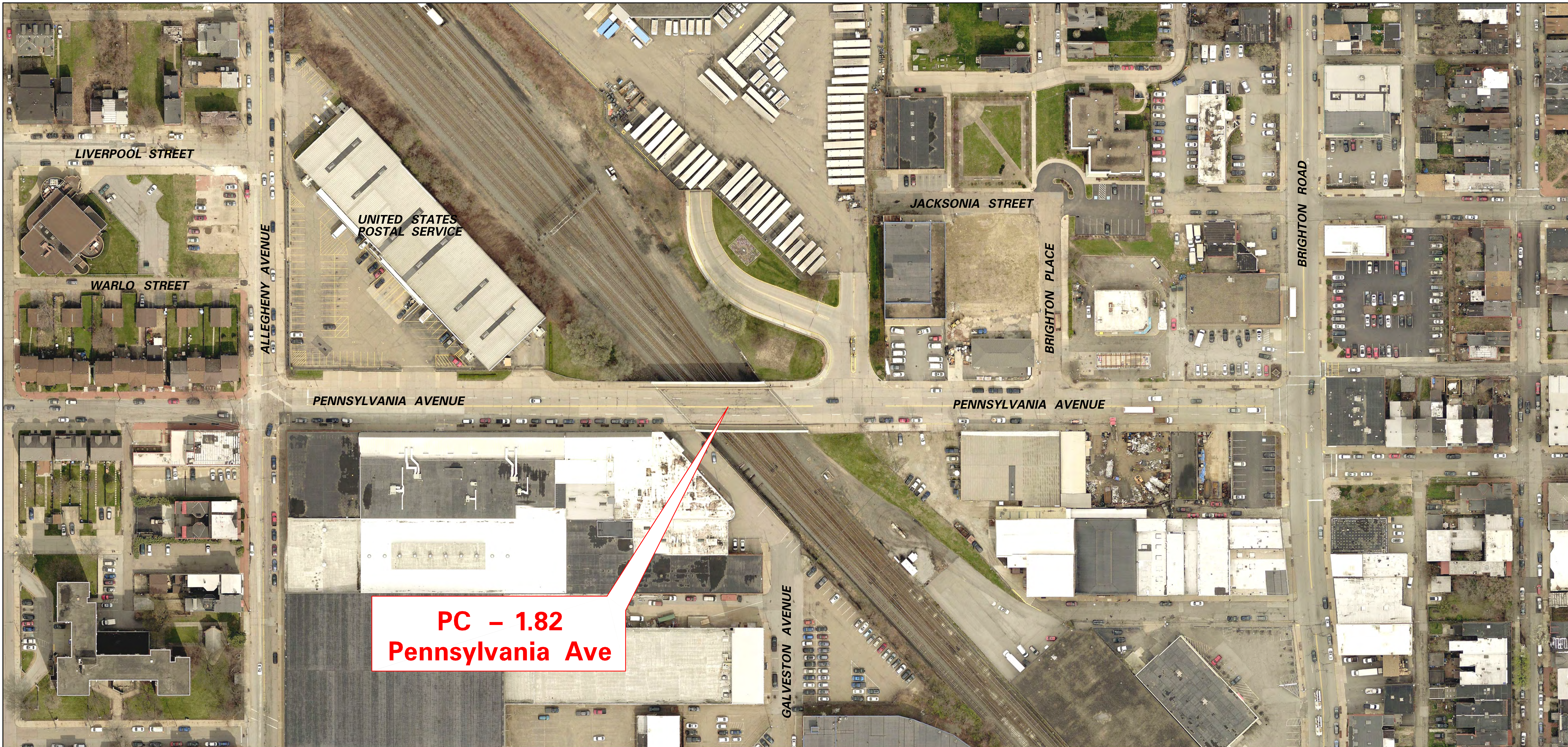


- LEGEND**
- PROPOSED ROADWAY
 - PROPOSED SIDEWALK
 - PROPOSED STRUCTURE
 - GRASS AREA
 - F LIMIT OF EMBANKMENT
 - RETAINING WALL
 - PROPERTY OWNER (IMPACTED)
 - PROPERTY OWNER (NOT IMPACTED)



NORTH AVENUE ALTERNATIVES





PC - 1.82
Pennsylvania Ave

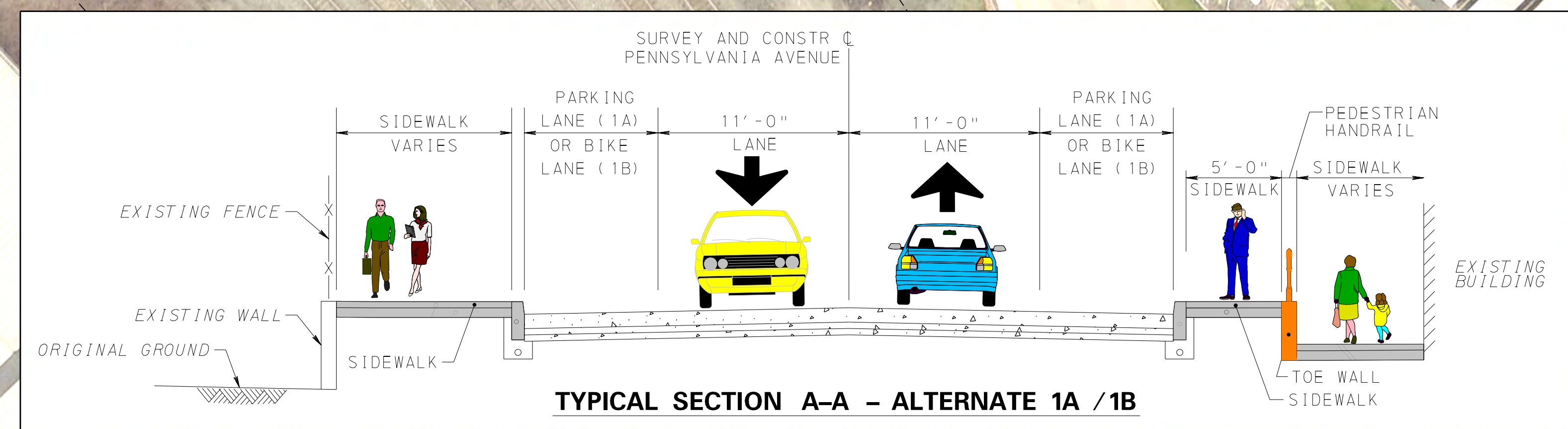
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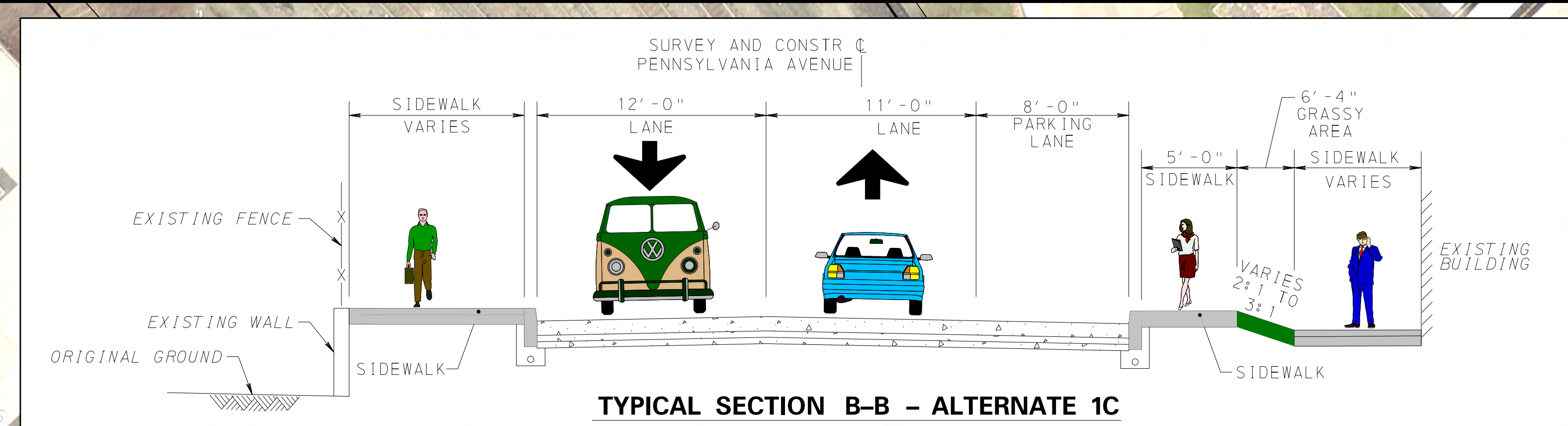
Michael Baker
INTERNATIONAL



PENNSYLVANIA AVENUE LOCATION

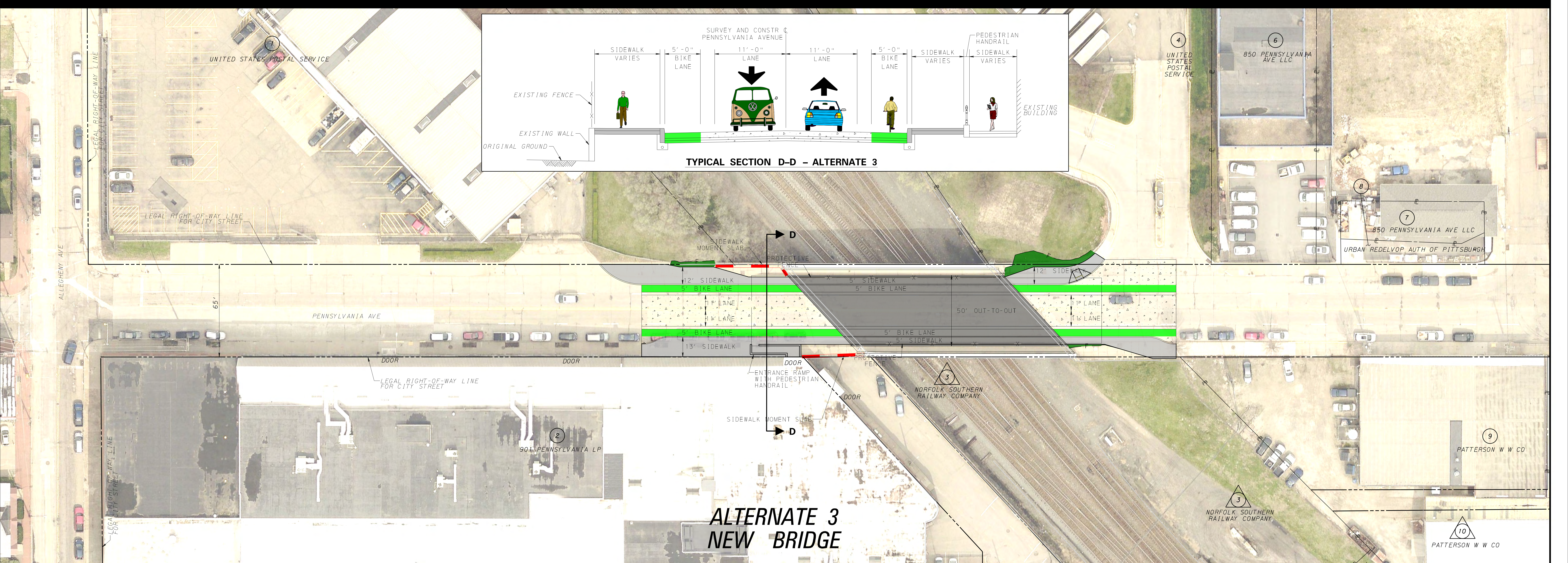
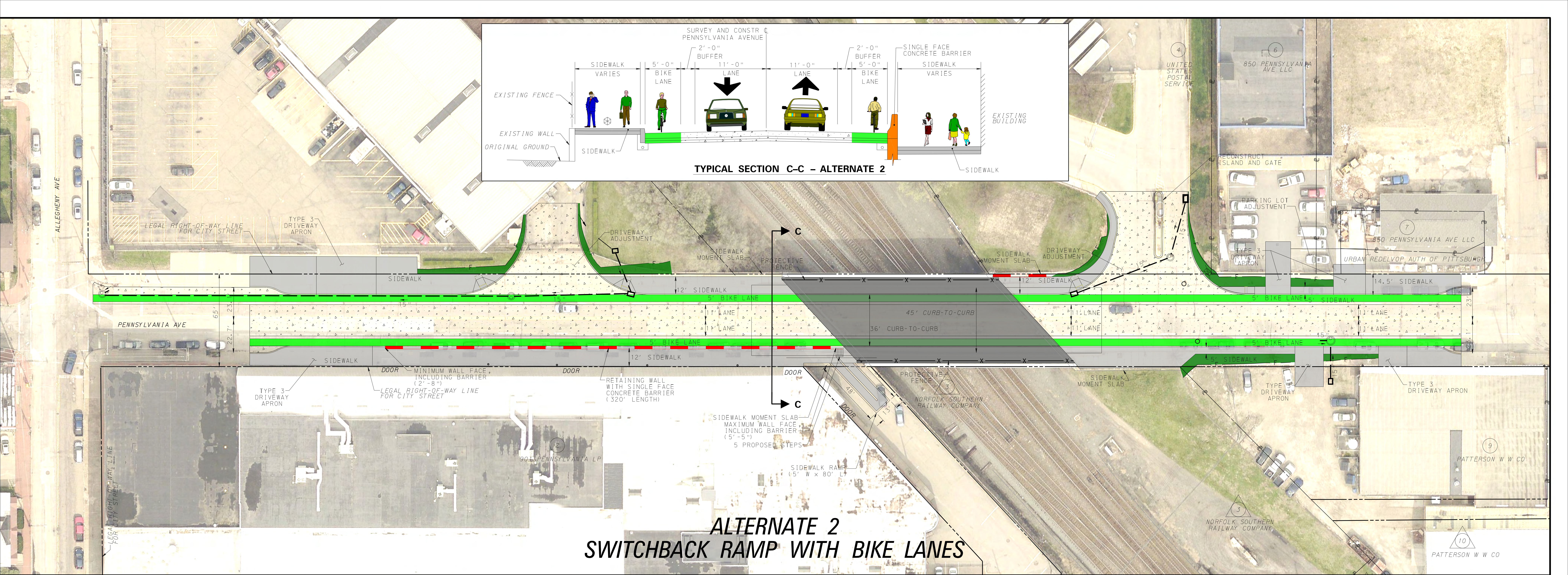


**ALTERNATE 1A
SIDEWALK BIFURCATION WITH PARKING LANES
ALTERNATE 1B
SIDEWALK BIFURCATION WITH BIKE LANES**

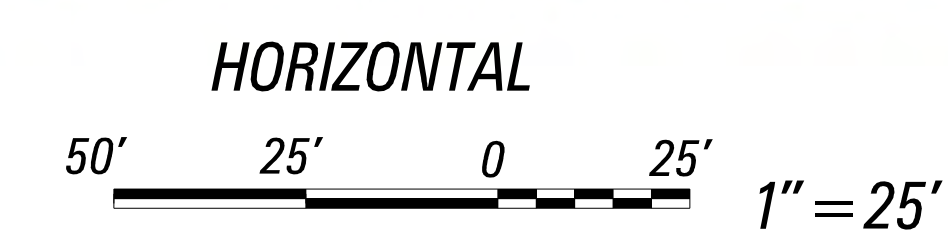


**ALTERNATE 1C
SIDEWALK BIFURCATION WITH GRASSY AREA**

- LEGEND**
- PROPOSED ROADWAY
 - PROPOSED SIDEWALK
 - PROPOSED STRUCTURE
 - GRASS AREA
 - BIKE LANE
 - LIMIT OF EMBANKMENT
 - RETAINING WALL
 - PROPERTY OWNER (IMPACTED)
 - PROPERTY OWNER (NOT IMPACTED)

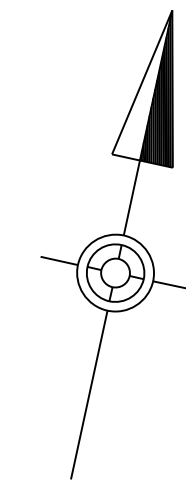


PENNSYLVANIA AVENUE ALTERNATIVES





PC - 2.17
Columbus Avenue



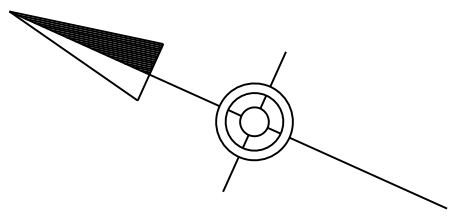
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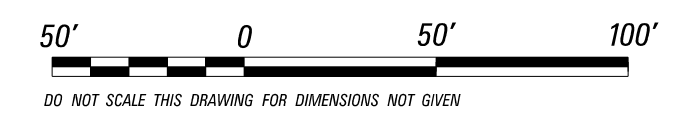
Michael Baker
INTERNATIONAL



COLUMBUS AVENUE LOCATION



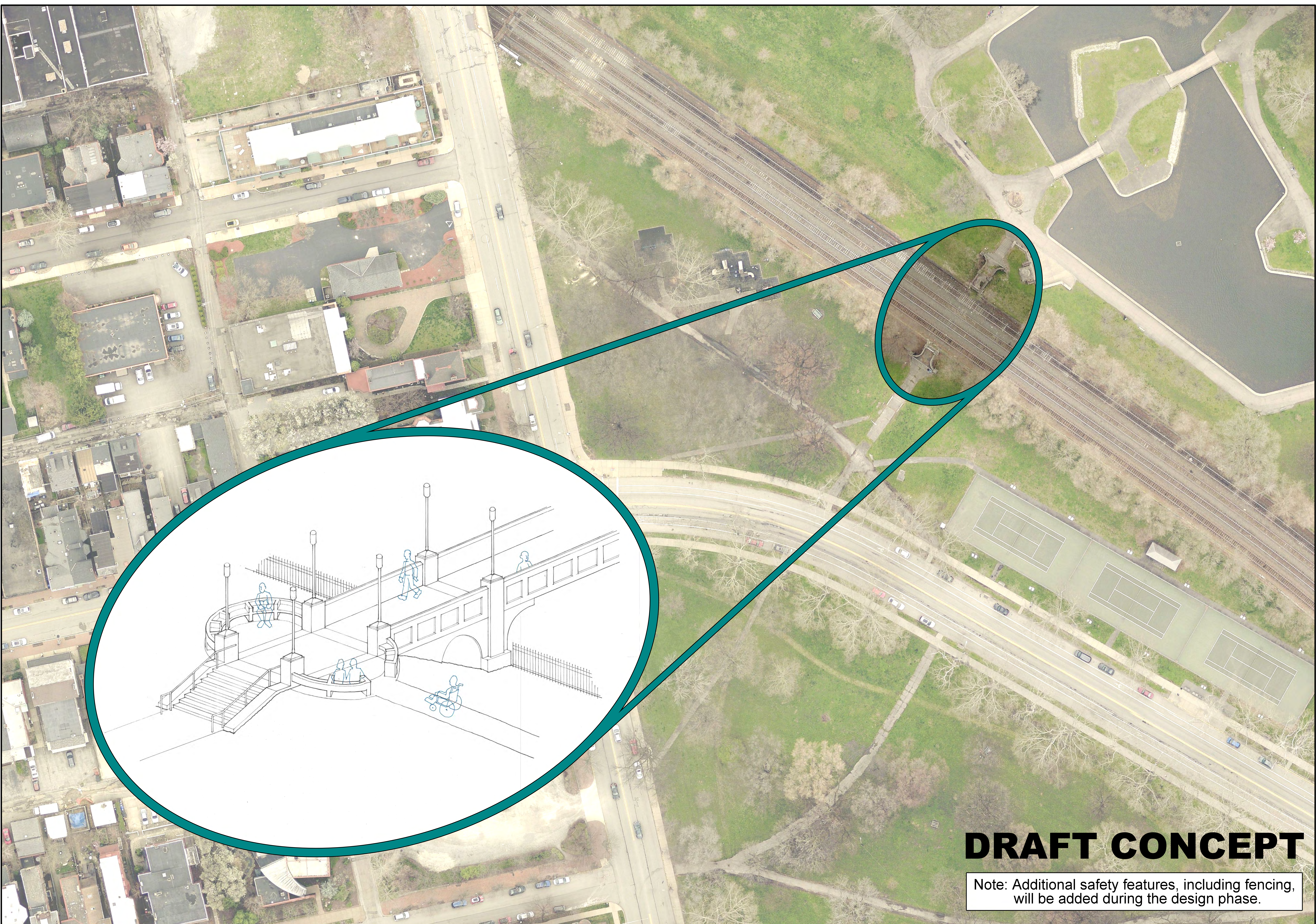
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Michael Baker
INTERNATIONAL

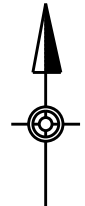


OC BRIDGE OHBR LOCATION



DRAFT CONCEPT

Note: Additional safety features, including fencing, will be added during the design phase.



**Copies of Sign-In Sheets
Public Officials**

INFORMATION GATHERING and PUBLIC SCOPING OPEN HOUSE
Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
Allegheny County, Pennsylvania
JUNE 26, 2018

Public Officials

NAME (PLEASE PRINT)	AFFILIATION / ADDRESS	Email
Darla Cravotta	Allegheny County	darla.cravotta@alleghenycounty.pa.us
Darlene Harris	City Council District 1	darlene.harris@pittsburghpa.gov
DORRY Lang	State Senator Jay Costa's Office	dorry.lang@pasehale.com
RAYMOND J. EVERITT	Pittsburgh EMS	Raymond.Everitt@PittsburghPA.gov
ROBERT MICCONE	CITY OF PITTSBURGH DOMI	
Mike Panzitta	City DOMI	
VINCE PALLUS	REP. ADAM RAVENSTAHN	VPALLUS@PAHOUSE.NET
Jeff Martin	Councilwoman Harris' Office	jeff.martin@pittsburghpa.gov
Cheryl Mon-Suwan	PennDOT	
Ann Deely	NSA Leadership Conference	ann@pittsburghnorthside.com
Molly Onufere	City of Pittsburgh Mayor/Comm. Affairs	molly.onufere@pittsburghpa.gov
William K. Pricenz	Allegheny YMC 600 West 60th Ave. Pittsburgh, PA 15212	wpricenz@ymca-pgh.org
Joe Riebling	217 McKinley Ave 15202	joe@joeystudios.net

Public Officials

[illegible]

Copies of Sign-In Sheets Public

INFORMATION GATHERING and PUBLIC SCOPING OPEN HOUSE
Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
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JUNE 26, 2018

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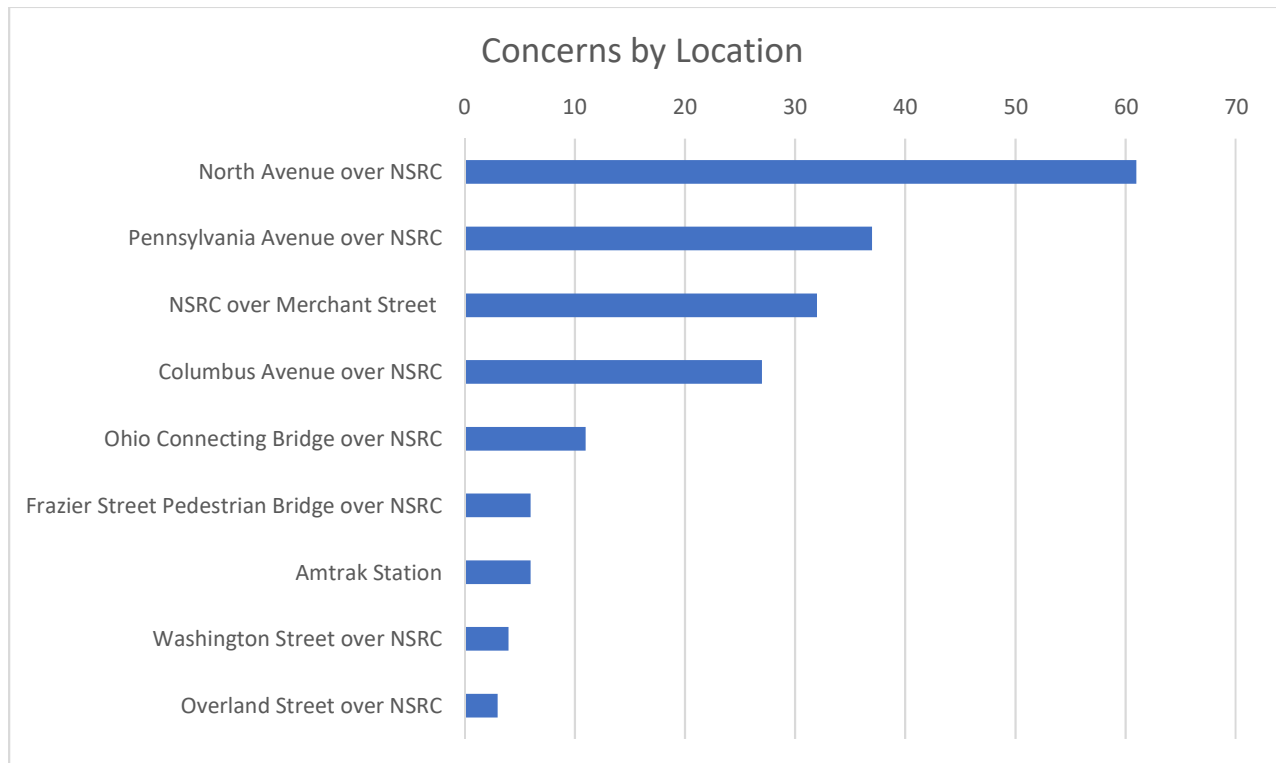
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Comment Form Summary

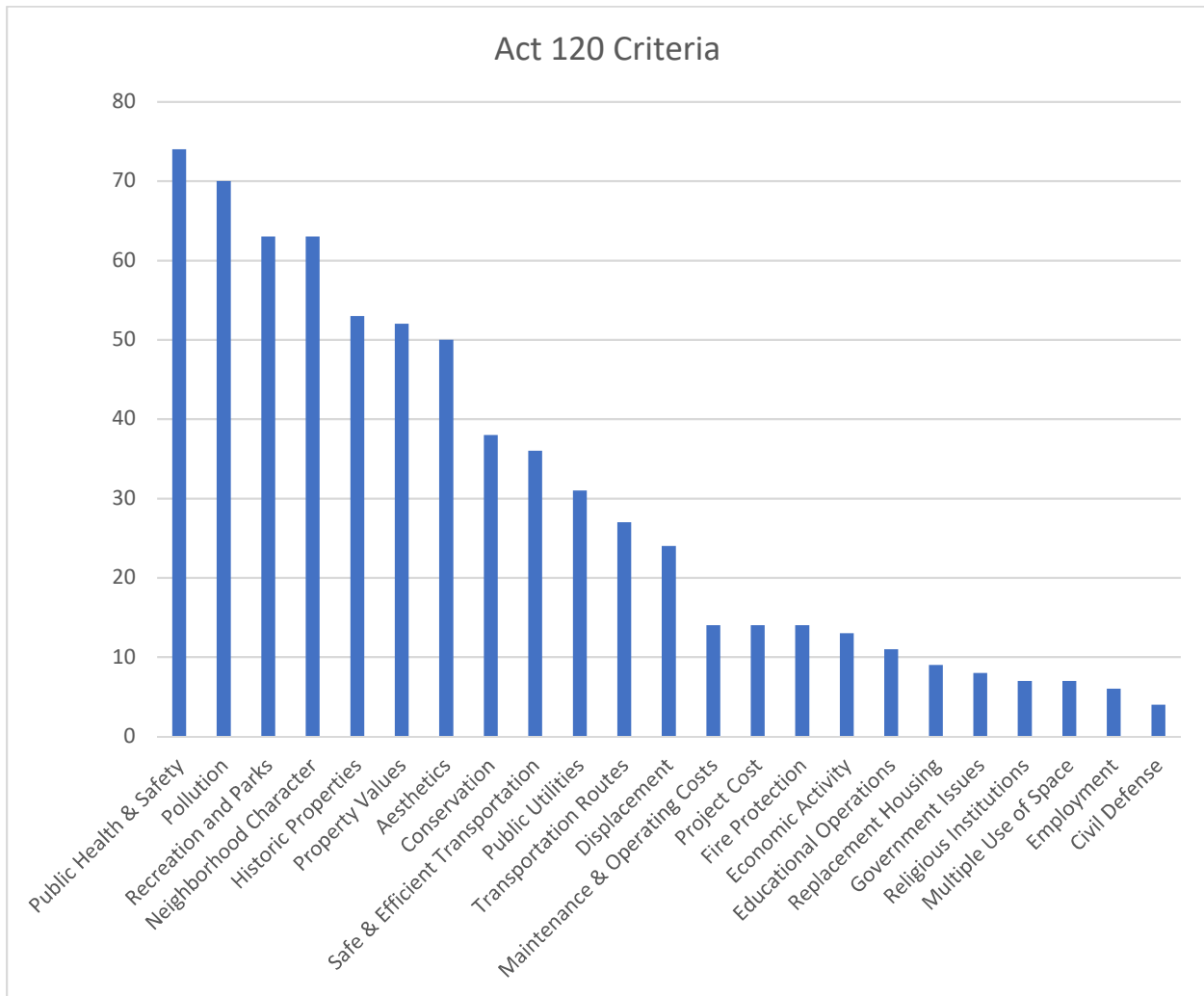
The nine project locations and their level of concern are listed below.



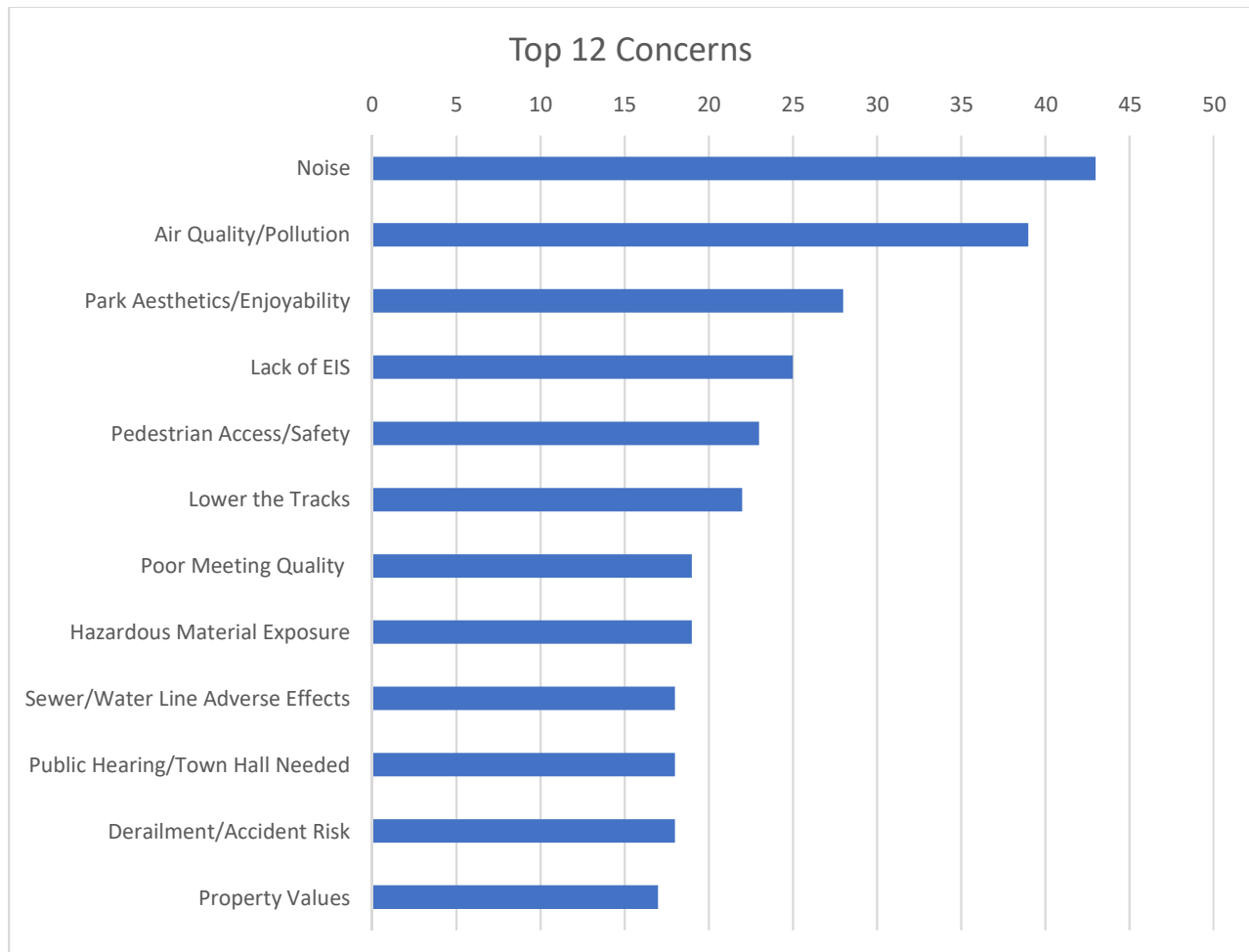
Common reasons for concern in project locations:

- Live or own property at this location.
- Location is along daily driving route.
- Potential spread of pollutants or noise.

The major concerns about potential modifications at the project locations are shown below.



From the comment submissions, twelve top concerns were identified:



Questions and concerns associated with each above category:

Noise

- What will be the increase in frequency and number of trains?
- How much louder are double-stacked trains than the current trains?
- Is there a plan for noise mitigation? (barrier walls, etc)
- Quality of life will be significantly impacted.

Air Quality/Pollution

- Nearby schools, playgrounds, and aviary may be impacted.
- Pittsburgh already has a poor air quality rating.
- Can the new trains use non-diesel engines?

Park Aesthetics/Enjoyability

- Increased sound and visual pollution from the trains will impair park enjoyability.
- Park should be protected because of historical significance.

Lack of EIS

- Environmental impacts must be known.
- EIS should be conducted by a third party.

Pedestrian Access/Safety

- Will the new sidewalks and ramps be ADA compliant?
- Will residents of the senior living center, and other individuals with impaired mobility, be able to navigate the new sidewalks?
- Reduced sightlines on roadways will make it more dangerous for pedestrians at crosswalks.

Lower the Tracks

- Cost of lowering tracks is less than the cost to quality of life for North Side residents if the tracks are raised.
- Show a detailed comparison of the cost estimates of lowering and raising the tracks.

Poor Meeting Quality

- No name tags
- Poster displays were inadequate and uninformative
- Disorganized and unlikely to inspire confidence in the project team

Hazardous Material Exposure

- What types of cargo will be hauled by the double-stacked trains?

Sewer/Water Line Adverse Effects

- Century old pipes may crack under stress from larger frequency of heavier trains.
- Why not lower the tracks and repair the old pipes, thereby benefiting the railroad and local residents?

Public Hearing/Town Hall Needed

- The people must be given a forum to properly voice their concerns.
- Please hold meetings in each neighborhood to increase meeting accessibility.

Derailment/Accident Risk

- Will barriers and other precautions be implemented to mitigate accident risk?

Property Values

- What is the expected decrease in property values near the tracks?
- Will compensation be offered to property owners for this loss?

Other concerns:

- Neighborhoods will be impacted by **traffic disruptions**, including detours, increased congestion, inhibited emergency vehicle access, and rerouted public transportation.
- There has been a **lack of neighborhood engagement** and public process.
- Personal **businesses** and **Amtrak service** may be disrupted.

Completed Comment Forms, Letters, And Emails

Voluntary Information

Name ALEXIS SYCUT
Street Address 3707 CALIFORNIA AVE, PITTSBURGH 15212
Phone 412-951-9111
Email parkeralexis@gmail.com

If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.

Additional Comments:

I WOULD LIKE TO KNOW THE PROPOSED PROJECT
PLAN FOR ENVIRONMENTAL AND TRAFFIC STUDIES.
MORE INCLUDING DEADLINES SUCH AS WHEN THEY
WILL BE CONDUCTED (FOR EXAMPLE A FALL SCHOOL
DAY HAS VERY DIFFERENT TRAFFIC THAN SUMMER
BREAK WITH CLAC, ATA, & MLK.

WHEN WILL A PUBLIC HEARING/TOWN HALL TAKE
PLACE WHERE THE VOICE CAN BE HEARD AS
OPPOSED TO SUBMITTED INDIVIDUALLY ON PAPER

What are the pros and cons of raising
North Ave versus lowering them, including
public utilities & historic/aesthetic
traffic aspects?

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The team can also be reached at NSPghVerticalClearance@gmail.com

Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

INFORMATION GATHERING and PROJECT OVERVIEW OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania

JUNE 26, 2018

Comment Form

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DRAFT Project Need Statement:

The following transportation needs have been identified for these projects:

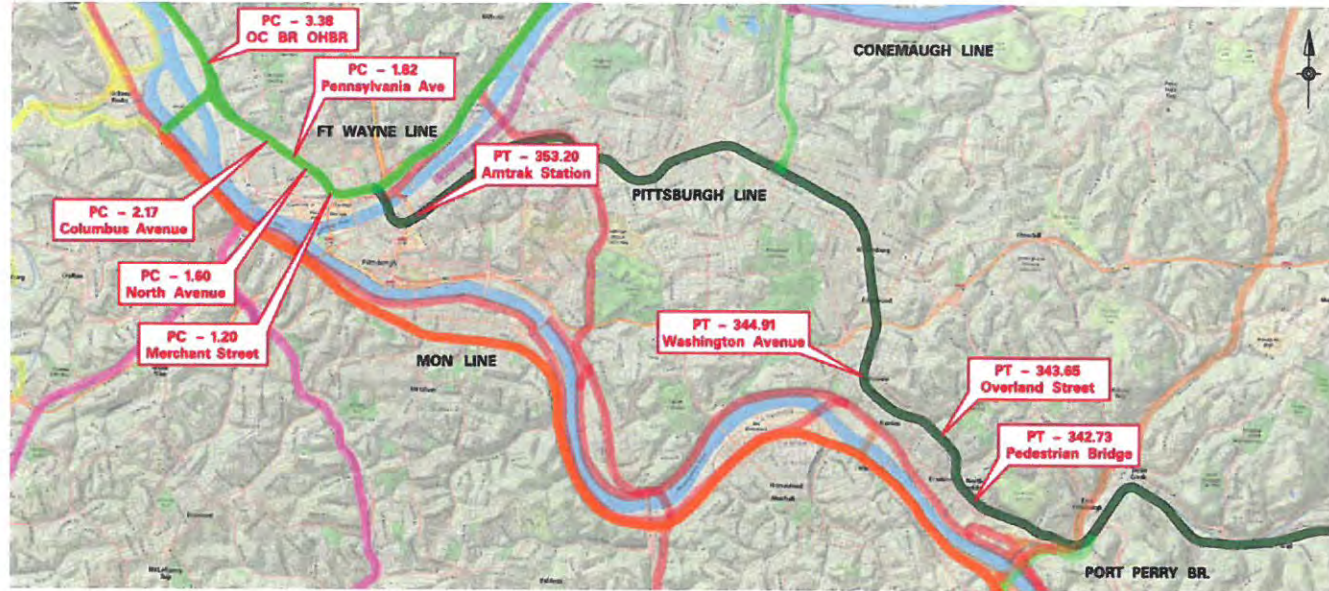
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

Achievement of these needs should be achieved by applying a sound engineering approach of appropriate scale to address the transportation needs of these projects.

Alternatives:

Comment is requested regarding alternatives and ability to meet the purpose and need for the projects. Alternatives include the no action alternative, alternative route alternatives, and the proposed projects; as well as alternatives relating to the manner in which an alternative is constructed or developed. Alternatives should be reasonable and prudent, and meet the purpose and need.

Project Locations:



1. The nine (9) project locations are listed below. In which location(s) are you most interested?

- | | |
|---|--|
| ☐ Frazier Street Pedestrian Bridge over NSRC | ☒ North Avenue over NSRC |
| ☐ Overland Street over NSRC | ☒ Pennsylvania Avenue over NSRC |
| ☐ Washington Street over NSRC | ☐ Columbus Avenue over NSRC |
| ☐ Amtrak Station | ☒ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: MY FAMILY WORKS AND LIVES IN CONNECTION WITH THE NORTHSIDE WE CROSS EACH OF THESE LOCATIONS ATLEAST TWICE A DAY IF NOT MORE. IN PARTICULAR NORTH AVE IS A CENTRAL POINT THAT CONNECTS US FROM OUR KIDS (5 & 7) SCHOOL (ALLEGHENY TRADITIONAL) CULTURAL MISSIONS (CITY OF ASYLUM) & MY HUSBAND'S CAREER (CCAC & MCB JAZZ) WHILE THERE ARE OTHER APPROACHES THE MARKED BRIDGES ARE ALL THE FASTEST & LEAST CONGESTED ROUTES FROM OUR HOME TO THESE CRITICAL RESOURCES

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☒ Educational Operations |
| ☐ Replacement Housing | ☒ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☒ Recreation and Parks | ☒ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: THE PUBLIC WATER SYSTEM IS ALREADY CRUMBLING. WHEN A SINGLE CONSTRUCTION PROJECT OCCURS THE WATER IN THE NEIGHBORHOOD TURNS BROWN. RECENT ASSESSMENTS INDICATE IT IS CRUMBLING. NEEDS TO BE REPLACED. HOW WILL THE NORFOLK/PENNDOT MITIGATE THE IMPACT OF IMMEDIATE CONSTRUCTION VIBRATION AND ONGOING VIBRATION OF HEAVIER WEIGHTED TRAINS. IN ADDITION, WHAT METHODS DO THEY HAVE TO MITIGATE INCREASED AIR POLLUTION FROM INCREASE OF INTERMODAL TRAFFIC IN A PARK, EDUCATIONAL & CULTURAL CENTER?

3. Please identify any other concerns you have below.

Comments: HOW WILL THE RISK OF INFRASTRUCTURE COLLAPSE BE MITIGATED? WHERE AND WHEN WILL ENVIRONMENTAL STUDIES BE POSTED FOR PUBLIC REVIEW? WHAT SOUND STANDARDS ARE UPHOLD FOR SOUND POLLUTION? DO THE SOUND/AIR QUALITY TAKE INTO ACCOUNT THE NATIONAL AVIARY, CHILDREN'S MUSEUM AND OVER 1000 STUDENTS ATTENDING ATA & MLC IN THE COMMONS. Will the projects be designed in such a way to not cut off west from east along Brighton Road? What is the timeline for producing studies on traffic and pollution impacts? What is the proposed timeline for deciding on each project prior to construction?

Voluntary Information

Michael Alexander

Name

6320 Fluffy St. Turley, IA 15017

Street Address

412 417 9457 (c)

Phone

michaela@uic.edu

Email

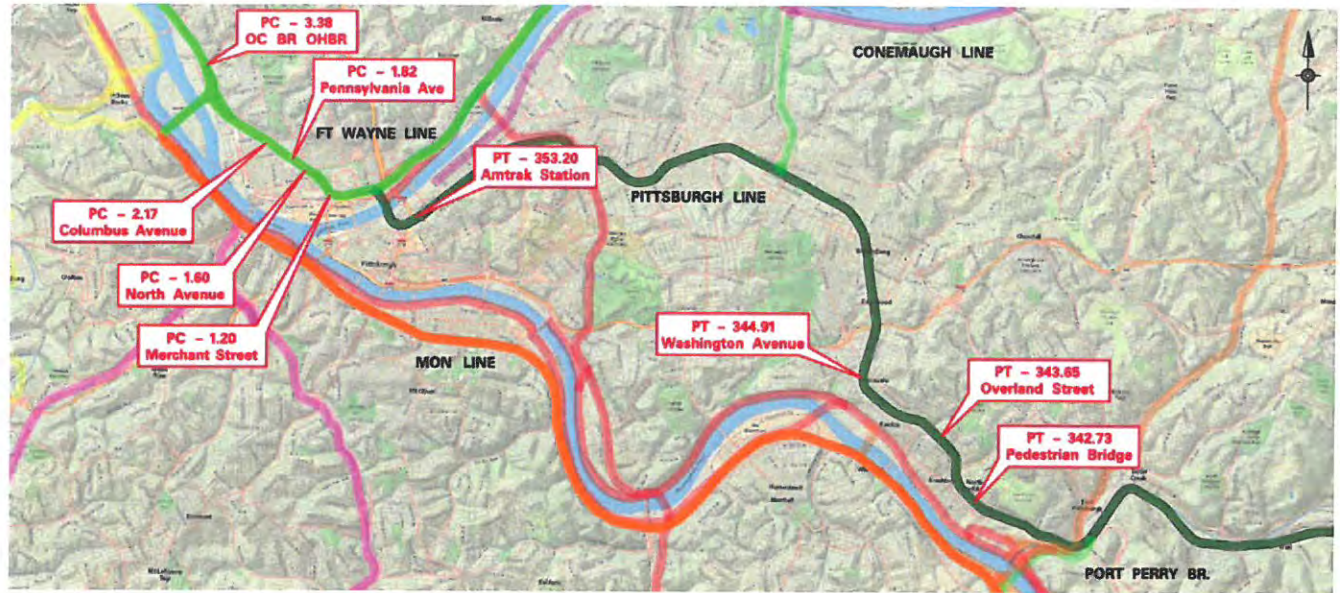
Additional Comments:

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: My main concern is that passenger rail will not be negatively impacted, & that there be room for an expansion of passenger rail. If some canopies at the Amtrak station are removed, there would still be protection for passengers on the Pennsylvania & Capital Blvd.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|---|---|
| ☐ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☒ Safe & Efficient Transportation | ☐ Historic Properties |
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| ☐ Recreation and Parks | ☐ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: The Amtrak station & highway station, along with the rail Bypass, have the potential to be Pittsburgh's main transportation center. That potential should not be compromised by local modifications.

3. Please identify any other concerns you have below.

Comments: Running hazardous materials through the North Side + Downtown should be discouraged. Crude oil is always potentially hazardous, because it is not a standardized commodity, being by definition unrefined.

Voluntary Information

SAWA BECK SWEENEY
Name
824 BEACH AVE PITTSBURGH 15233
Street Address
Phone
4beck.sweeney@gmail.com
Email

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

Additional Comments:

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Moon Township, Pennsylvania 15108**

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City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania
JUNE 26, 2018

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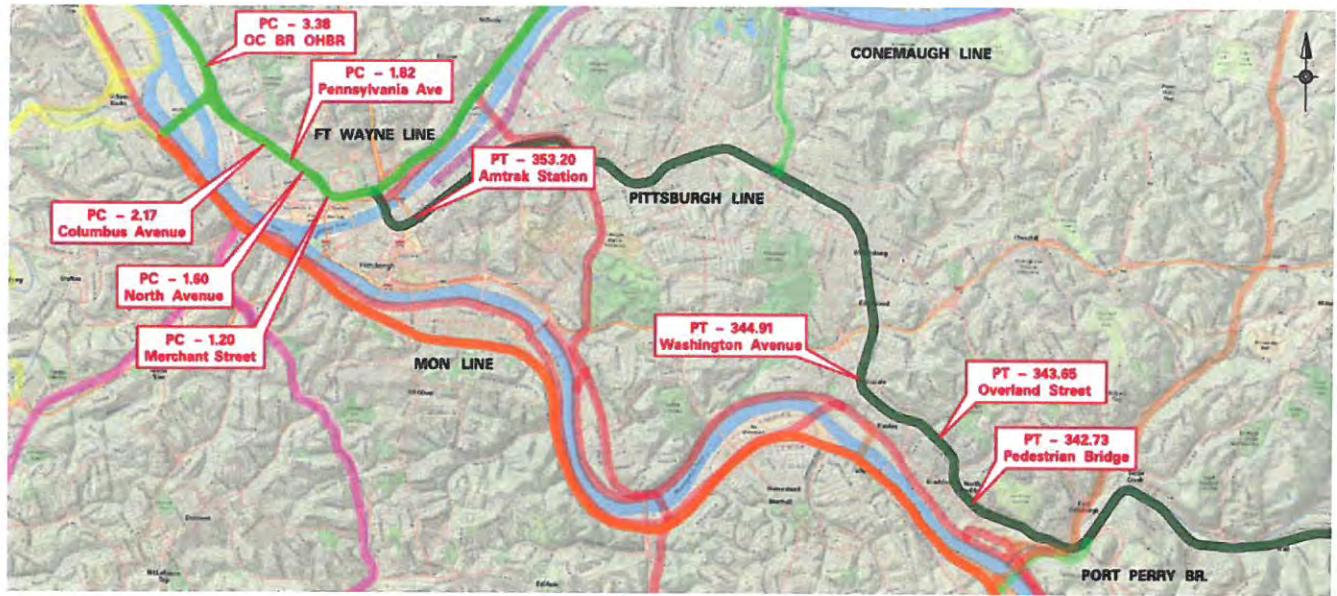
- improve reliability
- improve safety
- integrate modes of travel
- minimize future maintenance costs
- increased vertical clearance

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| ☐ Amtrak Station | ☒ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why: MY FAMILY AND I ARE CONCERNED ABOUT THE (1) ENVIRONMENTAL IMPACTS WITH THE ADDITIONAL NOISE, TOXICITY OF TRANSPORT (2) VISUAL IMPACT ON THE PARK - WITH CANO NOW BEING EASILY VISIBLE WELL ABOVE THE FENCE LINE. (3) WE ARE VERY CONCERNED ABOUT POTENTIAL STRESS ON PIED WATER AND SEWER LINES (WITH THE ADDITIONAL WEIGHT). (4) WE ARE CONCERNED ABOUT TRAFFIC IMPACTS & ACCESS TO OUR NEIGHBORHOOD

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
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| ☒ Recreation and Parks | ☒ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

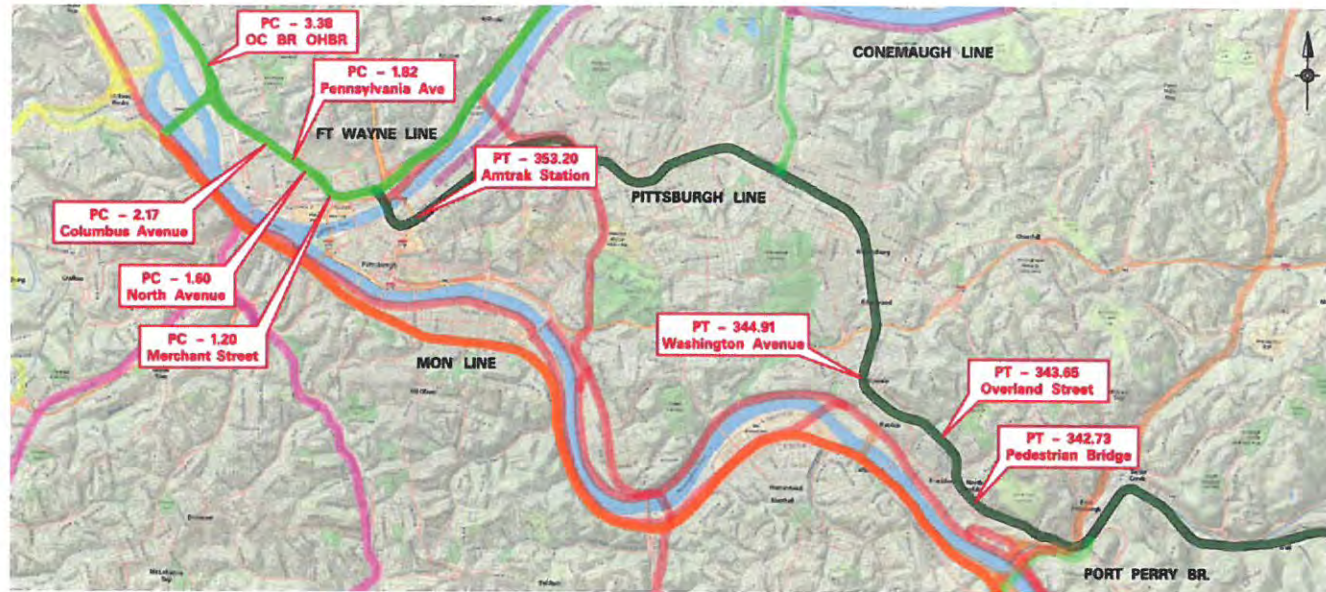
Why: (AS MENTIONED PREVIOUSLY) CONCERN ABOUT POLLUTION WITH INCREASED TRAFFIC AND TOXIC CONTENTS, AS WELL AS POTENTIAL INCREASE IN NOISE POLLUTION (AS WELL AS AIR) WITH THESE CHANGES. CONCERNED ABOUT THE IMPACTS TO OUR PARK. CONCERNED ABOUT THE IMPACT ON WATER AND SEWERS LINE - THAT ARE SAID TO BE BELOW THE TRACKS.

3. Please identify any other concerns you have below.

Comments: PLEASE DON'T DESTROY THE CHARACTER OF OUR NEIGHBORHOOD! THERE HAS BEEN AND CONTINUES TO BE A FIGHT TO PRESERVE AND IMPROVE OUR NEIGHBORHOOD, WE LOVE IT AND I FEAR THIS PROJECT COULD DO IRREPARABLE HARM

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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why:

I live on Beech Ave and am primarily concerned with all of the Northside locations

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

The commons are an extremely important aspect of the NS, especially the neighborhoods that are directly adjacent. The effects of increased rail traffic will have an effect. Environmental studies are a must and need to be made public. Also studies on the impact to the park should be done.

3. Please identify any other concerns you have below.

Comments:

Concerned about the effects of traffic during construction, the closing of the West Ohio Bridge has already had a detrimental effect. I would rather not have "DoubleStacked" cars at all - using them perhaps on another line is a better answer. That said I'd rather lower the tracks and replace the aging infrastructure (water lines pipes etc) at the same time.

The North Side is a wonderful vibrant place to live - Don't ruin it for the sake of more \$\$\$

★ PLEASE CONDUCT SOME TOWNHALL STYLE MEETINGS This is too important not to do so. Not a fan on the manner in which this "OPEN HOUSE" was held.

Voluntary Information

Name J. A. Melvin
Street Address 1414 Buena Vista St
Pgh PA 15212
Phone _____
Email ~~judi~~ judi.melvin@gmail.com

If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.

Additional Comments:

These changes will wall
us in & permanently change
the neighborhood. Northsiders will
bear the impact and will have
no benefit to these changes.

These changes, as presented,
are horrible and will change
the fabric of our neighborhood,
while adding pollution and
untold future problems

46,000 people
within 500 feet
IMPACTS?

Please print
Additional comments

table.
0, 2018.

The team can also be reached at NSPghVerticalClearance@gmail.com

Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

INFORMATION GATHERING and PROJECT OVERVIEW
OPEN HOUSE

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City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
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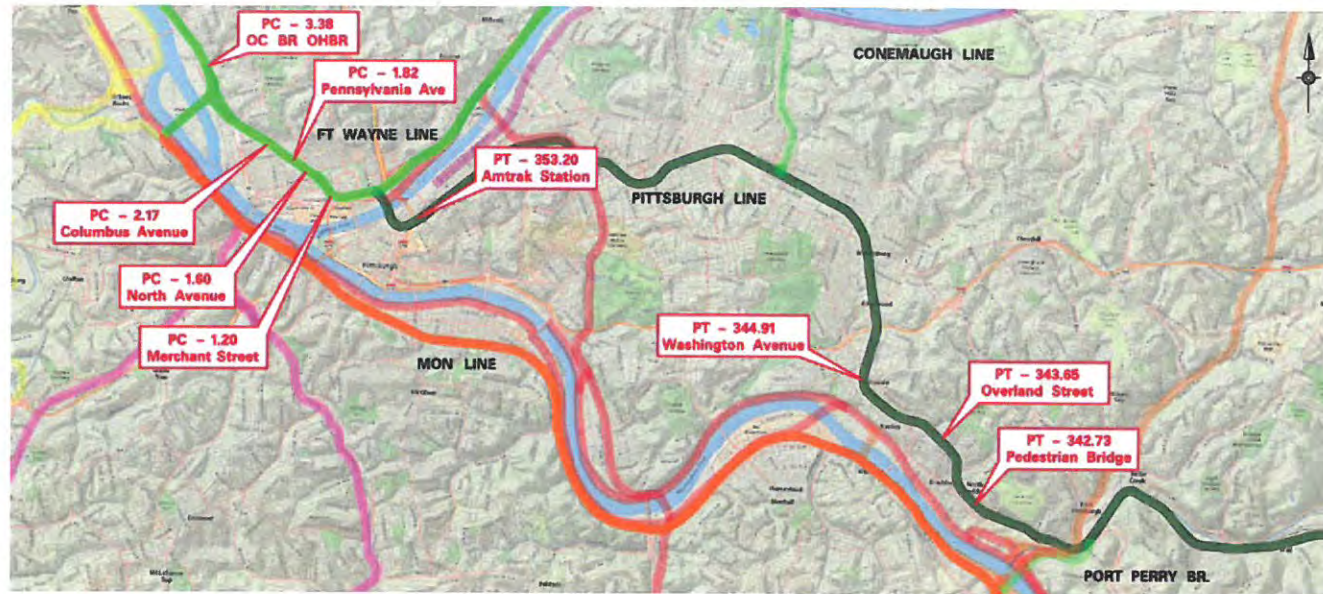
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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why:

I live in the Mexican War Streets & work in Manchester. I also am in the Park 2-4 times a day, with friends my bike, and of course my dog. I'm quite alarmed at the raising of the Bridges, the lack of environment study, & engagement with the neighborhood, who will bear the IMPACT of these changes.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

- Concern of pollution & hazardous materials
- Major increase/frequency of trains coming through the park and neighborhood
- Lack of neighborhood consensus, meetings, activities, etc regarding making this major change

3. Please identify any other concerns you have below.

Comments:

Environmental study hasn't happened yet - however designs have gone forward. This is unacceptable. There are 2 types that need to be studied - everyday impacts to all of us + the overall & overtime impact of running these heavier trains on high frequencies to our Park, infrastructure, home values, etc.

NO EIS?

ENVIRONMENTAL

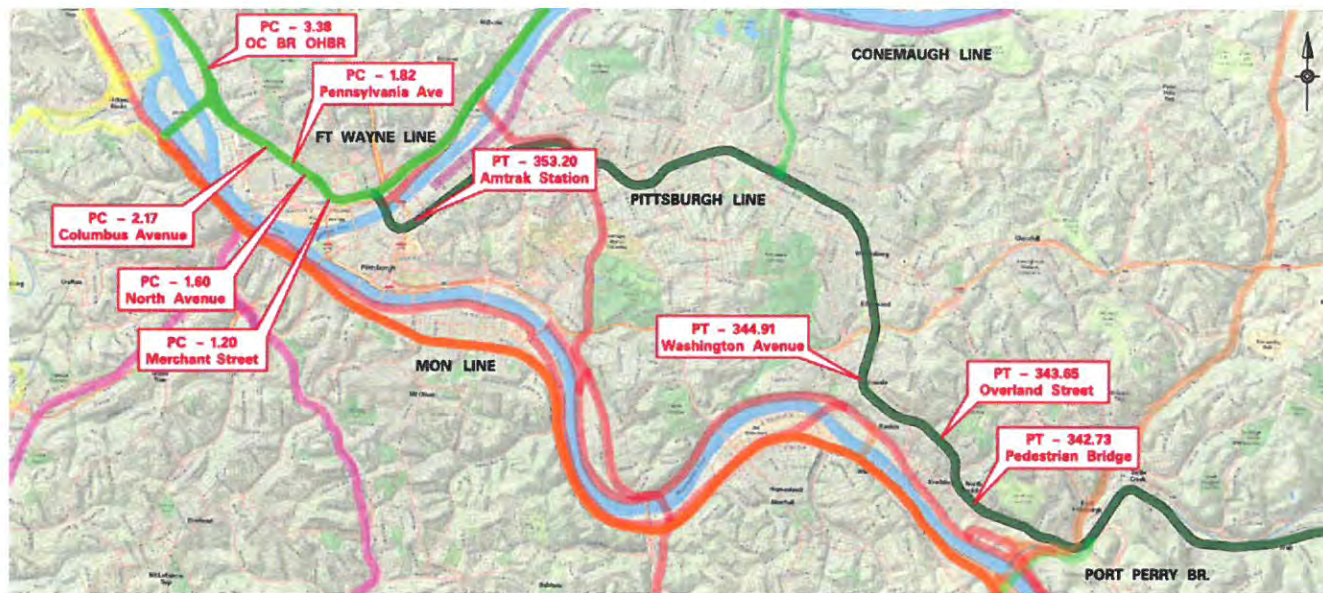
Name
Street Address
Phone
Email

Additional Comments:

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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Why: _____

3. Please identify any other concerns you have below.

Comments: _____

AT YOUR NEXT meeting, which
NEEDS TO BE A TOWN HALL,
WE WANT YOU TO PROVIDE
ELEVATIONS SO THAT WE CAN
SEE HOW HIGH THE BRIDGES + RAMPS
WILL BE AND HOW THAT WILL IMPACT
THE BUILDINGS BEHIND THEM.
I BELIEVE IT'S CALLED AN ELEVATED VIEW.

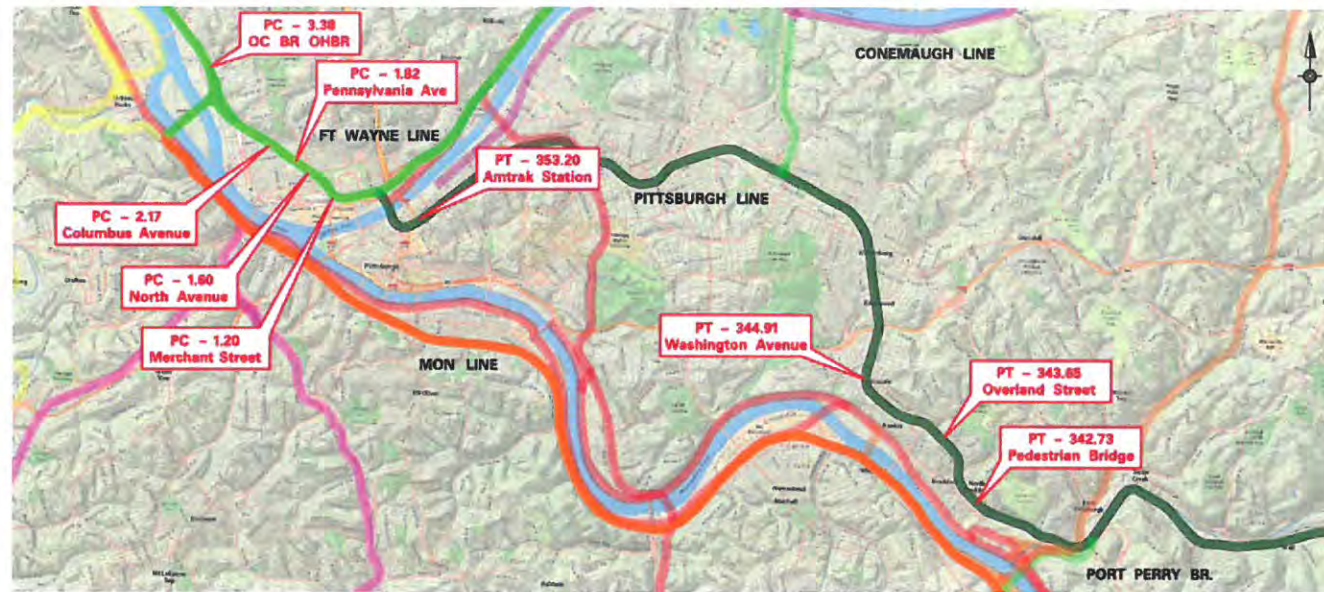
Jessica Ben
Name
617 N. Taylor Ave. Rm PA 15212
Street Address
412 334 5975
Phone
JESSICA BEN@YAHOO.COM
Email

Additional Comments:

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100 Airside Drive
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| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why: I live in the neighborhood (MWS) & most of the projects are in my neighborhood. I share the same concerns for my neighbors who do not live in my neighborhood.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☒ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
| ☒ Multiple Use of Space | ☒ Economic Activity | ☒ Educational Operations |
| ☒ Replacement Housing | ☒ Employment | ☒ Project Cost |
| ☒ Displacement | ☐ Fire Protection | ☒ Maintenance & Operating Costs |
| ☒ Recreation and Parks | ☒ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☒ Religious Institutions | ☐ Other (Please explain) |

Why: I live in this neighborhood & have concerns that I (+my neighborhood) will be negatively affected in almost (if not all) of the above areas. I'm concerned about pollution & hazardous chemicals, destroying the character of a historic park & neighborhood, the negative impact on local businesses, stalling the revitalization of my neighborhood & decreasing my property values, & the cost of this project.

3. Please identify any other concerns you have below.

Comments: This project needs to meet the following measures of success:

- NO INCREASE of pollution
- NO transportation of hazardous chemicals/products/etc.
- NO change to sidewalks - aesthetics of the neighborhoods
- NO prolonged disruption in traffic
- MINIMIZE cost to taxpayers
- ENSURE that public utility water & sewer lines are maintained or improved
- NO obstruction of trees/existing buildings
- NO Displacement of residents

Voluntary Information

Name RENÉE ROSENSTEEL
Street Address 1616 CHATEAU ST PGH PA 15233
Phone _____
Email RENEE@ROSENSTEEL.COM

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

Additional Comments:

THEY NEED TO LOOK AT AND PRESENT
ALTERNATIVE PLANS TO THE
COMMUNITY

THEY NEED TO DO A REAL SURVEY AND
BRAINSTORM ON THE SEWAGE ISSUES

WE NEED PUBLIC PROCESS

PENNDOT: \$20 Million

NO EIS?

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Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

INFORMATION GATHERING and PROJECT OVERVIEW
OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania
JUNE 26, 2018

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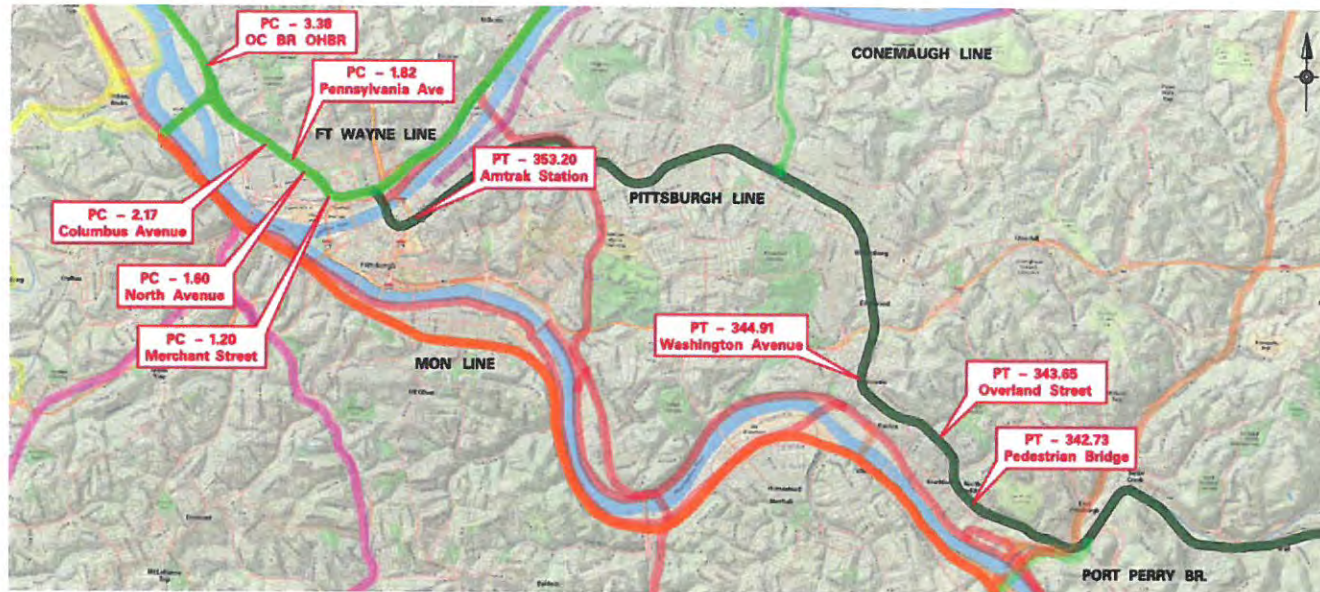
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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Alternatives:

Comment is requested regarding alternatives and ability to meet the purpose and need for the projects. Alternatives include the no action alternative, alternative route alternatives, and the proposed projects; as well as alternatives relating to the manner in which an alternative is constructed or developed. Alternatives should be reasonable and prudent, and meet the purpose and need.

Project Locations:



1. The nine (9) project locations are listed below. In which location(s) are you most interested?

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| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: FRAZIER ST WILL KILL BRADDOCK

COLUMBUS ST:
THE MANCHESTER NEIGHBORHOOD HAS AN ABNORMALLY HIGH RATE OF RESIDENTS WITH BREATHING PROBLEMS ALREADY. WE DO NOT NEED TO INCREASE POLLUTION

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|--|
| ☐ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
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| ☐ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: WE NEED AN ENVIRONMENTAL IMPACT STUDY. WE NEED TO KNOW HOW MUCH POLLUTION THE RAILROAD MAKES AND HOW THEY PLAN TO MITIGATE IT

3. Please identify any other concerns you have below.

Comments: THIS WOULD WIPE OUT THE FRAZIER ST PEDCESTRAN BRIDGE. THAT WOULD FURTHER ISOLATE BRADDOCK

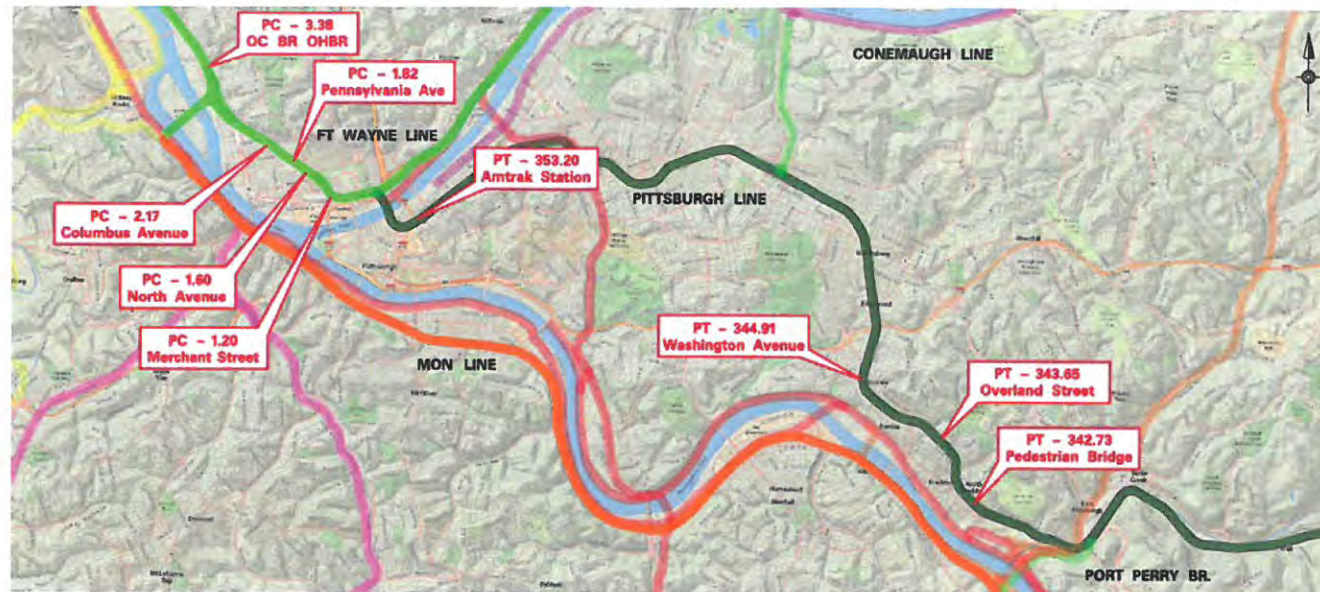
Name
Street Address
Phone
Email

Additional Comments:

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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Why: I live in Manchester, not far from the tracks and a 5-10 minute walk from North, Pennsylvania and Columbus. But I am also concerned about the impacts of people all along the route.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: Public-stacking and increase in train traffic will add to noise, increase pollution from the diesel engines and anything that blows off the trains or that they stir up, and increase the damage that the inevitable accidents would cause. It would all also make the parks less agreeable to use, and adversely affect the respiratory health of neighbors, many of whom already have such problems.

3. Please identify any other concerns you have below.

Comments: I understand that the project would require the removal of the Frazier St. pedestrian bridge in Braddock. This ped bridge is the ~~only~~ shortest way to Braddock Avenue for people who live up on the hill. This is unfair as many people here are likely limited to pedestrian mode.

In general, there seems to be no direct benefit to any of these communities in exchange for the disruptions + ongoing damage and risks it would cause.

Voluntary Information
CATHERINE DRABKIN
1320 ARCH ST.
302-777-7873
cdrabkin@gmail.com

If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.

Additional Comments:

We need a town hall meeting
for civil discourse and dialogue

Please place completed Comment Forms in the comment box at the sign-in table.
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100 Airside Drive
Moon Township, Pennsylvania 15108

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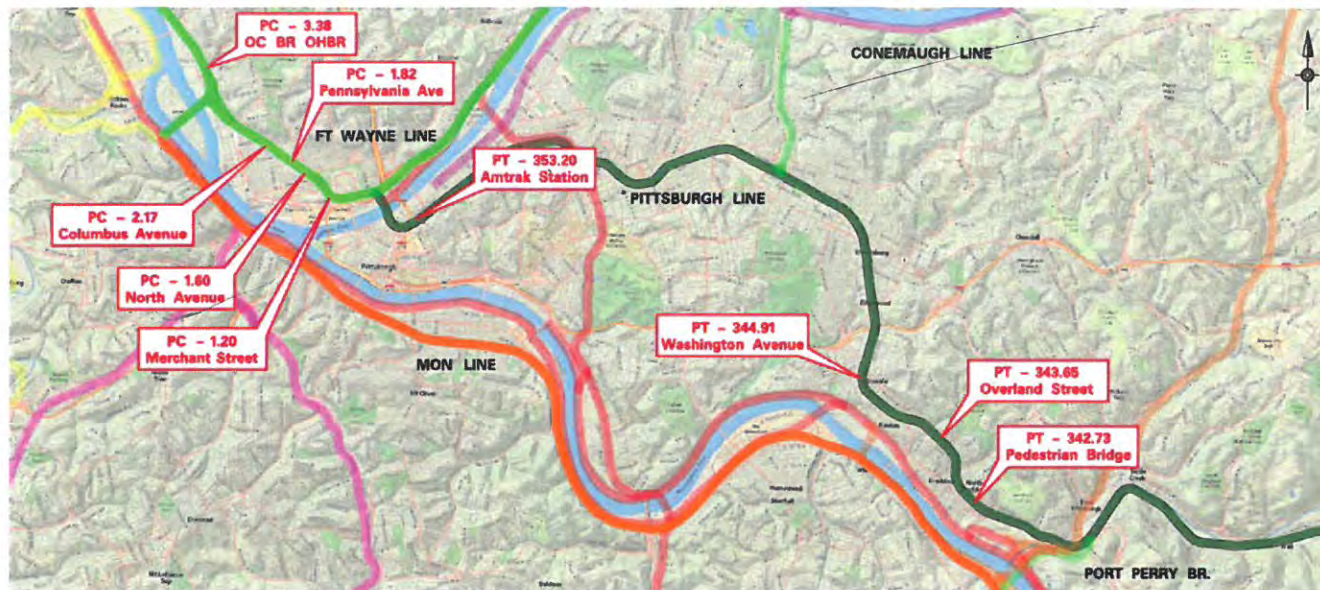
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Why:

all segments are connected

2. What are your major concerns

- ☒ Neighborhood
- ☐ Conservation
- ☒ Pollution
- ☐ Multiple Use of Space
- ☐ Replacement Housing
- ☐ Displacement
- ☐ Recreation and Parks
- ☐ Aesthetics

at the project locations:

- ☐ Government Issues
- ☒ Historic Properties
- ☐ Property Values
- ☐ Educational Operations
- ☐ Project Cost
- ☐ Maintenance & Operating Costs
- ☐ Transportation Routes (Temp./Permanent)
- ☐ Other (Please explain)

Why:

Concerns: Pollution dangers in Neighborhood
Historic Properties devalued

3. Please identify any other concerns you have below.

Comments:

We need a town hall meeting
this information session is not
giving the community a voice

this comments form should be available
on line.

Voluntary Information

Name Jana Thompson
Street Address 1340 Resaca
410 237 9900
Phone tailsonhigh@earthlink.net
Email

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

I was told it would take 3.5 yrs
to lower the tracks I'd recommend
you start digging now.

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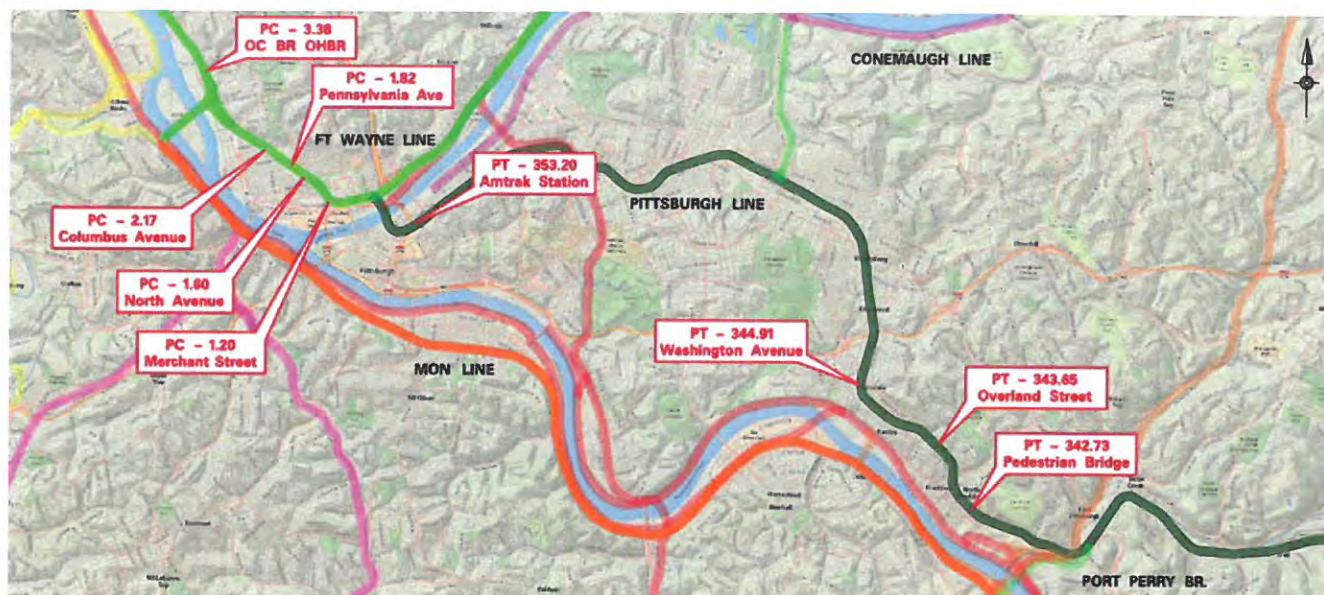
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Why: Will impact the housing of many elderly people, concerned about their safety + mobility.

Crown of roadway will affect line of sight significantly.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|--|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
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Why: Senior Citizens + disabled people cross this intersection at all hours to reach the busstop.

I was struck by a car, while in the cross walk 2 yers ago, at North + Federal.

Drivers will go faster thru yellow arrow lights endangering more people seniors will be crossing. The light system

3. Please identify any other concerns you have below.

Comments: Will have to be so slow to allow pedestrian crossing, drivers will be more frustrated and likely to challenge yellow lights.

Voluntary Information

Name Andrew Wickesberg
 Street Address 1222 Resaca Pl
 Phone _____
 Email awickesberg@accapgh.org

If you have specific questions that you would like addressed directly,
 please make note of that request and fill in the email line above.

Additional Comments:

The only acceptable alternative
 for this project is to lower the tracks
 and use electric engines to eliminate
 diesel pollution. Rolling stock must be maintained.
 Noise pollution must be reduced!
 Environmental Impact Study must
 be done!

NO EIS?
ENVIRONMENTAL
IMPACT STATEMENT

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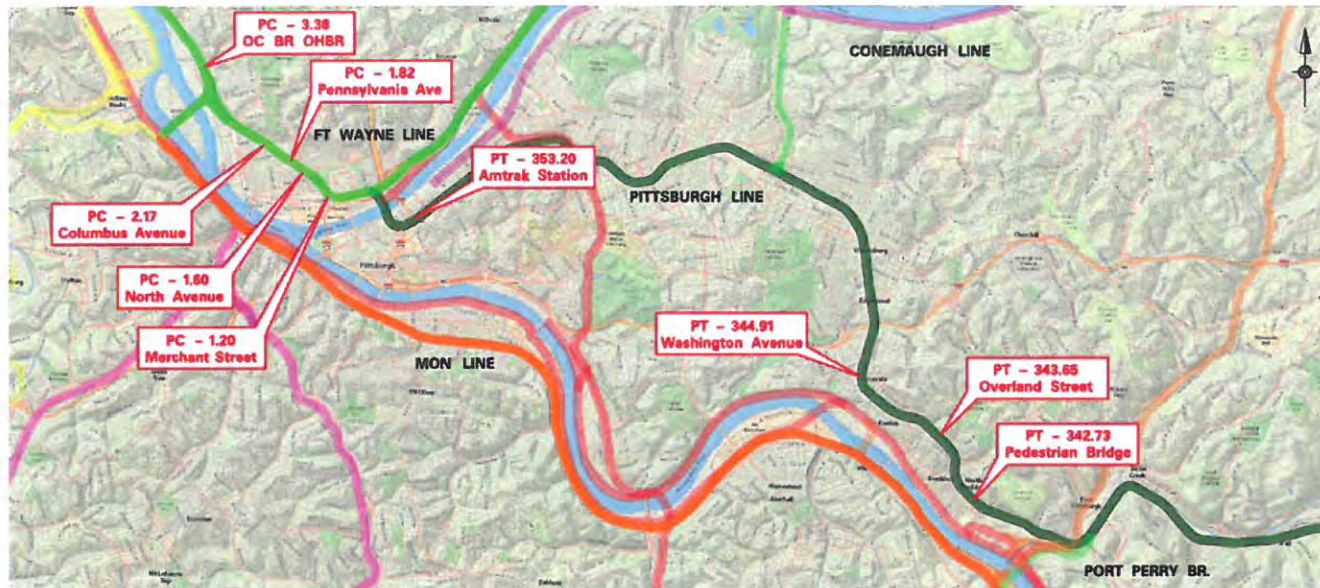
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✓ NO

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Why: Overall impact on environment. Safety concerns with derailment in major dense urban environment.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
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Why: Really? Quality of life for the 50k residents in the impacted regions near the bridge crossings. General safety + environmental concerns for the 100k people living within 1 mile of the proposed double stack route. Potential impact of derailment near a level 1 trauma center, Allegheny General Hospital.

3. Please identify any other concerns you have below.

Comments: Norfolk southern has not engaged in a transparent + open community process. No one at this meeting was identifying by name or organization. THERE WILL BE A LAWSUIT!

Voluntary Information

Name _____

Street Address

Phone

Email

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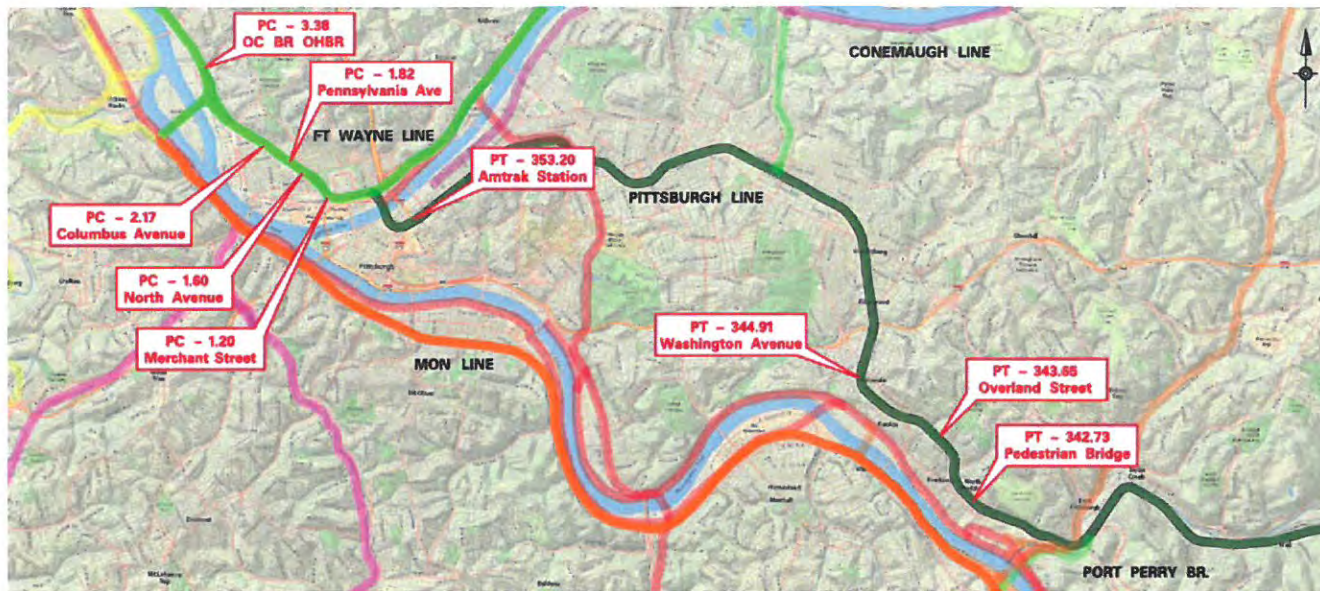
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Why:

This is a critical neighborhood intersection, at the corner of an historic park. Show real 3D renderings of proposed designs.

46,000 people within 500 feet IMPACTS?

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
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| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

This proposal would double train traffic through the urban core. What are the projected increases in diesel pollutants? What are the environmental impacts?

3. Please identify any other concerns you have below.

Comments:

Do the study. Ancient sewer and water lines beneath these tracks would have double the weight on/over them.

Voluntary Information

Name MARGARET M. CONNOR
Street Address 1411 ARCH STREET
Phone _____
Email connor.margaret.m@gmail.com

If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.

Additional Comments:

Allegheny Commons and Mexican War Streets are historic Assets that are important to the broader city. This collection of interventions does not begin to take into account the level of care and consideration necessary for these irreplaceable assets. We have a long history of safety concerns, transportation issues (Allegheny center cutting off access to downtown), and access to the park.

PLEASE PICK A GOOD LONG-TERM SOLUTION... NOT A CHEAP SHORT FIX. (aka lower the tracks or send to train elsewhere).

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Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

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Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
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JUNE 26, 2018

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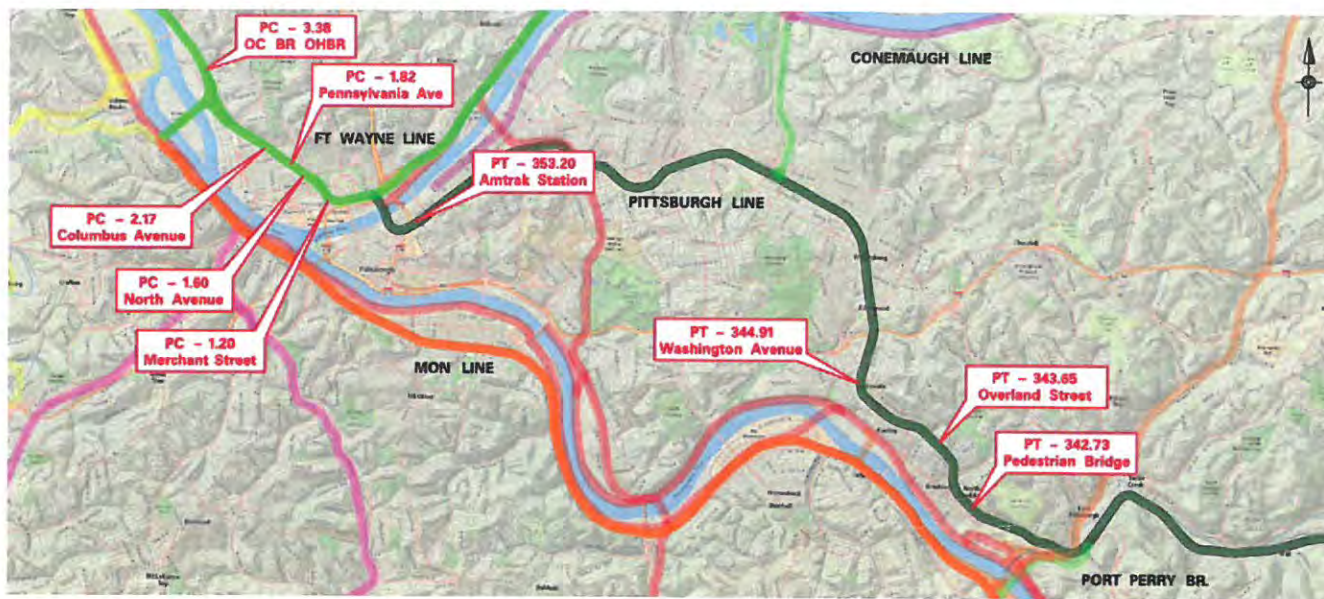
- improve reliability
- integrate modes of travel
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- improve safety
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| ☒ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why:

- 11 year resident of Mexican War Streets.
- 20-year practitioner of urban design + process.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
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| ☐ Recreation and Parks | ☒ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

I am most concerned about North + Brighton intersection. Current plans don't adequately address the character of sidewalks, impacts on adjacent properties, and dangerous grading of the streets.

3. Please identify any other concerns you have below.

Comments:

① SAFETY @ Buena Vista + North Ave intersection.

- safe crossing to park
- safe turning from B.V. onto North
- improved landscaping + visibility.

② POOR PUBLIC PROCESS

- it was impossible to find who to talk to.
- need a presentation, TRANSPARENCY in communication.

③ NO DISCUSSION OF ENVIRONMENTAL IMPACTS

- documented proof or performance measures around vibration, sound, odor, emissions and toxic cargo

④ NEXT TIME WE NEED TO SEE A GRADING PLAN w/ CLEAR MARKINGS FOR EXISTING/PROPOSED TOPOGRAPHY

Voluntary Information

Name Tom Little
 Street Address 406 N. TAYLOR AVE PH 15212
 Phone 412-512-9271
 Email 1clearfoto406@gmail.com

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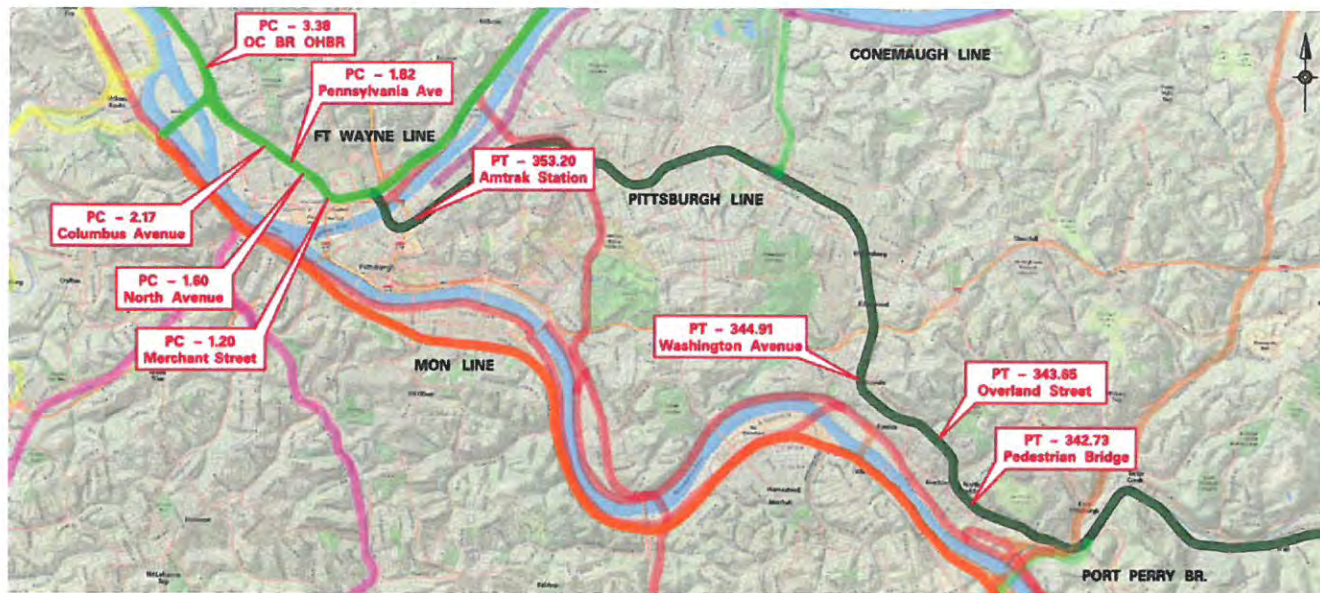
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Why: I LIVE 3 BLOCKS AWAY. I USE WEST PARK DAILY. I HEAR, SEE & SOMETIMES SMELL THE TRAINS - (GARBAGE & WASTE TRAINS). I WOULD RATHER HAVE TRACKS LOWDOWN AND BRIDGES STAY AT CURRENT ELEVATIONS.

- I AM CONCERNED THAT OLD INFRASTRUCTURE UNDER CURRENT TRACKS WILL BE OVERLOOKED AND THEN WILL STILL NEED TO EXCAVATE BELOW CURRENT GRADE LATER ON CAUSING EVEN MORE DISRUPTION OF AREA.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☒ Government Issues |
| ☐ Conservation | ☒ Safe & Efficient Transportation | ☐ Historic Properties |
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| ☒ Recreation and Parks | ☒ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: CHARACTER OF AREA IS ONE OF THE MAIN REASONS I LIVE HERE BRIDGE REPLACEMENT IS ALWAYS IMPACTFUL. RAISING NORTH AVE 4 FT + WILL BE AWFUL FOR NEIGHBORHOOD.

3. Please identify any other concerns you have below.

Comments: ① WHO OR WHAT AGENCY CONTROLS WHAT CAN BE TRANSPORTED THROUGH URBAN AREAS. ANY LEAK OR OTHER RELEASE OF TOXIC MATERIAL WOULD BE CATASTROPHIC. THE EPA SEEMS TO NO LONGER CARE ABOUT ITS WORK, ONLY THAT CORPORATE INTERESTS ARE SERVED.

② COULD THE MONEY NEEDED FOR ALL OF THIS BE SPENT TO UPGRADE & STABILIZE THE MON LINE OR EVEN RUN ANOTHER LINE AROUND PITTSBURG. INTERMODAL DOES NOT NEED TO BE IN THE CITY!

Voluntary Information

Name Thomas Barbush
 Street Address 828 Beech Ave
Pittsburgh 15233
 Phone 412-638-2698
 Email _____

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 please make note of that request and fill in the email line above.*

Additional Comments:

The Norfolk Southern Railroad brings
to the community Noise; Air Pollution;
Hazardous materials; Flammable Liquids
and general blight.
The deck appears to be stacked
against the community by PennDOT
and the Railroad.
20 million dollars from the State
contracts with a study of the
Environmental impacts on
50,000 people is patently
unfair
→ An Environmental Impact Statement
should be required. ←

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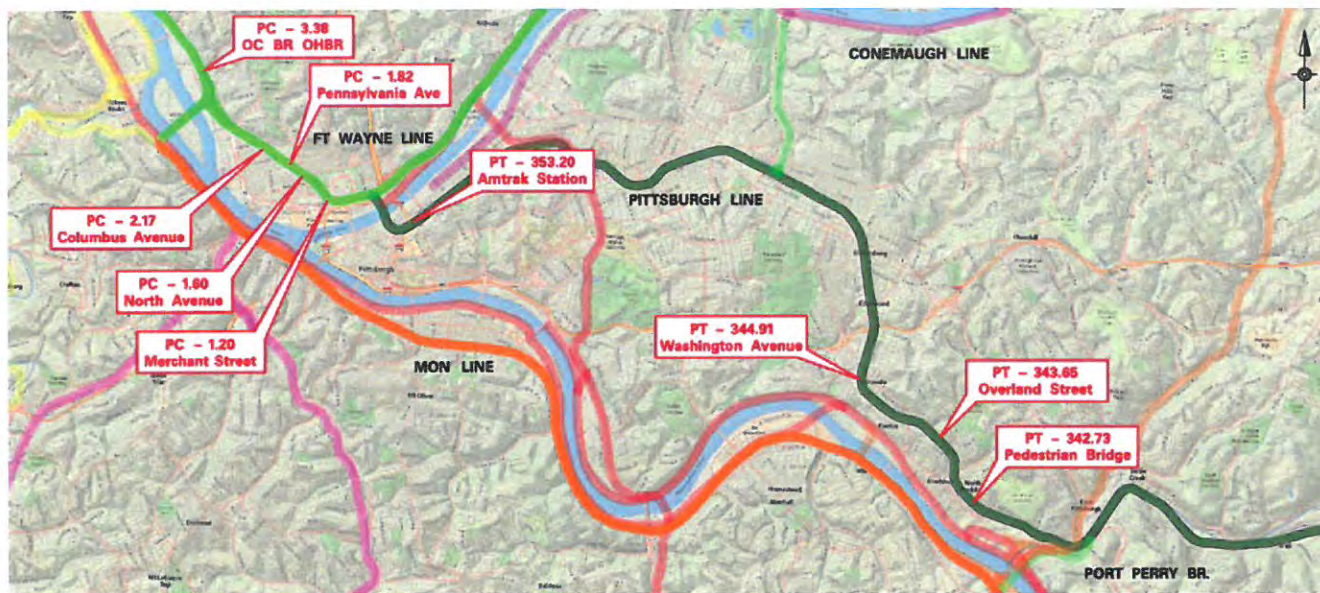
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Why: I live nearby

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: Our Parkland will be blighted by the increase in Rail traffic, Noise; Dirt; Air quality

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name _____

Street Address

Phone

Email

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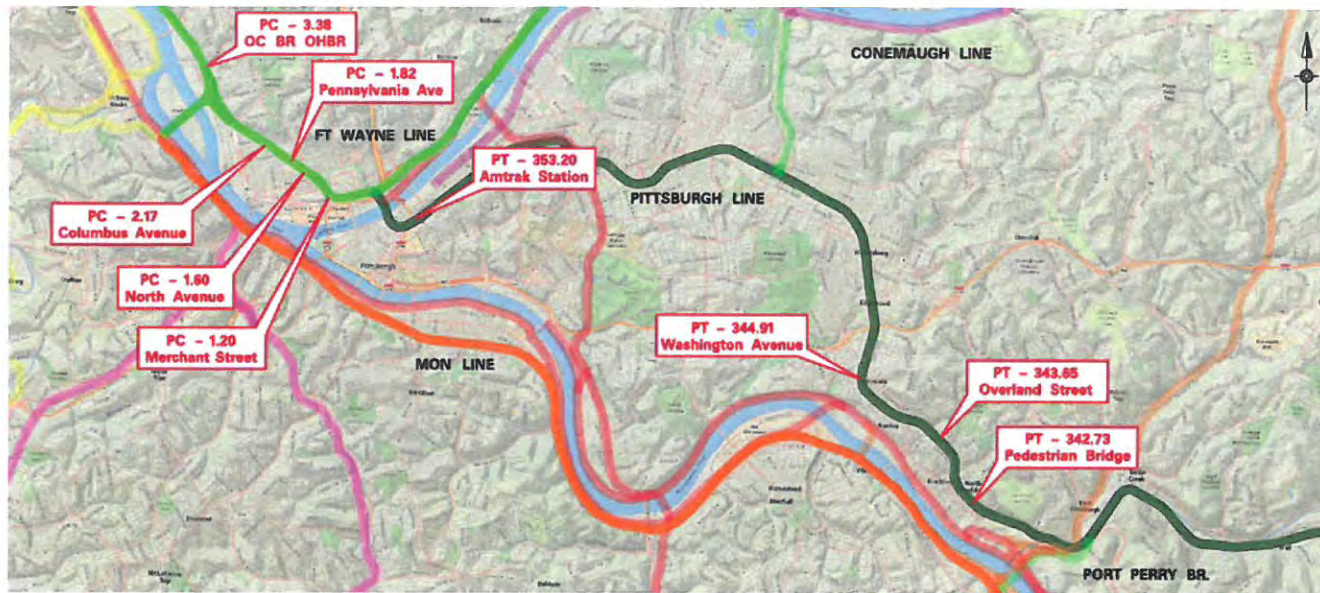
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Why: I OWN A HOME & LIVE ON SHERMAN AVE I SPEND A LOT OF TIME IN THE PARK AND WALK TO WORK ON MERCHANT STREET

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: I'D LIKE TO SEE THE USE OF OUR PARKS INCREASE - SO I WOULDN'T WANT TO SEE ANY DEGRADATION OF PUBLIC SPACE

LAST TOLD I WOULDN'T SEE A CHANGE IN TYPES OF GOODS SHIPPED

GENERALLY CONCERNED ABOUT PROPERTY VALUE

3. Please identify any other concerns you have below.

Comments:

SOUND - WOULD SOUND BECOME MORE FREQUENT? SOUND MITIGATION IS A MAJOR INTEREST OF MINE

18

Voluntary Information

Name Lauren Palmucci
Street Address 1708 Sherman Ave
Phone _____
Email laurendodds48@gmail.com

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Additional Comments:

Comment

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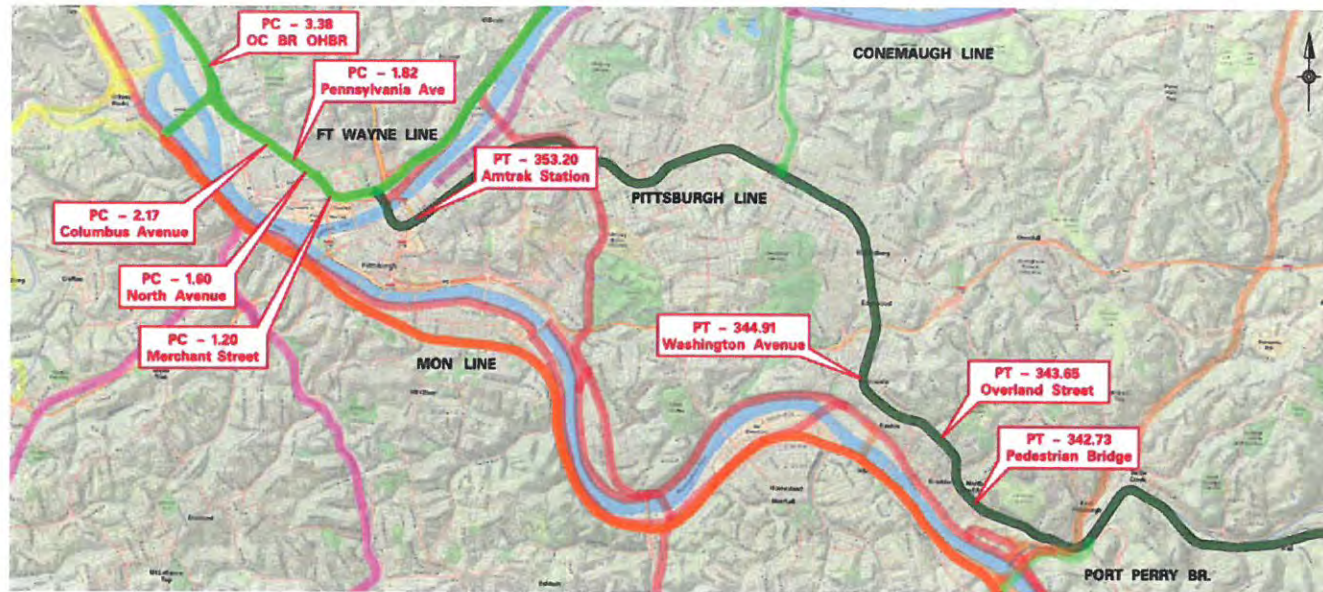
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Why: These are near my house in my neighborhood.
on roads I bike on, in my park.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
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Why: I love the park and don't want to see
any potential harmful impact to the park
or to the character of the neighborhood.
North Ave and surrounding areas are historic
and hence we care about the character.
I also want to see the pedestrian bridge in
the park built ASAP.

3. Please identify any other concerns you have below.

Comments: I am also worried about the sound
and want to ensure there are sound
studies conducted. If there are major sound
changes due to the modifications and
increased volume of traffic, I want to see
things done to mitigate this.

Voluntary Information

Name Mar iose Radelet
Street Address 1246 Besaca Pl Pgh 15212
Phone _____
Email _____

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Additional Comments:

*I was not able to learn much at this meeting. The
presentation boards were too complicated. It was too
crowded to hear representatives explanations. How about
a series of town meetings in the different neighborhoods
impacted so we can really get some info.*

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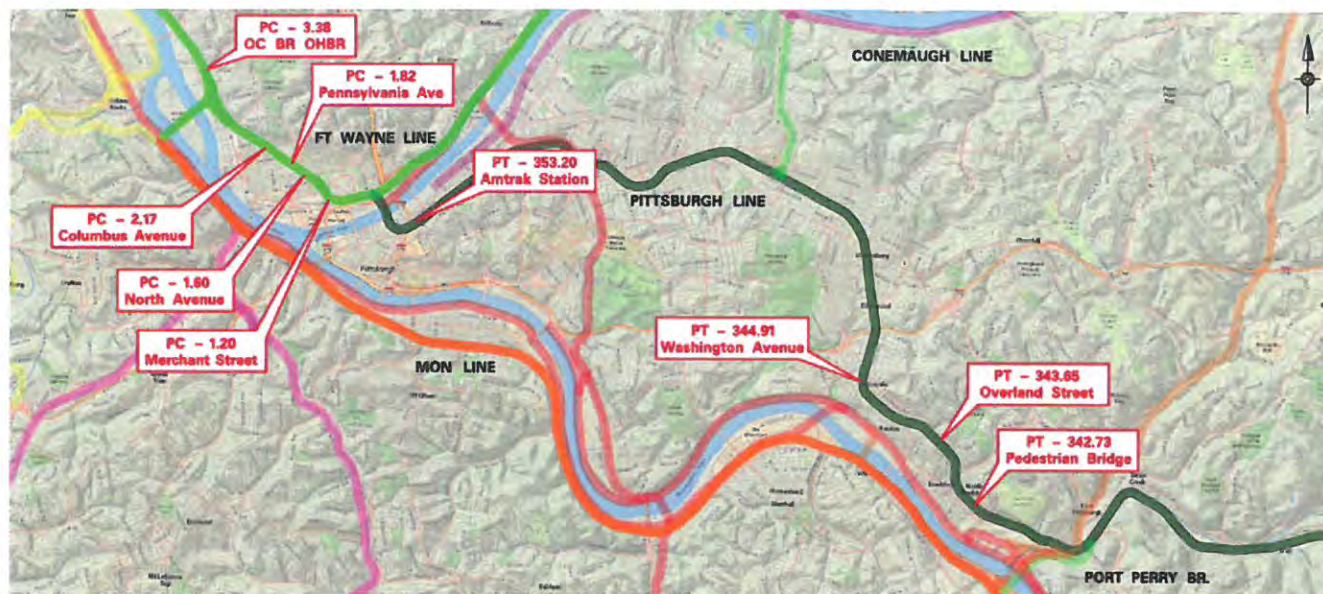
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why:

This is my neighborhood. It needs to be accessible to all — cars, trucks, busses and PEOPLE. We who live here need to be able to cross streets like Brighton Rd, North Ave safely and directly to reach businesses like Rite Aid and dining places, yoga places without feeling like we are taking our lives in our hands. . . . or leaving it in the hands of some frustrated driver who has been sitting through two or three lights waiting to make a turn from Brighton to North.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|---|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
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| ☐ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☒ Other (Please explain) |

Why:

There absolutely needs to be an environmental impact study BEFORE this project is approved. The train traffic through the park has increased exponentially in the past several years.

Who is going to maintain the roads and bridges? Where will that \$ come from?

Amtrak and other passenger train options are losing because they need to cede the track to the oil trains. As usual, it's all about \$ making \$ and to hell with everything and everybody else.

3. Please identify any other concerns you have below.

Comments:

West Park Court, a 10 story senior hi-rise at the corner of Brighton and North: How will ADA compliant entry and exit from this building be impacted?

20

Voluntary Information

Name _____

Street Address _____

Phone _____

Email _____

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Additional Comments:

THIS WAS A POORLY RUN / POORLY
PRESENTED "FORUM"

- NEGATIVE IMPACT
- IMPACT ON NOISE LEVEL ALONG ROUTE
 - IMPACT ON PROPERTY VALUES / ~~HEAR~~ ALL
HOMES EFFECTED BY THE CHANGE IN THE
ROAD HEIGHTS
 - IMPACT PARK - NOISE, LOSS OF TREES
AND GENERAL ENJOYMENT
 - IMPACT ON THE BIRDS @ AVIARY -
"SOME ARE PROTECTED SPECIES"
 - IMPACT ON BUSINESS - NOISE, ODORS,
OF TRAINS

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The team also benefits at NSRC Vertical Clearance@penn.gov

- IMPACT ON THE HISTORIC FEEL OF
THE NEIGHBORHOODS

Michael Baker International
1000 Morris Drive
Moon Township, Pennsylvania 15108

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INFORMATION GATHERING and PROJECT OVERVIEW
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Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
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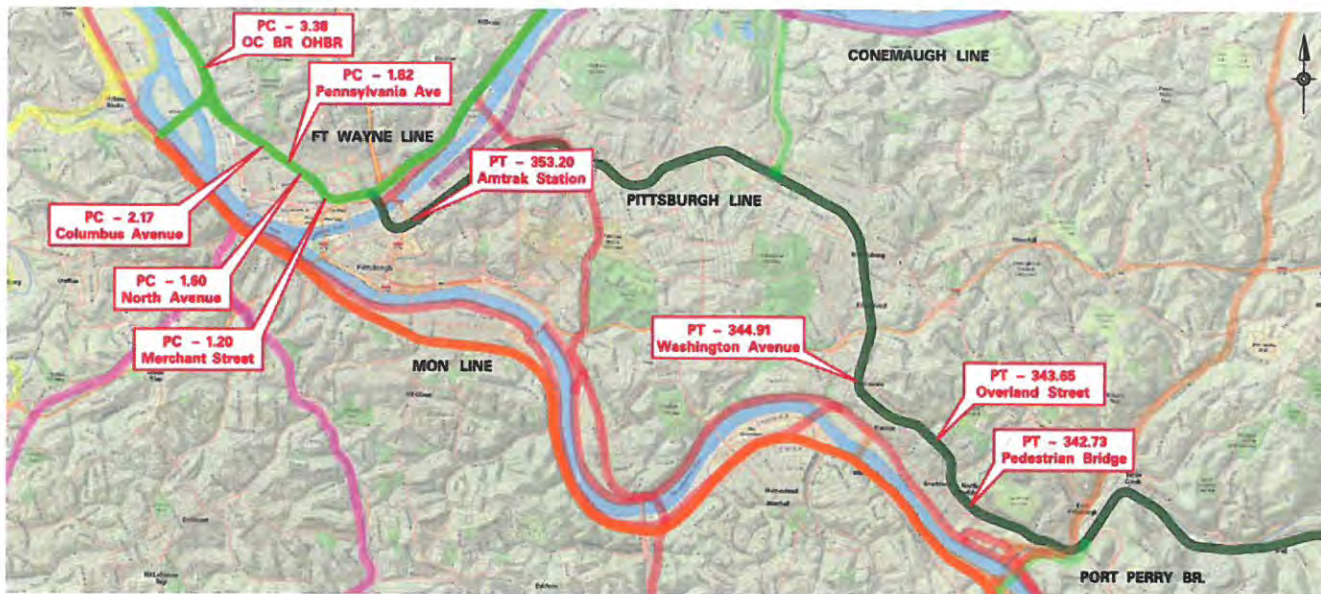
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Why:

CHANGES ON THE NORTH SIDE (NORTH SIDE) OF THE RIVER WILL HAVE A MAJOR CHANGE (BAD) TO OUR NEIGHBORHOOD

QUALITY OF LIFE - WHY OUR NEIGHBORHOODS (NORTH SIDE)

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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| ☐ Recreation and Parks | ☒ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☒ Religious Institutions | ☐ Other (Please explain) |

Why: THIS WILL CAUSE A MAJOR CHANGE (BAD) TO OUR NEIGHBORHOOD

THIS WILL HAVE AN ADVERSE EFFECT ON THOUSANDS OF PEOPLE

3. Please identify any other concerns you have below.

Comments:

THEY ARE GOING TO TAKE AWAY THE LAND THAT WE HAVE BEEN USING FOR YEARS. IT IS A MAJOR CHANGE (BAD) TO OUR NEIGHBORHOOD. IT WILL HAVE AN ADVERSE EFFECT ON THOUSANDS OF PEOPLE. IT WILL CAUSE A MAJOR CHANGE (BAD) TO OUR NEIGHBORHOOD. IT WILL HAVE AN ADVERSE EFFECT ON THOUSANDS OF PEOPLE. IT WILL CAUSE A MAJOR CHANGE (BAD) TO OUR NEIGHBORHOOD. IT WILL HAVE AN ADVERSE EFFECT ON THOUSANDS OF PEOPLE.

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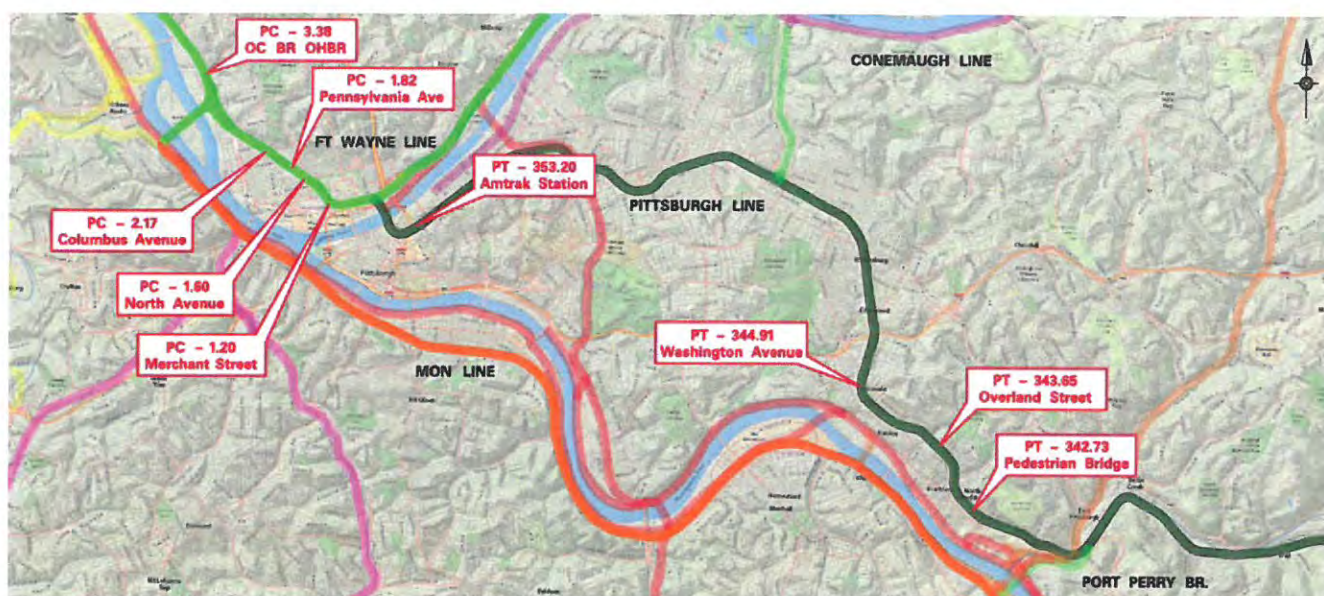
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| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why:

The Northside Community depends on the health and safety of its members. The proposals I have seen offer no information about the environmental impacts.

I understand that the plan to allow double-stacked trains to now move through the city containing highly hazardous & toxic materials shows little compassion for the humans who will be impacted. The Monongahela River line already bypasses the city and has no overhead clearance... It seems to me that the solution already in use is both the more humane, and less costly option. All of this work will hugely impact the community. Please show us the Environmental Impacts

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

Please show us the Environmental Impacts of this proposal.

3. Please identify any other concerns you have below.

Comments:

I am highly concerned that this proposal will increase pollution and toxic exposure to children & inhabitants of the North Side community. If your proposal makes it unhealthy to live here, we will no longer have to live in this wonderful historic community that we have worked so hard to flourish. We love where we live. We cherish the city's oldest park. Please be part of a positive solution & improves the lives of others. Please show compassion for human beings. Please care for the environment.

We need to know exactly how this proposal will negatively impact our society.

Voluntary Information

Marie Engberg
Name
1235 Resaca Place Pittsburgh PA 15212
Street Address
412 322 5520
Phone
mce0213@gmail.com
Email

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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: My neighborhood
my schools
my park
my roads
my lungs
my children

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: ① Safety: I already have concerns about toxic/flammable materials going through a highly populated corridor going within a few hundred yards of the nearest school. Increasing volume increases risk of dangerous exposures and accidents for which we do not have appropriate safeguards or evacuation plans. * For this reason I believe the people of Pittsburgh are entitled to a PennDOT Environmental Statement * before any further steps are taken on this project.

3. Please identify any other concerns you have below.

Comments:

② I still haven't forgiven you for taking away the pedestrian bridge in West Park. But seriously - and I am - elevated trains and increased traffic volumes would increase noise, pollution and create visual pollution to this historic and beloved neighborhood.

③ Safety would be affected - North/Brighton is on route of EMS vehicles en route to AGH during construction.

④ Seniors will be overly affected - increased grade will be difficult for seniors, intersection will have less visibility at a site with large number of seniors with mobility issues - not safe!!

Voluntary Information
Name DARYLIN NAGY + DAVE SEIDEN
Street Address 1214 BOYLE ST 15012
Phone _____
Email DARYLINN@GMAIL.COM
+ JELRUS@YAHOO.COM

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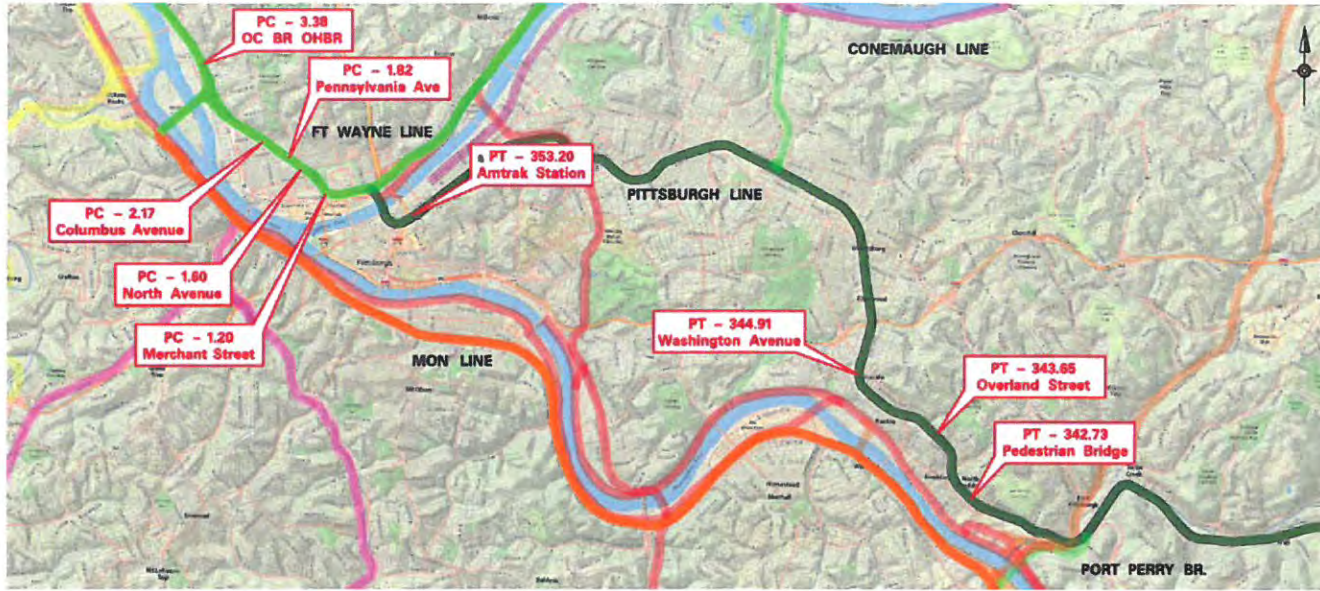
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ALL THIS IS OUR NEIGHBORHOOD.
HEALTH, NOISE & ENJOYMENT WILL BE
JEOPARDIZED.
ALL FOR \$.

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- | | | |
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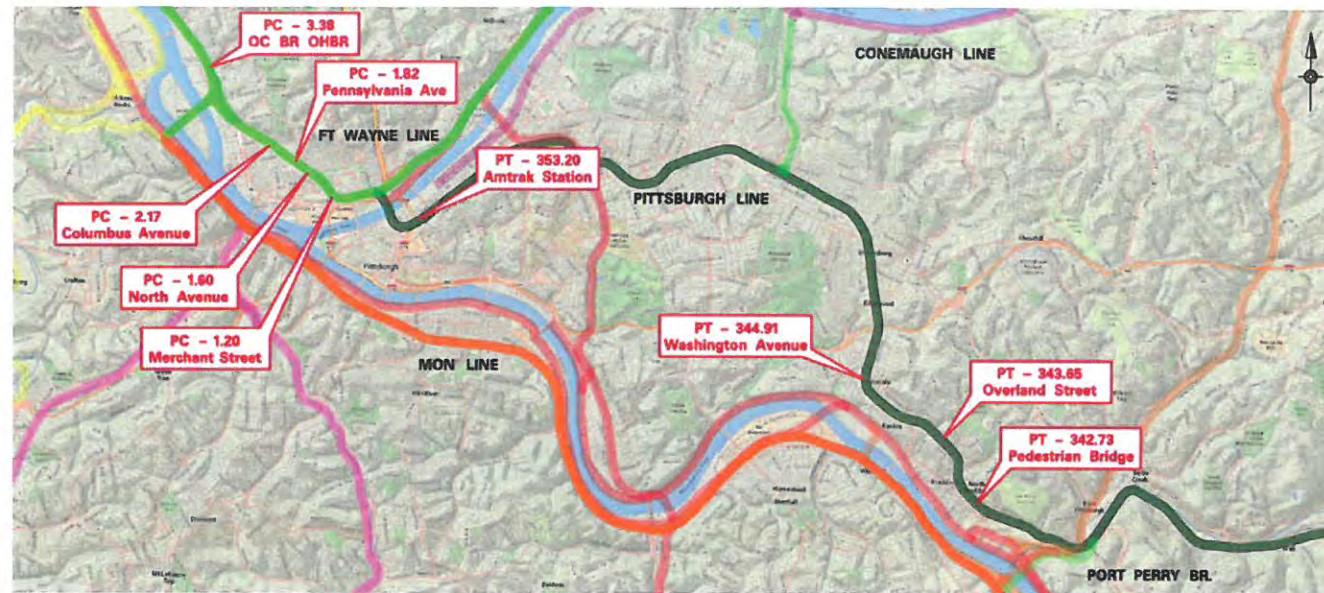
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| ☐ Washington Street over NSRC | ☐ Columbus Avenue over NSRC |
| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why:

I am concerned about this entire project. I am concerned about additional pollution, noise, and lower property values. There has been no environmental impact studies, which leads me to believe this project is being rushed.

I am just sick about what is being proposed for my neighborhood and others.

I would like to see a full and transparent public process. Tonight, I have spoken with representatives from the city, PennDOT and Norfolk Southern and they have given me contradictory information.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|--|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☐ Recreation and Parks | ☒ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name _____

Street Address _____

Phone _____

Email _____

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

This force is not a public meeting in the spirit of the law. Having a forum where the public can hear one story from NS representatives and provide feedback. The people affected by this project are more than a checkmark on the fact that it is \$22 million.

The location chosen for this meeting was not centrally located, making it difficult for people to attend.

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The team can also be reached at NSPghVerticalClearance@gmail.com

Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

INFORMATION GATHERING and PROJECT OVERVIEW
OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania

JUNE 26, 2018

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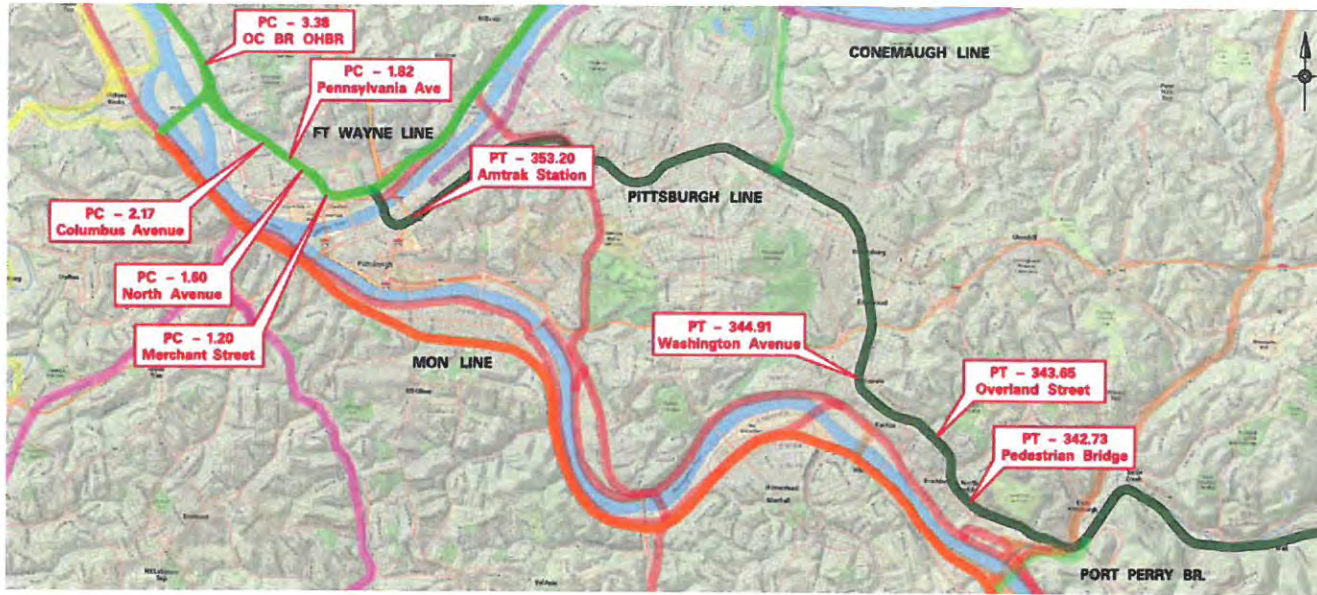
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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Alternatives:

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Why: These locations represent residential neighborhoods, largely in areas already struggling with health economic issues due to industrial development. These neighborhoods do not need more pollution, more hazardous materials, and more industrial byproducts moving through them. In addition, there are densely populated areas, and a derailment or spill would cause large-scale damage and injuries. There is no positive reason to send larger trains through these areas.

If it's "too dangerous" to send these trains down other tracks for fear of landslides, it's too dangerous to send them past people's homes.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: On the North Side, these tracks skirt two historic districts, ~~these~~ and even homes outside of official historic designation are frequently older "character" homes that will suffer from the increased vibration from heavier trains. The people who live in these homes, some of them for several generations, will suffer due to increased noise & pollution. Hazardous materials have no place in residential neighborhoods, downtown areas, and parks.

3. Please identify any other concerns you have below.

Comments: Raising tracks along major pedestrian areas will be an impediment to neighborhood mobility. Pittsburgh's population is aging, and making it harder for people to get through their neighborhoods is not helpful.

Voluntary Information

Name _____

Street Address

Phone _____

Email

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City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
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JUNE 26, 2018

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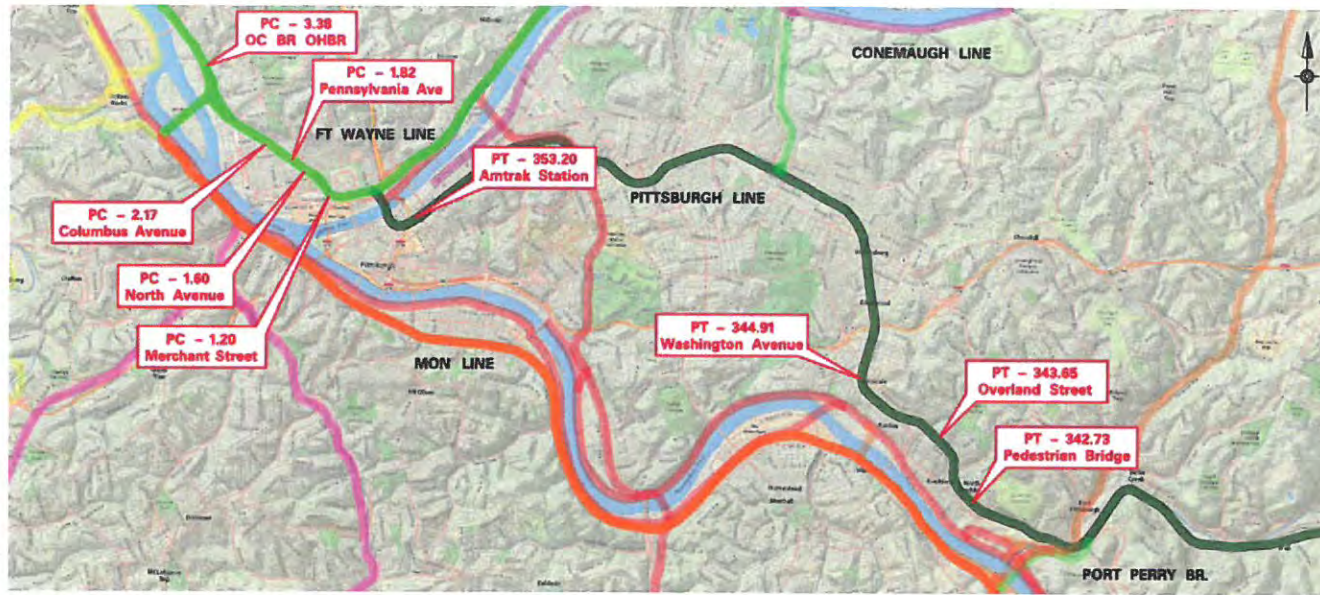
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Why: MY MAJOR QUESTIONS OR CONCERNS ARE HOW DOES THIS BENEFIT THE PEOPLE? I UNDERSTAND THE IDEA IS TO REMOVE TRUCKS FROM THE HIGHWAYS AND TO SAVE MONEY, CUT DOWN ON POLLUTION, ETC

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: MY INTERESTS OR CONCERNS - HOW IS THIS BENEFICIAL? WHY THE NEED ALL OF A SUDDEN? WHERE DID THE FUNDS COME FROM? ARE THE PEOPLES VOICES REALLY GOING TO BE HEARD? IF THIS IS A MEANS TO IMPROVE WHY HASN'T THIS BEEN ADDRESSED BEFORE NOW? HOW MUCH OF THE COMMUNITY'S OPPOSITION TO THE PLANS IS NECESSARY TO WARRANT A CHANGE?

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name MARY NAVARRO
 Street Address 12 FOSTER SQUARE
PAH. PA 15212
 Phone _____
 Email MARY @ MARYNAVARRO.COM

If you have specific questions that you would like addressed directly,
 please make note of that request and fill in the email line above.

Additional Comments:

- This meeting did not satisfactorily answer questions about this project and I hope there are opportunities for more dialogue.
- ① the representations of Michael Baker were not clearly identified
 - ② the space was too crowded to see the necessary level of detail.
 - ③ the structure of the meeting was not clear in advance - we thought there would be opportunity to hear presentations about the project
 - ④ there should be more meetings by neighborhood so people can understand the plans
 - ⑤ This did not show Michael Baker, NS or the city in a positive light

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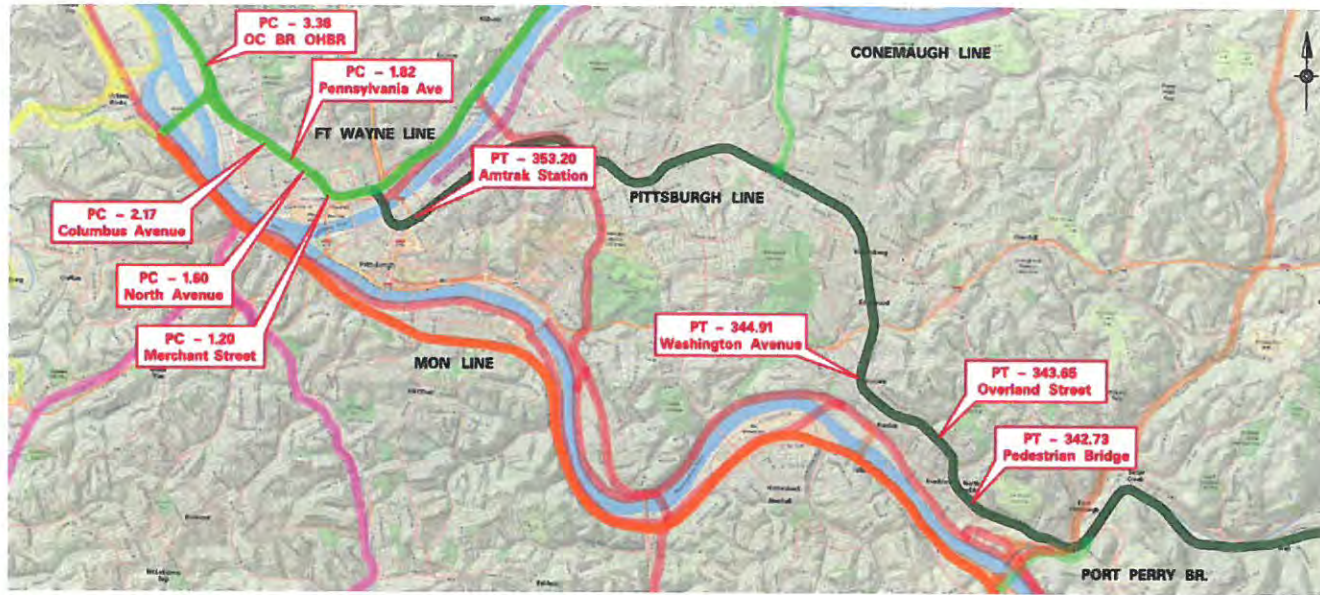
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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: I am a resident of FOSTER SQUARE and regularly use the park. The current train traffic is already a negative factor for where I live. It is noisy and visually a nuisance.

Any increased noise and visual intrusion are not desirable in my neighborhood. It will 1) hurt property values 2) make the park unpleasant to use at times 3) create more pollution + environmental disturbance

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
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| ☒ Recreation and Parks | ☐ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: ☒ see prior comments
 ① noise
 ② pollution
 ③ hurts view shed
 ④ inhibits use of public park

3. Please identify any other concerns you have below.

Comments:

Raising the bridges will have significant impact on the surrounding areas

① Maintaining the new grade especially at crossings will create unsightly + difficult walking conditions.

② to truly understand how this will impact our neighborhood we were promised drawings showing elevations - not just sections.

③ need to understand detailing, materials etc proposed for new bridge + sidewalk design

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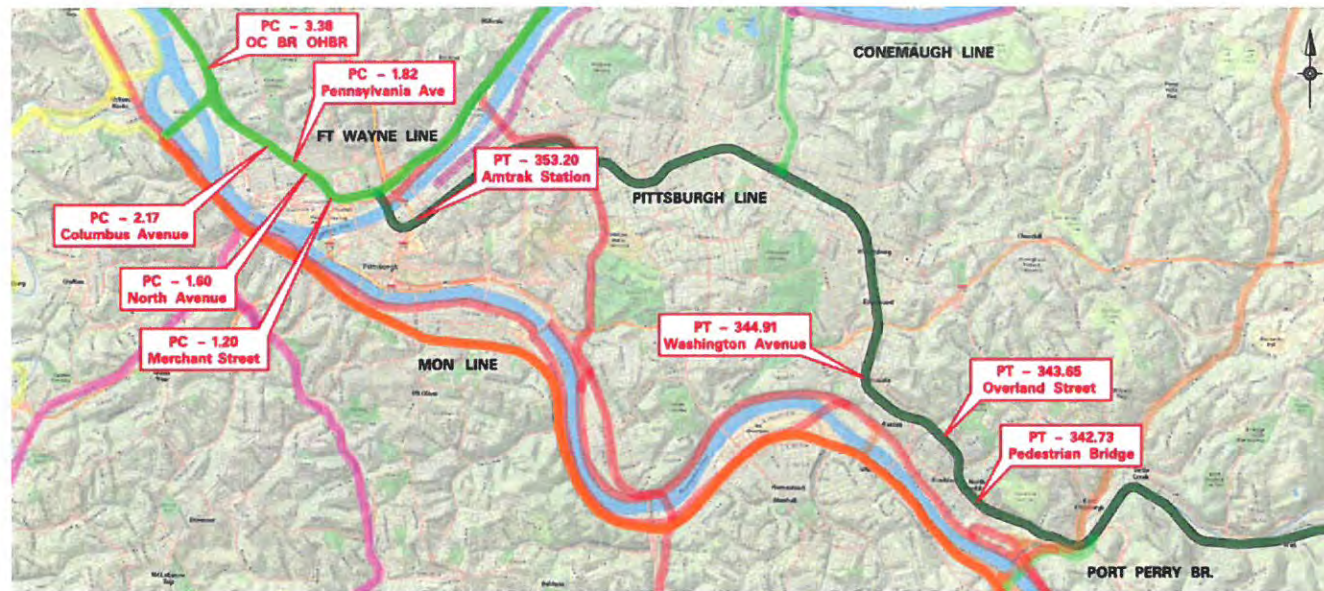
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 - ☐ Columbus Avenue over NSRC
 - ☐ Ohio Connecting Bridge over NSRC
 - ☐ All Locations (*Please explain*)

Why: First, I'm thinking about children and school buses. How much will it effect their arrival to school. Emergency Vehicles (EMT + Police) how much will it cut into the time it typically takes them to respond. There is absolutely no way that all of these bridges could be worked on simultaneously.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☒ Safe & Efficient Transportation | ☐ Historic Properties |
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| ☐ Aesthetics | ☐ Religious Institutions | ☒ Other (Please explain) <i>school</i> |

☐ Aesthetics ☐ Religious Institutions ☒ Other (Please explain) School

Why: It would impact the children's transportation to and from school. Arriving late or the school time missing education. Underprivileged children may miss a meal because of delays. For a lot of kids breakfast at school is the only meal they get in the morning which is the most important meal of the day. It disrupts the entire household.

- Will this create job opportunities for the community affected?

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name Beth Hackney
Street Address 1219 Redblow St, Pittsburgh PA 15212
Phone (412) 891-2409
Email BethHackney@gmail.com

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

PLEASE have a public
hearing to answer
and address our concerns!

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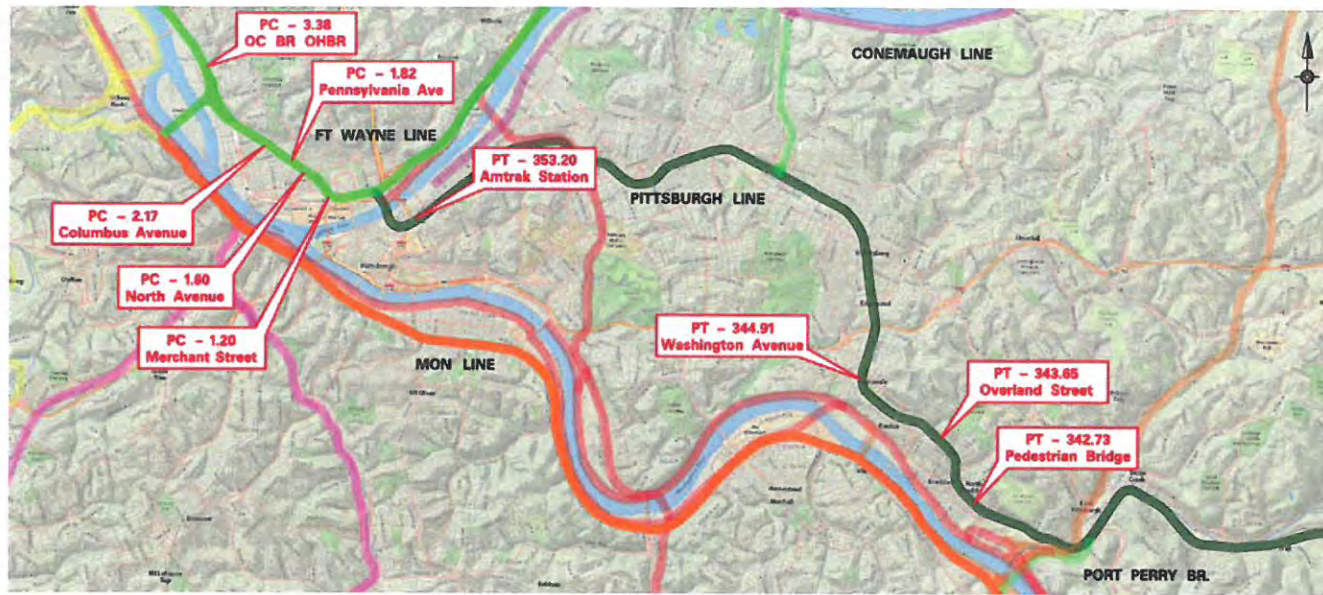
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Why: I live near the intersection of North + Brighton. Because North + Brighton are only two lane roads, traffic becomes severely disturbed with even minor roadwork. Thousands of people, including emergency vehicles will be negatively impacted in a major way if the entire intersection of North + Brighton is closed for 1+ year(s).

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: The trains will be closer to street level which will increase noise pollution. Traffic in the area will be an absolute nightmare during construction, which will affect neighborhood character + economic activity because non-residents will not be able to/want to venture into an area with horrendous traffic.

3. Please identify any other concerns you have below.

Comments: We MUST have public hearings before any projects are started!

Voluntary Information

Name Paul Beer
Street Address 912 Beech Ave
Phone 412 321 0878
Email paulrbeer@yahoo.com

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

We need a public forum about what
it will take to drop the
tracks instead of raising them.
It is not acceptable to say the
cost is "astronomical."
It can be done, and we should
spec it, and compare.
I was not satisfied at all in the
responses I received.

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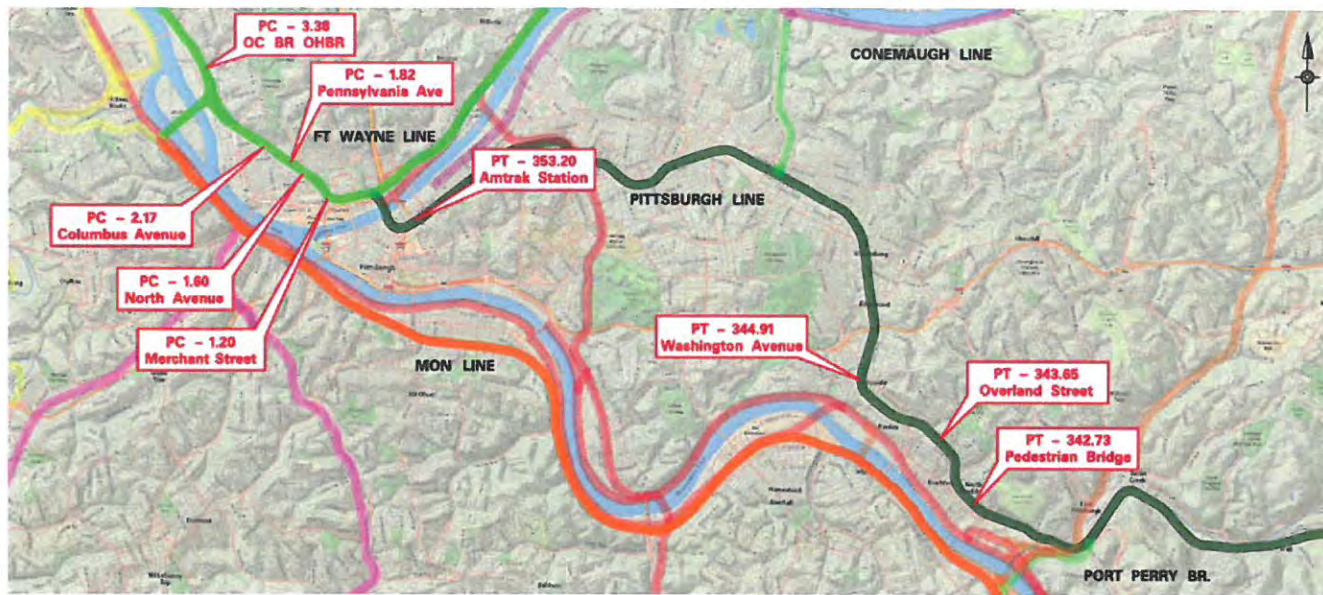
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☒ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why:

We need a public forum. The format of this project planning session was unacceptable. Everyone here wants to drop the tracks so it is less of an eyesore, is less noisy, and would allow us to upgrade aging plumbing. Every person I talked to dismissed these ideas outright and refused to even engage. We need a real public forum about this issue, where we can express our concerns.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

See #1
We need to discuss dropping the track instead of raising it. Everyone knows it will cost more. We need to know what the cost difference is.

3. Please identify any other concerns you have below.

Comments:

See #1

Voluntary Information

Jasmine Harris
 Name
 310 W. 20th St. Pitt PA 15232
 Street Address
 412-390-7887
 Phone
 jmh25234@gmail.com
 Email

*If you have specific questions that you would like addressed directly,
 please make note of that request and fill in the email line above.*

Additional Comments:

When will bridge be replaced?

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Michael Baker International
100 Airside Drive
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INFORMATION GATHERING and PROJECT OVERVIEW

OPEN HOUSE

Pittsburgh Vertical Clearance Projects
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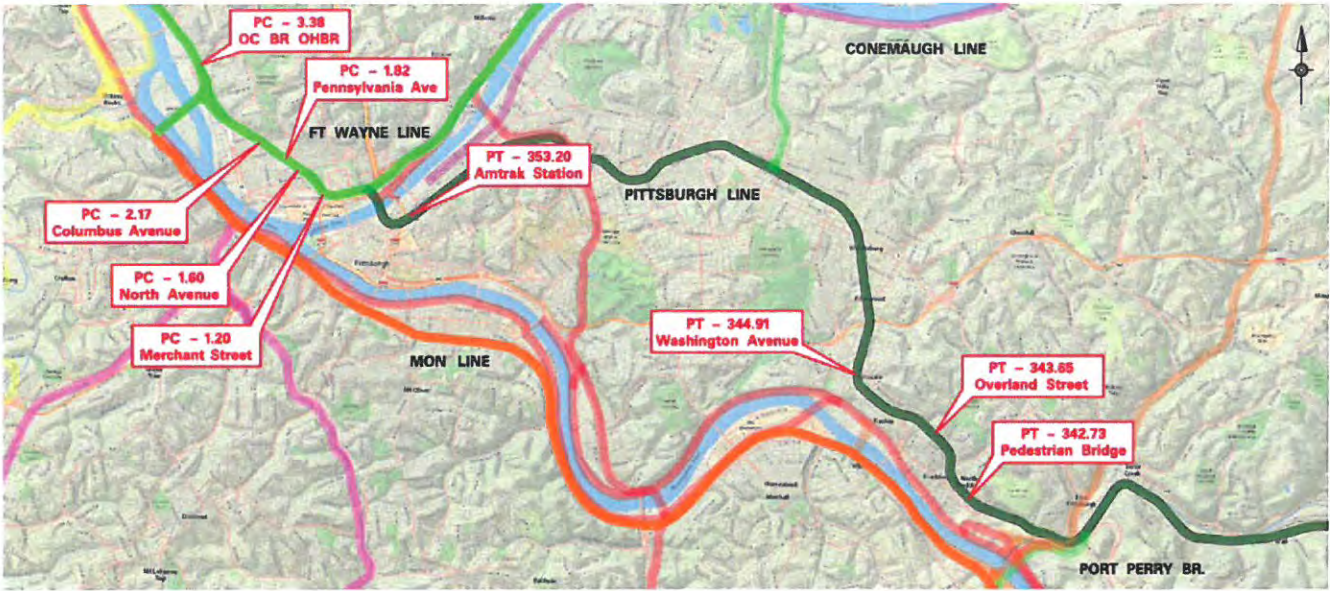
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| ☒ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: These locations are ~~not~~ affecting the community I live in.

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- | | | |
|--|---|--|
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| ☒ Conservation | ☒ Safe & Efficient Transportation | ☐ Historic Properties |
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: The bridges being closed affect traffic miles of transportation for the community. Alternative routes affect time & businesses. I am also concerned about the materials that are being transported.

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name Kathleen Davis
Street Address 1321 Buena Vista St
Phone 412-221-2729
Email KDavis@comcast.net

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Additional Comments:

a public EIS report

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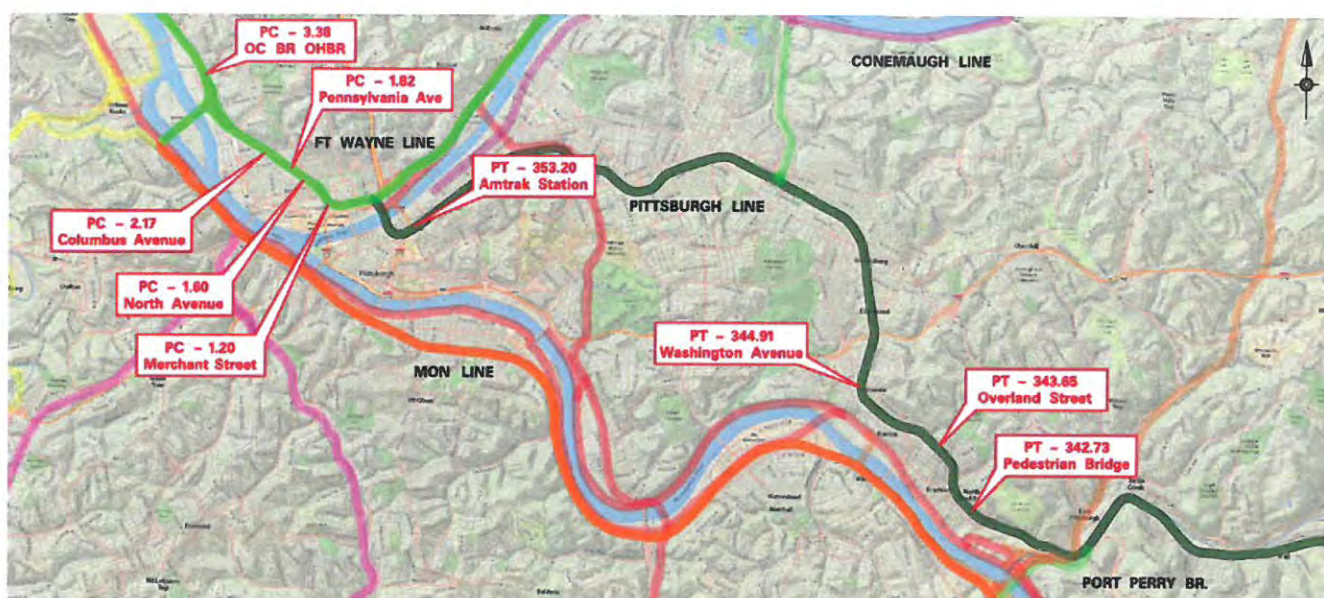
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Why: I drive all these areas on a regular basis. I own & live in house on the 1200 block of Buena Vista St. I drive my grandkids to school down town & in Brookline I go to school in Oakland & often shop in East Liberty. I still use the post offices

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: in the Mexican War street were already having to deal with extra traffic because of the Merchant Street closure. People cut through ignoring stop signs one way streets keeping the box intersections clear parking too close to corners making turning on our narrow streets impossible sometimes. People play dead to sirens + run red lights too

3. Please identify any other concerns you have below.

Comments: That we were never included in any of the discussions as to what was happening. The rumor mill is crazy. Tonight was just a small chance to engage us in conversations but nothing was detailed or to scale... just suggestions & you want us to just accept your ideas without questioning

Voluntary Information

Name TED SZOCH: President Allegheny Apartments Residents Council
 Street Address 401 W Commons Drive, Apt 415, Pittsburgh PA 15212
 Phone 412-519-2271
 Email tedszoach@aol.com

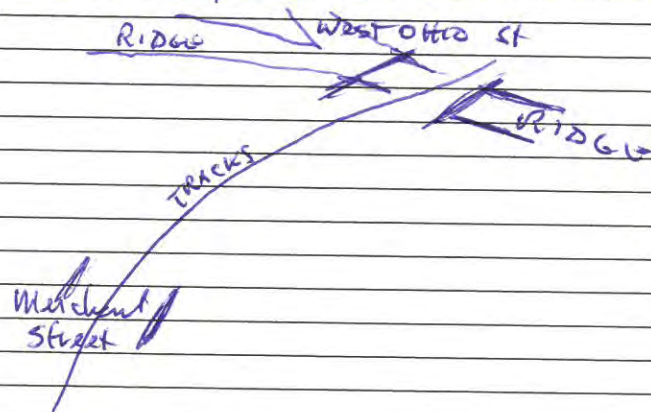
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Additional Comments:

As the railroad traffic increases, due to more train traffic, because of the raising of the bridges, the 75 unit apartment house we live in becomes more vulnerable, if a tanker car should explode. The corner of our apartment building is about 100 feet from the most curved part of the train tracks.

Would it be possible to replace the IRON FENCE on that small section of the curve with a block wall of the same height as the fence, to absorb some of the impact in case of an explosion of a tanker car.

Also, in our apartment house are several physically challenged humans that use powered scooters. Do the plans call for widening the sidewalks particularly at Site where Ridge Avenue becomes West Ohio St or West 4th Avenue.



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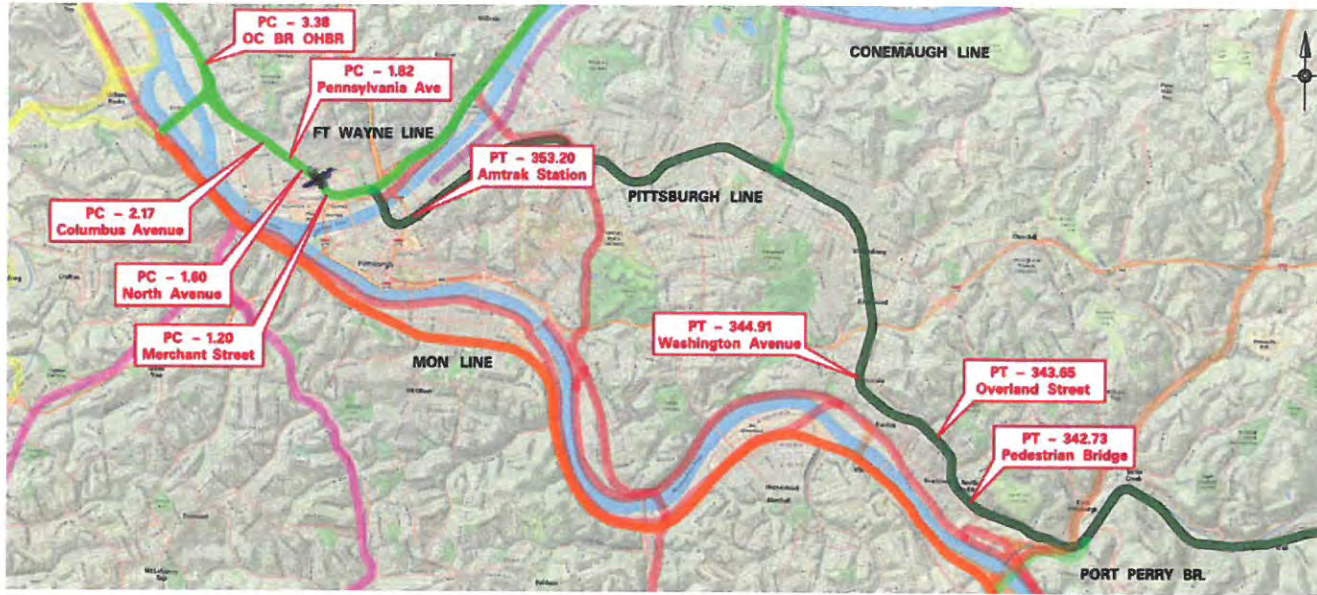
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X Ridge intersects w/ West Ohio St.

Why:

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

more train traffic
more vulnerability to our Allegheny Apartment complex
more noise on curved tracks
Raised sidewalks especially where bridge crosses over Ridge Ave/West Ohio St.

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name Bill McDowell
 Street Address 401 W. Commons Rd.
412 322-2885
 Phone 6med2134@yahoo.com
 Email bmed2134@yahoo.com

If you have specific questions that you would like addressed directly,
 please make note of that request and fill in the email line above.

Additional Comments:

I am concerned about accessibility to sidewalk
 from where I am a resident. When the bridge
 of the Woodstock is built.
 I am also concerned about safety for
 residents of the Allegheny apartment
 complex on West Commons.
 We need a protective wall erected
 to help minimize damage to the area
 around Merchant Street, bridge area
 and West Commons in the event
 of a serious accident with
 a train.

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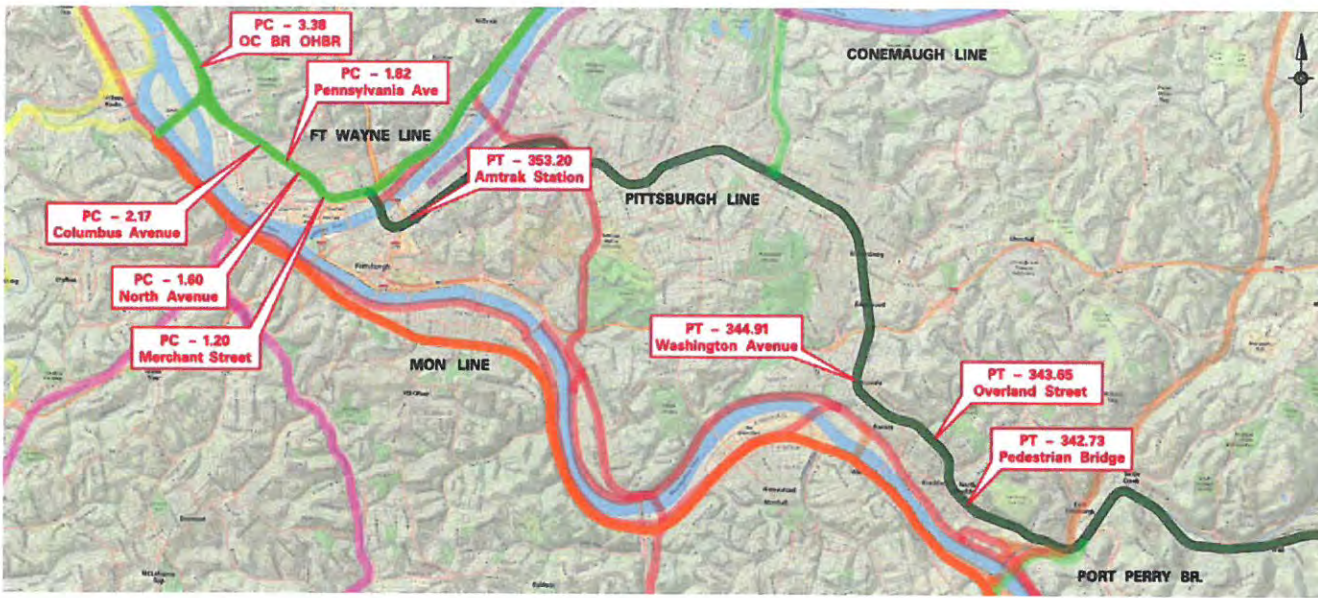
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 - ☐ All Locations (*Please explain*)

Why:

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- | | | |
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

3. Please identify any other concerns you have below.

Comments:

35

as if you don't want to hear what I have to say!

By the way- these really small spaces to write suck. It is almost impossible to write in them.

Voluntary Information

Name Stacy Augustine

Street Address 208 W. North Ave Pgh PA 15212

Phone 412-334-0317

Email _____

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

Additional Comments:

The pictures and drawings lacked explanation. It is great to see a bird's eye view of what you think the impacted area is, but your pictures don't show me what the change is. Nor, may I add, am I a bird (so your birds eye view is not as relevant as you imagine).

We are being treated as if we cannot handle the truth, when all we are asking for is an open dialog.

Years ago, East N Park had a smoking section, blocked off by a partial wall. Anyone who sat near the smoking section could smell the smoke and was breathing in pollutants. The smoke and air pollutants move, you can't block them off with imaginary red lines. The impact ripples out.

If you are doing everything right, why not hold a meeting where you can be asked questions in a organized format? Not with consultants or people explaining what I can already see?

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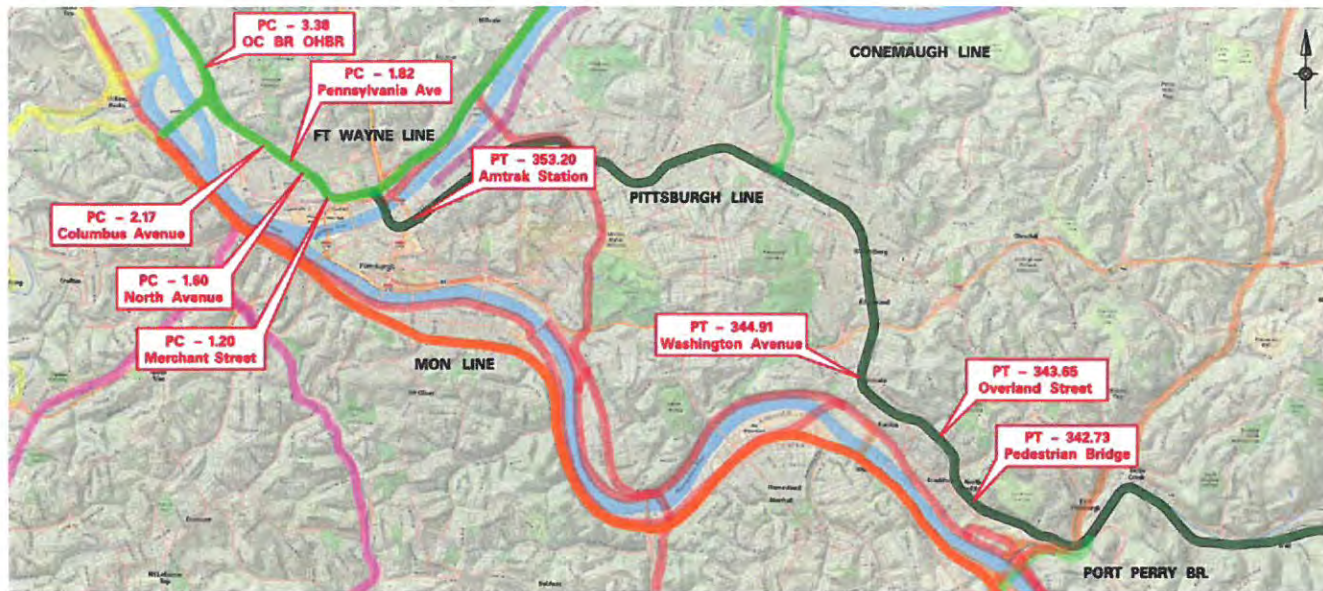
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| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

All locations impact Pittsburghers

Why:

I do not feel that we have received clear communication about what these changes will impact besides the impact on your bottom line (Norfolk Southern).

Where is the Environmental Impact Study?

Where do you address changing the grade of sidewalks? People of all different abilities use these sidewalks. Will they be accounted for?

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☒ Educational Operations |
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| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: I am concerned about almost all of these issues because I have not yet seen an actual plan that says what the impact will be.

For 29 million dollars (at least) you must have a project plan. And any good project plan will address changes to surrounding areas. which leads me to ask... Do you not have a good project plan, or are you not sharing it?

3. Please identify any other concerns you have below.

Comments: In West Park ^{area} alone there are two schools. What are the environmental impacts of these larger trains? As a citizen, I would demand that even if you don't feel you have to answer to me, you need to answer to PennDOT and the politicians who do answer to me. There will be impacts.

How big? How bad will our air and water get? How much more noise will be brought to a gem of a park that is used by thousands of people each week? If this is truly the right thing to do, and we have nothing to worry about, then tell us the plan and impact. We are adults, don't treat us like people who could not possibly understand your side - But then you have to

listen to our side, our concerns, and actually address them.

Voluntary Information

Name JOHN AUGUSTINE
Street Address 208 W. NORTH AVE. PGM, PA 15212
Phone 412-321-4087
Email YOU HAVE IT

If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.

Additional Comments:

Poster boards w/ lack of EXACT PLANS IS
really not helpful. This meeting, if you can
call it that is a complete sham.
Why are there no drawings for lowering
the tracks?

You show NO VISUALS FROM INSIDE THE
ALLEGHENY COMMONS PARK. WHAT ARE YOU
doing to reduce NOISE, POLLUTION AND VISUAL
IMPACTS?

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100 Airside Drive
Moon Township, Pennsylvania 15108

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City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
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JUNE 26, 2018

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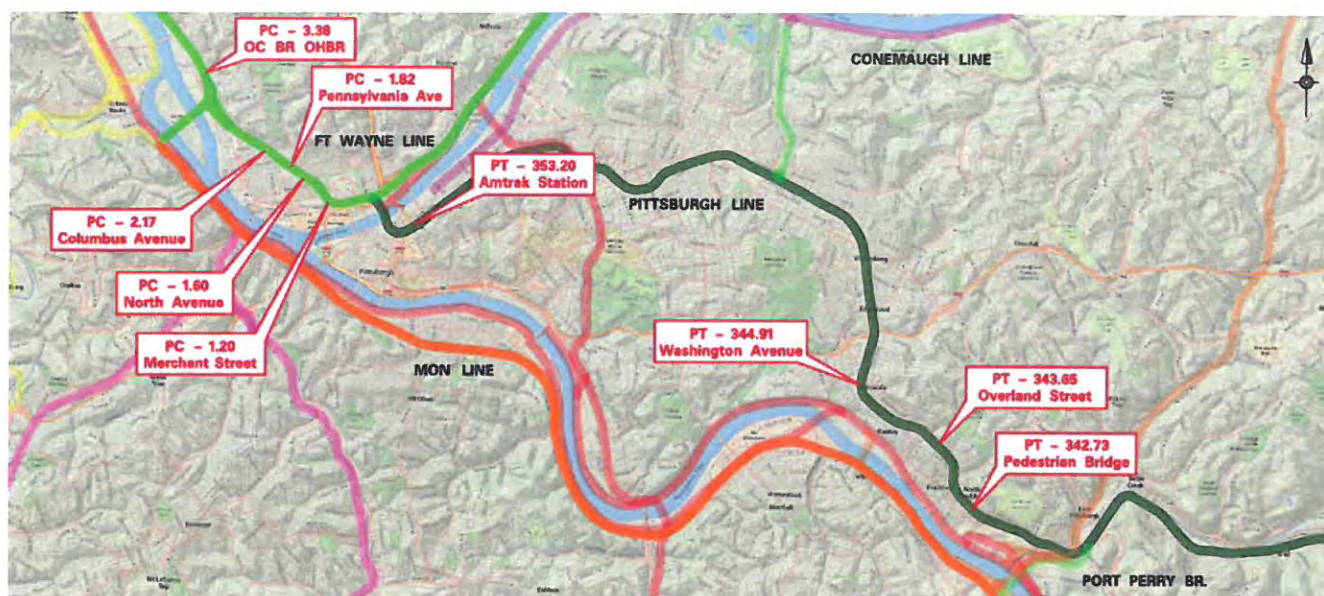
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- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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Project Locations:



1. The nine (9) project locations are listed below. In which location(s) are you most interested?

- | | |
|---|--|
| ☐ Frazier Street Pedestrian Bridge over NSRC | ☐ North Avenue over NSRC |
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| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why: You have provided NO info on the impacts the double stack TRAINS WILL HAVE ON OUR ENTIRE COMMUNITY.

Poor presentation.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☒ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: FIND A BETTER MEANS TO

TRANSPORT YOUR MATERIALS THAT WILL NOT IMPACT MY HEALTH, HAPPINESS OF FAMILY SAFETY.

3. Please identify any other concerns you have below.

Comments: THIS ENTIRE PROCESS YOU HOSTED IS OF CONCERN. NO DETAIL. POOR VISUALS. NO IMPACT STUDIES.

THIS IS A SHAM.

Voluntary Information

Name Devyn Duffy
 Street Address 10 Allegheny Ctr Apt 116, Pittsburgh PA 15212-5224
 Phone 724-422-8265
 Email devynduffy@gmail.com

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

Additional Comments:

No specific comments at this time, but if possible, I would like to be kept informed about the project, especially:

PC - 1.20 Merchant Street

PC - 1.60 North Avenue

PC - 1.82 Pennsylvania Avenue

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100 Airside Drive
Moon Township, Pennsylvania 15108

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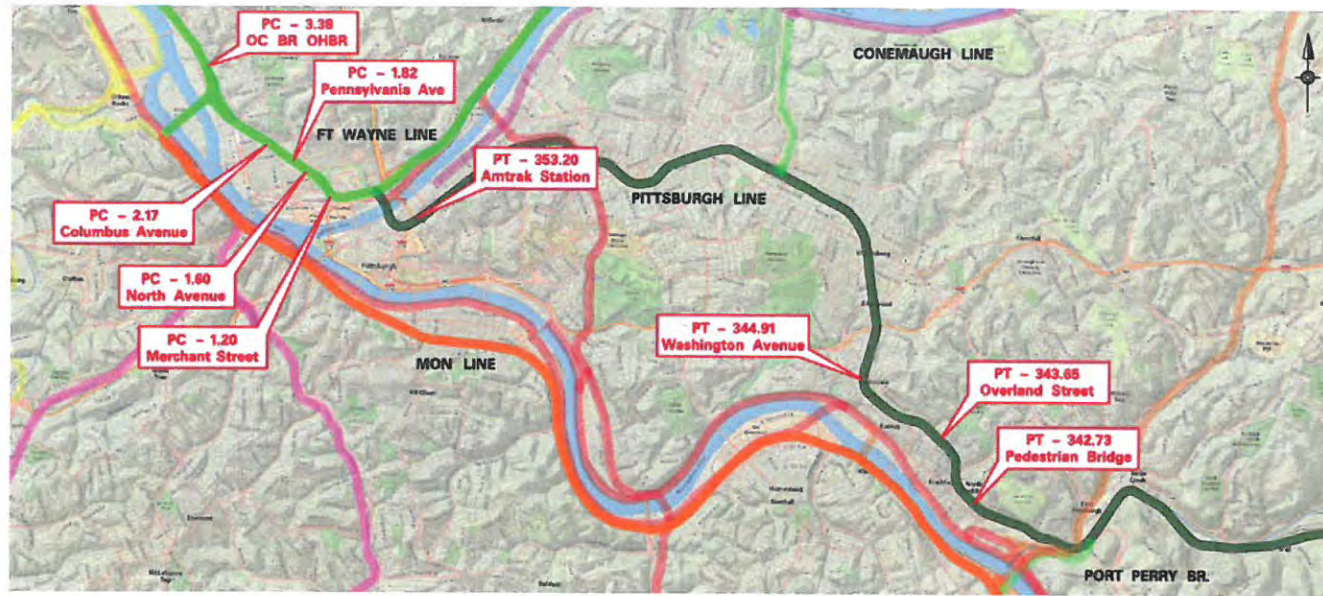
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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Alternatives:

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1. The nine (9) project locations are listed below. In which location(s) are you most interested?

- | | |
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| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☒ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: They are in or near the neighborhood in which I live.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☐ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☒ Safe & Efficient Transportation | ☐ Historic Properties |
| ☐ Pollution | ☐ Civil Defense | ☐ Property Values |
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| ☐ Recreation and Parks | ☐ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: Pedestrian and vehicle traffic may be affected.

For the proposed sidewalk changes, I would prefer a single wide sidewalk with ramps rather than the bifurcated sidewalk, which may create unnecessary inconvenience or safety issues.

3. Please identify any other concerns you have below.

Comments: No additional concerns. The proposed project does not appear to create any problems for my neighborhood.

Voluntary Information

Name Robert Rietle
Street Address 1210 Monterey St Pgh. PA 15212
Phone
Email bobrieffle@gmail.com

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

*This provision of a display of posters, with no
organized oral presentation of information or
opportunity to address questions to company and government
officials, is wholly inadequate. It should not be regarded
as complying with any formal requirements.*

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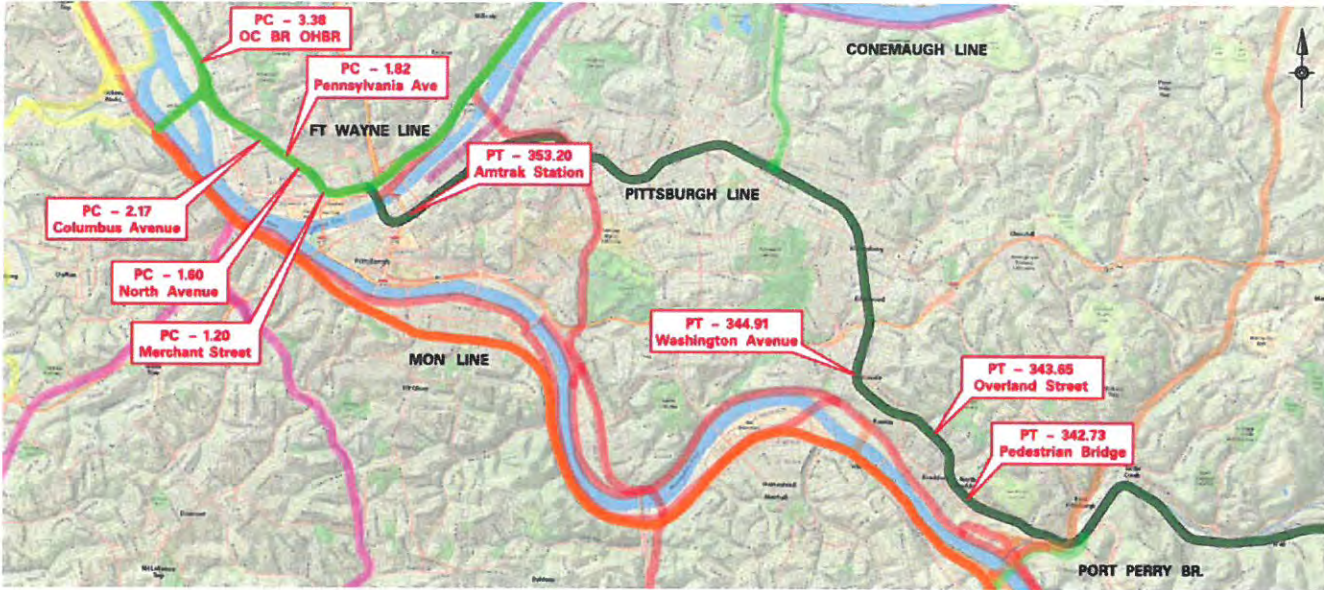
- improve reliability
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 - ☐ NSRC over Merchant Street
 - ☒ North Avenue over NSRC
 - ☒ Pennsylvania Avenue over NSRC
 - ☐ Columbus Avenue over NSRC
 - ☐ Ohio Connecting Bridge over NSRC
 - ☐ All Locations (*Please explain*)

Why: _____

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: _____

[illegible]

3. Please identify any other concerns you have below.

Comments: _____

This image shows a single sheet of white paper with horizontal blue ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

Voluntary Information

JAMES N ZUMBO
 Name
 1601 WILSON RD PGH PA 15236
 Street Address
 412-655-1601 412 950 6134
 Phone
 JAMESZUMBO@gmail.com
 Email

If you have specific questions that you would like addressed directly,
 please make note of that request and fill in the email line above.

Additional Comments:

MY CONCERN IS WHAT WILL OCCUR TO
 TRACKS PASSING THRU AMTRAK STATION
 IN PGH PA REGARDING PASSENGER PROTECTION
 AND WEATHER PROTECTION

ALSO RAILROADS HAVE A BUSINESS PRACTICE
 OF IMPROVING ONE LINE AND DOWNGRADING
 THE PARALLEL LINE.

I CAN SEE NORFOLK SOUTHERN DOWNGRADING
 THE LINE THAT RUNS ALONG THE SOUTHERN SHORE
 LINE OF OHIO RIVER AND MONONGAHELA RIVER
 WHICH TO ME WOULD PROBABLY SINGLE TRACKED
 AND RUN LIMITED AMOUNT OF TRAFFIC
 THAT DOES NOT OPERATE THRU A HIGHLY
 POPULATED AREA LIKE THE NEW HIGH VOLUME
 PREDICTED RELOCATED LINE WILL PASS THRU
 SEVERAL TOWNS WITH HAZARDOUS MATERIAL
 IF THIS PLAN MATERIALIZES

WHY HAS NOT THE LESS POPULATED
 CONNAMOUGH LINE THAT HAS LESS
 BRIDGES AND TOWNS BEEN SELECTED AS
 THE NEW ROUTE EAST AND WEST BEEN
 CONSIDERED INSTEAD

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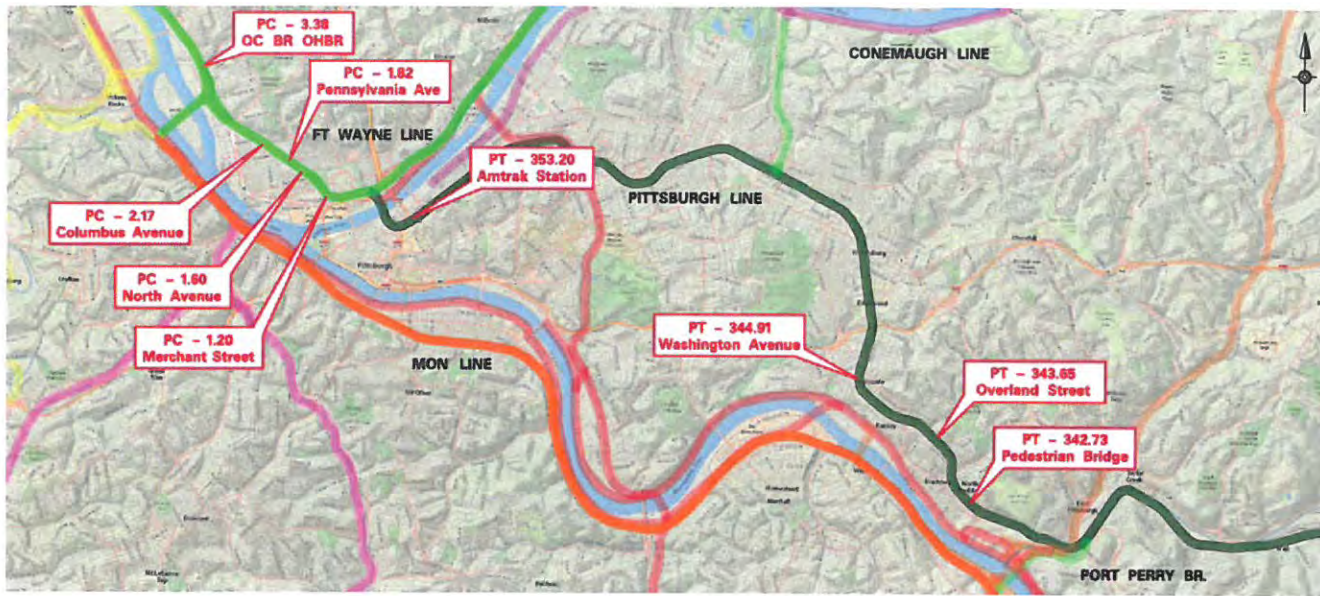
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Why:

BECAUSE I USE AMTRAK FOR TRANSPORTATION EAST AND WEST OUT OF PITTSBURGH PA WHEN NECESSARY

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|---|
| ☐ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
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| ☐ Aesthetics | ☐ Religious Institutions | ☒ Other (Please explain) |

Why:

INCREASED TRAFFIC WITH HAZARDOUS MATERIAL THRU MORE DENSELY POPULATED AREAS THAN THE CURRENT LINE OVER THE OHIO CONNECTING BRIDGE TRAFFIC TRAVELS IN A LESS POPULATED AREA FROM MCKEES ROCKS PD TO POINT PERRY INTERCHANGE JUNCTION!

WHY HAS THE CONNAMAUGH LINE ALONG THE ALLEGHENY RIVER BEEN STUDIED FOR UPGRADE TO HANDLE ANTICIPATED RAIL TRAFFIC INCREASE SOUNDS TO ME LIKE POOR RAILROAD PLANNING FOR

3. Please identify any other concerns you have below. US STOCKHOLDERS

Comments:

OPERATING INCREASED RAIL TRAFFIC WITH DANGEROUS HAZARDOUS MATERIALS THRU A HIGHLY POPULATED AREA SOUNDS LIKE A POORLY THOUGHTOUT RAILROAD MANAGEMENT PLAN WHEN THERE ARE TWO OTHER ROUTES AVAILABLE THROUGH LESS DENSELY POPULATED AREAS AND ARE ACTUALLY WATER LEVEL GRADE TRACKS THAT WOULD BE MORE EASILY UPGRADED TO HANDLE HIGHER HEIGHT ROLLING STOCK!!

Name _____

Street Address

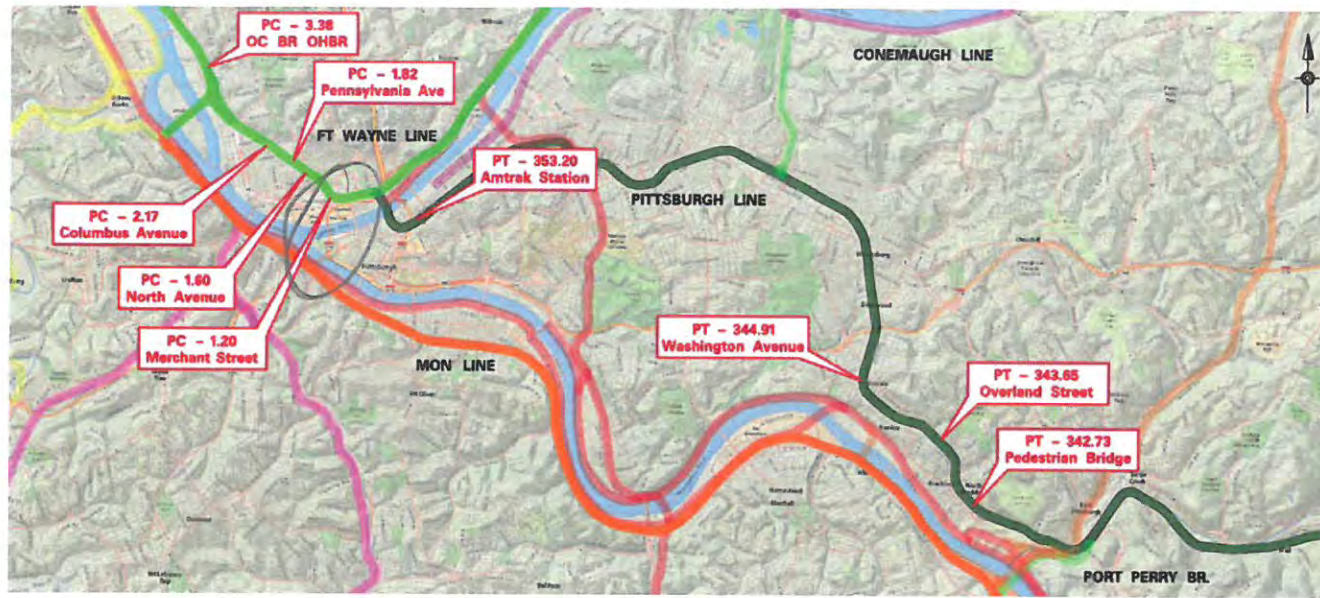
Phone _____

Email

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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Why: 1 NOISE POLLUTION (I LIVE IN FOSTER SQUARE)
 2 DANGER OF DERAILMENTS - SAFETY
 3 UNSIGHTLY TRAINS VISIBLE TO PARK GOERS
 4 HASN'T THERE BEEN ENOUGH TRAGEDIES INVOLVING TRAINS?

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: I HEAR TRAINS ALL NIGHT LONG.
 WHAT SOUTHERN PROPOSES MAKES THE NOISE AND AIR POLLUTION EVEN WORSE BECAUSE YOU'LL RUN EVEN MORE TRAINS.
 CONDUCTORS OFTEN SPEED THROUGH THE MERCHANT STREET. YOU CAN'T CONVINCE ME HIGHER TRAINS WILL BE SAFE

3. Please identify any other concerns you have below.

Comments: Railroads are dirty, noisy, and dangerous.
 Give us an environmental impact study by an independent entity.
 I like lower railways not higher.
 Higher may be cheaper for Southern Rail But more dangerous and ugly for Residents.

Voluntary Information

Name _____

Street Address

Phone

Email

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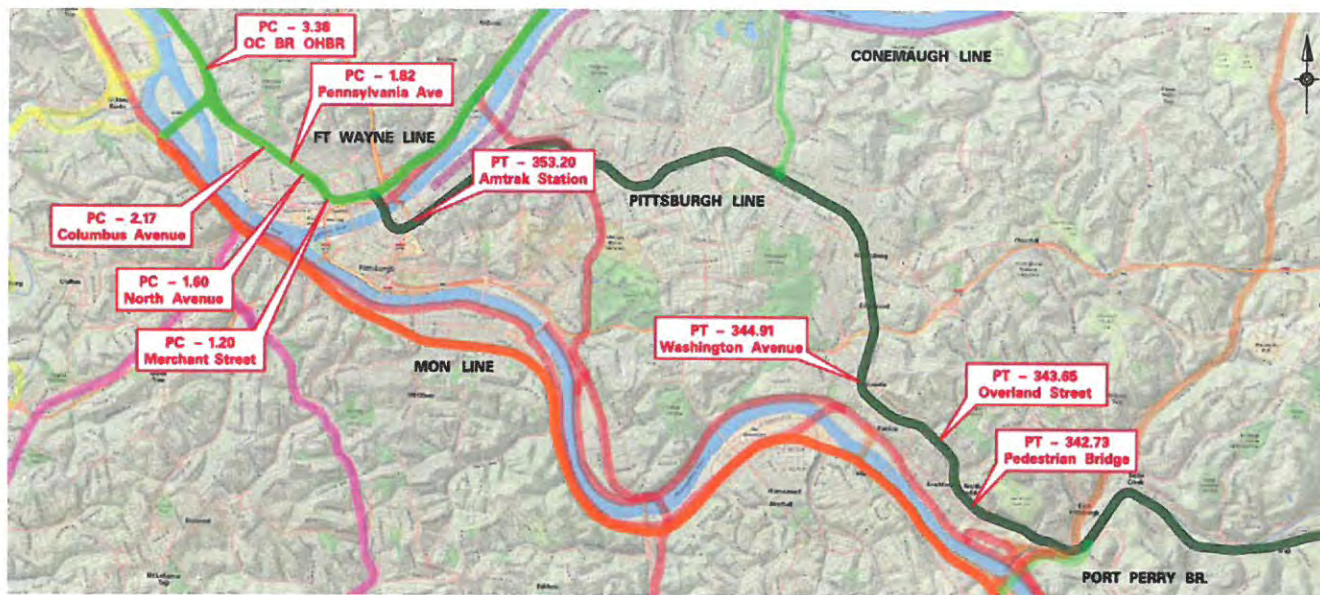
- improve reliability
- improve safety
- integrate modes of travel
- minimize future maintenance costs
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Alternatives:

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| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why:

Mostly North Ave
and Brighton

↓
due to property we own

→ due to
quality of
air

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|--|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
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| ☐ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

I have 2 small children and I don't want to expose them to more polluted and cancer causing air. The park is also the most historic and beautiful park in the city and we will be destroying it

3. Please identify any other concerns you have below.

Comments:

we also own the land on the corner of ~~North Ave~~ North Ave and Brighton Road and that would affect our project and the condos that we are building there.

Voluntary Information

Name _____

Street Address

Phone

Email

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**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

INFORMATION GATHERING and PROJECT OVERVIEW OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
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JUNE 26, 2018

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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: I have a garage on Minosa way and our house is on Monterey. Raising the Brighton + North Ave bridge will have a huge impact on our lives, not just during construction. The raising of North Ave to meet the bridge will effect access to our garage. The raising of the bridge will make the intersection more dangerous as people's line of sight will be effected. It will make it harder for disabled and elderly individuals to cross over to the South Commons because of the new incline in North Ave.

I only put North Ave first because it will have the biggest impact on my neighborhood but all locations have caused great concern.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
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Why: Many of us have been fighting for this neighborhood /s + Allegheny Commons for years, even decades. The negative impacts of raising the bridges + roads vs the economic impact to the railroad ~~seems~~ seems like an easy decision. How do you expect to get community support when we have been taken out of the decision making process?

3. Please identify any other concerns you have below.

Comments: I want to see a full comparison of raising the bridges vs lowering the tracks. I don't believe lowering the tracks will be harder for the railroad in the long run. You will have a lot less headaches politically and legally if the tracks are lowered. The fact that raising the bridges + roads are being presented without a full presentation of lowering the tracks just doesn't sit well.

Comment Form

Email

Additional Comments:

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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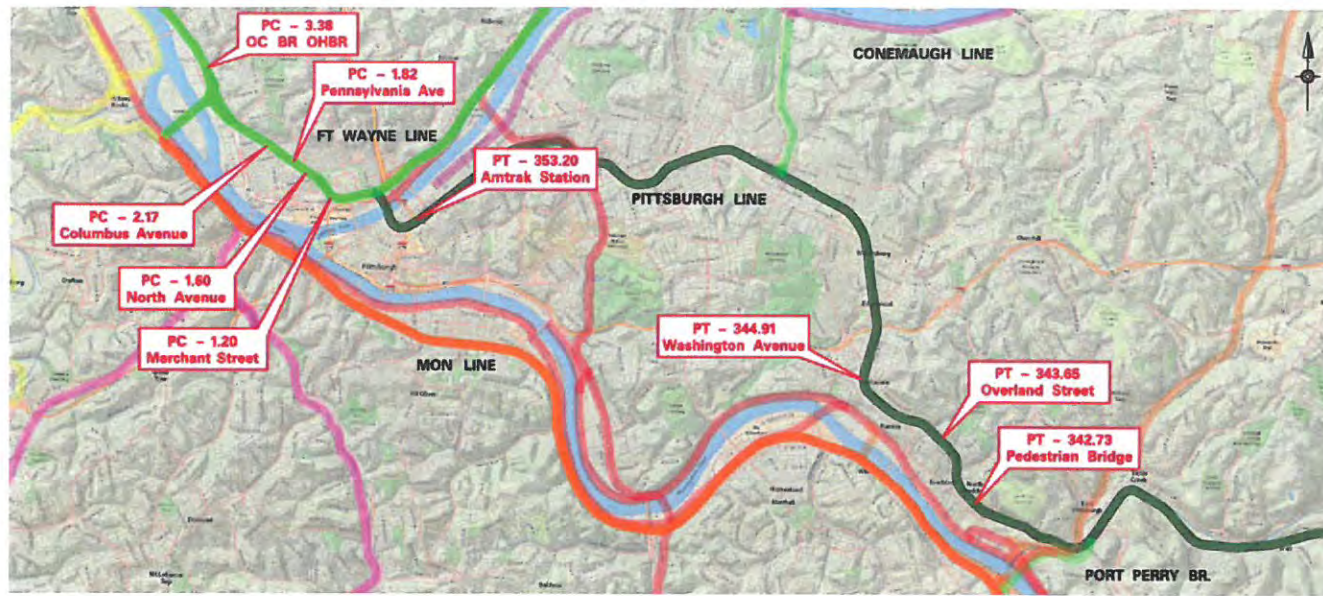
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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: closest to residence. Next to park

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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Why: ① Project will increase rail traffic
 - More Noise
 - More Air Pollution
 ② Change streets & close important roads
 ③ Potential damage to existing sewer lines

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name

Street Address

Phone

Email

Paul Outon

1801 Clayton Avenue

412-322-1803

paulouton@yahoo.com

If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.

Additional Comments:

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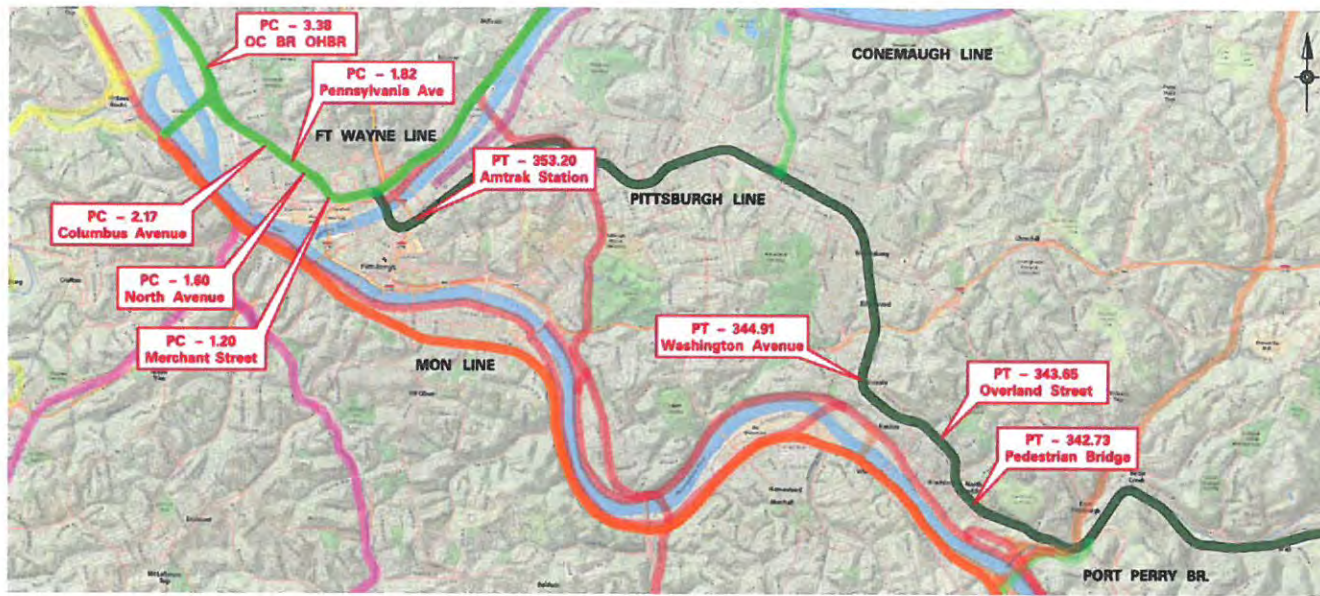
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Why: Nearest to where I live and travel on a daily basis.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: I object to any increase in toxic dust, diesel exhaust, noise, potential hazardous material spills, etc. in a heavily populated urban corridor.

3. Please identify any other concerns you have below.

Comments: I also object to the aesthetic & practical effects of raising bridges on the historic park & several historic neighborhoods.

Voluntary Information

JED FELDMAN
Name
1137 Broadback Ave. Broadback PA 15104
Street Address
415-518-9671
Phone
JEBEDIAH@BESTWEB.NET
Email

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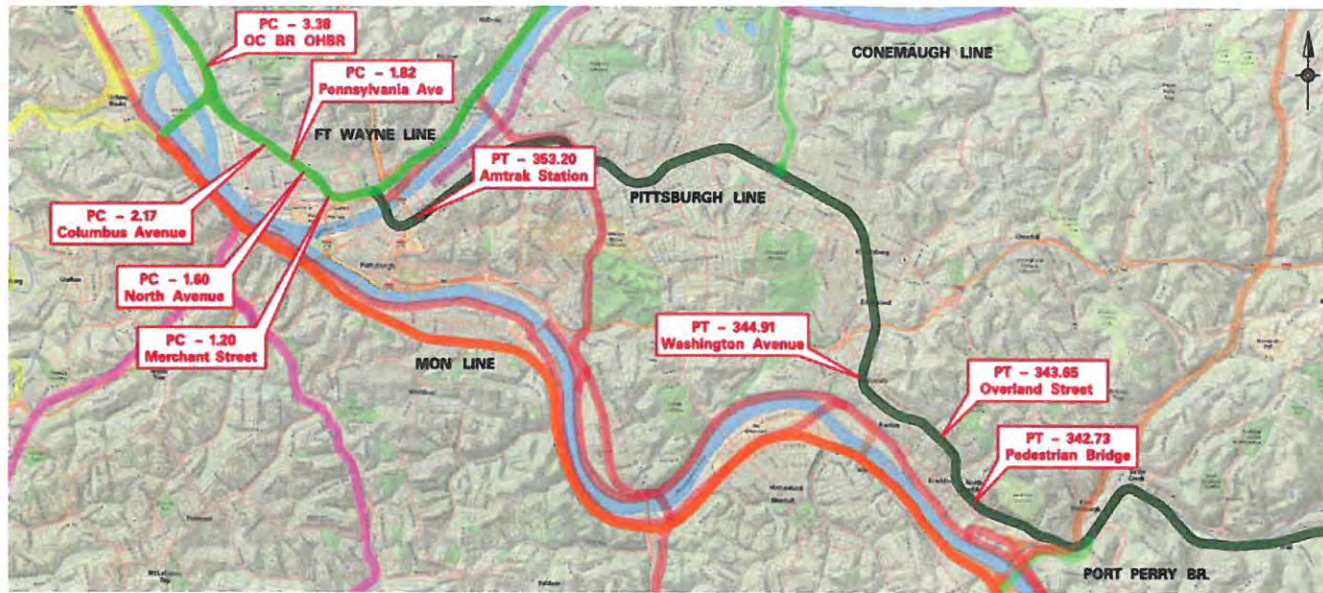
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Why: I live in Bradlock and I know that this project to eliminate this pedestrian bridge will cut a lot of access to important community connections on either side of the tracks here. This pedestrian bridge is very frequently used and without it there is not another crossing for a quarter mile. Connections across these tracks are already very important at this stage of the rail line and removing another does real and lasting damage to this community's ability to stay connected with one another and remain a walkable place. And once removed replacing this connection is unlikely if not impossible. While marginalized communities like Bradlock & North Bradlock may not come out in the numbers of city residents, their well-being cannot be sacrificed over the expense of simply lifting a pedestrian walk.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
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Why: This project reduces the interconnectedness and value of the neighborhood by making it harder to cross the tracks

3. Please identify any other concerns you have below.

Comments:

46

Voluntary Information

PAUL CARSON

Name

Street Address

Phone

Email

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Additional Comments:

Thanks for the
Art show.
see you in
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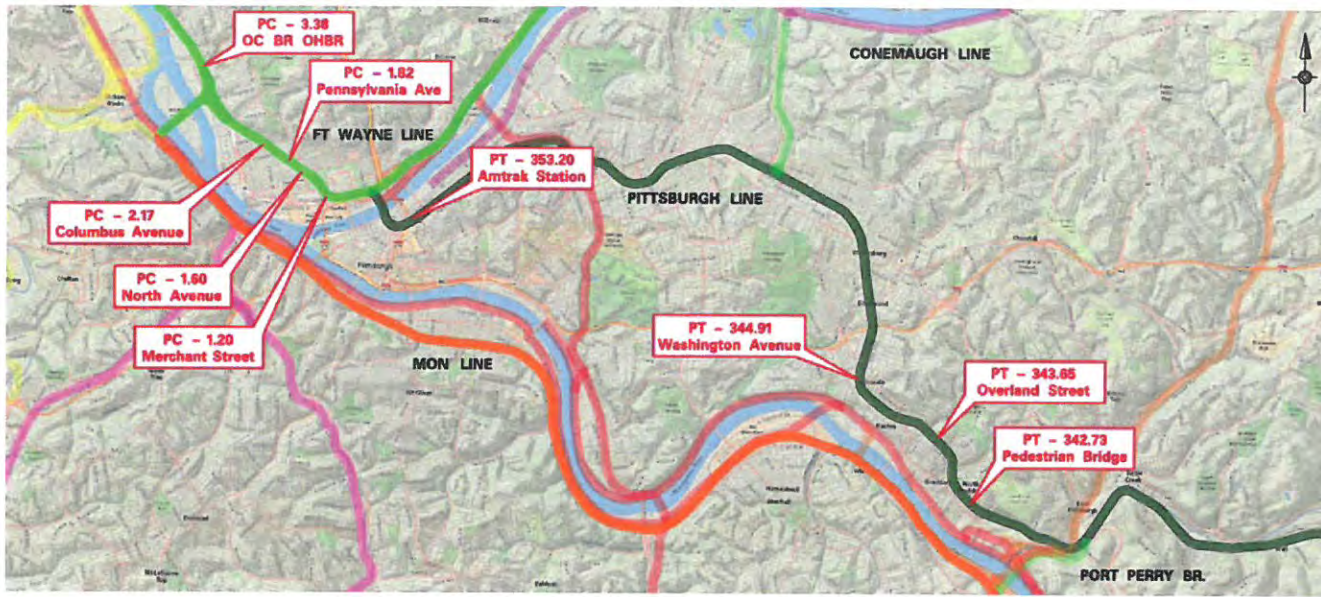
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Why: _____

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Why:

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name Dan Deis
Street Address 1221 Buena Vista St.
Phone 412-321-6979
Email dwcdeis@aol.com

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Additional Comments:

Will there be an EIS addressing
noise and pollution levels? When?

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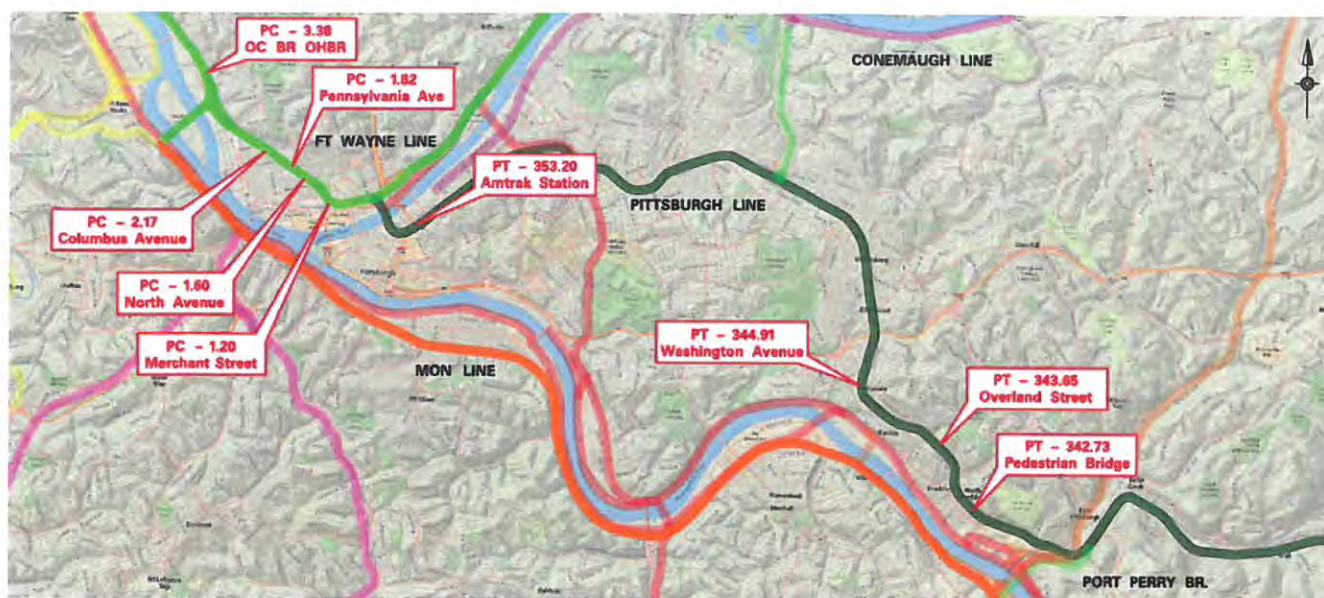
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: I live within 1-1/2 blocks of the North Ave bridge and train lines. (home owner)

What will new traffic be? Noise, pollution levels?

What will impact be on traffic and pedestrian safety.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☒ Recreation and Parks | ☒ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: Pollution - Pittsburgh is an "F" for environmental particulates - this would appear to make it worse.

The park is an historic "jewel" to our neighborhood.

Impact on 100+ year old water and sewer lines

We spent 3 years restoring an historic stone mansion - property values?

We need an EIS to answer our questions!

3. Please identify any other concerns you have below.

Comments: Are city and NS representatives truly working together?

You are listening to us (thank you) but are you really taking our concerns into consideration in the final decision or just trying to keep us from putting up road blocks? How will you let us know?

Will you keep communicating with us? How? When?

Voluntary Information

Name _____

Street Address

Phone

Email

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

Additional Comments:

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**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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Pittsburgh Vertical Clearance Projects

**City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania**

JUNE 26, 2018

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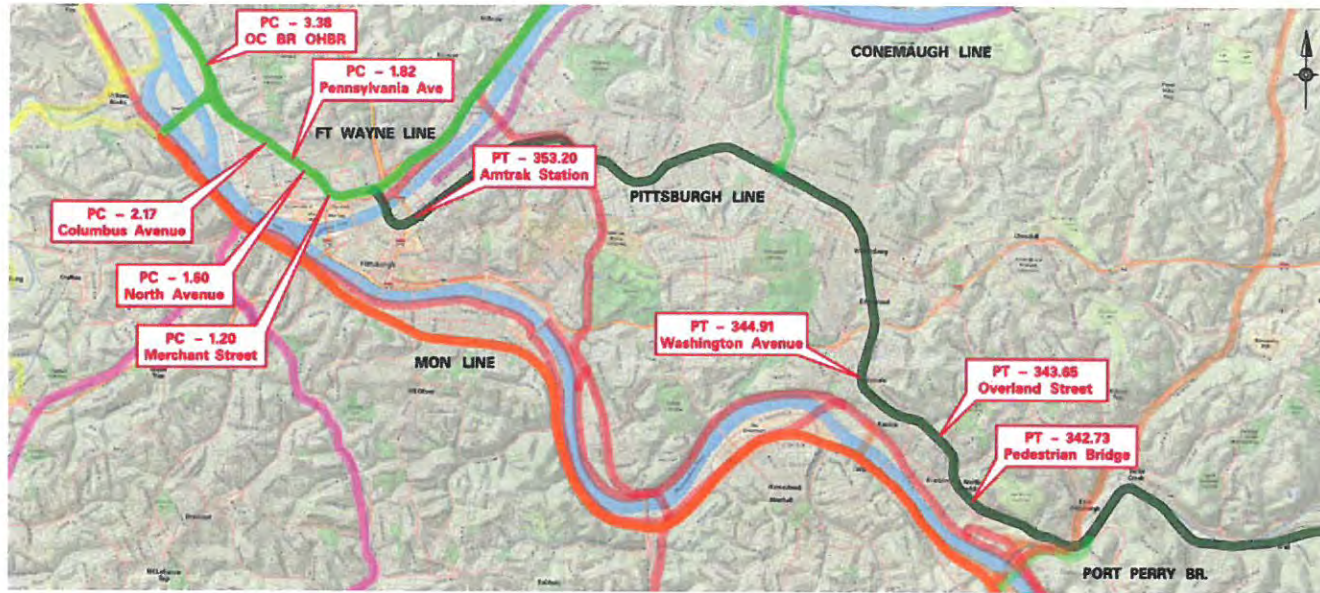
- improve reliability
- improve safety
- integrate modes of travel
- minimize future maintenance costs
- increased vertical clearance

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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: There is a senior living hi-rise at the corner of W. North and Brighton that will be impacted by the regrading. There are concerns about increased rain-water runoff towards the building as well as decreased accessibility for the residents to their main entrance.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
| ☐ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
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| ☐ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: The reduced accessibility or increased difficulty in using the new sidewalks (even if they comply w/ ADA) will make the neighborhood less desirable as will the visibility of the double stacked trains. Currently the trains are rather inconspicuous due to elevation of the track and only single stacked cars.

3. Please identify any other concerns you have below.

Comments: Generally, I am not opposed to the changes to the Northside intersections. I think the Project Need Statement makes sense and is worthy of consideration. However the organization of this event was not ideal and was chaotic and likely not very helpful in getting useful feedback. It would be more helpful in the future to present the options so residents of the community more fully grasp the process to date, conversations w/ the city and other stakeholders and the timeline for design and implementation. Good luck!

49

Voluntary Information

Todd K. Gore
Name
105 Jackson St
Street Address
303 669 9075
Phone
todd.k.gore@gmail.com
Email

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

- Terribly Disorganized
- No Name tags - Who represents who?

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**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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**INFORMATION GATHERING and PROJECT OVERVIEW
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**Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
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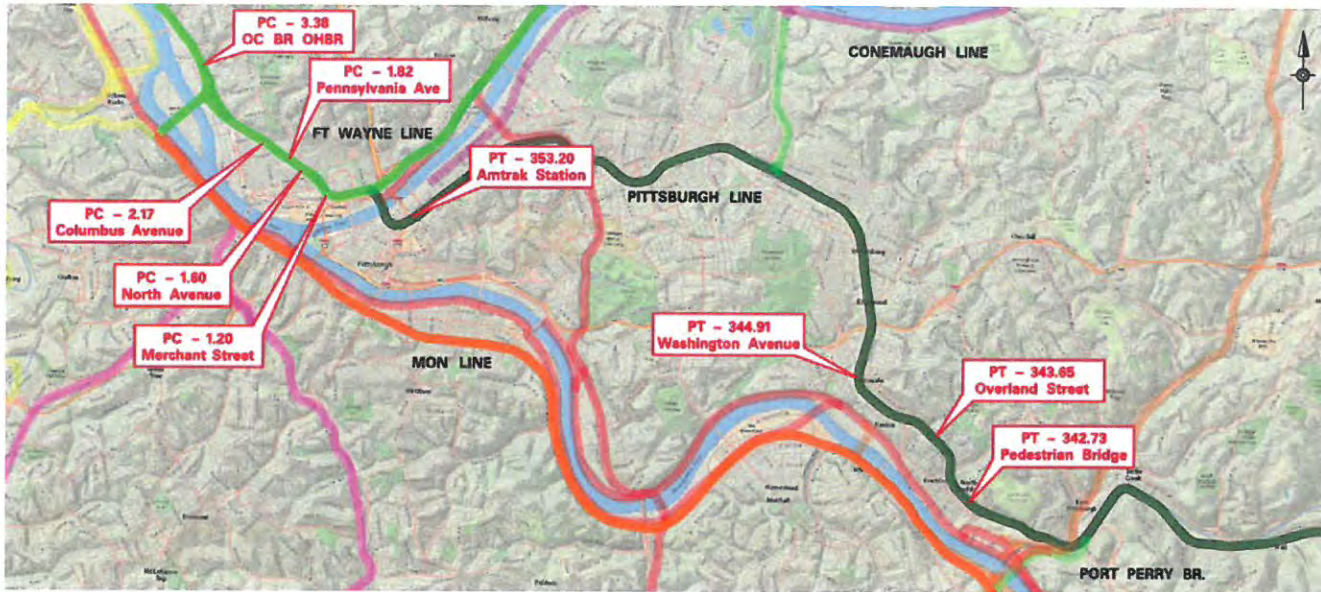
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 - ☒ Pennsylvania Avenue over NSRC
 - ☒ Columbus Avenue over NSRC
 - ☒ Ohio Connecting Bridge over NSRC
 - ☐ All Locations (*Please explain*)

Why: Safety
Mobility
Quality of life

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

3. Please identify any other concerns you have below.

Comments:

- Lack of communication

50

Voluntary Information

Name Todd Palkie
Street Address 1315 Arch St
Phone 724-318-5577
Email pghloftis@gmail.com

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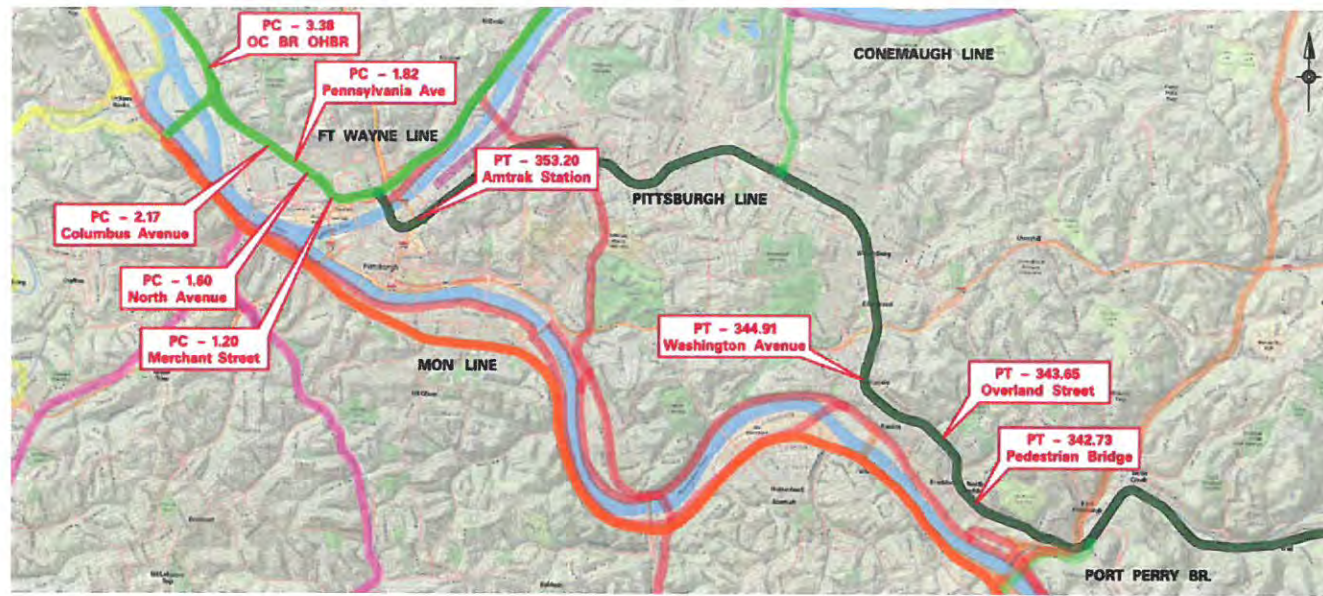
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- Why: ① I moved my family to Pittsburgh's North Side because of the beautiful Park-Allegheny Commons. This would dramatically alter the park experience negatively.
- ② I own the commercial lots - a future residential development on the rail line at Brighton & North. These are the empty lots found across from the northwest corner of Allegheny Commons.
- ③ Air pollution levels in the river valleys is a crisis. particularly high levels of large particles settle here already and this would exacerbate it.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

3. Please identify any other concerns you have below.

- Comments: ① This project would potentially push my young family out of the city. The schools already push us to the edge...
- ② There is no question that this would irreparably harm my commercial/multi-family housing proposed development.

Voluntary Information

Name Ashlea Graziano
Street Address 1325 Arch St. Pittsburgh PA 15212
Phone 412-852-3852
Email ashgh12@gmail.com

If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.

Additional Comments:

Photos provided not to scale. NO renderings. NO
Safety Study. NO Environmental Study. NO
Compromise provided.

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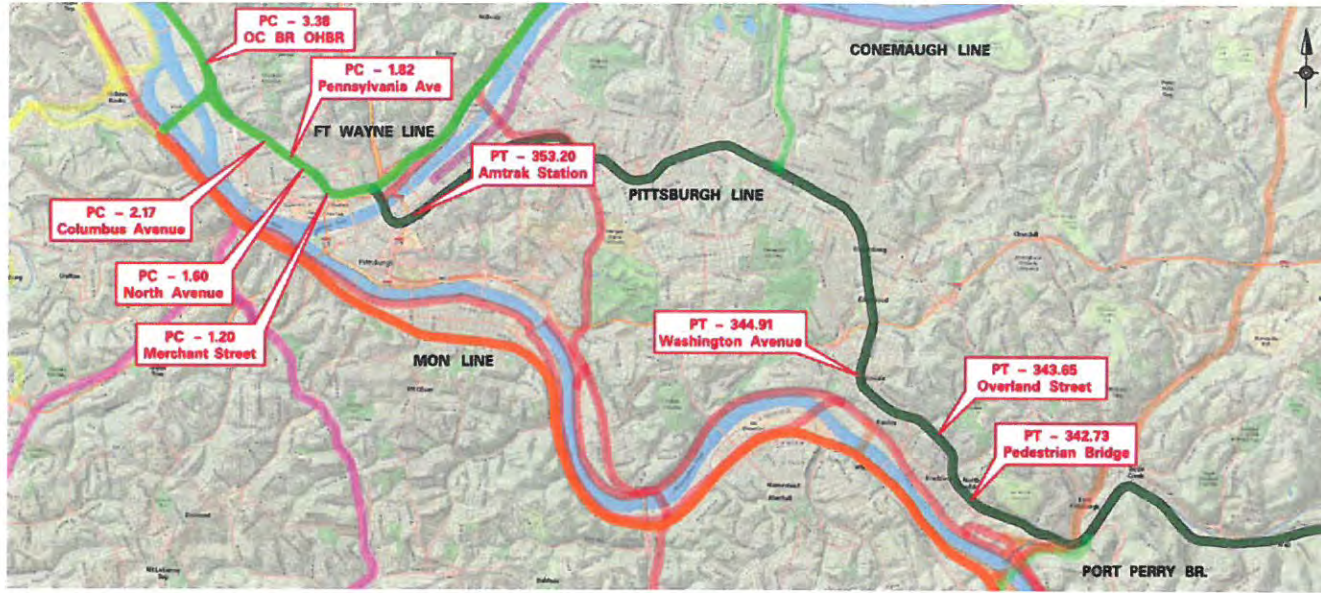
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Why: Environmental impact, Safety, Tree removal.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
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Why: NO Environmental study provided. Safety. Tree removal. Health issues.

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name _____

Street Address _____

Phone _____

Email _____

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Additional Comments:

*I am against using tax dollars
to benefit NS.*

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PC - 3.38
OC BR OHBR

PC - 1.82
Pennsylvania Ave

FT WAYNE LINE

PT - 353.20
Amtrak Station

PITTSBURGH LINE

CONEMAUGH LINE

PC - 2.17
Columbus Avenue

PC - 1.60
North Avenue

PC - 1.20
Merchant Street

MON LINE

PT - 344.91
Washington Avenue

PT - 343.05
Overland Street

PT - 342.73
Pedestrian Bridge

PORT PERRY BR.

- ☐ Frazier Street Pedestrian Bridge over NSRC
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- ☐ All Locations (*Please explain*)

Why: _____

☐ Neighborhood Character	☒ Public Health & Safety	☐ Government Issues
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Why:

Comments: The fact that there are no renderings of what the bridges would look like and what will be affected for each is ridiculous. The impact on the park and its neighbors is huge.

Voluntary Information

Eric Probala

Name

Street Address

Phone

Email

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Additional Comments:

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Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

INFORMATION GATHERING and PROJECT OVERVIEW

OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania

JUNE 26, 2018

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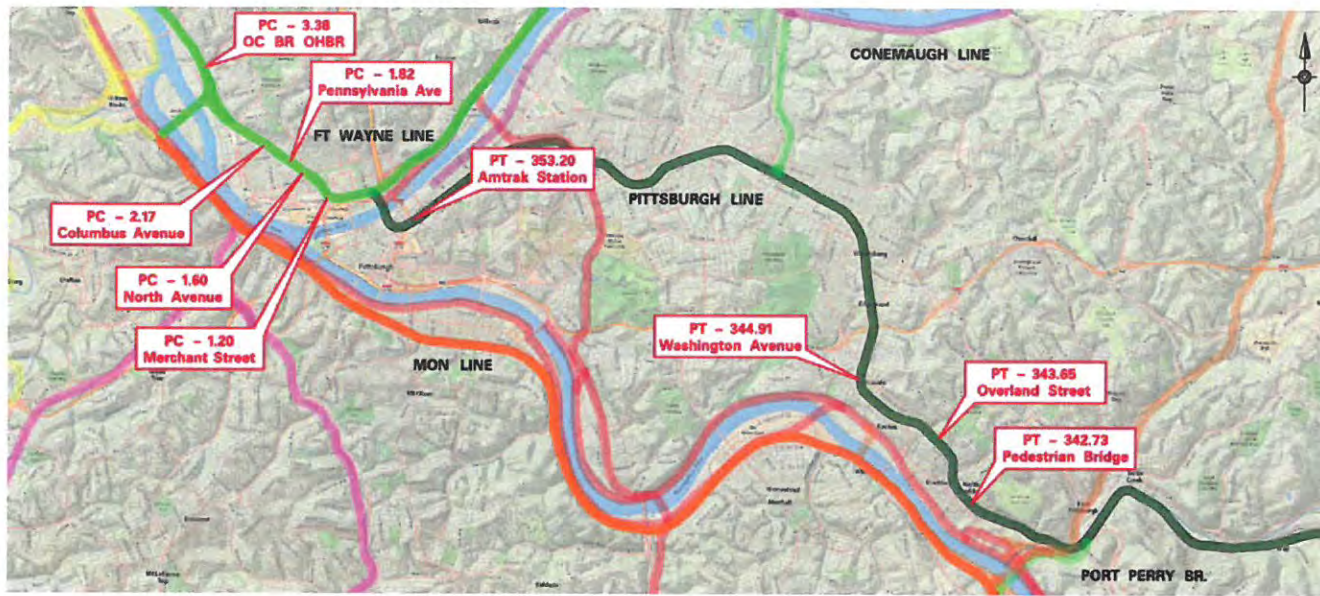
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why: As a resident of Pittsburgh, the actions undertaken by corporations within it affect me. I live, work, & play all throughout the city.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
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| ☒ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: First, an EIS must be conducted. The true impacts of the plan cannot be understood without an EIS. I believe that the current state of the world compels us to conduct ourselves & our activity in the most environmentally cleanest possible way. This plan doesn't do that. This plan doubles down on dirty, extractive industries, while polluting our air & condemning the most vulnerable to hazardous conditions. This plan puts profit in front of people & should be stopped.

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name Derris Jeffcoat
Street Address 1206 Voskamp St, PGH, PA 15212
Phone _____
Email derrisjeffcoat@verizon.net

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

There Must be Public Hearings. We are literally being
railroaded!
Underserved & economically disadvantaged
neighborhoods are being walked over
to benefit Big Business.

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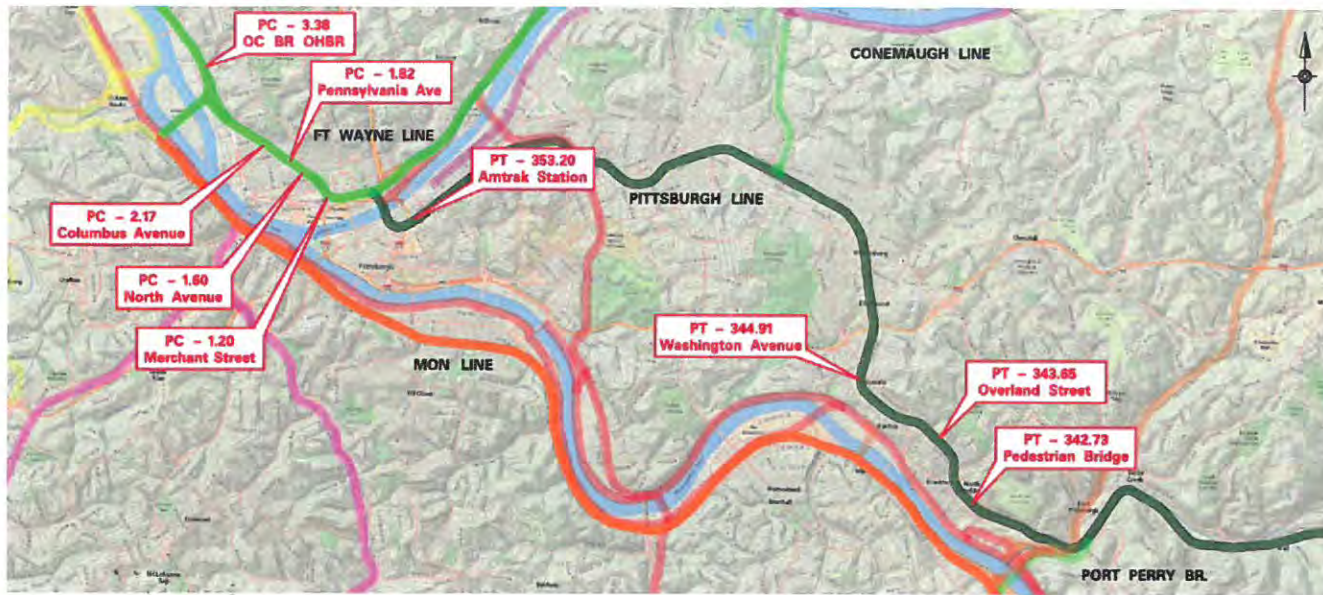
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| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why: What affects one community affects us all.

- Increased rail traffic - noise Would you want this in your neighborhood?
- Increased potential for derailments/accidents carrying hazardous cargo
- loss of Convention business when they find out hazardous cargo runs right past Convention Center
- Hazardous cargo through significant city neighborhoods
- Bakken oil will it come through?
- derailment/fire impact on MAJOR health care facilities
- Air pollution from increased rail traffic day & night
- Noise for increased traffic and community well being squealing rail cars.
- Crossing elevations and road rebuilding - how many local roads closed.
- Lower the tracks since Railroad will do as it pleases with the power it wields
- We demand Public Hearings Not a Poster Session

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
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Why: Increased vibration & weight on aged utility infrastructure.
 County air quality suffers now - increased particulate pollution. Trains often sit idle on tracks with engines running
 Impact on historic park - pollution effect on trees
 National Aviary - noise disruption to birds

3. Please identify any other concerns you have below.

Comments: Lack of broader public input - Must appreciate impact this will have on the quality of life along the entire incursion into affected neighborhoods
 Started out to just want the tracks lowered to avoid seeing the double stacked trains
 learned increase of rail traffic at all hours HAZARDOUS cargo, and now don't want the line "connection" at all
 Sure you save money & time but the communities loose out in the end. What benefits us?

Voluntary Information

Name

Street Address

Phone

Email

CHRIS CAMMARATA
 45 FOSTER SQ PA, PA 15012
 412-613-9790
 SJCAMMARATA@GMAIL.COM

If you have specific questions that you would like addressed directly,
 please make note of that request and fill in the email line above.

Additional Comments:

- MITIGATION OF NOISE AND ISSUES
 OF POLLUTION AND TOXICITY/SAFETY
 NEAR THE WEST OHIO, MERCHANT ST
 BRIDGE. THE TRAINS RUN RIGHT
 BEHIND MY PROPERTY
 I DON'T WANT MORE NOISE AND MORE
 TRAFFIC WITHOUT PLANS TO MITIGATE
 THOSE ISSUES NEAR RESIDENTIAL PROPERTY

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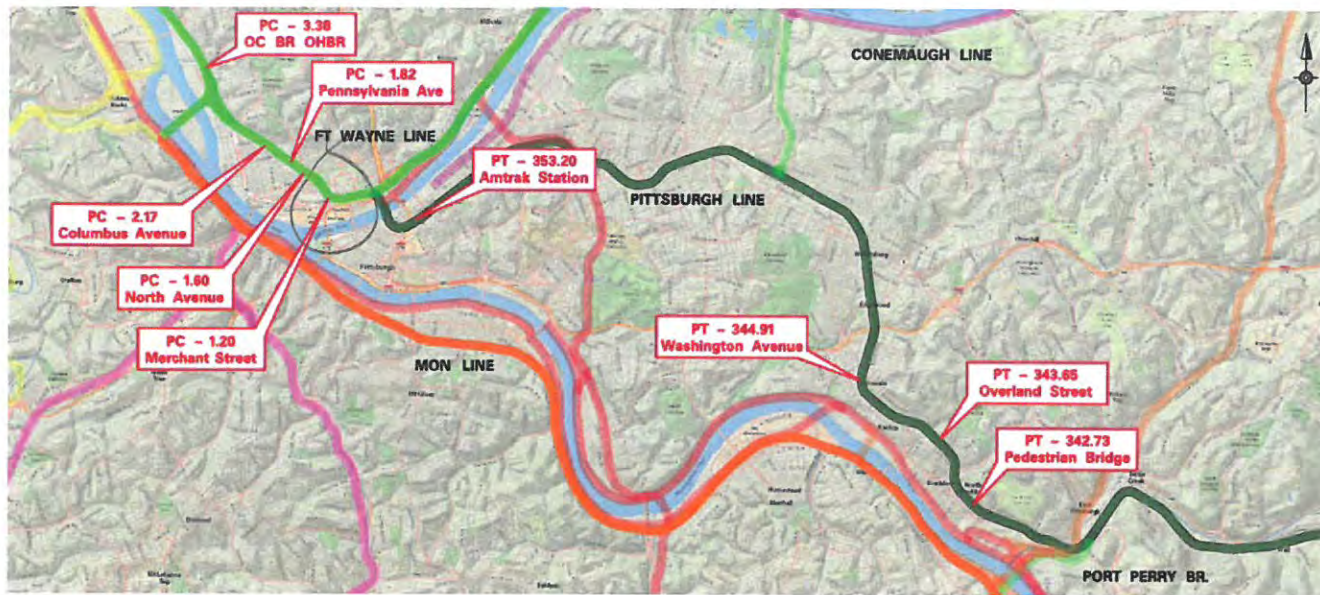
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Why: I LIVE IN CLOSE PROXIMITY TO THE TRAIN LINE NEAR MERCHANT ST. I AM CONCERNED ABOUT ADDITIONAL NOISE VOLUME AS WELL AS THE INSTANCE OF # OF TRAINS PASSING THRO

ADDITIONALLY, THE POSSIBILITY OF TOXIC CHEMICALS BEING SPILLED IN THE AREA OF MY HOME, THE RISE OF THE BRIDGE OBSTRUCTING TRAFFIC.

A LARGE WALL - MADE ATTRACTIVE TO BLEND IN WITH THE HISTORIC PARK IT TRAVELS THROUGH, WOULD MITIGATE THE NOISE AND POSSIBLY ~~PREVENT~~ LOWER TOXIC FUMES IN EVENT OF FIRE, ACCIDENT

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
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Why:

THE TRAINS PASS THROUGH, THE PARK AND HAVE DONE SO FOR MANY YEARS - SINCE I WAS A CHILD - DOUBLE DECKERS WILL IMPACT NOISE AND AESTHETICS - THESE WILL PASS BEHIND MY HOME

3. Please identify any other concerns you have below.

Comments:

ONCE THIS IS DONE - THERE'S NO going back - I'm AGAINST altering the current routes of TALLER TRAINS, DOING NOTHING WILL JUST KEEP THE STATUS QUO - THE RR HAS AN ALTERNATE ROUTE FOR THE DOUBLE DECKER TRAINS - SHORE UP THE AREA OF LANDSLIDE. DO NOT

NOT INTRODUCE, ~~BEEN~~ MORE NOISE, POSSIBILITY of TOXIC SPILLAGE and change in the LANDS of our HISTORIC PARK

Voluntary Information

Name KEVIN MOORE
167 COBBLESTONE DR. PGH PA 15237
Street Address
814-229-6354
Phone
kmoore.dmd@comcast.net
Email

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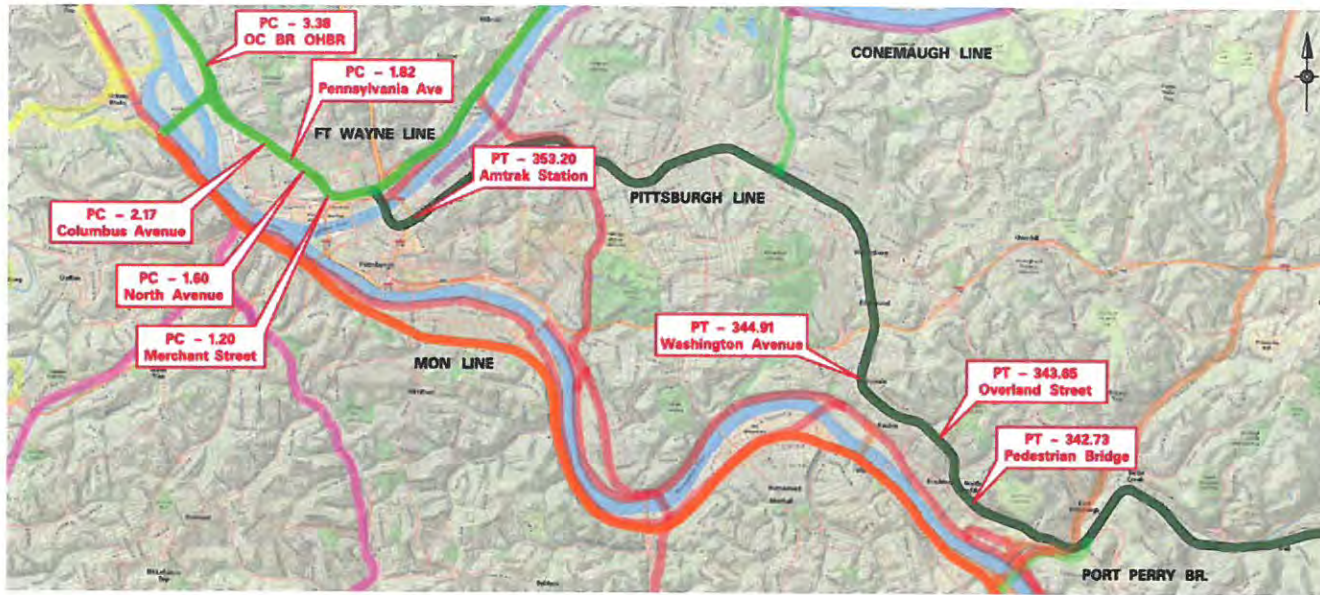
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Why: I OPERATE AN AMTRAK DEPENDENT RAIL CHARTER BUSINESS THAT UTILIZES THE PITTSBURGH AMTRAK STATION.
www.SLEEPONATRAIN.COM

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|--|
| ☐ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
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Why:

THE CURRENT TRAIN SHED AT THE AMTRAK STATION WAS BUILT TO ACCOMMODATE THE EXCESSIVE AMOUNTS OF SMOKE PRODUCED BY THE STEAM LOCOMOTIVE EXHAUST. THEREFORE, THE ROOF HAS LONG OPEN CHANNELS TO ALLOW THE SMOKE TO ESCAPE. STEAM LOCOMOTIVES ARE LONG GONE. IT WOULD BE GOOD TO COVER THESE OPEN CHANNELS TO PROVIDE A TRUE ROOF FOR THE AREAS OF THE TRAIN SHED THAT WILL NOT GET DEMOLISHED. THIS WILL ALLOW FOR A CLEANER, DRYER AREA FOR AMTRAK PASSENGERS TO BOARD THE TRAINS.

3. Please identify any other concerns you have below.

Comments: THE ENTRANCE TO THE AMTRAK STATION OFF OF LIBERTY STREET IS AN EYE SORE, & THE AUTO/TAXI TURN AROUND AREA. THE CONCRETE PILARS APPEAR TO HAVE LACKED MAINTENANCE - WITH MULTIPLE AREAS OF BROKEN CONCRETE, RUST STAINS, PEELING PAINT, NOT TO MENTION THE VOLUME OF PIGEON DROPPINGS. VERY THIRD WORLD IN APPEARANCE. AMTRAK CAN DO BETTER. THE APPEARANCE OF THIS AREA DOES NOT REFLECT PITTSBURGH AS THE PROGRESSIVE CITY THAT IT IS.

Voluntary Information

Name _____

Street Address

Phone

Email

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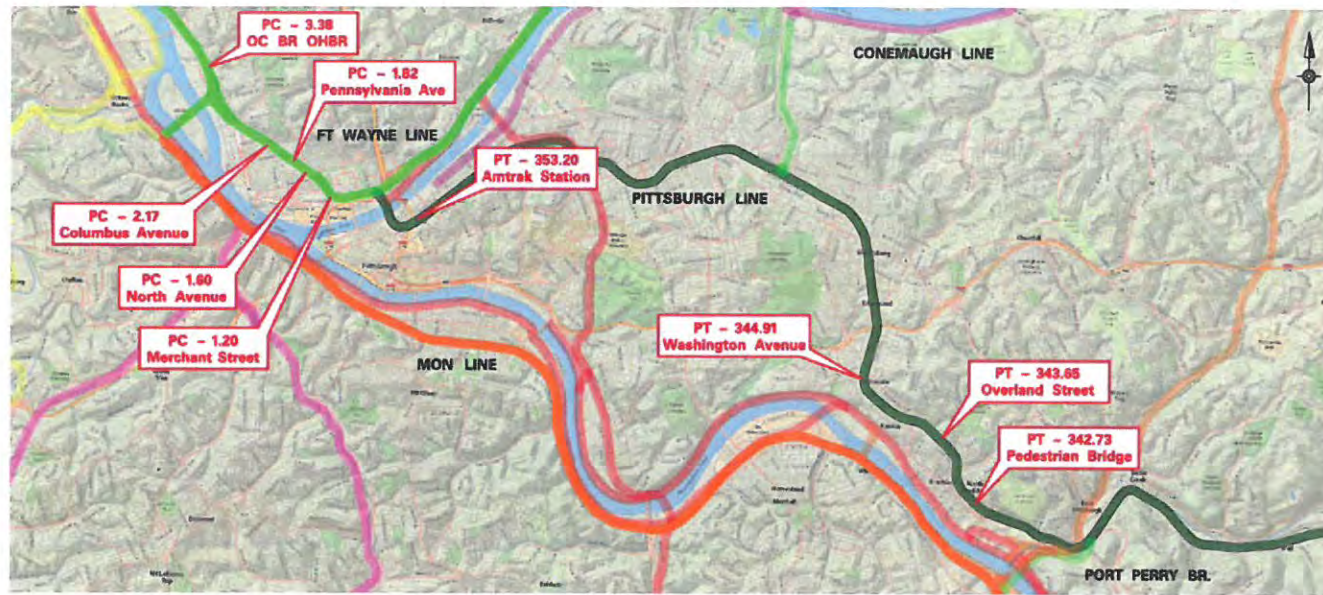
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Why: As a resident of the city of Pittsburgh and someone who grew up close to the suburban locations proposed on the map, I'm interested in protecting the communities & the quality of life within those communities. I also feel that work cannot be done in one location without affecting all 9 locations, so even if I don't currently live near all of them all locations will affect my quality of life & my neighborhood.

2. What are your major concerns about potential modifications at the project locations:

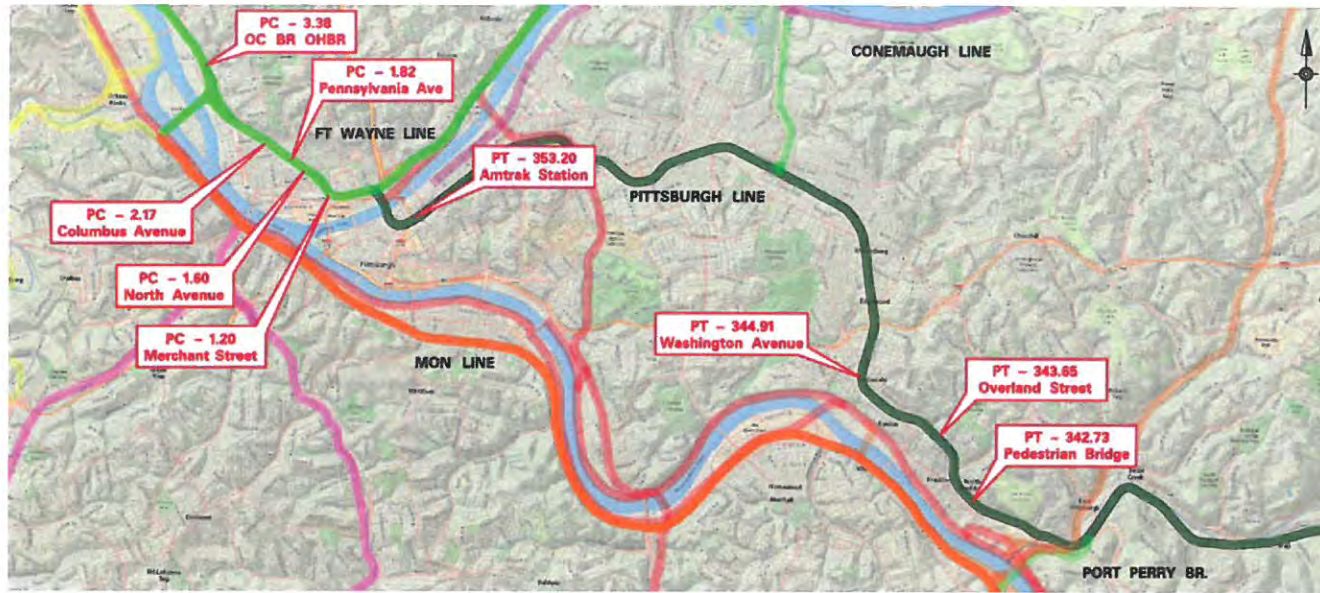
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Why: I'm concerned that these projects will result in increased noise & environmental pollution for the communities adjacent to these projects. I also am mindful that due to a lack of investment in infrastructure, accidents have happened, causing disasters at some for the communities immediately surrounding rail lines.

3. Please identify any other concerns you have below.

Comments: I think more research & study needs to be conducted to further understand potential impacts, for the communities surrounding these project. Too often a corporation will expand or complete a large project to improve their bottom line without giving any thought to a potential bad outcome to the community. I am concerned that with increased rail traffic, there is an increased risk of accidents, which could have disastrous affects for the health of the residents & also the community.

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Why: I RESIDE AND WORK IN THE AREA.

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- | | | |
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| ☐ Multiple Use of Space | ☒ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☒ Employment | ☐ Project Cost |
| ☒ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☐ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: CONSTRUCTION ON THIS LEVEL WILL ALMOST CERTAINLY HAVE A SERIOUS NEGATIVE EFFECT ON MY EMPLOYMENT.

3. Please identify any other concerns you have below.

Comments: THIS AREA OF NORTHSIDE HAS BEEN CHOKED BY CONSTRUCTION FOR MANY YEARS.

CASINO, HOTELS, NEW ROADS AND ON AND ON.

GIVE IT A BREAK. THE AREA IS MAKING A COMEBACK. YOUR PROJECT WILL SET THIS BACK MANY YEARS. YOU ARE "FOR PROFIT" SO EXPECT PUSHBACK.

Voluntary Information

OWNER
 Name MARTIN WARTOLA
 Street Address 303 HENRY AVE SEWICKLEY PA 15143
 Phone WK 412 321 2058, 412 321-9991
 Email cell 412 853-8294

If you have specific questions that you would like addressed directly,
 please make note of that request and fill in the email line above.

Additional Comments:

E mail Mister MAGOO232@gmail.com

2ND ADDRESS

37 REPPELT LANE
 84, PA 15330

CALL ANY TIME FOR INFO, etc.

Thank you

Max Wartola

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Michael Baker International
 100 Airside Drive
 Moon Township, Pennsylvania 15108

INFORMATION GATHERING and PROJECT OVERVIEW

OPEN HOUSE

Pittsburgh Vertical Clearance Projects
 City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
 Allegheny County, Pennsylvania

JUNE 26, 2018

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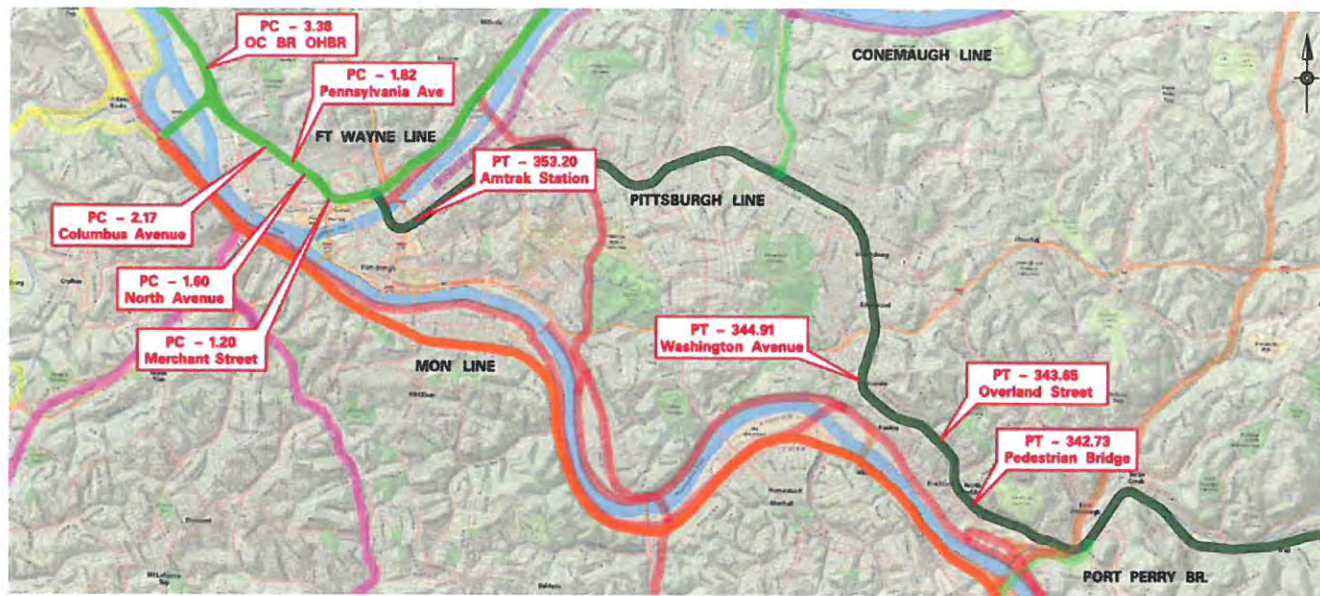
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| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: MY BUSINESS IS NORTHSIDE SCRAP METALS INC.
825, 817, 813, 809 PENNSYLVANIA AVE.
P6H PA 15233

LOCATED BY PA AVE BRIDGE.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|---|
| ☐ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
| ☐ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☒ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
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| ☐ Recreation and Parks | ☐ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: CONCERNS OF IMPACT ON BUSINESS
FOR MY CUSTOMERS GETTING TO MY LOCATION
BEEN IN BUSINESS SINCE TURN OF THE CENTURY
CONCERNS ON EASY DIRECTIONS ON
DETOUR TO GET TO MY COMPANY

3. Please identify any other concerns you have below.

Comments: Will ROAD GRADING EFFECT THE
FRONT OF MY COMPANY

Cd

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**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why: I live in Edgewood near Swissvale, a block away from the train tracks. The noise level is already very loud as numerous trains pass by my neighborhood each day. It affects my sleep during nighttime. Double-stack trains would generate more noise, as well as the construction involved in accommodating these changes. I am also very concerned about the environmental impact it would have on the community and the city of Pittsburgh and anything harmful and the negative health hazards it would pose on the residents. I have heard that toxic waste, radioactive material, fracking by-product, etc. would be transported through our community on these double stacked trains. Pollution is already a serious issue in this city, this no doubt would contribute to more black-carbon and pollution which would put residents at risk for serious, fatal illnesses. Not to mention the disastrous impact should there be an accident or derailment. Other cities have listened to citizen concerns and have chosen upgrading to electric trains to reduce pollution. I am opposed to any plans which bring more pollution and toxic waste through our neighborhoods.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☒ Safe & Efficient Transportation | ☐ Historic Properties |
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: Transporting waste and radioactive materials through our communities puts us at greater risk of illness, and increases pollution and black carbon.

We need to find alternatives that does not put people at risk.

3. Please identify any other concerns you have below.

Comments: Noise is already an issue for residents who live along the railroad. Construction and larger trains will increase this problem.

There are other ways to bring jobs in this city that do not put us at risk of developing serious health conditions and polluting the environment.

In the day and age, I would like to see corporations take accountability and improve communities by reducing pollution that harm lives.

Voluntary Information

Name _____

Street Address _____

Phone _____

Email _____

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please make note of that request and fill in the email line above.*

Additional Comments:

THERE SHOULD BE AN ENVIRONMENTAL IMPACT STUDY.
THERE SHOULD BE ~~HONEST~~ HONEST ATTEMPTS TO
DETERMINE IMPACTS ON HISTORIC PROPERTIES
THAN SECTION 106 & SECTION 4F - DON'T SHAM
US AS YOU DID ON THE WEST OHIO STREET
BRIDGE

THERE SHOULD BE A 3RD PARTY
IDENTIFYING ADVERSE EFFECTS - NOT
THE DESIGN TEAM.

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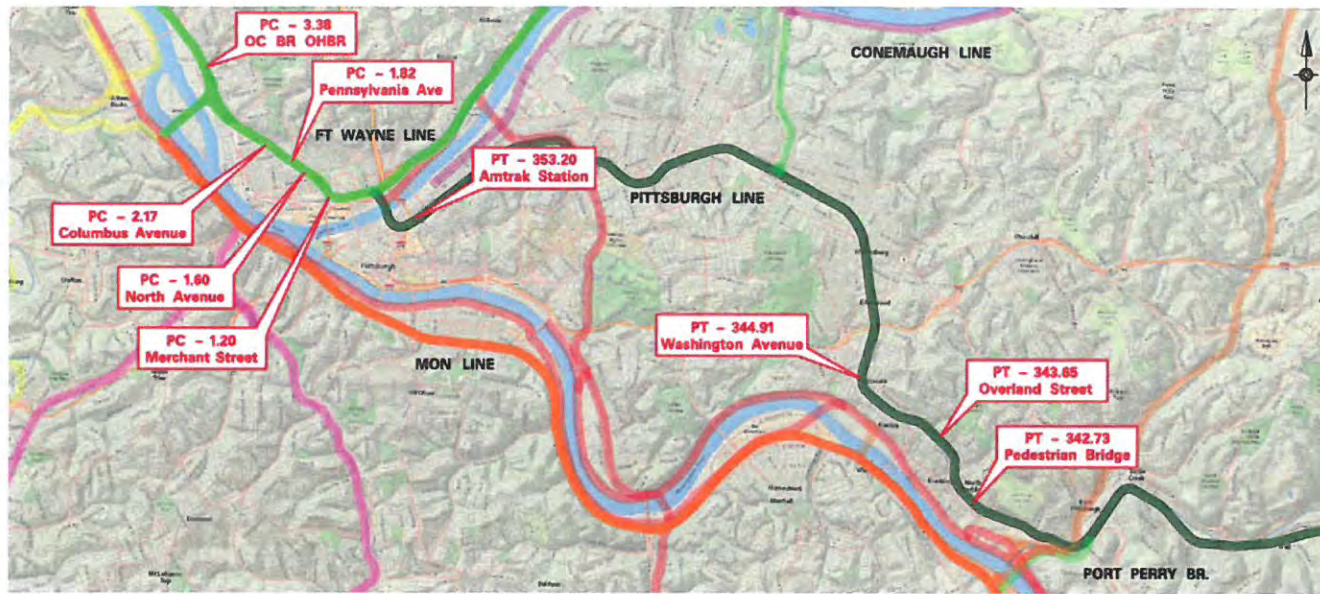
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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: THIS WILL NEGATIVELY IMPACT ALLEGHENY COMMONS, CREATE ADDITIONAL NOISE, ADDITIONAL POLLUTION, AND CREATE POSSIBLE DERAILMENTS.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
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| ☒ Recreation and Parks | ☒ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: SELF EXPLANATORY

3. Please identify any other concerns you have below.

Comments:

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Why: I live in the vicinity of Allegheny Commons Park and am concerned about the impacts of this project - visual/aesthetic and practical for getting around

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☐ Public Health & Safety | ☒ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☐ Historic Properties |
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: I use Allegheny Commons Park every day and must cross the bridge at North Avenue either by car or on foot most days.

3. Please identify any other concerns you have below.

Comments: It's impossible at this point to develop an informed opinion about the project as little to no detail on the proposed bridge replacements is available at this meeting.

I would like to see renderings of the proposed replacements and timelines for the construction as well as plans for the traffic detours.

Also, I don't understand why there seems to be no information at all about the bridge at W. Ohio St - is it not going to be replaced?

For concerns, they are mainly that Allegheny Commons Park not be disrupted ~~extensively~~ and that no permanent reduction in park acreage be done. I do not want trains to be more visible in the park than they are currently.

Voluntary Information

Kent Hensley
Name
1522 Monterey St, Pgh PA 15212
Street Address
412-418-2998
Phone
Kent2001@aol.com
Email

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

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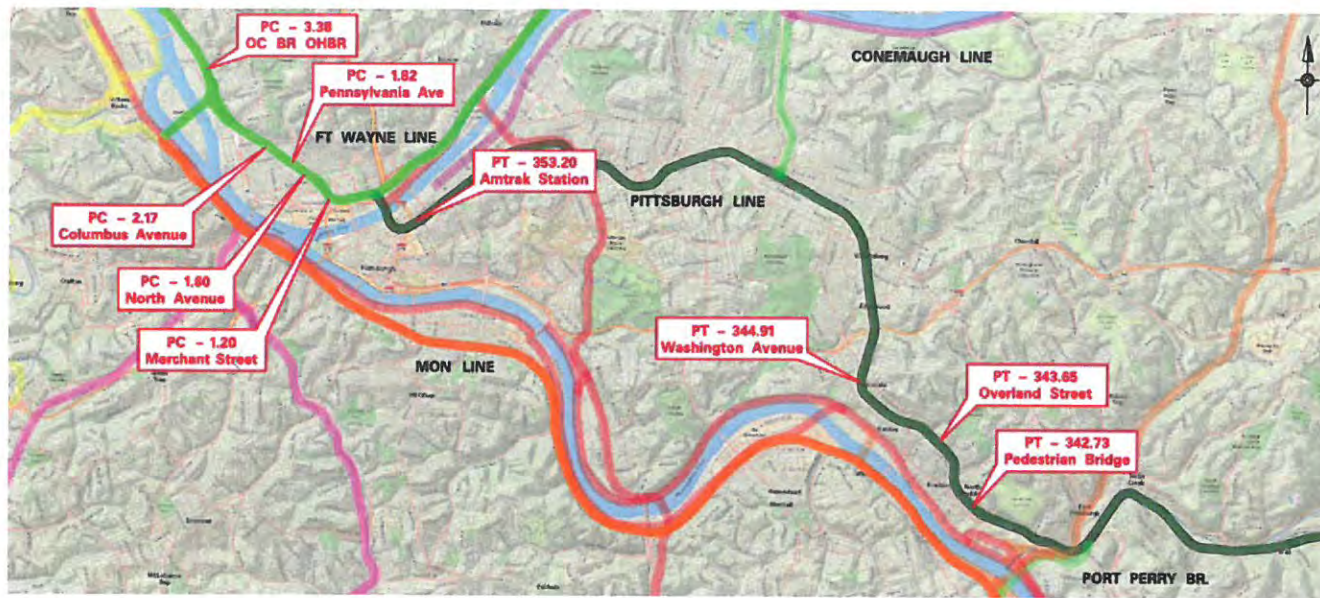
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Why: This is near my house, a few blocks away. I walk through the area and into the park every day.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
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Why: This project will significantly impact historic districts and the oldest park in Pittsburgh. These are valuable assets to the city and should not be impaired without the most thorough due diligence.

The neighborhoods surrounding the park are SPECIAL, they have historic value. This project will put an ugly stain on everything.

3. Please identify any other concerns you have below.

Comments:

I purchased my house in the Mexican War Streets eight years ago because I loved the character of the historic districts and the beautiful park at Allegheny Commons. This project would significantly impair the beauty of this area, adding noise, pollution and risk of train derailment due to increased rail traffic.

Voluntary Information

Name William L. Casey
Street Address 2225 Federal St Ext
Phone 412 231 3484
Email 511ce1r1sh@gmail.com

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

You should note that Park through which
NS runs is a very historic property. Probably
the most historic still existing in Western PA.
It predates the Mexican War streets.

(B)

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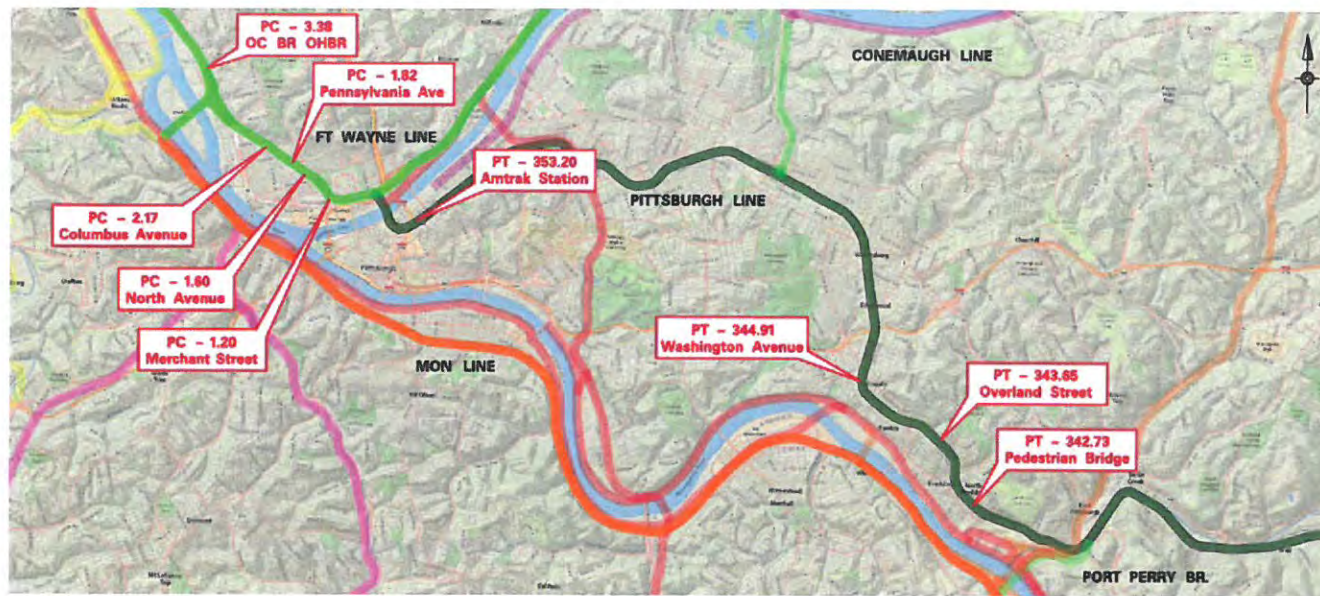
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Why: All these locations are in Allegheny City. Changes here will impact livability of the northside neighborhoods.

Public Safety is a major concern.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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Why: The changes to road elevation can very adversely impact the ability of police, fire services and medical services to reach residents in need of help.

The weight an increased weight and doubling in frequency of the trains will impact existing utilities that are at least 100 years old.

3. Please identify any other concerns you have below.

Comments: From reviewing the charts and plans presented it seems clear that access to the neighborhoods will be restricted. If that is correct, the property values, livability and safety may be compromised.

I believe it is imperative that the longer term effects of street elevation and access be directly addressed.

This is a neighborhood and while NS rolls thru we do not. Please be mindful of your neighbors. It is a lovely neighborhood, and you are also our neighbor.

William L. Casey

Voluntary Information

Name Patricia Schaefer, President Edgewood Borough Council
Street Address 2 Race Street Pittsburgh Pa 15212
Phone 412-242-4027
Email pschaefer@edgewoodboro.com

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

I cannot stress enough the importance of
including Local governments in impact studies
in Public Safety & Quality of Life.

If our communities fail — We all fail.

Kindest regards

Pat
Schaefer
edgewood

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The team can also be reached at NSPghVerticalClearance@gmail.com

Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

INFORMATION GATHERING and PROJECT OVERVIEW
OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania
JUNE 26, 2018

Comment Form

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DRAFT Project Need Statement:

The following transportation needs have been identified for these projects:

- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

Achievement of these needs should be achieved by applying a sound engineering approach of appropriate scale to address the transportation needs of these projects.

Alternatives:

Comment is requested regarding alternatives and ability to meet the purpose and need for the projects. Alternatives include the no action alternative, alternative route alternatives, and the proposed projects; as well as alternatives relating to the manner in which an alternative is constructed or developed. Alternatives should be reasonable and prudent, and meet the purpose and need.

Project Locations:



1. The nine (9) project locations are listed below. In which location(s) are you most interested?

- | | |
|--|---|
| ☒ Frazier Street Pedestrian Bridge over NSRC | ☐ North Avenue over NSRC |
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| ☒ Washington Street over NSRC | ☐ Columbus Avenue over NSRC |
| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: Edgewood Borough is contiguous to Swissvale + N. Braddock. Edgewood Council is concerned about # of train + weight pulbration increases

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|---|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☒ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
| ☐ Pollution | ☒ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☐ Recreation and Parks | ☒ Public Utilities !! | ☒ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

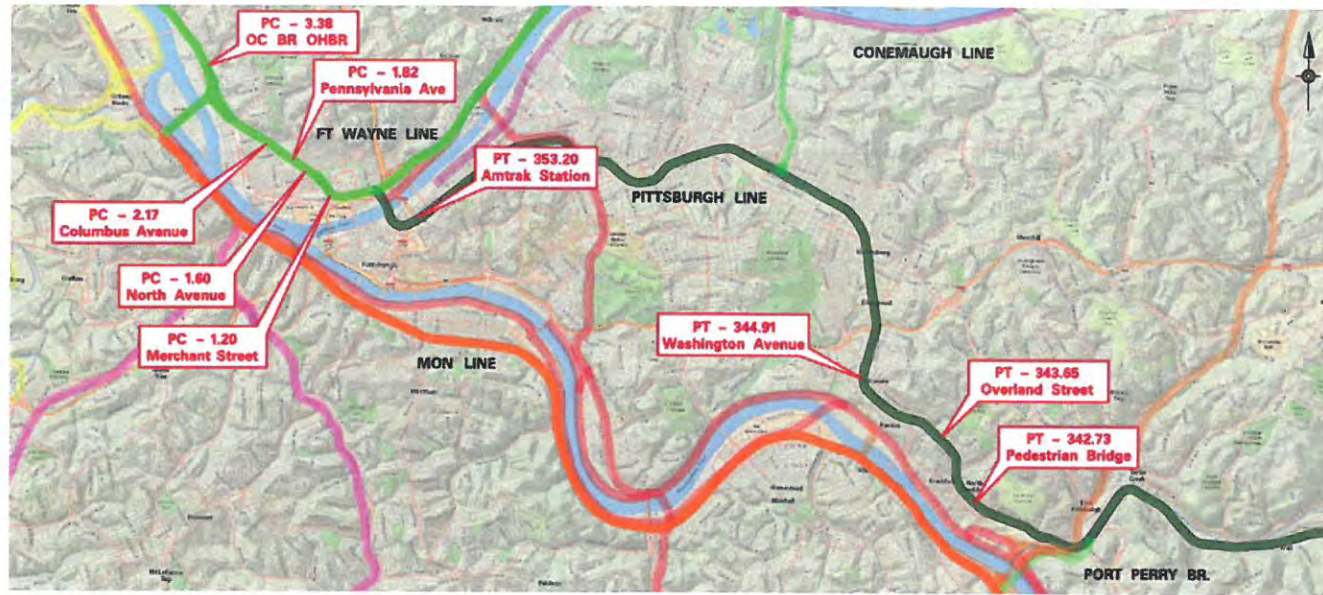
Why:

3. Please identify any other concerns you have below.

Comments: We would like to have Regional Presentations + Discussions with the local governments to discuss:

- ① ↑ in # of trains / weight of trains on infrastructure under the rails
 - We are under EPA Consents/Decrees regarding Sewage Lines - Repair + Maintenance
 - Air quality - rails are close to Elementary School + Penna School for the Deaf
 - ↑ Noise + Holes in Market; currently we only have a booming housing market due to our proximity to the City (suburban/urban area)
 - ↑ in oil cost + H₂O quality (run off into storm sewers from next EPA/PPP Consent Decree)
- ② Construction/Rerouting
 - Impact on mobility/transportation in the Eastern Corridor with construction
 - Our market's strength is the ability for constituents to get to + from employment + recreation
- ③ Public Safety - ↑ in Hazardous cargo + impact on 1st responders. Equipment + Emergency Planning.

Project Locations:



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Why:

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- | | | |
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

3. Please identify any other concerns you have below.

Comments:

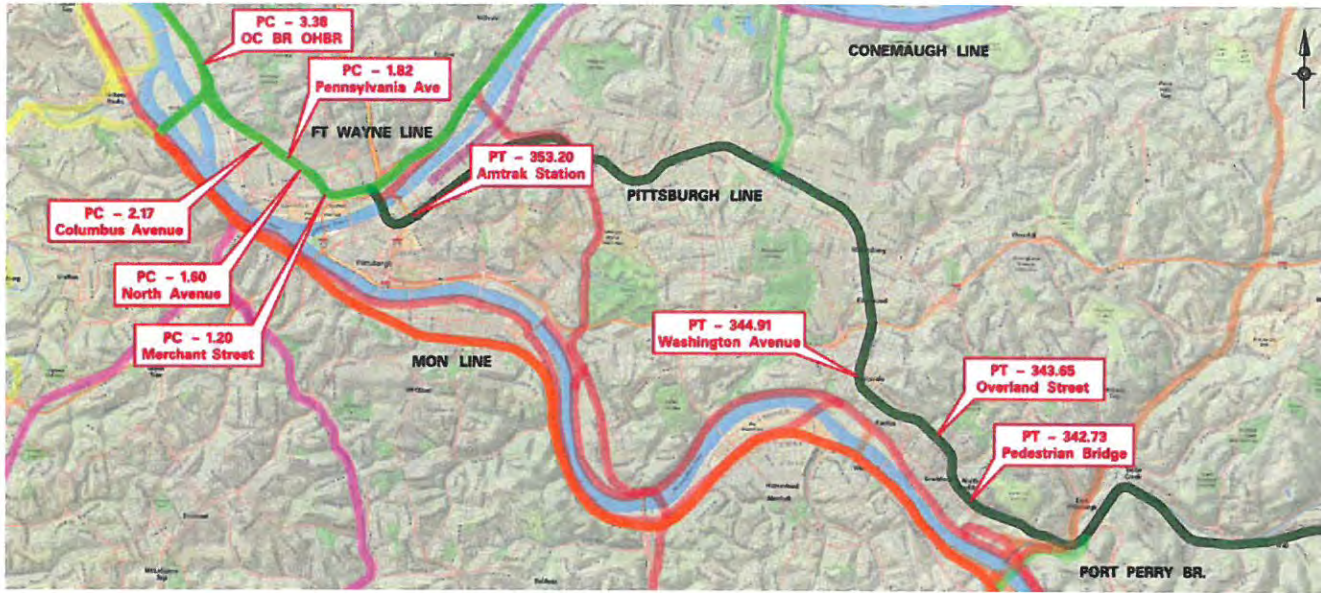
6

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**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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 - ☒ North Avenue over NSRC
 - ☒ Pennsylvania Avenue over NSRC
 - ☒ Columbus Avenue over NSRC
 - ☒ Ohio Connecting Bridge over NSRC
 - ☐ All Locations (*Please explain*)

Why: All marked locations run directly thru my neighborhood - Manchester - ~~at the heart of the city~~
~~At the heart of the city~~ I have lived in the neighborhood for almost 5 years now. I absolutely love it. I walk 3-5 miles thru the Northside 4-5 times per week. I am invested in Manchester, and ~~I am~~ I am actively involved in its preservation. At present, I am the President of the Manchester Historic Society - preservation as well as environmental impacts are of TOP concern for me.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☐ Historic Properties |
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: _____

3. Please identify any other concerns you have below.

Comments: _____

Voluntary Information

Chris Whissen
 Name
 1201 W. North Ave 15233
 Street Address
 917-386-4575
 Phone
 cwhissen@gmail.com
 Email

*If you have specific questions that you would like addressed directly,
 please make note of that request and fill in the email line above.*

Additional Comments:

*This comes across as great for
 NS better line at our expense.*

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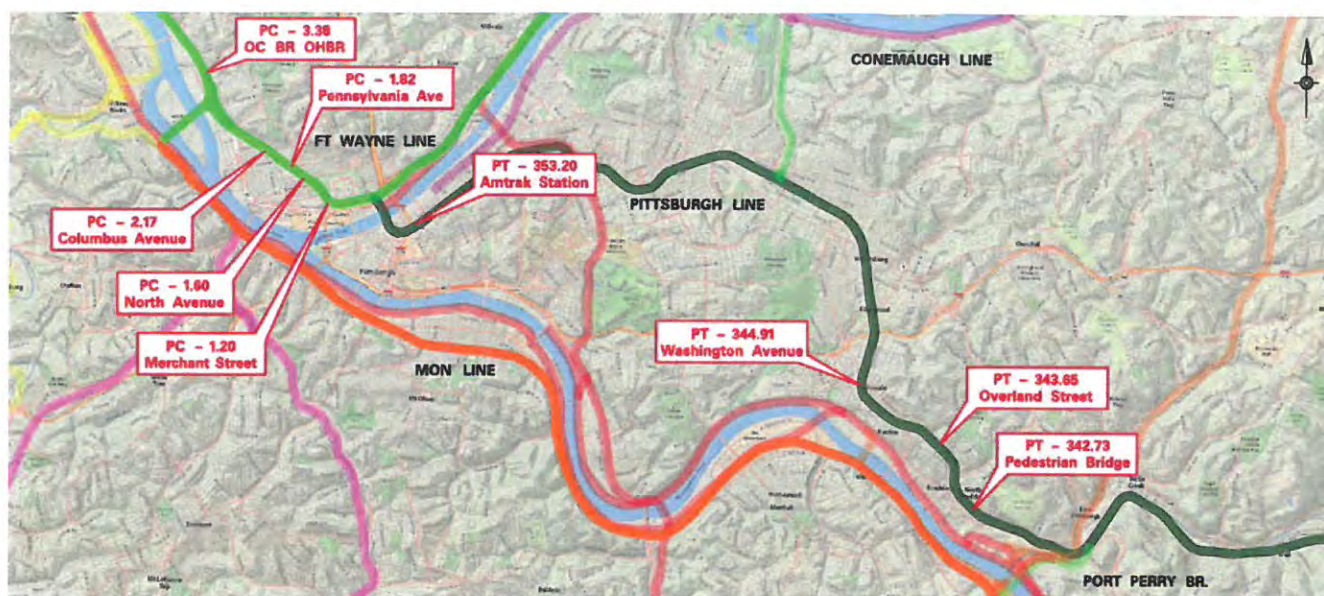
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| ☒ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: These sites all affect my neighborhood. During the project construction I am concerned about traffic congestion and noise. West North & Ohio street are major boulevards (closure of Ohio has had big impact on W. North already). School a sporting event and it's impossible. Long term (and more important) are quality of life. Transit - increased height is issue for pedestrians & discourages elderly (who no bike lanes on W. North). Sound pollution - extremely noisy. Air pollution.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
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| ☒ Recreation and Parks | ☒ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: See previous comments plus concerns about existing infrastructure and how this will affect it (roads, sewer, etc.)

3. Please identify any other concerns you have below.

Comments: Lack of town hall's environmental impact surveys missing. Justification for this seems like b.s. plenty of negatives for green positives?

J D WINTERMANTEL
Name
1521 MONTEREY ST
Street Address
412 855 3083
Phone
ddnwintermantel@me.com
Email

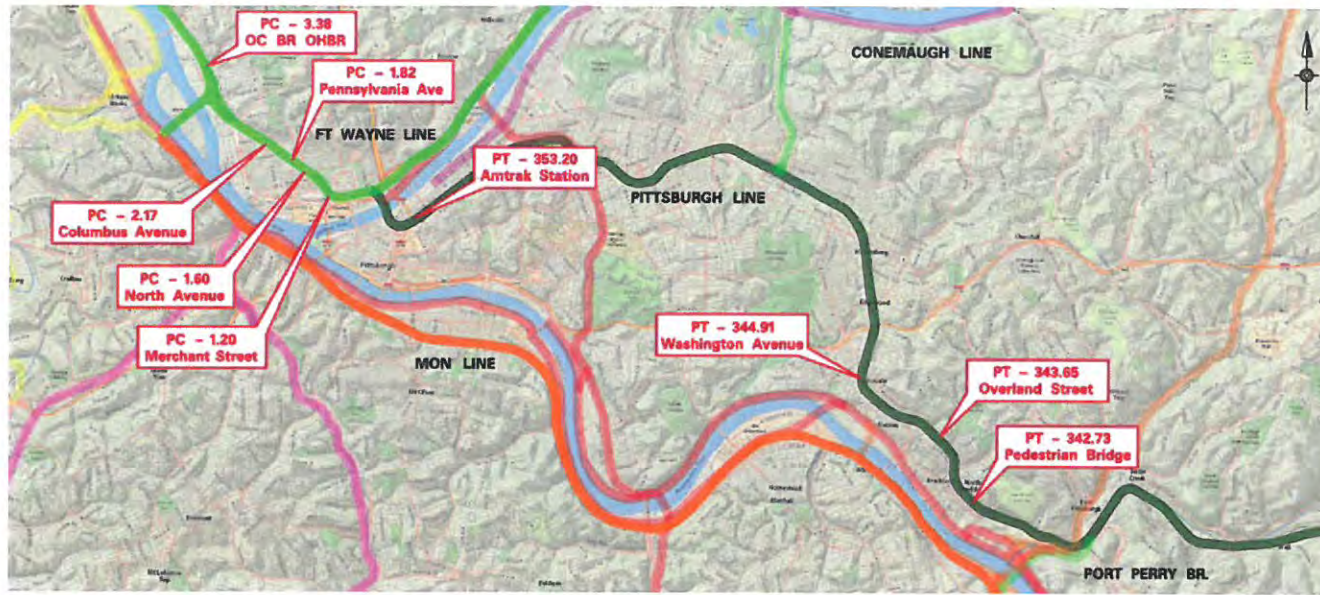
Additional Comments:

**Michael Baker International
100 Airside Drive
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Why: Overall concerns: Diesel particulate pollution increase in rail traffic, noise related to increased traffic, weight of trains, passing through park and under busy intersections near residential areas.

Special concern about water/sewer lines over 100 years old, subjected to much greater weight and increased traffic and the potential for failure and enormous cost to repair/replace.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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Why: Concerned that no attention/planning/explanation concerning the above issues, especially in regard to raising the tracks instead of lowering them to accommodate many of the concerns listed above.

3. Please identify any other concerns you have below.

Comments: We have spent many years investing, rehabilitating, improving, our city and specifically these neighborhoods.

We live here, we work here, we take pride in these walkable parks and streets. Please do not industrialize our quality of life after so much improvement from the dark old days of Pittsburgh. Past.

Voluntary Information

Name _____

Street Address _____

Phone _____

Email _____

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Additional Comments:

~~Brilliant~~
 Brilliant example of a public-private partnership
 advancing an important public improvement.
~~Sanitary project delivery always saves~~
~~money~~

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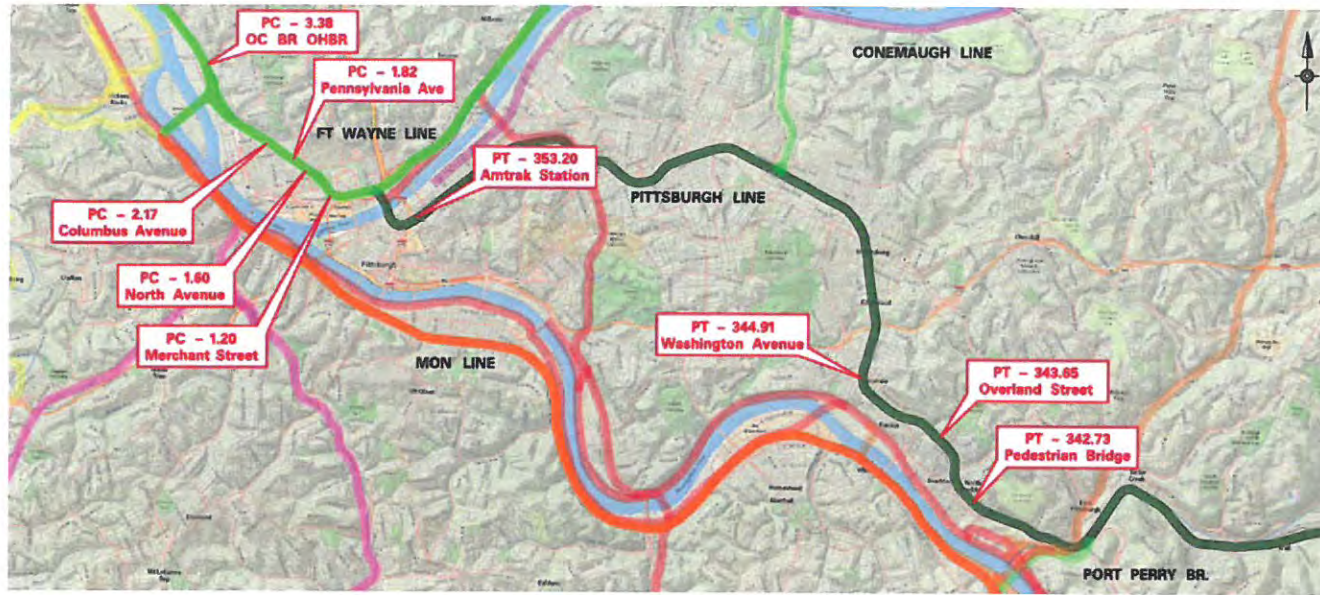
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| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why:

Redundancy in our transportation system results in resiliency. We need options for routing these trains, instead of just relying on the "Mon Line" (who comes up with these names?)

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|---|---|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name _____

Street Address

Phone

Email

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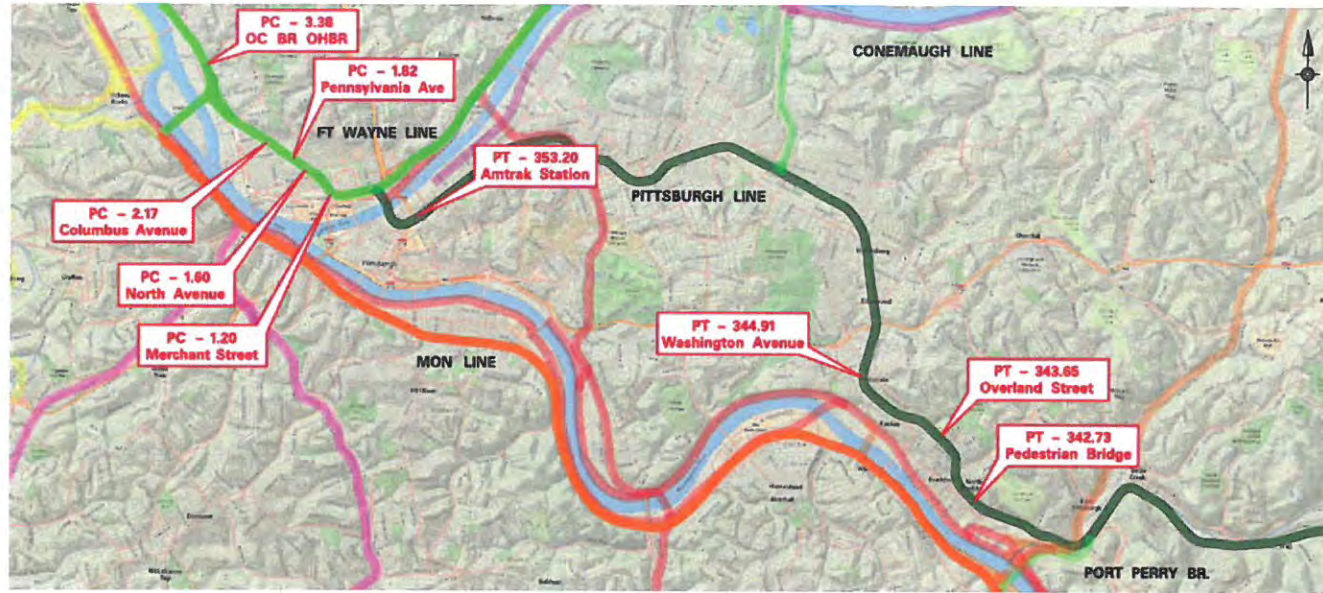
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Why: I live near these but I realize the interconnection

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
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Why: Self-explanatory. Raised road beds will increase negative stormwater effects, make accessibility harder and be more intrusive in the park.

3. Please identify any other concerns you have below.

Comments: Environmental impact. We don't know what that might be because no one has seen an EIS. It seems ~~to be~~ it should be a requirement to have an EIS.

Voluntary Information

Name _____

Street Address

Phone

Email

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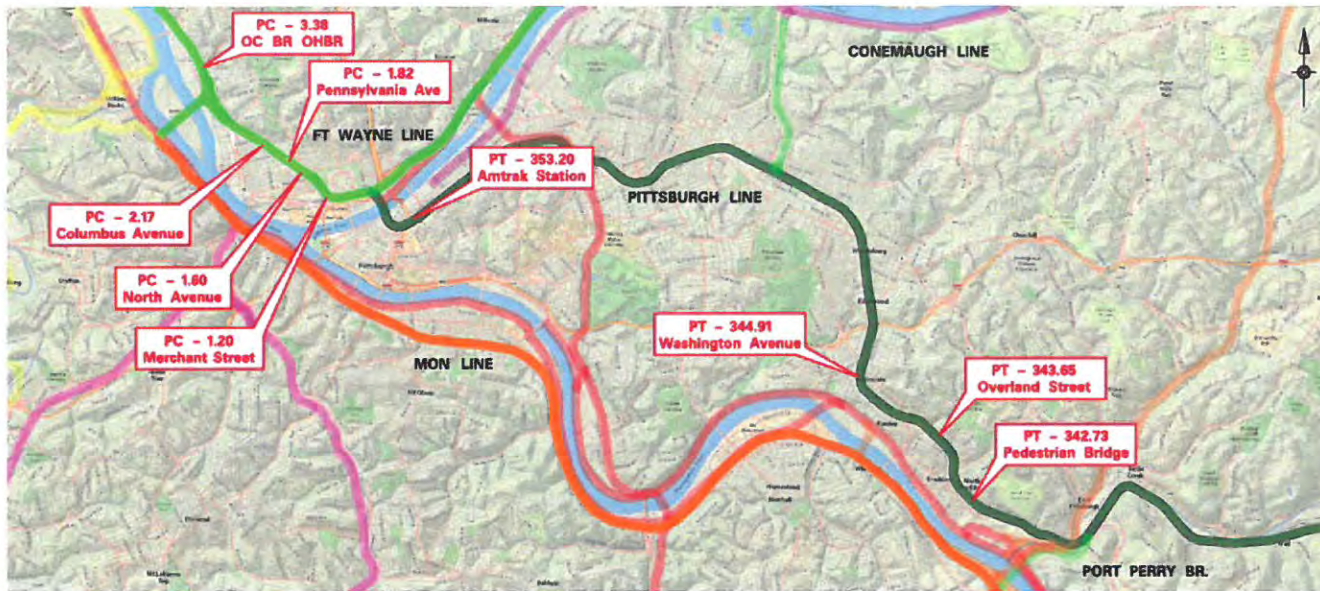
- improve reliability
- improve safety
- integrate modes of travel
- minimize future maintenance costs
- increased vertical clearance

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Why: I LIVE AT 917 BRIGHTON ROAD. THE RAIL TRAFFIC NOW IS AT AN ACCEPTABLE, INTERMITTENT NOISE LEVEL. TO INCREASE TRAFFIC 4X'S CURRENT WILL PREVENT ME FROM SLEEPING ON MY DECK W/ LITTLE NOISE INTERRUPTION. MY HOME IS 140 YEARS OLD. THE VIBRATION WILL FURTHER DETERIORATE MY STRUCTURE. REMEMBER MANY HOUSES HAVE NO OR LITTLE FOUNDATION. TO CROSS THE STREET TO THE PARK WITH MY GRANDCHILDREN WILL BE A FEAT OF COURAGE. THE DIESEL EMISSIONS WILL IMPACT THE BIRD LIFE, SQUIRRELS, TREES, LET ALONE THE QUALITY OF AIR. MY HOME IS VALUED AT \$1.5 MILLION, DAMAGE WILL BE INCURRED. QUALITY OF LIFE.

LOWER THE TRACKS

Ingress + Egress from my driveway will be impaired

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|---|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☐ Property Values |
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| ☐ Displacement | ☐ Fire Protection | ☒ Maintenance & Operating Costs |
| ☐ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: See previous comments

3. Please identify any other concerns you have below.

Comments: PROJECT DESIGN, should be completed prior to any movement on the project.

The neighborhood should see final design and renderings.

Our community will fight back until we are satisfied

Voluntary Information

Hilary mossier
 Name
 927 BEECH AVE., PITTSBURGH, PA 15233
 Street Address
 Phone
 hilarytmossier@gmail.com
 Email

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

Additional Comments:

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**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

INFORMATION GATHERING and PROJECT OVERVIEW OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania
JUNE 26, 2018

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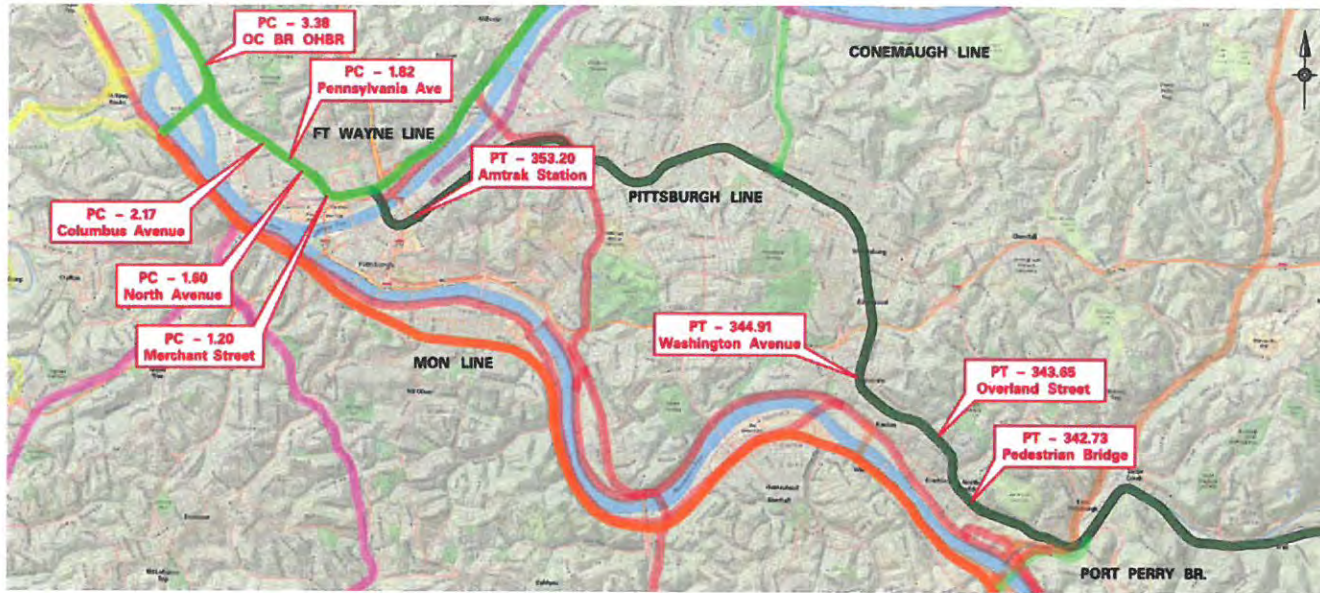
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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why:

I LIVE ON BEECH AVE. AND WILL BE AFFECTED BY THE EXCESS NOISE FROM HIGH RAIL TRAIN TRAFFIC, AS WELL AS, POLLUTION POTENTIAL DROP OF PROPERTY VALUES, THE ELEVATION OF THAT INTERSECTION WOULD BE A DISASTER FOR ONE OF PITTSBURGH'S MOST BEAUTIFUL NEIGHBORHOODS.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|---|
| ☒ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
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| ☐ Recreation and Parks | ☐ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

SEE FIRST COMMENT

3. Please identify any other concerns you have below.

Comments:

I CAN'T EVERYTHING ABOUT THIS PROJECT IS A CONCERN.

IS IT POSSIBLE TO LOWER, NOT RAISE THE TRACK?

74

Voluntary Information

Name SCOTT MOSSER
Street Address 927 BEECH AVE
Phone (412) 832-1299
Email _____

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

YOU SHOULD REALLY HAVE A REAL
COMMUNITY MEETING

LOWR THE TRACKS. DONT RAISE THE BRIDGES

LOWR IMPACT ON THE NEIGHBORHOODS YOU PUT AT
RISK

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Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

74

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OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
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JUNE 26, 2018

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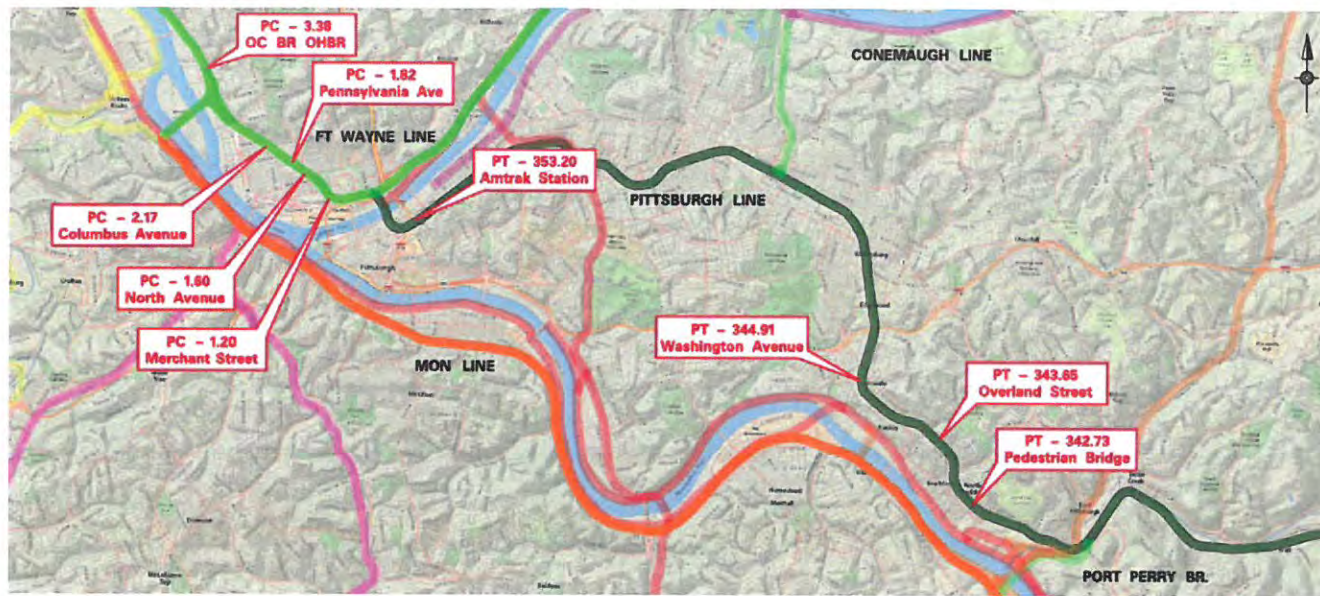
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Keep using the tracks currently in use

PROFIT
PRIMA
DRIVE
NEIGH
BE DAMI

Project Locations:



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- | | |
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| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☒ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why:

TEARABLE IMPACT ON THE NEIGHBORHOODS.

POLLUTION, NOISE, SMELLS - THE OPPORTUNITY - LIKELIHOOD OF AN EVENTUAL ACCIDENTS SHOULD PRECLUDE THIS FROM HAPPENING

WHY ISNT THE RAILROAD PAYING 100% OF COSTS?

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
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| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

REALLY?

PUT THIS THING RIGHT DOWN THE MIDDLE OF YOUR NEIGHBORHOOD

3. Please identify any other concerns you have below.

Comments:

WHY IS THE CITY INVESTING MORE THAN THE R.R.

HAVE ENVIRONMENTAL IMPACT STUDIES BEEN COMPLETED

HAVE NOISE STUDIES BEEN COMPLETED

WHAT IMPACT WILL THIS HAVE ON PROPERTY VALUES

Name DAVID STACY
Street Address 417 EAST NORTH AVE
Phone 412-321-0295
Email DMS32266@gmail.com

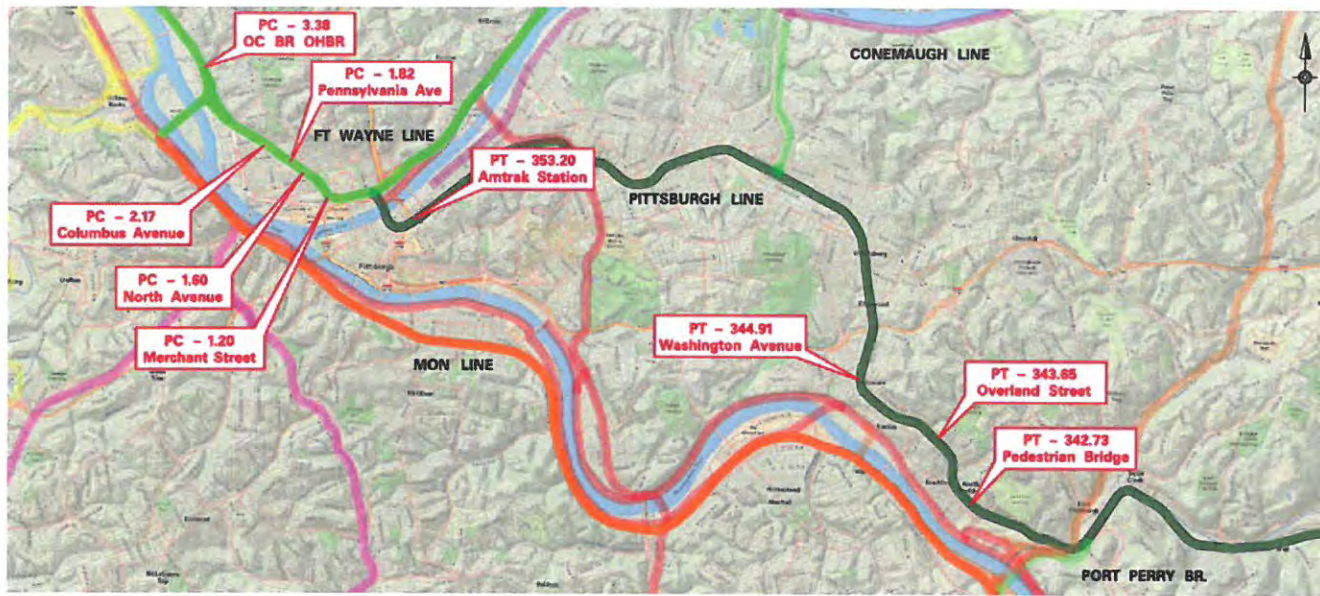
Additional Comments:

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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| ☒ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: POLLUTION - MORE TRAINS THROUGH NEIGHBORHOOD & PARK
DEAD END STREETS
HARD WASTE

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☒ Religious Institutions | ☐ Other (Please explain) |

Why: NOT IN PUBLIC PARK WITH FAMILIES
AND THROUGH A HISTORIC NEIGHBORHOOD

3. Please identify any other concerns you have below.

Comments:

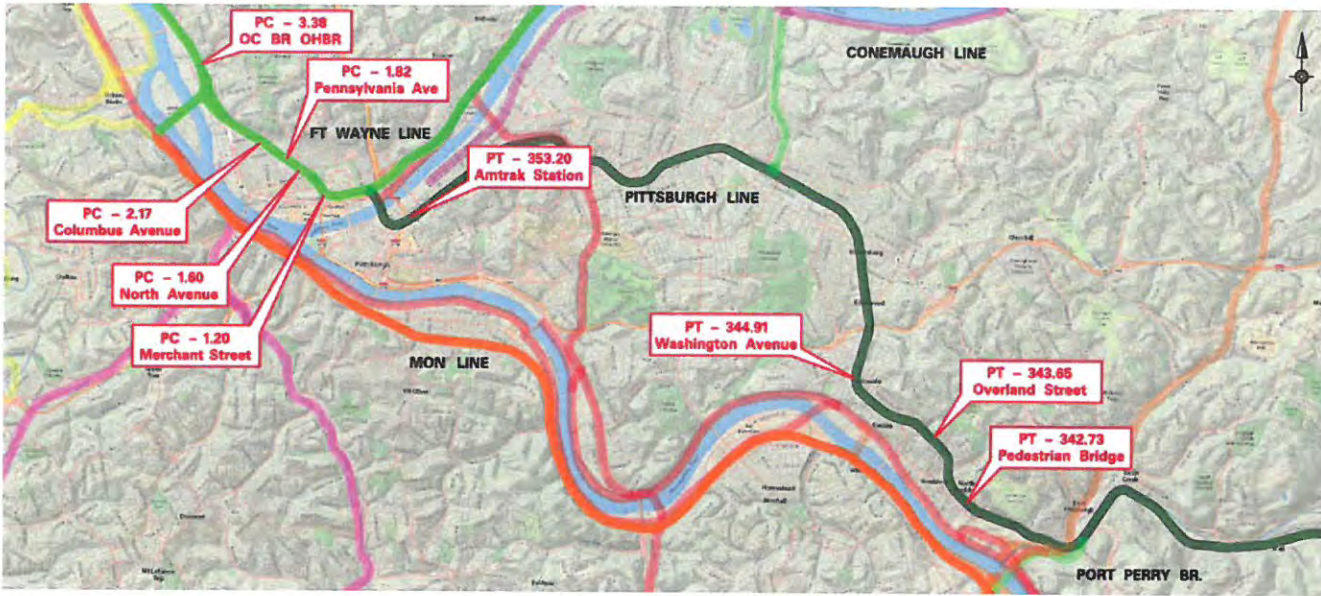
Name
Street Address
Phone
Email

Additional Comments:

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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☐ Pennsylvania Avenue over NSRC
☐ Columbus Avenue over NSRC
☐ Ohio Connecting Bridge over NSRC
☐ All Locations (*Please explain*)

Why:

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- | | | |
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Why:

Need to see prototypes + effects on traffic ... ability too
see incoming traffic.

Ability for fire service, police, ambulances to travel efficiently during emergencies

Need to see effort on Allegheny Commons historic park and how many trees will be destroyed

3. Please identify any other concerns you have below.

Comments:

the lack of a planned public forum
is unconscionable (sp?)

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page or a sheet of stationery. There is no handwriting or other markings on the page.

Voluntary Information

Name ANDREW PTASCHINSKI
Street Address 110 KACE ST PGH, PA 15218
Phone 312-339-1318
Email aptasch@gmail.com

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

Please provide as much information as possible on
how many additional trains will travel this line,
when (days/times) and the air effect on air
quality.

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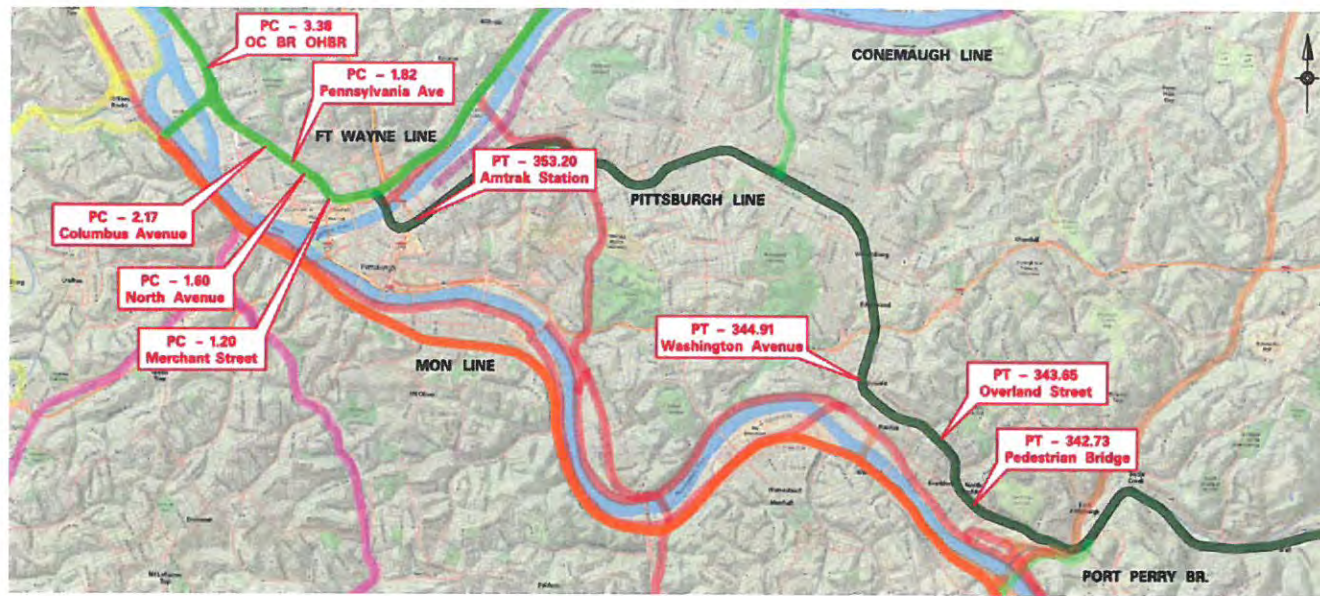
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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why:

My concern is about the effect of the changes on the line on the whole — increased traffic, additional noise + air pollution

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|---|
| ☐ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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| ☐ Aesthetics | ☐ Religious Institutions | ☒ Other (Please explain) |

Why:

My concern is the increase in frequency of trains along ~~the line~~ this line and the increase in pollution — both air quality and noise pollution — in high density areas.

3. Please identify any other concerns you have below.

Comments:

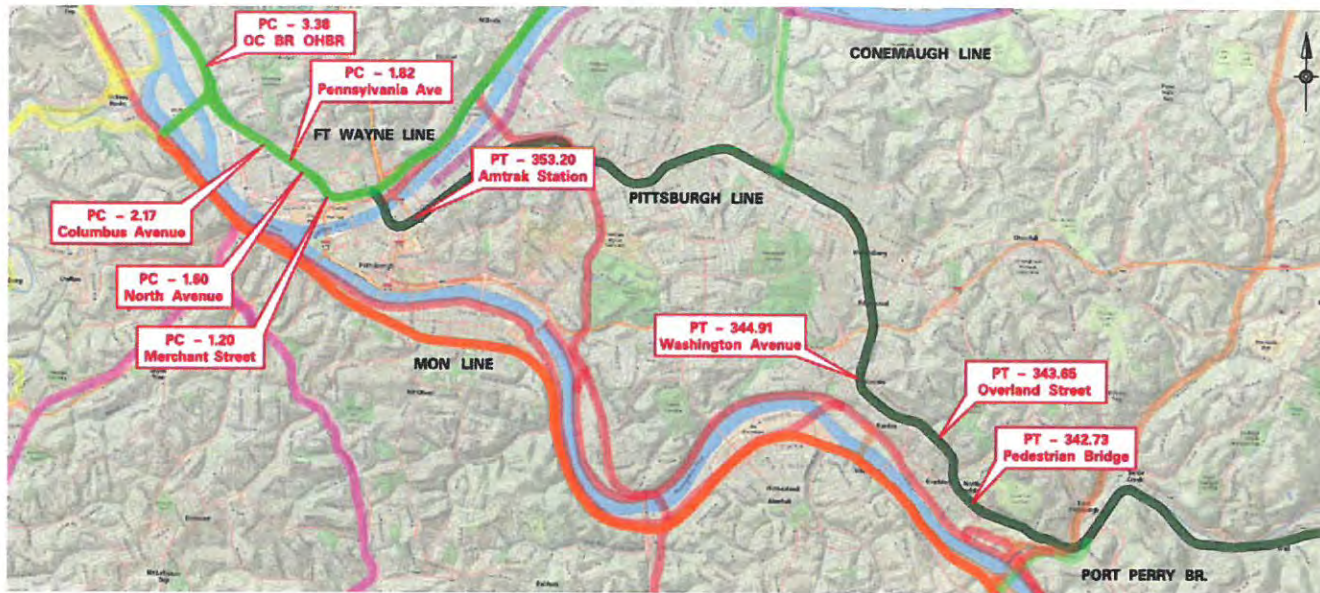
People at this event had a real lack of knowledge and the one gentleman we needed to speak with about our concern (per the advice of a Norfolk-Southern rep) was no where to be found. It was frustrating that employees were not fully briefed on common questions

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100 Airside Drive
Moon Township, Pennsylvania 15108**

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Why: The entire project interests us because we live directly across the elevated portion of the NS line in Edgewood. We are concerned about the ^{potential} impact of the larger trains on noise and air pollution.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
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| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
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Why: We live directly ~~across~~ across the street from the NS line and in a pretty dense urban neighborhood. There are many concerns ~~less~~ because there are the kinds of issues that affect our quality of life.

3. Please identify any other concerns you have below.

Comments:

increased weight of trains affect noise?

How many more trains will run on the train line once the project is completed?

Voluntary Information

Name Timothy L. Ohren
 Street Address 404 West North Ave
Pgh PA 15212
 Phone _____
 Email tlpgh@gmail.com

If you have specific questions that you would like addressed directly,
 please make note of that request and fill in the email line above.

Two suggestions to consider
Additional Comments:
 1) Suggest using the tracks on the west end &
through Southside for double stacked trains
as is currently the practice
 2) Lower the tracks through the northside
to avoid impact on central northside
beyond the impact of today.
- elevating bridges through central northside
is NOT a realistic solution
Timothy L. Ohren

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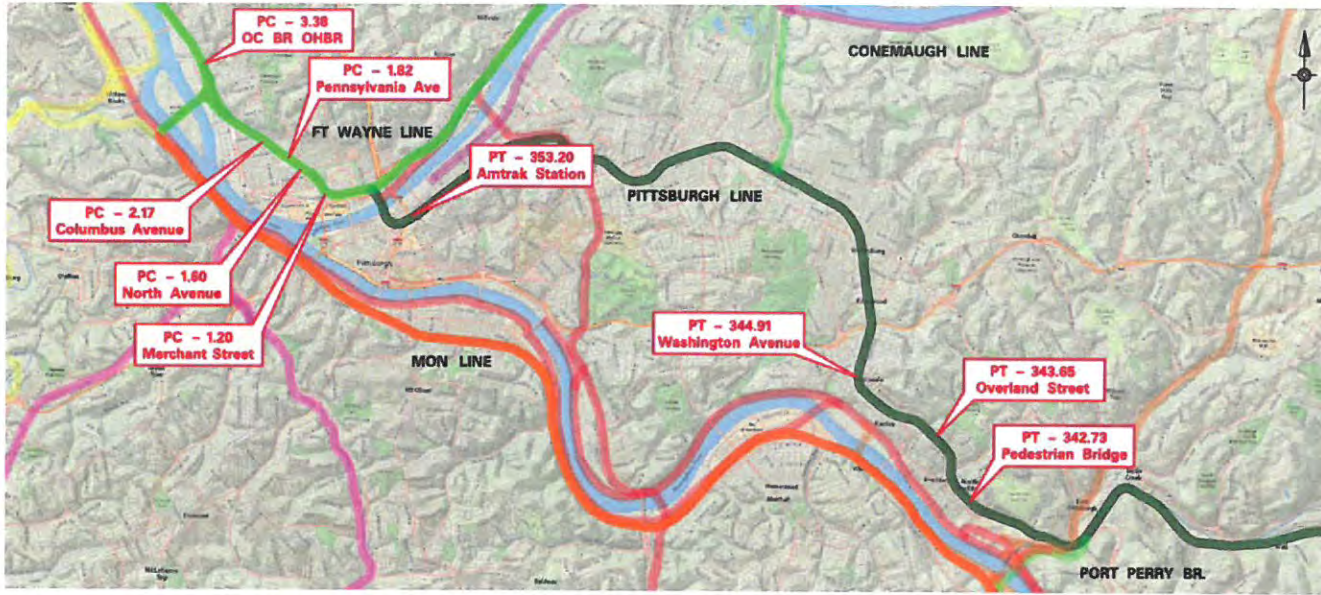
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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- ☐ Frazier Street Pedestrian Bridge over NSRC
 - ☐ Overland Street over NSRC
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 - ☐ Amtrak Station
 - ☐ NSRC over Merchant Street
 - ☐ North Avenue over NSRC
 - ☐ Pennsylvania Avenue over NSRC
 - ☐ Columbus Avenue over NSRC
 - ☐ Ohio Connecting Bridge over NSRC
 - ☐ All Locations (*Please explain*)

Why: _____

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|---|--|--|
| ☐ Neighborhood Character | ☐ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☐ Historic Properties |
| ☐ Pollution | ☐ Civil Defense | ☐ Property Values |
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| ☐ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name Eric Steele - Michael Facchiano Contracting
Street Address 801 McNeilly Rd Pittsburgh PA 15226
412 344 5503
Phone
Email esteele@maFacchiano.com

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

We are interested in quoting /
bidding on these projects.
What ~~specific~~ Specific medium / website
will be utilized for procurement?
What local Forums will the bids /
projects be advertised?

Please Advise
esteele@maFacchiano.com

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Michael Baker International
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Moon Township, Pennsylvania 15108

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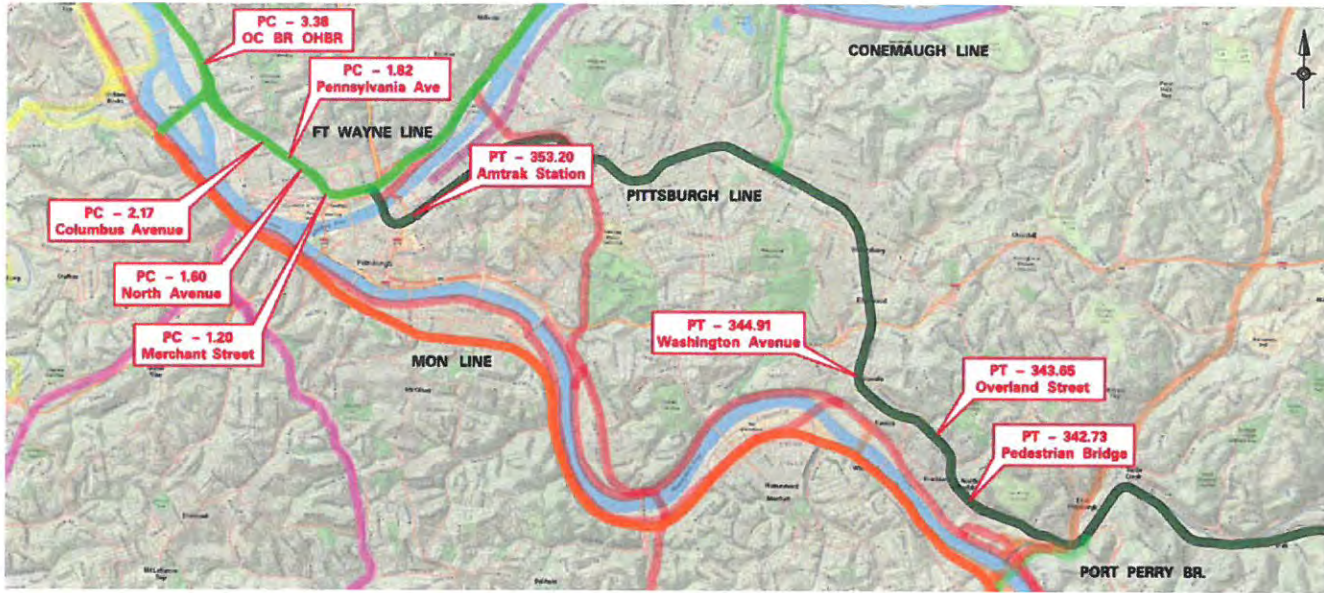
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Why: _____

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Why:

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name _____

Street Address

Phone _____

Email

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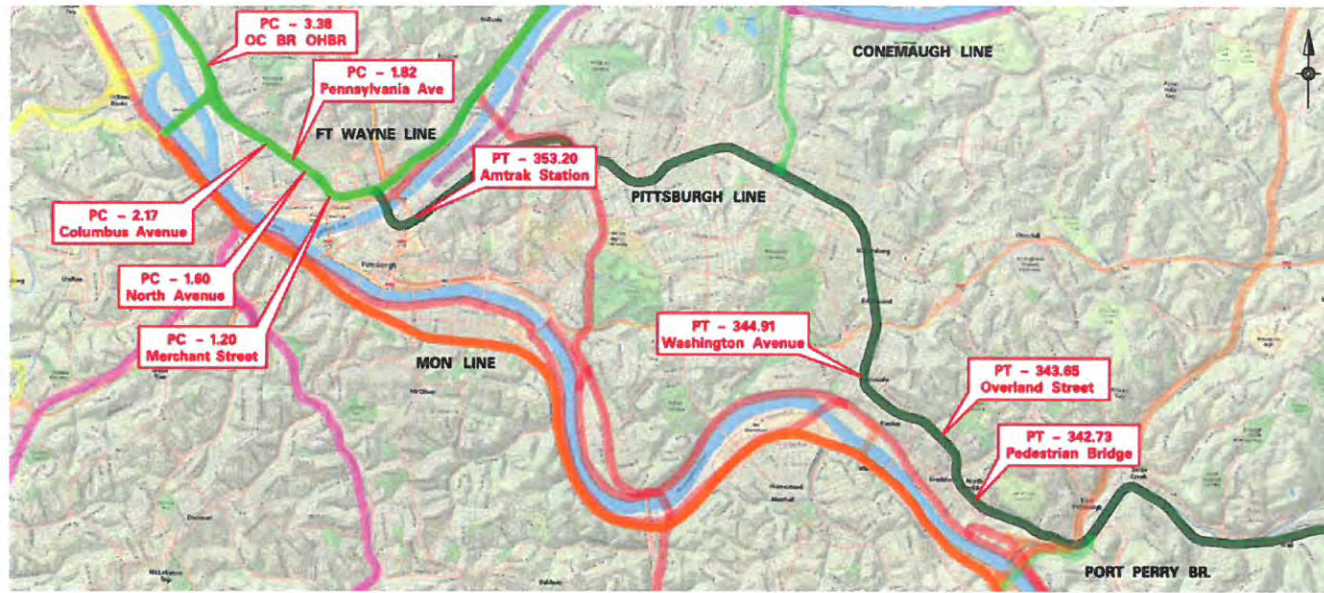
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Why: The noise level from the train right now is very loud as it is. The wheels screech late at night making the bridges higher and impact the beauty & usability of Allegheny County.

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- | | | |
|--|--|---|
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Why: Blocking off the Ohio Street bridge has severely affected quality of life because I am cut off from the rest of my neighborhood. Also traffic around Allegheny Center has made it more difficult to get to work + the noise level is worse because of the truffle.

Quality of life will be impacted negatively because of the trains becoming louder around the bend.

3. Please identify any other concerns you have below.

Comments:

Voluntary Information

Name _____

Street Address

Phone

Email

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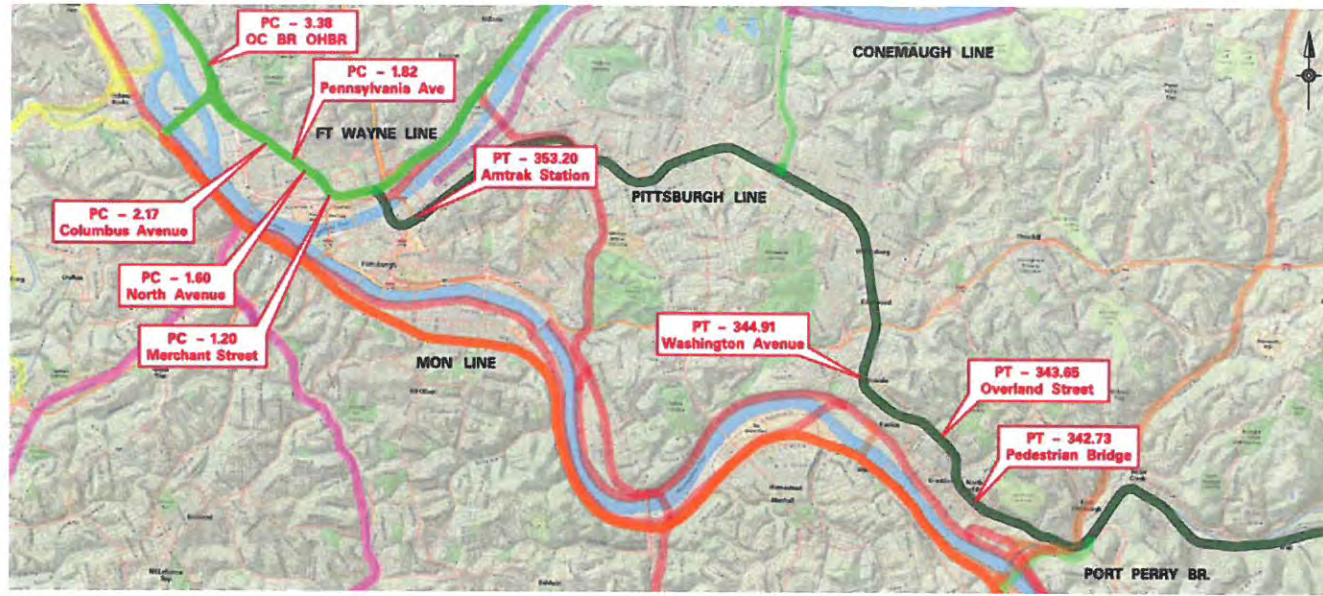
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Why: I live on the corner by the tracks

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- | | | |
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Why: some home buyers may not want additional noise. It isn't loud now but could be.

3. Please identify any other concerns you have below.

Comments: noise. A noise wall would be useful.

Voluntary Information

Stephanie Britton
Name
204 W. North Ave Dgh, PA 15212
Street Address
707 363 6941
Phone
britstff@aol.com
Email

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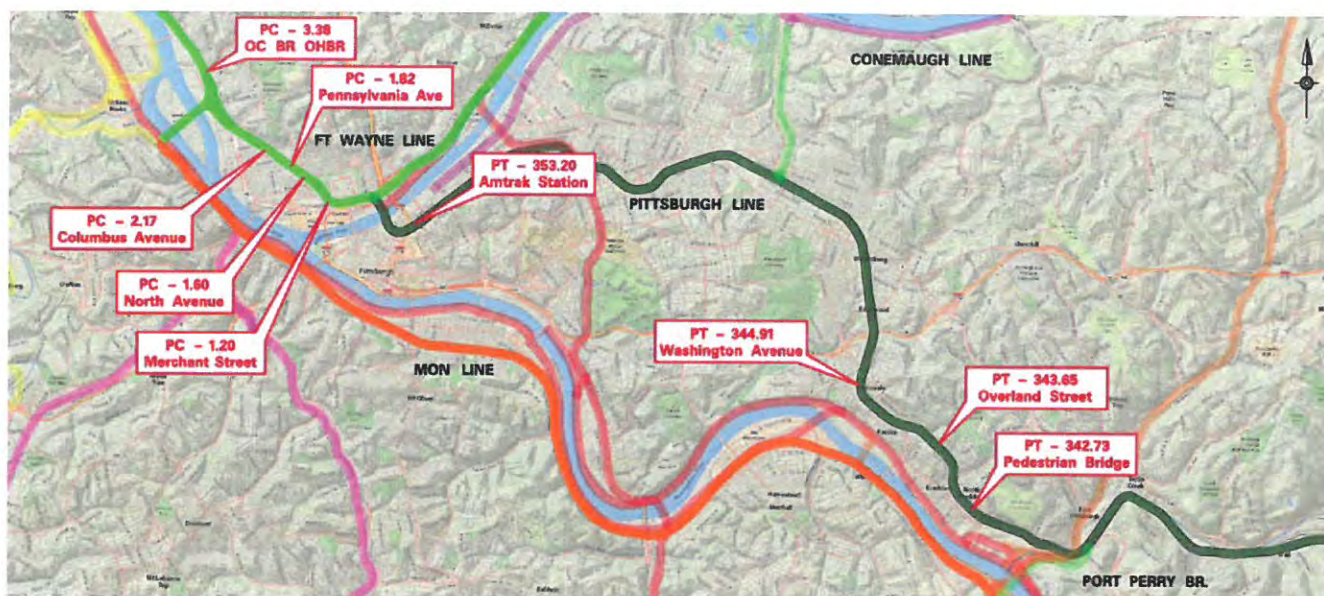
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Why: My family lives on W. North Ave. My daughter goes to school on Arch St. My family goes to St. Peter's church (Arch St) for picnic and play in West Park. The railroad is seen and heard by us daily. My friends or family would be impacted by us. Any travel alterations would affect us. Any sewage problems impact us. Any construction would be disruptive to our daily lives.

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Why: We live, worship, and go to school in the direct vicinity of the railroad tracks. We can feel and smell the trains pass now. What will the long term effects be on us?

3. Please identify any other concerns you have below.

Comments: Will we be inhaling toxic fumes? Will my daughter's school (ATA) have to close? Will my church (St. Peter) be impacted? Will our sewage and water be in jeopardy?

Voluntary Information

Name Deirdre Menchaca
Street Address 1200 Arch St Pgh 15212
Phone 248 494-1245
Email DL_MENCHACA@hotmail.com

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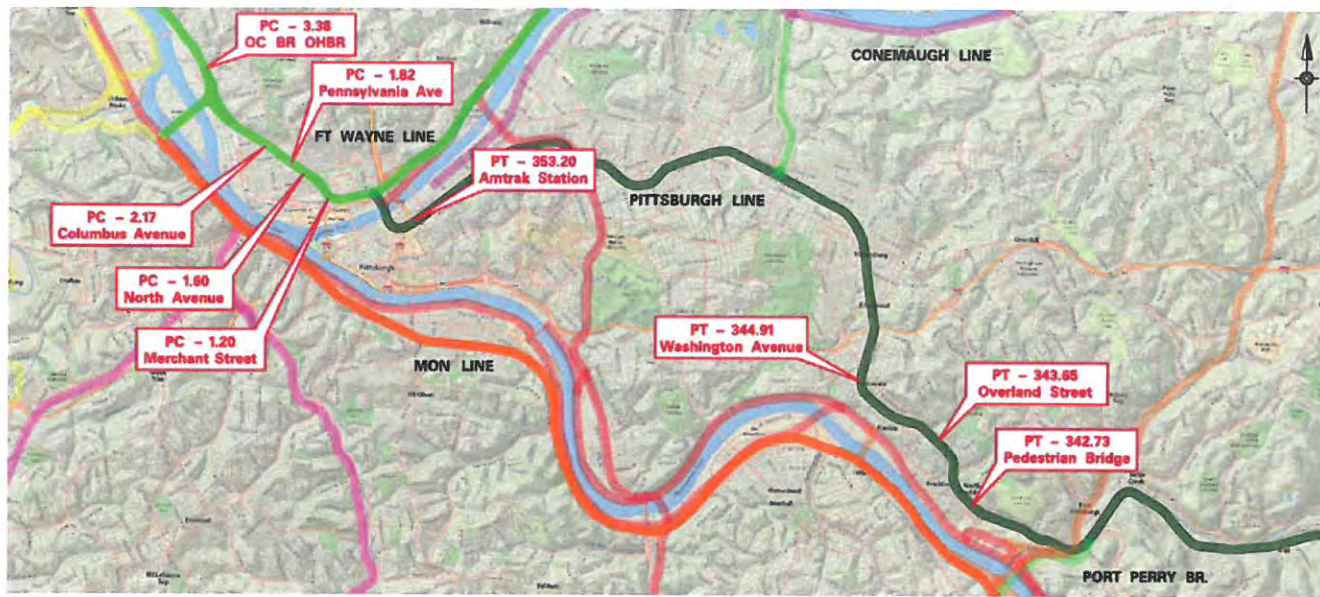
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Why: I live in the Mexican War Streets - the character of the neighborhood is very important to me. The Commons is a big reason we moved here. I use the bridges in the neighborhood every day. I am worried that the aging water and sewer lines will be severely affected by the added weight and traffic of the trains. I am concerned about the safety of the roads being raised - this will affect traffic and emergency vehicles - the Brighton/ North intersection is already unsafe. If there is a malfunction or accident, our neighborhood would be in grave danger for a toxic environmental event.

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Why:

The aging infrastructure cannot support these trains. I have asthma and does me some - the added pollution will negatively impact our health.

3. Please identify any other concerns you have below.

Comments: Allegany Commons has already lost a pedestrian bridge, and the running of these double-track trains constantly will destroy the park's health and use as an urban oasis.

Can the tracks be lowered and the aging water + sewer infrastructure be upgraded at the same time? Why can't the RR use the Mon tracks which have no height issues?

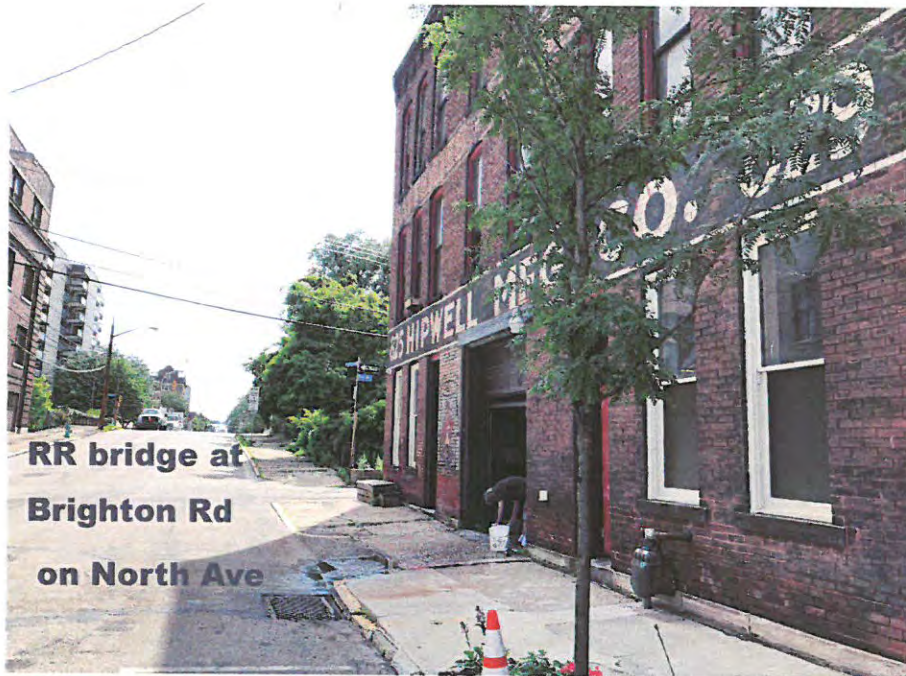
Why have the neighbors being affected not been consulted with open hearings not poster shows?

I will support a lawsuit to enforce an open public process

Comment Letters

Brighton Rd & W North Ave

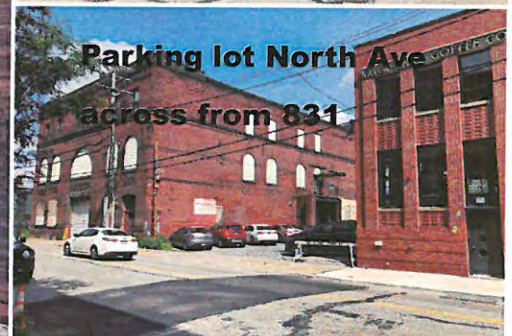
831 & 834 W North Ave



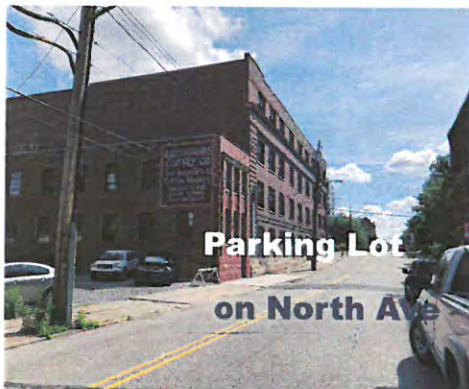
**RR bridge at
Brighton Rd
on North Ave**



North Ave looking west



**Parking lot North Ave
across from 831**



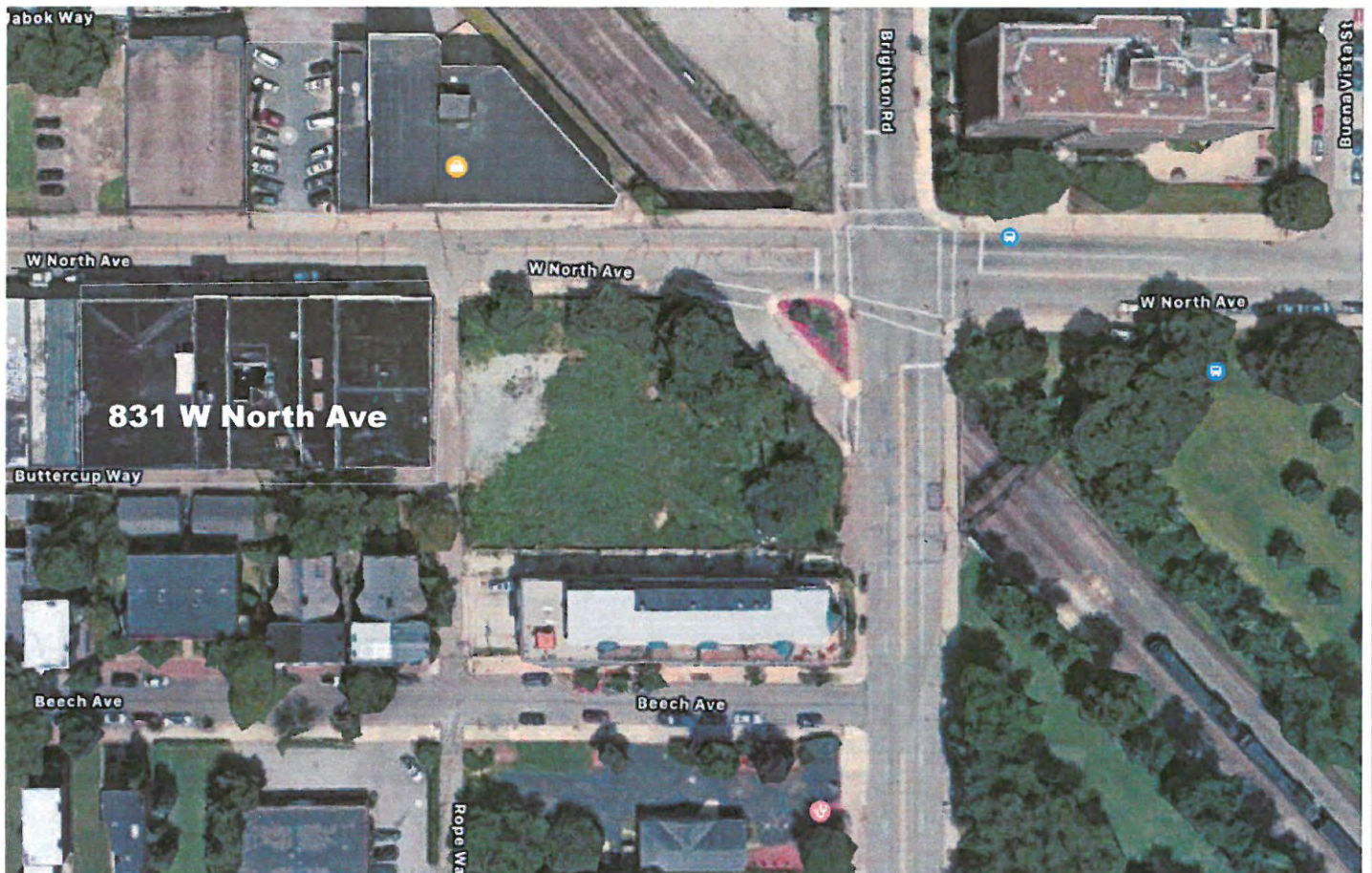
**Parking Lot
on North Ave**

831 W North Ave is a 200 feet long building bordering Rope Way, made up of 5 buildings along the 800 block of W North Ave. With an adjacent parking lot across the street. The bridge construction effects all 6 of our properties. Building #1 is 825 HIPWELL MFG CO. 829. The ramp to Brighton Rd on North Ave will block access to the garage door and two building exits. The building will have to be changed to accommodate the indoor tenant parking. The parking lot across the street @ 834 W North will also be impacted, rise in street level create water runoff issues, plus access to the parking lot from W North is also a concern. We, Elaine Stone and Mitchell Schwartz request a meeting to discuss the significant effect on all of our buildings, our parking lots, and our 3 businesses located at these addresses

The Owners - GraMax LLC
Mitchell Schwartz &
Elaine Stone
831 W. North Ave.
Pittsburgh, PA 15233

mitchell@smarterguys.com
Direct Number 412-996-7408

Parking Lot at 834 W North Ave





C. Siewers
935 Beech Ave
Pittsburgh, PA 15233-1705



PTT BIRGH PA 150
03 JUL 2018 PM 4 L



Russell Howells

First Class Mail



Michael Baker International
100 Airside Dr
Moon Township, PA
15108



Voluntary Information

Name _____

Street Address

Phone

Email

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

Additional Comments:

Additional comments:

- 1) We need an environmental impact evaluation
- 2) We need town hall meetings where our questions are answered with truth and candor

Please place completed Comment Forms in the comment box at the sign-in table.
Additional comments may be emailed or mailed to the following addresses by July 10, 2018.
The team can also be reached at **NSPghVerticalClearance@gmail.com**

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

INFORMATION GATHERING and PROJECT OVERVIEW OPEN HOUSE

Pittsburgh Vertical Clearance Projects

**City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania**

JUNE 26, 2018

Comment Form

Purpose of this Comment Form - This form provides the opportunity for the public to public to identify issues, provide comments, and scoping input regarding the nine (9) proposed Pittsburgh Vertical Clearance Projects. The project team is interested in your opinion of the potential impacts to your neighborhood relating to the proposed projects. The information will be used for scoping and development of the appropriate environmental analysis of effects and documentation under State History Code and Section 2002/Commonwealth of Pennsylvania Act 120, and related requirements. Due to the complexity of the project development process many factors must be weighed in making decisions on the projects and it must be understood that the comments provided are for consideration purposes.

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DRAFT Project Need Statement:

The following transportation needs have been identified for these projects:

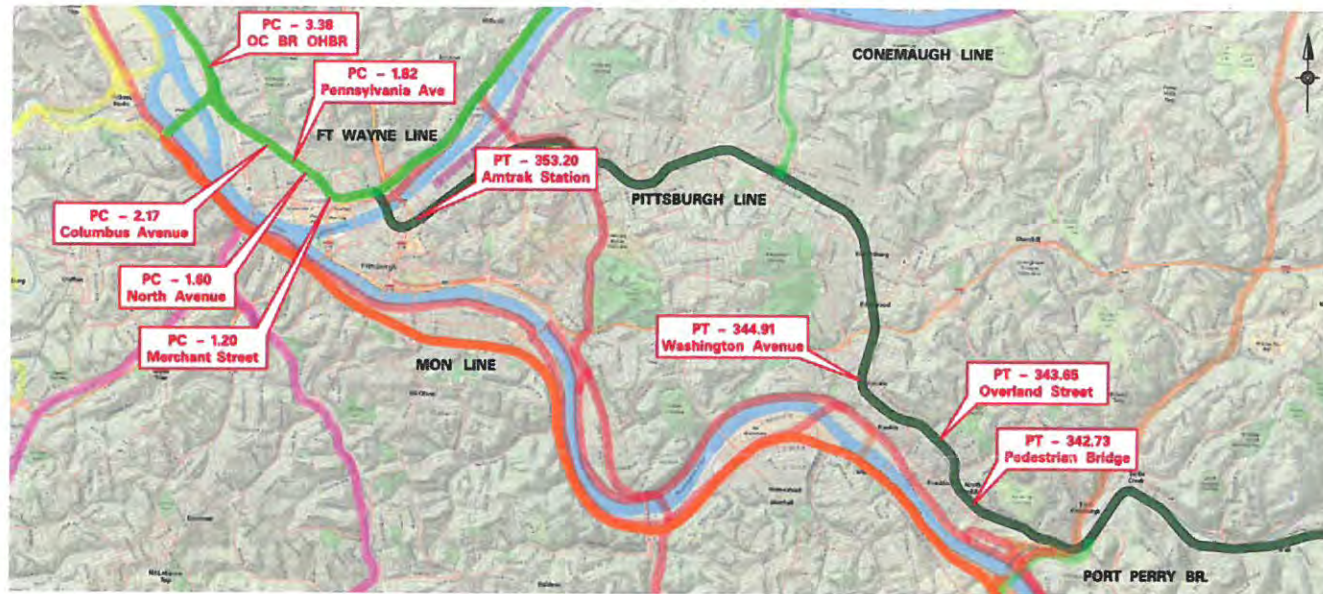
- improve reliability
- improve safety
- integrate modes of travel
- minimize future maintenance costs
- increased vertical clearance

Achievement of these needs should be achieved by applying a sound engineering approach of appropriate scale to address the transportation needs of these projects.

Alternatives:

Comment is requested regarding alternatives and ability to meet the purpose and need for the projects. Alternatives include the no action alternative, alternative route alternatives, and the proposed projects; as well as alternatives relating to the manner in which an alternative is constructed or developed. Alternatives should be reasonable and prudent, and meet the purpose and need.

Project Locations:



1. The nine (9) project locations are listed below. In which location(s) are you most interested?

- | | |
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| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: I have not been told about any benefits to our neighborhood should the vertical clearance project proceed, yet our tax \$\$\$ will be spent. The only beneficiary of this project appears to be the Norfolk Southern RR. From the info I have so far NO changes should be made to the vertical clearance on this small stretch of tracks. After all, the RR has already a viable alternative route to carry double-stacked cargo.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☒ Recreation and Parks | ☐ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: Increasing the number of trains thru our densely populated, historic urban area will cause increased noise, vibration and pollution. A few days ago the pollution index in Pgh was in the red (danger) zone already. We need to divert pollution from our neighborhood and not increase it. Am especially concerned about our park area where we have 2 schools, the Children's Museum, the National Aviary and an Arboretum.

3. Please identify any other concerns you have below.

Comments: I am very concerned that the RR and Penn DOT may "railroad" the project thru inspite of the solid opposition to it by our communities. Please, listen to us and address our concerns.

In addition, we are told that there are 100-150 year old 6 ft. brick sewer/water lines underneath the tracks which may well break as increased weight is placed on them by double-stacked train cars. That would be a huge public health disaster.

G. KORMAN
710 W. NORTH AVENUE.
PITTSBURGH, PA 15212

Russell Howells

PITTSBURGH PA 150

02 JUL 2018 PM 4 L



MICHAEL BAKER INTERNATIONAL
100 AIRSIDE DRIVE
MOON TOWNSHIP, PA
15108

15108-474099



Voluntary Information

Name GERALD KORMAN
Street Address 710 W. NORTH AVENUE -APT-1008-PITTSBURGH, 15212
Phone (412) 322-1827
Email gnkorman@gmail.com

> If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.
EVERYTHING ON PG. 2 MARKED WITH AN ASTERISK.

Additional Comments: "
- WHILE YOU WERE SLEEPING - - - - IN CASE
OUR FRIENDS AT NORFOLK SOUTHERN JUST WOKED UP TO
FIND THAT THE TRUMP TRADE TARIFFS ARE NOW IN EFFECT
WITH RETALIATORY RESDONSSES TO FOLLOW FROM ASIA, EUROPE,
AND CANADA - PERHAPS THE NEED FOR ANOTHER
ROUTE THROUGH PITTSBURGH FOR DOUBLE-STACKED
CONTAINERIZED FREIGHT MAY NOT MATERIALIZE IN THE
WAY THEY ANTICIPATE?
- THINK ABOUT IT PEOPLE, OUR CONSUMER CULTURE IS ABOUT
TO GET ITS FIRST CASE IN A LONG TIME OF INDIGESTION,
AND WE'RE ALL READY TO SAY "I HAVE ENOUGH!"
- THINK AGAIN - FIND SOMETHING BETTER TO DO WITH YOUR
8 MILLION DOLLARS - SOMETHING USEFULL AND
INNOVATIVE THAT DOESN'T IMPOSE SUCH SEVERE HARDSHIP
ON THE PEOPLE OF THIS CITY.
- VERY TRULY,
Gerald Korman
6/28/18

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The team can also be reached at NSPghVerticalClearance@gmail.com

Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

INFORMATION GATHERING and PROJECT OVERVIEW
OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania
JUNE 26, 2018
Comment Form

Purpose of this Comment Form - This form provides the opportunity for the public to public to identify issues, provide comments, and scoping input regarding the nine (9) proposed Pittsburgh Vertical Clearance Projects. The project team is interested in your opinion of the potential impacts to your neighborhood relating to the proposed projects. The information will be used for scoping and development of the appropriate environmental analysis of effects and documentation under State History Code and Section 2002/Commonwealth of Pennsylvania Act 120, and related requirements. Due to the complexity of the project development process many factors must be weighed in making decisions on the projects and it must be understood that the comments provided are for consideration purposes.

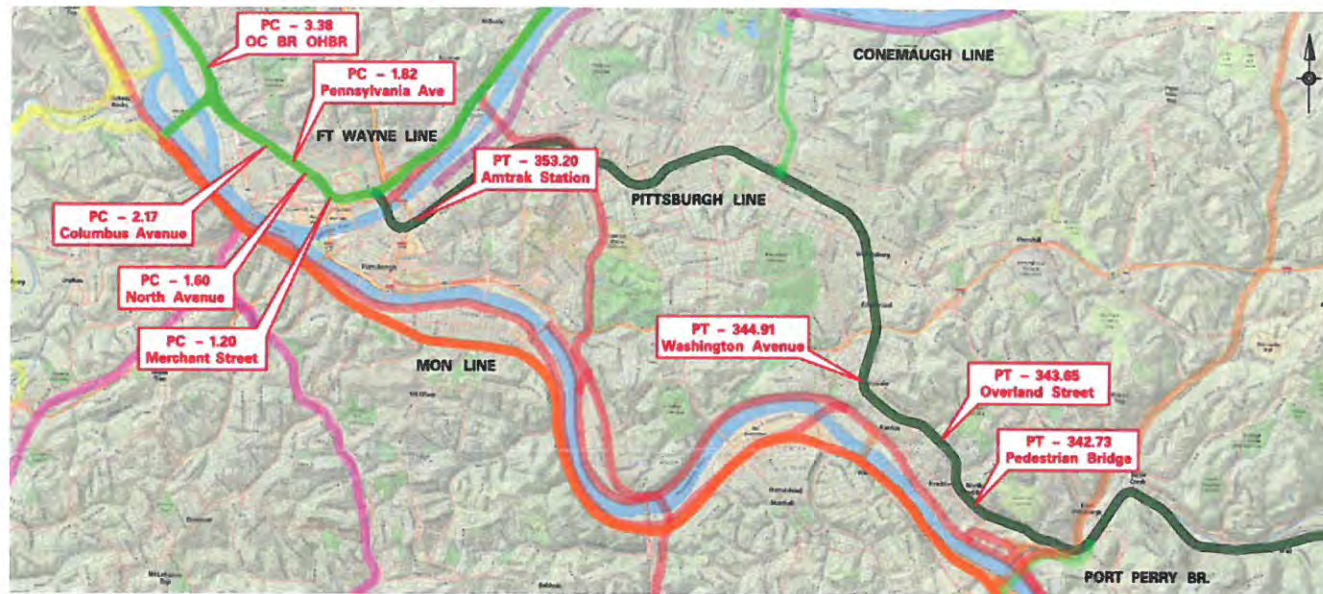
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- DRAFT Project Need Statement:**
The following transportation needs have been identified for these projects:
- improve reliability
 - integrate modes of travel
 - increased vertical clearance
 - improve safety
 - minimize future maintenance costs

Achievement of these needs should be achieved by applying a sound engineering approach of appropriate scale to address the transportation needs of these projects.

Alternatives:
Comment is requested regarding alternatives and ability to meet the purpose and need for the projects. Alternatives include the no action alternative, alternative route alternatives, and the proposed projects; as well as alternatives relating to the manner in which an alternative is constructed or developed. Alternatives should be reasonable and prudent, and meet the purpose and need.

Project Locations:



1. The nine (9) project locations are listed below. In which location(s) are you most interested?

- | | |
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| ☐ Frazier Street Pedestrian Bridge over NSRC | ☒ North Avenue over NSRC |
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| ☐ Washington Street over NSRC | ☐ Columbus Avenue over NSRC |
| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: ACCORDING TO THE DIAGRAM ON DISPLAY, THE SENIOR HIGH-RISE AT 710 W. NORTH AVENUE SITS WITHIN THE PRIME IMPACT ZONE OF THE PROPOSED DEMOLITION & CONSTRUCTION. - ARE YOU AWARE THAT THIS BUILDING IS HOME TO SOME 117 ELDERLY TENANTS 62 YEARS OF AGE AND OLDER? I AM ONE OF THEM.

* THERE ARE PEOPLE HERE WITH SERIOUS HEALTH AND MOBILITY ISSUES, AND FROM WHAT I SEE THIS ENTIRE PROJECT PRESENTS A THREAT TO THE HEALTH AND SAFETY OF EVERYONE LIVING HERE. - I SEE NO CLEAR, SAFE PEDESTRIAN ACCESS TO ANY SIDEWALK, FOR MAIL DELIVERY, VISITORS, EMERGENCY SERVICES (EMS), PUBLIC TRANSPORTATION TO MEDICAL APPOINTMENTS, GROCERY SHOPPING, ETC.

* WITH REGARD TO ALL OF THE ABOVE, ARE YOU PLANNING TO ASSESS THE POTENTIAL FOR STRUCTURAL DAMAGE TO THIS BUILDING BEFORE ANY WORK IS BEGUN? IF NOT, WHY?

* (IF THIS IS DONE, WE WOULD LIKE FULL + COMPLETE ACCESS TO THE RESULTS)

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|---|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☒ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☒ Multiple Use of Space | ☒ Economic Activity | ☒ Educational Operations |
| ☒ Replacement Housing | ☒ Employment | ☐ Project Cost |
| ☒ Displacement | ☒ Fire Protection | ☐ Maintenance & Operating Costs |
| ☒ Recreation and Parks | ☒ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☒ Religious Institutions | ☐ Other (Please explain) |

Why: IT IS MY UNDERSTANDING THAT AN OBSTRUCTION-FREE ROUTE FOR TRAINS WITH CONTAINERIZED FREIGHT ALREADY EXISTS ALONG THE MON RIVER. THE NOW PROPOSED MODIFICATIONS TO THE RAIL LINE THAT PASSES THROUGH THE CITY PROPER, DOSE SEVERE ENVIRONMENTAL HAZARDS TO RESIDENTIAL NEIGHBORHOODS THAT ALREADY FACE SIGNIFICANT ECONOMIC AND ENVIRONMENTAL CHALLENGES.

- FEW, IF ANY OF US WILL BENEFIT IN ANY WAY BY HAVING A CONTAINER(S) OF FLAT SCREEN TV'S, OR SNEAKERS FROM ASIA ARRIVING 6 HRS. SOONER, OR LATER.

* (-SEE MY COMMENTS ON THE BACK PAGE)

3. Please identify any other concerns you have below.

Comments:

① - I SEE NO PLAN FOR THE ROUTING OF THE 4 BUS ROUTES (13, 15, 16, 17) THAT SERVE THE NORTHSIDE TO DOWNTOWN, OR WHERE THE NEAREST STOP WILL BE LOCATED IN THIS NEIGHBORHOOD.

② - WITH NORTH AVENUE UNDER "DEMOLITION", HOW WILL FIRE, OR EMS VEHICLES HAVE ANY EFFICIENT ACCESS TO THE HOMES IN THE "WAR STREETS" AREA? - OR FOR THAT MATTER, GET PEOPLE WITH LIFE-THREATENING CONDITIONS TO ALLEGHENY GENERAL HOSPITAL ON E. NORTH AVE.?

③ - THE EVISCERATION OF THE LANDSCAPE OF WEST PARK, ONE OF THE "JEWELS" OF THIS CITY, TO ACCOMMODATE A BLIGHT OF CONCRETE RAMPS, STEPS, AND RETAINING WALLS - CLEARLY THE VISION OF SOMEONE WHO HAS NEVER TAKEN A WALK THROUGH ITS BEAUTIFUL SHADED PATHS.

④ - WHY IS THE ROLE OF THE CITY AS STEWARD OF THE HEALTH AND SAFETY OF ITS CITIZENS, AS WELL AS THE PUBLIC TRUST, SO CONSPICUOUSLY ABSENT FROM THIS PROPOSED ALTERATION TO ITS ENVIRONMENTAL PROFILE?

⑤ - THE POSSIBILITY OF A DERAILMENT SHOULD THE 150-YR-OLD SEWER LINE UNDER THE TRACKS COLLAPSE UNDER THE STRESS OF THE ADDITIONAL WEIGHT BEING TRANSPORTED.

206 W. North Ave
Pittsburgh, PA 15212

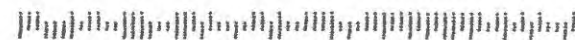
PITTSBURGH PA 150

05 JUL 2018 PM 3 L



Michael Baker International
100 Airside Drive
Moon Township, PA 15108

15108-474099



Voluntary Information

Name Rich Arthurvs
Street Address 206 W. North Ave.
Pgh, PA 15212
Phone 412-854-3591
Email ArthurvsR1@hotmail.com

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

Why hasn't an EIS been prepared?
And why no actual public hearing?
The recent meeting at the
Children's Museum was a joke.
Norfolk Southern and Midvale
Baker should be ashamed
at trying to pass that off
as a public meeting.

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Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

INFORMATION GATHERING and PROJECT OVERVIEW
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Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania

JUNE 26, 2018

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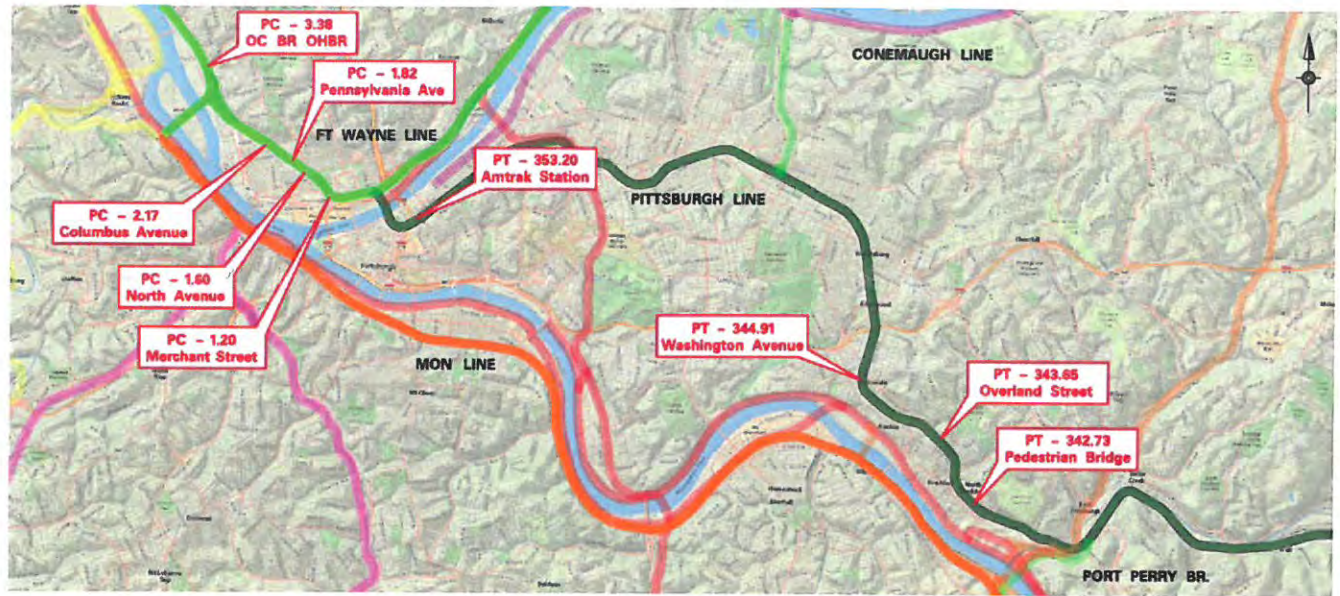
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- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: I live on W. North Ave. not far from the bridge and am concerned about the potential noise + environmental impact on the neighborhood not to mention the impact on North Ave. itself.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
| ☐ Pollution | ☐ Civil Defense | ☐ Property Values |
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| ☒ Recreation and Parks | ☒ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: the project seems certain to have a broad impact on the North Side.

3. Please identify any other concerns you have below.

Comments:

Mr. Richard Arthurs
206 W. North Ave.
Pittsburgh, PA 15212-4625

PITTSBURGH PA 150

05 JUL 2018 PM 7 L



Michael Baker International
100 Airside Drive
Moon Township, PA 15108

15108-474099



Voluntary Information

Name Eileen Arthurs
 Street Address 206 W. North Ave. 15212
 Phone (412) 901-5342 kind line (412) 854-3591
 Email edarthurs@hotmail.com

If you have specific questions that you would like addressed directly,
 please make note of that request and fill in the email line above.

Additional Comments:

I found the format of the "meeting" to be utterly confusing. Rudy Husband (not identified by any badge or personal effort at introduction) literally admitted that the format was designed & used

because town meetings were unpleasant & lacked civility when officials were required to face a crowd & answer questions, some possibly "hostile."

If a project is so obviously potentially incendiary to the population it affects that officials deliberately work to avoid engagement, I believe a serious problem exists.

The artifice of the "meeting" confirmed my fears. The cowardice of the officials was shocking & disappointing.

This is a neighborhood first & foremost beloved and maintained by its residents. We are not "hostile" pawns to avoid and/or delude.

A bright spot was the Penn DOT employee who works for Dr. Richards. She had the ability to listen without anger or arrogance — Cheryl Moon-Sivigiani I believe was her name. She merely promised to take our concerns to her superiors. That was refreshing, at least.

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Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

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City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
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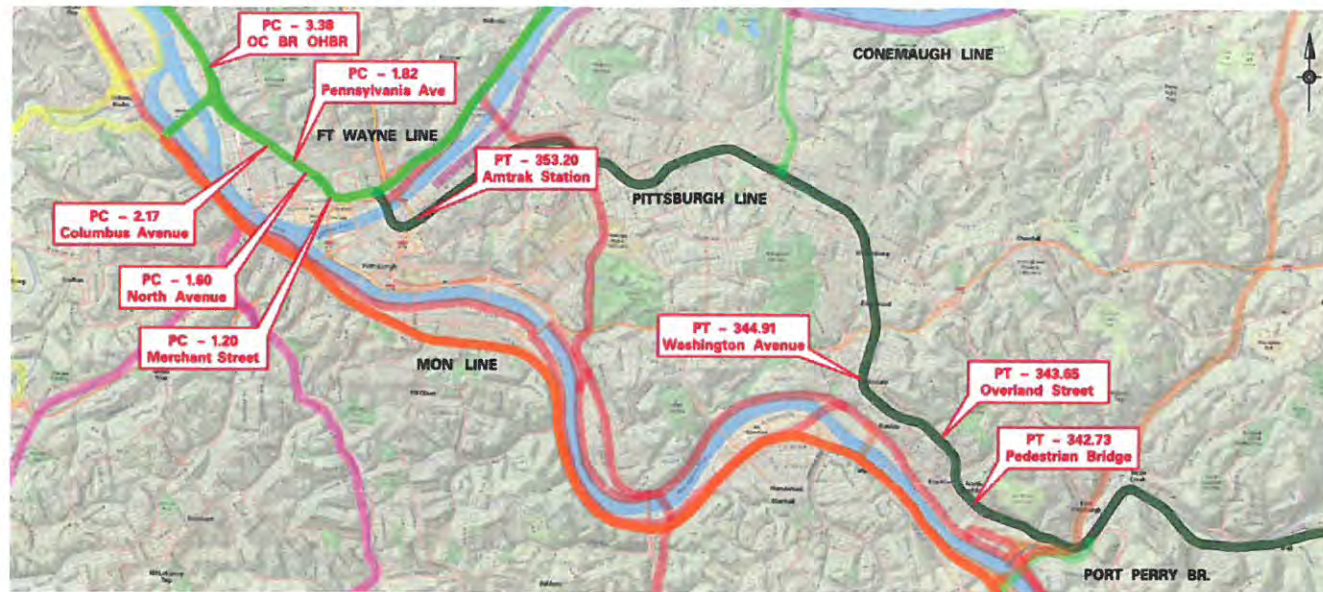
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| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: As a resident of the North Side in the city of Pittsburgh, I am particularly concerned at the prospect of increased noise pollution, and risk to a heavily populated area. I am not heartened by the arrogance & dismissive attitude of those who purport to have our best interests at heart, i.e., boosting our economy by scarring our neighborhood.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
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| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

The route of this train through the North Side already cuts through an urban park, populated with old trees that nurture & sustain both an abundance of wildlife and the leisure activities of city residents. As a community, we have adjusted to the tolerable risk of the current line. I can't imagine allowing this busy line to become a constant and intrusive presence in this beautiful part of the city, one that has integrated the current situation into a graceful balance.

3. Please identify any other concerns you have below.

Comments: As any alert citizen knows, derailments & accidents occur. The exposure to a large population center in event of an accident is both unconscionable & unnecessary.

Also, Mr. Husband actually said that the trains are not going to create more noise in their new configurations. The reason he knows this is because he's heard them & can't even tell the difference between the new & old trains. Decibel level studies? Supporting Data? We are deserving of much more hard evidence than Mr. Husband's perceived auditory assessment.

If such assessments are how this company does business, I have zero confidence in their integrity and their mechanical abilities. If such assessments are a smoke screen for uncomfortable facts, that is even more troubling.

All in all, this night at The Children's Museum, with the obfuscating posters and wandering "officials" revealed a great deal. None of it inspires trust.



Lynn Glorieux
420 Lockhart St
Pittsburgh, PA 15212

PITTSBURGH PA 150

27 JUN 2018 PM 2 L



*Attn:
Russell Howells*

*Michael Baker International
100 Airside Drive
Moon Township, PA 15108*

15108-474099



Voluntary Information

Name Lynn Glorieux
Street Address 420 Lockhart St.
Phone 712-322-8056
Email glorieux1@verizon.net

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

Please lower the RR tracks (!)
instead of ruining things for
all of us NorthSiders who live here
because our neighborhoods are lovely
and convenient, easy to ride bicycles
and walk to places we need to get to.
We need more public meetings,
in the style of a FORUM.

Please place completed Comment Forms in the comment box at the sign-in table.
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The team can also be reached at NSPghVerticalClearance@gmail.com

Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

INFORMATION GATHERING and PROJECT OVERVIEW
OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania
JUNE 26, 2018

Comment Form

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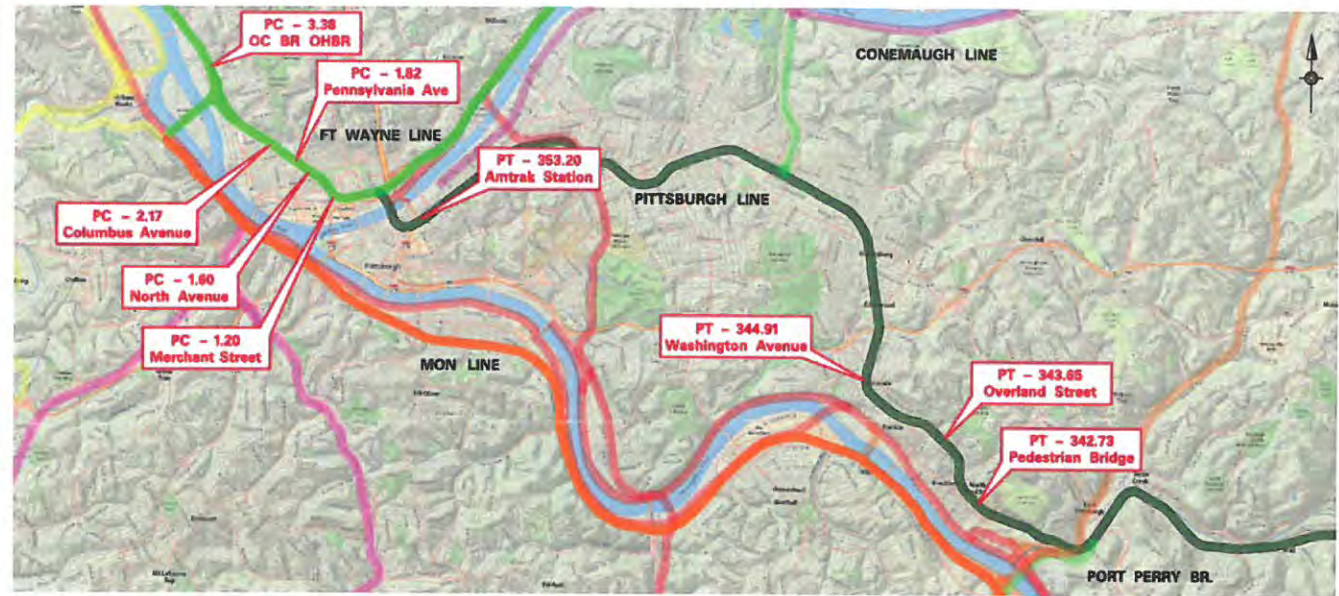
- improve reliability
- integrate modes of travel
- increased vertical clearance
- improve safety
- minimize future maintenance costs

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Project Locations:



1. The nine (9) project locations are listed below. In which location(s) are you most interested?

- | | |
|---|--|
| ☐ Frazier Street Pedestrian Bridge over NSRC | ☒ North Avenue over NSRC |
| ☐ Overland Street over NSRC | ☐ Pennsylvania Avenue over NSRC |
| ☐ Washington Street over NSRC | ☐ Columbus Avenue over NSRC |
| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☐ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: The intersection of North Ave. and Brighton Rd. is already a busy, dangerous, complicated intersection, and raising the bridge further will make it even worse.

The senior apartment building at the northeast corner of that intersection will be terribly affected by raising the roadbeds all around it. This is just not acceptable. Presently, the building is lovely, with beautiful landscaping, and it is easy for residents to get in and out of the building. The changes to the building that would be necessary in order to raise that intersection would make the building much more difficult for the residents to access.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☒ Safe & Efficient Transportation | ☐ Historic Properties |
| ☐ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☐ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☐ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: That intersection (North Ave + Brighton) is fairly attractive now, with the triangular garden in the middle of the intersection and the nicely landscaped Senior Apt. Building. This, in spite of the unsightly Railroad infrastructure adjacent to the Allegheny Commons Park, on the southeast corner. Raising the bridge will wreck the pleasant character of the intersection @ make it difficult for seniors who get off and onto buses there, and @ make it dangerous for bicyclists riding

3. Please identify any other concerns you have below.

Comments: (cont.) through the intersection in any direction. It will be hard to see oncoming cars as you pedal up the hill.



PITTSBURGH
PA 152
33 JUL 1999
15233



C26080423 154600



FOREVER

Michael Baker International
100 Airside Drive
Moon Township
Pennsylvania

15108-474099



Voluntary Information

Name Mary Callison
Street Address 942 W. North Ave
Phone 412-321-5951
Email callismary@gmail.com

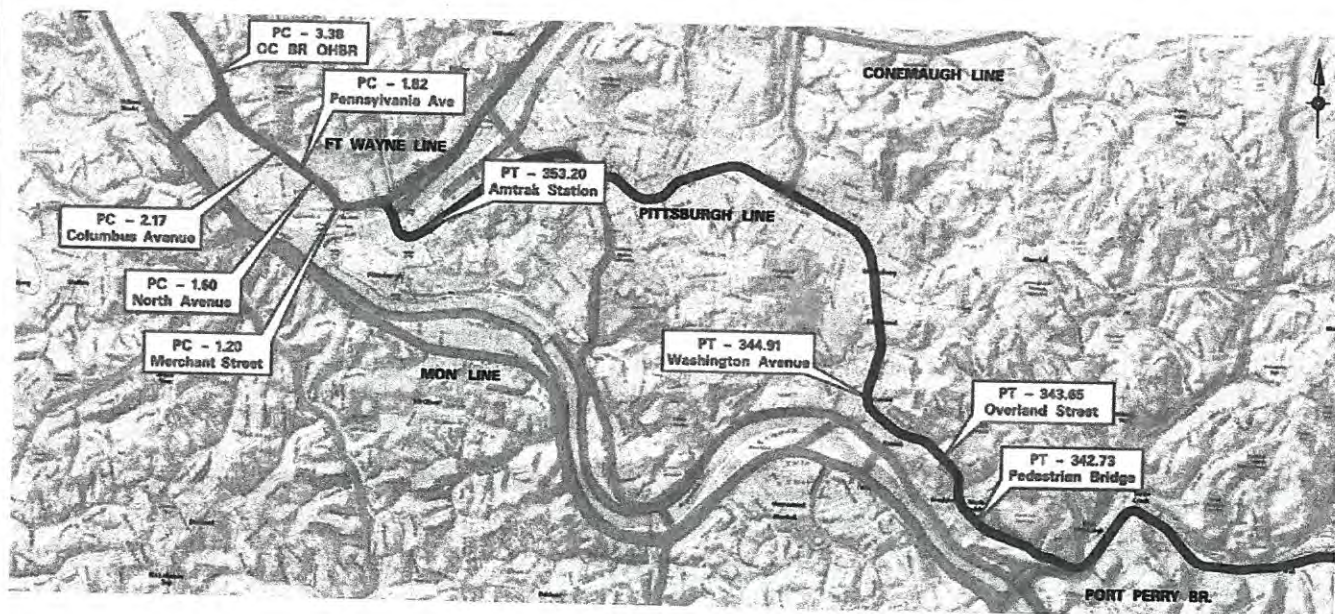
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**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

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| ☒ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why: 1. I live on North Ave

2. I travel by car on these bridges.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why: 1. Damage to Park both visual and structural.

2. Damage to property resulting from raised height of bridges.

3. New height of bridges will raise roadways affecting driveways, garages, doors and windows

4. Aging water and sewer lines under tracks may be damaged.

3. Please identify any other concerns you have below.

Comments:

Has the railway consulted with Pittsburgh Water and Sewer Authority about the possibility of lowering tracks and placing new water and sewer lines. Could be the best of all solution??

INFORMATION GATHERING and PROJECT OVERVIEW OPEN HOUSE

Pittsburgh Vertical Clearance Projects

City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania

JUNE 26, 2018

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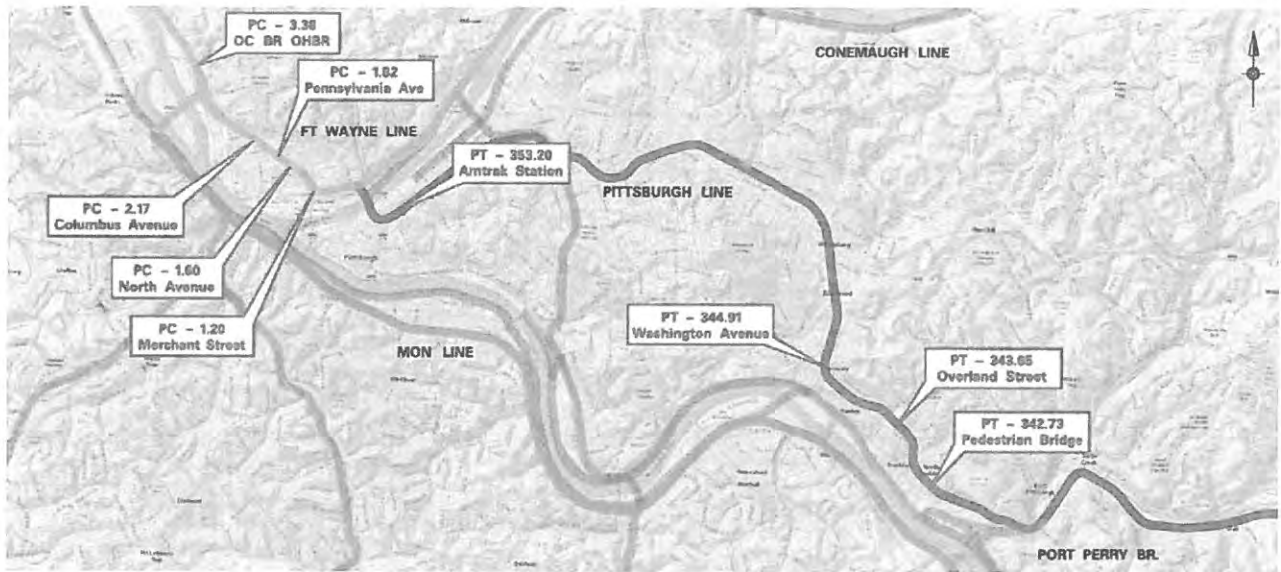
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| ☒ NSRC over Merchant Street | ☐ All Locations <i>(Please explain)</i> |

Why:

These location ar in my neighborhood and in or adjacent to Allegheny Commons Park.

Changing slope of Brighton Road will affect sightlines exiting Beech onto Brighton.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|---|
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| ☒ Recreation and Parks | ☒ Public Utilities | ☒ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

3. Please identify any other concerns you have below.

Comments:

Lack of EIS

Need for permit from PUC for West Ohio Bridge Reconstruction

Failure to interact with community in good faith effort

Feasibility of proposed changes in sidewalks at or near Brighton North intersection

Failure to address alternatives such as undercutting and/or continued use of Mon line.

Failure to address various impacts on affected areas

Zoo-like atmosphere at "open House"

Did not address impacts of construction itself

Failure to address negative impacts on Allegheny Commons

Voluntary Information

Martha Helmreich

Name _____

Street Address

844 Beech Avenue 15233

Phone

msh@pietragallo.com

Email

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

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**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

Sherman
416 Morris St
Pgh PA 15218

Attn:
~~Russell Howells~~
Wendy

Michael Baker International
100 Airside Dr.
Moon Township, PA 15108

PITTSBURGH PA 150

05 JUL 2013 PM 1

Voluntary Information

Name

Moshe Sherman

Street Address

416 Morris St Pgh PA 15218

Phone

Email

moshe.sherman@gmail.com

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Moon Township, Pennsylvania 15108

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OPEN HOUSE

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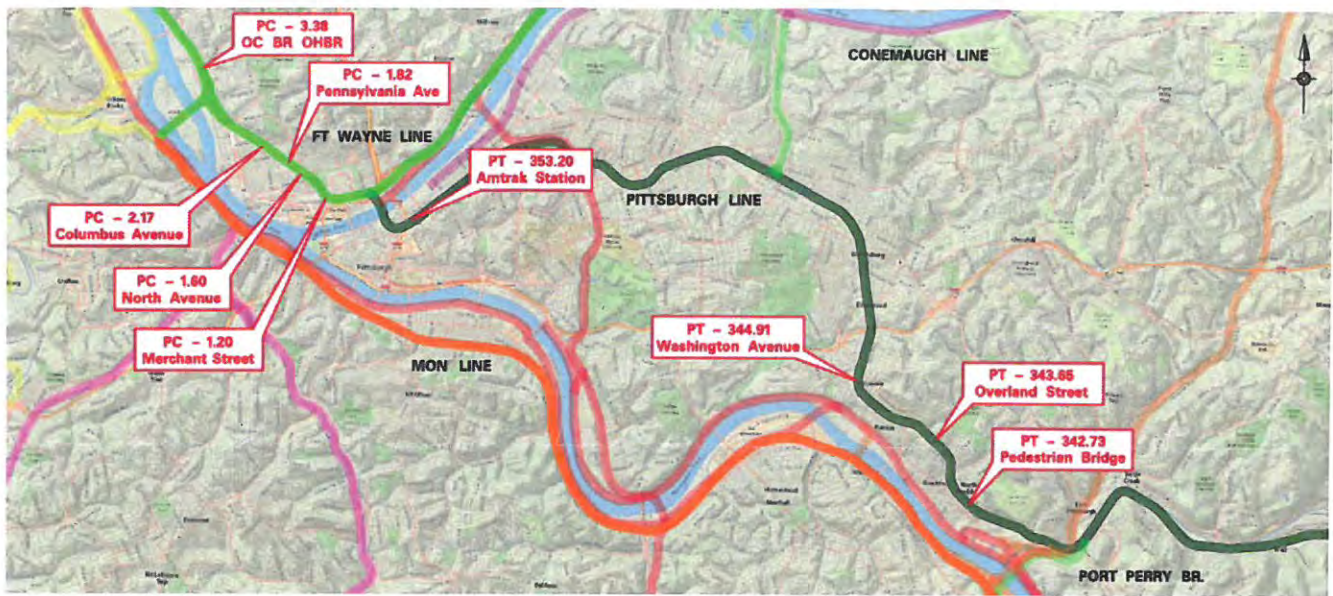
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| ☐ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why: Because I am concerned about my own health + families health + safety plus the health and safety of all Pennsylvanians!

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
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Why: This ~~can~~ will increase exposure + possible risk of disasters where trains with toxic loads crash. Risk of crumbling infrastructure. Risk of increased pollution.

3. Please identify any other concerns you have below.

Comments: Stand up for the people! At very least require electrified train lines, utilize hybrid engines or black carbon scrubbers

828 Beech Ave.
Pgh PA 15233

PITTSBURGH
PA 150
DEC 11 18
PM 7:1

Michael Baker Int.
100 Airside Drive
Moon Township, PA 15108

Wendy
Berrill



15108-474090



Voluntary Information

Name _____

Street Address _____

Phone _____

Email _____

*If you have specific questions that you would like addressed directly,
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Additional Comments:

*Please do not discount the impact to hundreds of
thousands of people to create greater profits for the
train company.*

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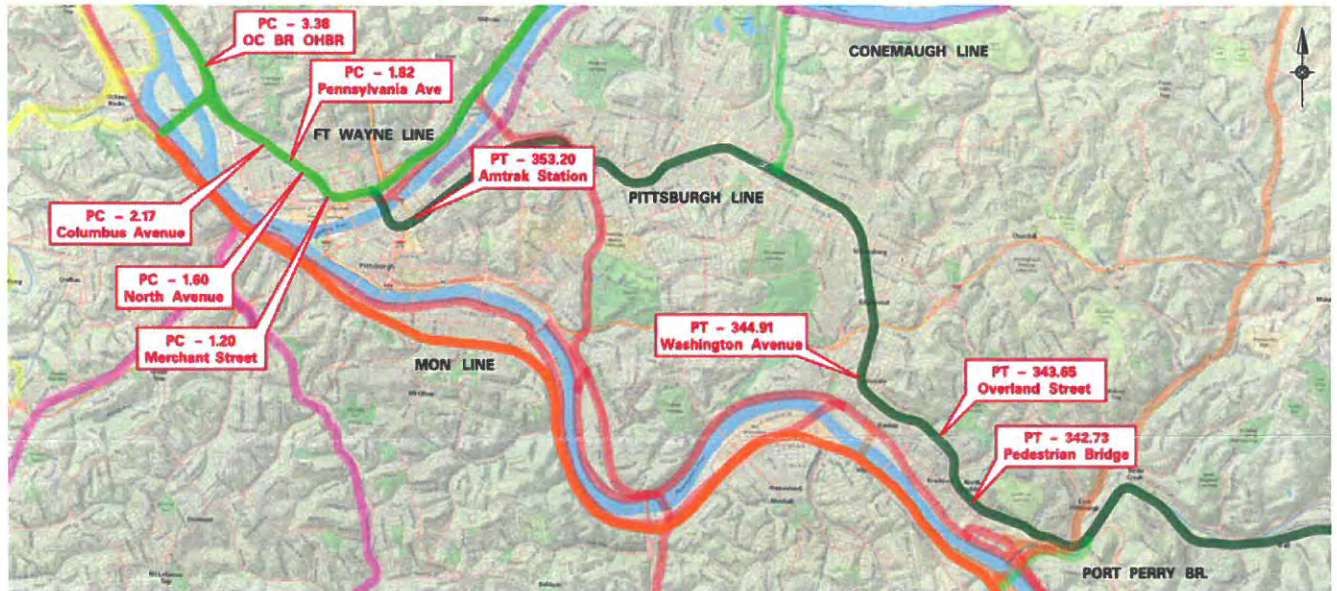
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★ I do not believe it will be safer in the Allegheny Commons park or on the streets of Brighton or W. North Avenues. This is not a fact.

Project Locations:



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- ☒ NSRC over Merchant Street

☒ *West Ohio over NSRC - near tennis courts + Aviary.*

- ☒ North Avenue over NSRC
- ☐ Pennsylvania Avenue over NSRC
- ☐ Columbus Avenue over NSRC
- ☐ Ohio Connecting Bridge over NSRC

☒ All Locations (Please explain)
How all these interconnect

Why: *Any place where the street level is higher will create a more dangerous environment. This is especially a problem in the park where small children walk between the Children's Museum, Aviary, and playground areas. Parents will not be able to see children if there is a hill. The street needs to remain flat through the park. At Brighton Road the higher road will create a greater hazard for pedestrians and vehicles because you cannot see the traffic approaching due to the higher hill.*

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
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| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

Safety because of sight line disturbance; ugly as trains would be visible when the park is supposed to be a place to retreat to; property nearby will be impacted and homes will be less valuable; Keep the historic park preserved - putting trees which are historic in jeopardy which reduces beauty and our conservation efforts; higher trains create double the risk of accident; air quality reduced.

3. Please identify any other concerns you have below.

Firstly, I want to thank you for taking your time to attend the Open House at the Children's Museum on June 26, 2018 and for reading the comments which will be sent to you. That being said I would like to express that I do not feel that this was a Public Meeting, or that it should count as one for any government requirement. I believe that this format was unprofessional in that no one was wearing identification, no one addressed the hundreds of people who came to learn what was being proposed by Norfolk Southern. It was up to each individual present to approach individuals and try to identify who were representatives of the various groups in order to ask questions. This was not an easy task.

Here are my concerns about the desire of Norfolk Southern to make changes to bridges on the North Side near my home. I have lived on the North Side for more than 40 years and in that time have worked to improve my neighborhood and the Allegheny Commons Park. I was among the people who worked to have these areas designated as historic districts because the historic nature of these areas are an integral part of what brings me joy. The passive nature of the park, along with its history I feel are important community assets. I am worried about the increased train traffic due to the inevitable increase in noise, vibrations, and fumes which are already impacting. The smell in the summer when the trains transport sewage is nearly unbearable. Twice as much, I do not want to imagine. The loud whistle blowing in the middle of the night awakes me and it is difficult for me to fall back asleep. The vibration of the trains rattles my windows now. I believe that this will all escalate with the additional weight and frequency of traffic.

Another fear is about safety if the bridge is raised at the West Ohio Steet and West North and Brighton Road bridges. I have grandchildren whom I take to the park and they will be put in greater danger as the line of sight will be lost at the West Ohio Street curve if the road is raised and there is a hump. This is because children play in this park and walk along the sidewalk. The road needs to be kept flat for safety. There is a problem already in crossing Brighton Road because of the land being raised to accommodate the trains. This will be made worse if the slope is heightened even more. There is also a serious issue with run off from rain where the land is not level which has caused mucky paths which create a falling hazard. I am concerned with trees which will be put at risk with the trough concept and the proposed slope which will become a tripping hazard to children, pedestrians, and a challenge to the residents nearby, especially the senior citizens who are in wheel chairs.

I also walk to PNC park routinely and am concerned about the historic wall, and iron fencing, as well as the steep nature of the hill.

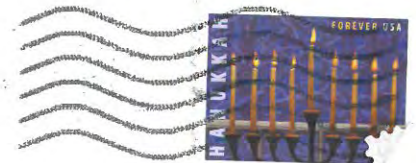
When the environmental studies are conducted there needs to be consideration for the humans in that environment and to our quality of life. The Allegheny Commons Park is an essential part of this life enhancing quality. Railroad spokesperson, Rudy Husband, has said that it is too costly to lower the train tracks through the park. He is speaking of the cost in dollars. I believe that it is too costly in terms of the loss of quality of my life to me my neighbors to not lower the tracks, or consider keeping the status quo. City Officials told us that the West Ohio was redundant when they closed the street since there was another way for residents to travel. This same argument is true for the railroad, as they are currently using other ways to move their freight. The railroad spokespeople say that this will save three hours in time for them. This is not compelling to me when it is compared to the deleterious nature of the proposed impacts that are being proposed which would have to be endured by me and my neighbors for the remainder of our lives.

The constitution allows for the pursuit of life, liberty, and the pursuit of happiness. This proposal by Norfolk Southern is pursuing greater profits and impeding my pursuit of happiness which I believe is a fundamental American right. So, I ask that Norfolk Southern do no greater harm to us than they already are doing.

415 Chester Ave
15214

PITTSBURGH PA 150

07 JUL 2018 PM 1 L



Michael Baker International
100 AIRSIDE DR
MOON TOWNSHIP PA 15108

15108-474099



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Voluntary Information

Name KARL + LORRAINE BEU

Street Address 415 CHESTER AVE Pgh PA 15214

Phone 412-322-4139

Email RAINOR@gmail.com

If you have specific questions that you would like addressed directly, please make note of that request and fill in the email line above.

Additional Comments:

Please place completed Comment Forms in the comment box at the sign-in table.
Additional comments may be emailed or mailed to the following addresses by July 10, 2018.
The team can also be reached at **NSPghVerticalClearance@gmail.com**

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

INFORMATION GATHERING and PROJECT OVERVIEW OPEN HOUSE

Pittsburgh Vertical Clearance Projects
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania
JUNE 26, 2018

Comment Form

Purpose of this Comment Form - This form provides the opportunity for the public to public to identify issues, provide comments, and scoping input regarding the nine (9) proposed Pittsburgh Vertical Clearance Projects. The project team is interested in your opinion of the potential impacts to your neighborhood relating to the proposed projects. The information will be used for scoping and development of the appropriate environmental analysis of effects and documentation under State History Code and Section 2002/Commonwealth of Pennsylvania Act 120, and related requirements. Due to the complexity of the project development process many factors must be weighed in making decisions on the projects and it must be understood that the comments provided are for consideration purposes.

Project Purpose:

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DRAFT Project Need Statement:

The following transportation needs have been identified for these projects:

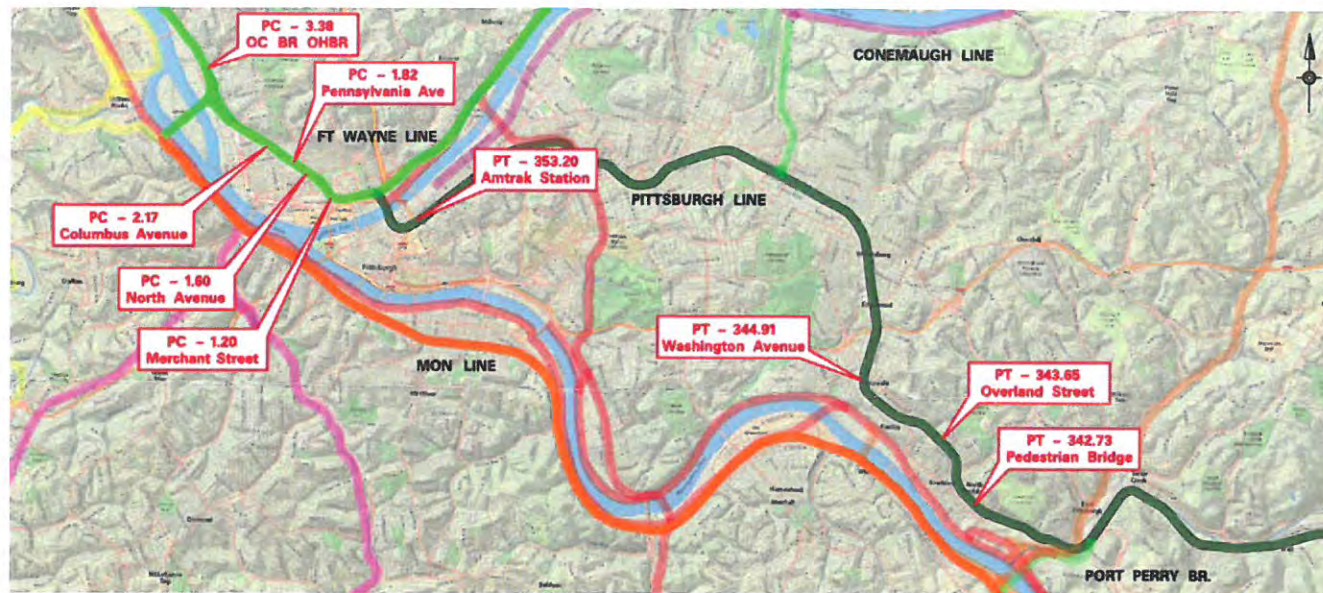
- improve reliability
- improve safety
- integrate modes of travel
- minimize future maintenance costs
- increased vertical clearance

Achievement of these needs should be achieved by applying a sound engineering approach of appropriate scale to address the transportation needs of these projects.

Alternatives:

Comment is requested regarding alternatives and ability to meet the purpose and need for the projects. Alternatives include the no action alternative, alternative route alternatives, and the proposed projects; as well as alternatives relating to the manner in which an alternative is constructed or developed. Alternatives should be reasonable and prudent, and meet the purpose and need.

Project Locations:



1. The nine (9) project locations are listed below. In which location(s) are you most interested?

- ☐ Frazier Street Pedestrian Bridge over NSRC
 - ☐ Overland Street over NSRC
 - ☐ Washington Street over NSRC
 - ☐ Amtrak Station
 - ☒ NSRC over Merchant Street
 - ☒ North Avenue over NSRC
 - ☒ Pennsylvania Avenue over NSRC
 - ☒ Columbus Avenue over NSRC
 - ☐ Ohio Connecting Bridge over NSRC
 - ☐ All Locations (*Please explain*)

Why: The Negative Impact on West Park

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☒ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☐ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
| ☐ Replacement Housing | ☐ Employment | ☐ Project Cost |
| ☐ Displacement | ☐ Fire Protection | ☐ Maintenance & Operating Costs |
| ☒ Recreation and Parks | ☒ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (<i>Please explain</i>) |

Why: We walk every day in West Park. The additional trains + cargo are a very big concern, as well as possible problems with the lines under the tracks. The park is very important to the community.

3. Please identify any other concerns you have below.

Comments: The Possibility of a spill of the contents on the trains

Emailed Comments

From: Glenn Olcerst

glennolcerst@gmail.com

Subject: Unanswered Questions -
please make 10 copies

Date: Jun 26, 2018 at 4:45:26 PM

To: Annie Deely

Ann@pittsburghnorthside.co
m

1-Why hasn't an environmental impact study been completed or even started?

2-The adjacent housing and Allegheny Commons are protected historic landmarks and properties. Why hasn't a historic impact study been performed?

3 Why hasn't the railroad contacted PWSA at the outset about whether the antique Brick sewer lines under the rails can withstand the weight and vibration of double stack trains?

4-These issues have all been raised first by community members – why hasn't the city or its council members been policing the project?

5 -Where is the PennDOTT and city DPW study on the impact on safety and adjacent properties as a result of massively raising streets in order to clear double stack trains?

6-Why did PennDOT agreed~~ed~~ to allow this project to be conducted under the auspice of the Federal Railway Commission instead

of the National Highway Traffic Safety
Administration?

Feeck, Rachel

From: Norfolk Southern <nspghverticalclearance@gmail.com>
Sent: Wednesday, June 27, 2018 10:34 AM
To: Feeck, Rachel
Subject: EXTERNAL: Fwd: Pittsburgh Vertical Clearance Projects - Comment Form

Please add this one as well. Thanks.

----- Forwarded message -----

From: Kathy Mazur <kathmazur@gmail.com>
Date: Wed, Jun 27, 2018 at 9:54 AM
Subject: Pittsburgh Vertical Clearance Projects - Comment Form
To: nspghverticalclearance@gmail.com
Cc: csirianni@pa.gov

Hello. I attended the Information Gathering and Project Overview Open House at the Children's Museum on Tuesday, June 26, and wish to express my concerns.

1. Of the nine project locations, I am most interested in:

- **NSRC over Merchant Street** in the North Side

Why: I live in Foster Square. My townhouse is approximately 500 feet from the railroad tracks below the West Ohio Street Bridge, where trains often idle.

2. What are your major concerns about potential modifications at the project locations:

- Neighborhood Character
- Pollution
- Public Health & Safety
- Public Utilities
- Property Values

Why:

Neighborhood Character: One of the reasons that we bought in this location was the character of the neighborhood. We love that we live in the city with a park right outside our back door! We love Allegheny Commons, a historic landmark, as it is right now. We don't want raised bridges, ugly fencing, trees removed, more noise, more pollution, decreased safety, etc. I would be interested in hearing about any studies that have been done and how it would affect the park.

Pollution: While we knew that railroad tracks would run through our "backyard," we also knew the frequency and size of the trains. Tripling the number of trains running through here and increasing the height would significantly increase the amount of pollution--both air and noise--that we currently deal with.

When the trains idle under the West Ohio Street Bridge, the fumes can be overpowering. How will you prevent additional harmful chemicals and particulates from being released into the air?

Trains also cause noise pollution. While we live with the current number of trains riding through our neighborhood (and knew that when we bought here), we can't always carry on a conversation due to the noise of the screeching sounds of the wheels--about every 15 minutes. What harmful effects will running trains nonstop through this area do to human and animal life? High noise levels contribute to hypertension, high stress levels, hearing loss, cardiovascular issues, cognitive function, sleep disturbances, etc.

How is this "environmentally beneficial"? Is Norfolk Southern prepared to pay for medical costs due to residents' reduced quality of life from noise and air pollution?

Public Health & Safety: Transporting human waste sludge, radioactive fracking sand, and gas and oil doesn't sound like a benefit to residents. PWSA has stated that the sewage/water pipes under the track running through Allegheny Commons are between 100 and 150 years old and are at or near the end of their useful life. The extra weight and vibration also present a heightened safety concern given the condition of the aging infrastructure.

Public Utilities: Again, the extra weight and vibration also present a heightened safety concern given the condition of aging underlying sewage/water pipes and infrastructure. We LIVE here! What happens when the pipes collapse due to the increased number and weight of trains? Where and how long will you house us in another location due to the contaminants released into the air?

Property Values: Since we moved here about nine years ago, our property values have been increasing steadily. Your desire to improve efficiency for the railroad isn't translating well to how it will affect the people who live here or who may wish to buy/sell here. Increased noise and air pollution with decreased health and safety doesn't bode well for anyone but Norfolk Southern and will result in decreasing property values.

3. **Other concerns:** I'm disturbed that representatives did not identify themselves with name tags, making it a scavenger hunt to find the appropriate people to help us learn more. I heard that it was deliberately set up that way which makes me feel that Norfolk Southern has something to hide. Also, some of the "representatives" were not knowledgeable about the plan.

From the literature that was distributed by Norfolk Southern, all I saw was how this project will benefit the railroad, but I didn't see anything about how it will benefit the people who will be directly affected. So, my "alternative" suggestion is to start by replacing or reinforcing the sewer lines and then lowering the track. Norfolk Southern will get double-decker trains and residents will maintain their current quality of life. Win-win!

The fact is that we live in a strong, cohesive community. It's one of the biggest reasons why I'm happy to be a part of it! I think that you saw a great example of how well we work together at Tuesday's Open House. We will continue to do so to ensure that our neighborhood improves, not deteriorates.

Kathy Mazur
 1 Foster Square
 Pittsburgh PA 15212
kathmazur@gmail.com

Feeck, Rachel

From: Norfolk Southern <nspghverticalclearance@gmail.com>
Sent: Wednesday, June 27, 2018 8:43 AM
To: Feeck, Rachel
Subject: EXTERNAL: Fwd: Comments

FYI - see below and add to the list. Thanks.

----- Forwarded message -----

From: **Paige Beal** <paigebeal@gmail.com>
Date: Tue, Jun 26, 2018 at 7:47 PM
Subject: Comments
To: nspghverticalclearance@gmail.com

Regarding the need for the project. No one but Norfolk Southern and those entities who serve to profit from NS sees a need for this project. At the expense of an entire community NS puts theirs needs ahead. This is a community that has fought back against time and poverty to rebuild historic neighborhoods. This in the face of the refusal to make current bridges safe to cross. This in the face of bridges being closed creating gridlock in our community.

The responses to my questions were disingenuous. Disingenuous to say that this project is in the early stages when it was four years ago that we had a meeting about this in this same museum space.

This is an historic district that deserves better.

There were no options presented that included digging down and lowering the tracks. Obvious option.

No environmental evaluation regarding the potential danger of double loads running through a highly populated area over dangerously compromised underground piping.

Do a study. Consider alternatives that don't put the neighborhood in danger. Act like a responsible member of this community.

Sincerely,
Paige Beal

833 Western Ave, Pgh Pa 15233

Disclaimer: Sent from my phone; Not responsible for typos due to small keyboard, big thumbs and mislaid glasses. :-)

Feeck, Rachel

From: Berrill, Wendy
Sent: Wednesday, June 27, 2018 7:59 PM
To: Feeck, Rachel
Subject: FW: EXTERNAL: FW: The proposed Norfolk Southern vertical clearance projects

Please add this one as a comment form. Print and number as well. Thanks.

From: Moon-Sirianni, Cheryl [mailto:CSIRIANNI@pa.gov]
Sent: Wednesday, June 27, 2018 5:43 PM
To: Berrill, Wendy <WBerrill@mbakerintl.com>; Husband, Rudy W. <Rudy.Husband@nscorp.com>
Subject: EXTERNAL: FW: The proposed Norfolk Southern vertical clearance projects

From: LYNN GLORIEUX [mailto:glorieuxl@verizon.net]
Sent: Wednesday, June 27, 2018 5:22 PM
To: Moon-Sirianni, Cheryl <CSIRIANNI@pa.gov>
Subject: The proposed Norfolk Southern vertical clearance projects

Dear PennDot,

I live on the North Side. I travel on foot, bicycle and public transit.

The five bridges in the neighborhood where I live, shop, visit the library, etc., will be enormously impacted by raising their roadbeds by 3-4 feet to allow double-stacked trains to come through our parks and residential areas.

For example, the intersection of North Avenue and Brighton Road is already difficult to navigate on a bicycle.

Raising the bridge/roadbed further will make it more dangerous for bicyclists, pedestrians and people getting on and off buses to anticipate oncoming cars and buses. When I hear the Michael Baker consultants talking about 'sight lines' it makes me scared to think of how easy it would be for a car to hit me as it makes a turn at the top of a railroad bridge, just as I am approaching the intersection on my bike. I would not see the car, and its driver would not see me until the last minute. Too dangerous!

Also, the elderly people who live in the apartment building at that intersection of North and Brighton will be severely impacted by having their building surrounded by elevated streets and sidewalks. It will be more difficult for them to get in and out of their building using their wheelchairs and walkers.

Changing the topography of the intersections in our North Side neighborhoods is just not a satisfactory solution to the railroad's desire to have a second set of tracks carrying double-stacked trains through the City of Pittsburgh.

Thank you for your consideration.

Sincerely,
Lynn Glorieux

89

420 Lockhart Street
Pittsburgh, PA 15212
412-322-8056

INFORMATION GATHERING and PROJECT OVERVIEW OPEN HOUSE

Pittsburgh Vertical Clearance Projects

City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania

JUNE 26, 2018

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DRAFT Project Need Statement:

The following transportation needs have been identified for these projects:

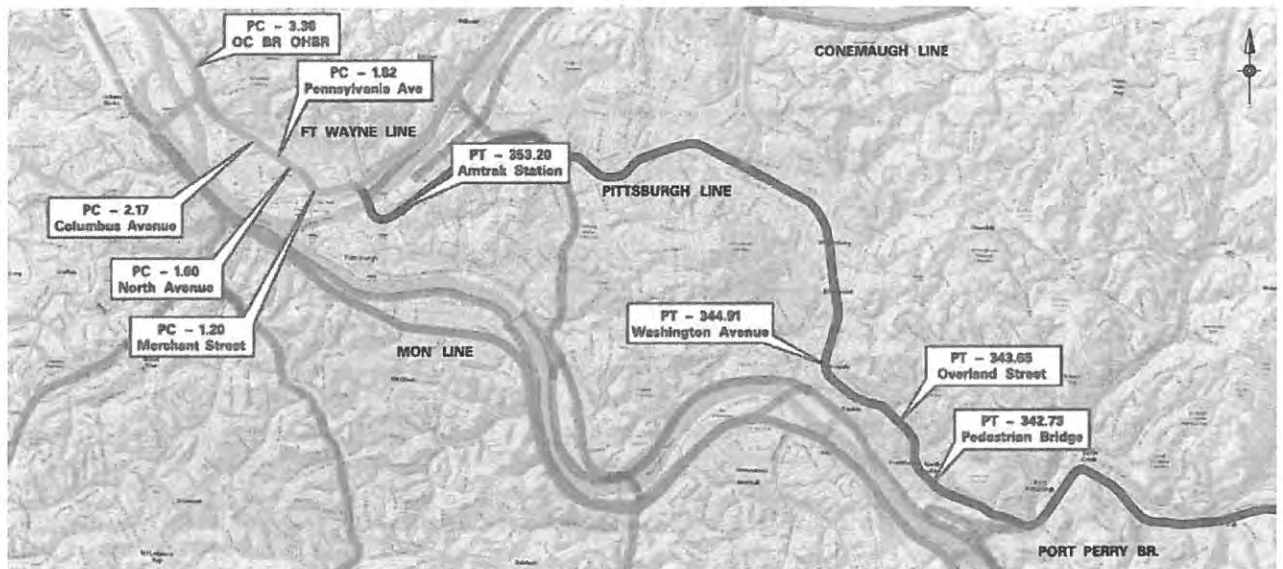
- improve reliability
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- increased vertical clearance
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Project Locations:



1. The nine (9) project locations are listed below. In which location(s) are you most interested?

- | | |
|---|---|
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| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☒ NSRC over Merchant Street | ☐ All Locations (Please explain) |

Why:

These locations are adjacent to the historic Mexican War Streets District, in which my family and I reside, and to West Park, a beautiful recreational area that we and our neighbors utilize on a daily basis, and which will be irrevocably harmed by the plans to raise these bridges.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|--|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☐ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
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| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☐ Other (Please explain) |

Why:

~~The proposed changes would make dangerous changes to several street intersections, and would increase the likelihood of environmental catastrophe because the increased weight of oversized train cars would put an enormous strain on the water and sewer lines which run beneath the tracks, lines which are quite old and were not designed for the additional stress. A derailment involving toxic or explosive materials in this area could cause a devastatin calamity.~~

3. Please identify any other concerns you have below.

Comments:

~~Going ahead with this project without thorough investigation and environmental impact studies represents the height of folly.~~

Name
Street Address
Phone
Email

Additional Comments:

**Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108**

INFORMATION GATHERING and PROJECT OVERVIEW OPEN HOUSE

Pittsburgh Vertical Clearance Projects

City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock,
Allegheny County, Pennsylvania

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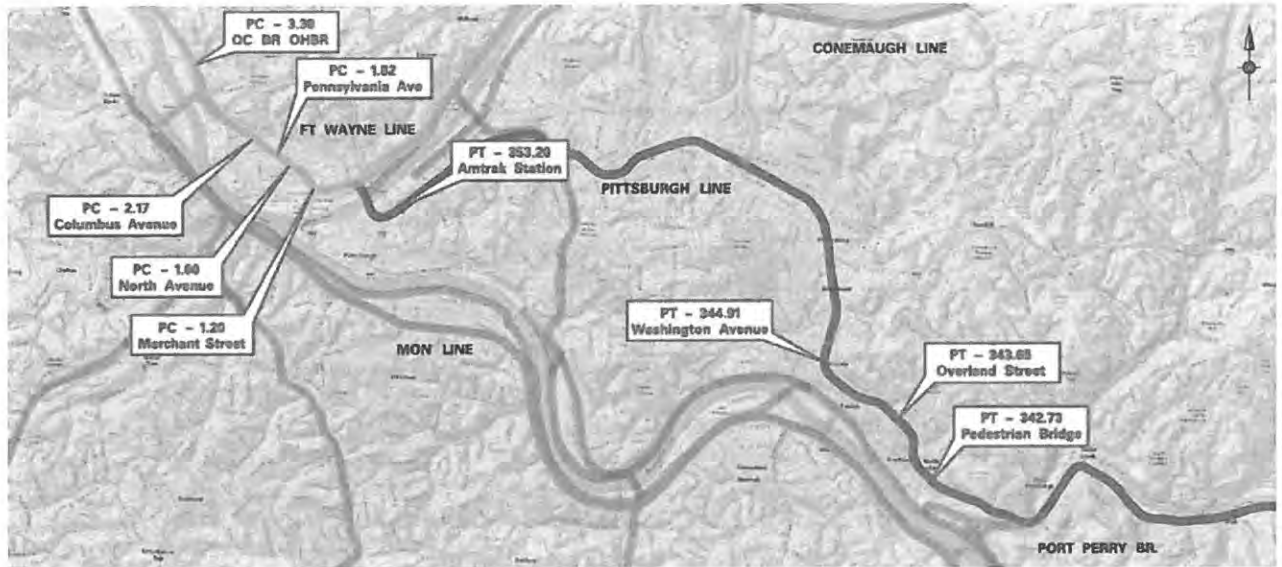
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| ☐ Washington Street over NSRC | ☒ Columbus Avenue over NSRC |
| ☐ Amtrak Station | ☐ Ohio Connecting Bridge over NSRC |
| ☒ NSRC over Merchant Street | ☒ All Locations (Please explain) |

Why:

"All locations", because the entire project endangers the health and quality of life of residents all along the corridor and Northside residents in particular. Allegheny County has air quality readings that are close to the worst in the nation. The portion of the Northside which the N-S line traverses has poorer than average air quality in the City. With the completion of this project air quality will decline and noise will increase in intensity and duration as a direct result of increased tonnage being conveyed through our neighborhood. This project exacerbates an already poor condition.

"Specific Locations", because the proposed modifications to bridges and sidewalks affected are unacceptable in terms of convenience and safety. Already poor sight-lines will become worse. Pedestrians and cyclists will be in greater danger. Sidewalks will become narrower, with greater slopes, and steps may be introduced. Winter maintenance will be a nightmare.

2. What are your major concerns about potential modifications at the project locations:

- | | | |
|--|---|--|
| ☒ Neighborhood Character | ☒ Public Health & Safety | ☐ Government Issues |
| ☐ Conservation | ☒ Safe & Efficient Transportation | ☒ Historic Properties |
| ☒ Pollution | ☐ Civil Defense | ☒ Property Values |
| ☐ Multiple Use of Space | ☐ Economic Activity | ☐ Educational Operations |
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| ☒ Recreation and Parks | ☐ Public Utilities | ☐ Transportation Routes (Temp./Permanent) |
| ☒ Aesthetics | ☐ Religious Institutions | ☒ Other (Please explain) |

Why:

I am concerned about...

Increased diesel exhaust pollution, increased noise, increased hazardous cargo tonnage and risk of derailment resulting in catastrophic effects on nearby property and residents, lowering of property values, greater visual impact on our historic park, danger to pedestrians and cyclists, drivers and emergency services due to modified bridge profiles, and questionable ADA compliance in redesign of walkways.

3. Please identify any other concerns you have below.

Comments:

I am concerned that Norfolk-Southern is exercising undue influence on our transportation agencies, spending public monies to their advantage and to the detriment of the residents. I believe that statements to the effect that this may be a matter of national security or competitive fairness are trumped-up. This railroad company has a way to get double-stack cargo through the region by using their Mon Line. The Mon Line has a good track record of reliability since landslide remediation in 2014. The cost to the residents of Allegheny County of further enhancing the existing double-stack capacity is falling mainly on the residents - their taxes, their health, their safety, their property values and their quality of life.

91

Voluntary Information

Name
Jerrold Green

Street Address
1203 Resaca Pl.

Phone
Pittsburgh, PA

Email
Jerrold.Green@verizon.net

*If you have specific questions that you would like addressed directly,
please make note of that request and fill in the email line above.*

Additional Comments:

I would like to know:

What alternatives, alluded to on page one, have been studied, and what the results of those studies were.

What is the specific business case for this project. What is the NPV of increased sales and costs. Show the calculations.

I would like to know what measures could be taken to mitigate noise and air pollution.

Could this line be electrified? Could battery powered "mule" locomotives be use to move cargo through this corridor?

Could locomotives on this line be fitted with better pollution controls, better than the minimum standards to which they are most likely fitted at this time?

Could noise abatement features be added to the trench in which the tracks are embedded?

What is the cost estimate for NOT raising any bridges, just lowering track?

What is the risk assessment for the impact of heavier and more numerous loads on the infrastructure below the tracks and for the potential for derailment in the Northside segment?

Please place completed Comment Forms in the comment box at the sign-in table.
Additional comments may be emailed or mailed to the following addresses by July 10, 2018.
The team can also be reached at NSPghVerticalClearance@gmail.com

Michael Baker International
100 Airside Drive
Moon Township, Pennsylvania 15108

Norfolk Southern Vertical Clearance Project: Impacts and Environmental Concerns

1 message

R. Ashley Webb <ashcroft400@gmail.com>
To: NSPghVerticalClearance@gmail.com

Tue, Jul 3, 2018 at 3:00 PM

Hello Michael Baker,

In the mid-1800's Allegheny City granted the railroad the privilege of running their tracks through the Allegheny Commons Park, with the understanding that they were to be recessed to minimize the impacts on the visitors of the park.

The current proposal to raise the bridges and run 200%-400% more rail traffic through the park solely benefits the railroad at the expense of the community and Allegheny Commons Park. This violates the original agreement and understanding. Basically what is being proposed is the least expensive and most profitable arrangement for NS, at the expense of the community.

First, the current arrangement should not be changed since double- stacked trains can run along the Monongahela. Therefore it is not needed.

Second, if double-stacked trains are allowed to go through the park, their impact should be minimized. This means that the original agreement of recessed tracks should be followed and the tracks lowered. Any other decision is made only for the benefit for the railroad and detriment of historic, sacred, public space, that is enjoyed and loved by tens of thousands of visitors per year.

If the bridges are raised the impacts and effects on the park will be catastrophic and reduce the use of the park, livability of the neighborhoods, and pollute the environment. Below is a straightforward list of impacts:

Raising the bridges

- Will affect the beauty of the streetscapes at those intersections
- Reduce the accessibility of properties, especially the low income housing for the elderly
- Affect the access to and beauty of Allegheny Commons Park
- Make W. North Ave., a current emergency route for ambulance and fire, difficult to travel and unsafe due to the raised road and lack of visibility/sight lines
- Make W. North Ave and Brighton Rd. unsafe to drive and for pedestrians to cross due to reduced sight lines.
- Make Brighton Rd., an emergency route for the Northside Police department, difficult and unsafe to travel due to reduced sight lines
- Reduce lanes and parking on W. North Ave and Brighton Rd.
- Cause significant steep ramping of the side streets to W. North and Brighton Rd. making travel for the handicapped more difficult

Not Lowering the Tracks

- Next to the tracks are a children's playground and four tennis courts within 30 feet of the tracks. These will become unusable due to the pollution and noise created by the frequency of trains and height.
- Air pollution with more traffic and diesel engines, coal dust, chemical and sewage smells
- Noise pollution with more traffic and diesel engines, squealing of wheels, general noise and vibration
- Visual Pollution with taller cars extending above the walls of the current channel

Overall, the current proposed changes will affect thousands of people, make some of the most frequently used and beloved sections of the park unsafe and unusable, and affect the beauty, safety, and access of the neighborhoods in an exceptionally negative and irreparable manner.

If you consider our concerns in a logical and reasonable manner and personally view the area by "walking in our shoes," you will very clearly see the damage that is being done to thousands city's citizens for the pure profit of one.

Thank you for your time and consideration.

Ashley Webb
Resident of the Northside in Allegheny West

100

Pittsburgh Vertical Clearance Project: Impacts and Environmental Concerns

2 messages

Abi Webb <abijane77@gmail.com>

To: NSPghVerticalClearance@gmail.com

Tue, Jul 3, 2018 at 3:23 PM

Hello Michael Baker Corp.,

In the mid-1800's Allegheny City granted the railroad the privilege of running their tracks through the Allegheny Commons Park, with the understanding that they were to be recessed to minimize the impacts on the visitors of the park.

The current proposal to raise the bridges and run 200%-400% more rail traffic through the park solely benefits the railroad at the expense of the community and Allegheny Commons Park. This violates the original agreement and understanding. Basically what is being proposed is the least expensive and most profitable arrangement for NS, at the expense of the community both literally (our tax dollars used for the grant) and figuratively.

First, the current arrangement should not be changed since double-stacked trains can run along the Monongahela. Therefore it is not needed.

Second, if double-stacked trains are allowed to go through the park, their impact should be minimized. This means that the original agreement of recessed tracks should be followed and the tracks lowered. Any other decision is made only for the benefit for the railroad and detriment of historic, sacred, public space, that is enjoyed and loved by tens of thousands of visitors per year.

If the bridges are raised the impacts and effects on the park will be catastrophic and reduce the use of the park, livability of the neighborhoods, and pollute the environment. Therefore an Environmental Impact Statement (EIS) is needed before any further plans are considered.

Below is a straightforward list of impacts:

Raising the bridges

- Make W. North Ave., a current emergency route for ambulance and fire, difficult to travel and unsafe due to the raised road and lack of visibility/sight lines
- Make W. North Ave and Brighton Rd. unsafe to drive, and for pedestrians to cross, due to reduced sight lines.
- Make Brighton Rd., an emergency route for the Northside Police department, difficult and unsafe to travel due to reduced sight lines
- Reduce lanes and parking on W. North Ave and Brighton Rd.
- Cause significant steep ramping of the side streets to W. North and Brighton Rd. making travel for the handicapped more difficult
- Will affect the beauty of the streetscapes at those intersections
- Reduce the accessibility of properties, especially the low income housing for the elderly
- Affect the access to and beauty of Allegheny Commons Park

Not Lowering the Tracks

- Next to the tracks are a children's playground and four tennis courts within 30 feet of the tracks. These will become unusable due to the pollution and noise created by the frequency of trains and height.
- Air pollution with more traffic and diesel engines, coal dust, chemical and sewage smells
- Noise pollution with more traffic and diesel engines, squealing of wheels, general noise and vibration
- Visual Pollution with taller cars extending above the walls of the current channel

Overall, the current proposed changes will affect thousands of people, make some of the most frequently used and beloved sections of the park unsafe and unusable, and affect the beauty, safety, and access of the neighborhoods in an exceptionally negative and irreparable manner.

If you consider our concerns in a logical and reasonable manner and personally view the area by "walking in our shoes," you will very clearly see the damage that is being done to thousands city's citizens for the pure profit of one.

Thank you for your time and consideration.

Abi Webb

Resident of the Northside in Allegheny West

Norfolk Southern <nspghverticalclearance@gmail.com>

Draft To: Abi Webb <abijane77@gmail.com>

Mon, Jul 9, 2018 at 12:18 PM

Hello, As this email seems to be the same as the previously received email from Ashley Webb, we will compile it as such. Thank you for your response and we will be in touch.

[Quoted text hidden]

public hearing

3 messages

Stephanie Ulmer <ulmer.stephanie.marie@gmail.com>

To: NSPghVerticalClearance@gmail.com

Wed, Jun 27, 2018 at 12:09 PM

Cc: Patricia Schaefer <pschaefer@edgewoodboro.com>, "Costa, Paul" <PCosta@pahouse.net>, jayt@ndpc.net, csirianni@pa.gov

I attended the public meeting last night about Norfolk Southern's plans to run double stack trains through our neighborhoods. What an insult to the residents of the affected communities.

The whole process is profoundly undemocratic. I only found out about this meeting a few days before it was held from reading the Post-Gazette. The trains will be traveling through densely populated areas, yet at the open house that was supposed to inform the public, there was no panel or spokesman to make a presentation and there was zero opportunities for residents to ask questions in a public forum. I feel like I am living in Communist China!

Here are some of my questions:

How many double stacked trains a day will be passing through our communities?

How do these numbers compare to the number of conventional trains we currently have?

How long have double stacked trains been in use? What is their safety record in comparison to standard trains?

Will the train traffic be 24 hours a day?

What are the expected noise levels?

How will the increased weight of the trains affect the rails and structures beneath them?

At what speed will these trains be traveling?

What fuel will the trains be burning? Diesel? Electric?

What will the trains be carrying? Will any of their cargo be uncovered?

Will any uncovered cargo affect the air quality of the neighborhoods through which they pass?

Many of the trains will be carrying hazardous materials, some of it flammable. Who is liable for any loss of life, future health problems, or property damage that may occur because of a derailment?

How will our property values be affected?

Why is the taxpayer being asked to foot any part of this bill?*

Norfolk Southern has tracks it could use that run along the Mon but it is apparently faster for the trains to be run through densely inhabited communities. Why is saving time for Norfolk Southern more important than protecting the health and safety of our residents?*

Thank you.

Stephanie Ulmer

Edgewood

*Norfolk Southern Corp.'s profit for 2017 and for the fourth quarter of the year ballooned as a result of the enactment of the nation's recently signed tax-reform act, the company reported Wednesday. Quarterly net income for the Norfolk-based railroad surged to \$3.97 billion, while earnings per share swelled to \$13.79. For the year, net income was \$5.4 billion and earnings per share were \$18.61. The results added \$3.48 billion to net income in both periods and increased earnings per share by \$12.10 for the quarter and \$12.00 for the year, the company reported.

Patricia Schaefer <pschaefer@edgewoodboro.com>

To: Stephanie Ulmer <ulmer.stephanie.marie@gmail.com>

Wed, Jun 27, 2018 at 12:30 PM

Cc: "NSPghVerticalClearance@gmail.com" <NSPghVerticalClearance@gmail.com>, "Costa, Paul" <PCosta@pahouse.net>, "jayt@ndpc.net" <jayt@ndpc.net>, "csirianni@pa.gov" <csirianni@pa.gov>

Good afternoon Stephanie:

Thank you for your follow up. I was at the meeting representing Edgewood Borough Council as well and found it relatively useless with respect to providing information on the impact on public safety-environmentally, on municipal infrastructures (sewer lines, streets), quality of life and economically and had many of the same questions.

I submitted questions and concerns; suggested regional information sessions and will follow up with County, State and Federal representatives.

Kindest regards,
Pat Schaefer

Sent from my iPhone
[Quoted text hidden]

Moon-Sirianni, Cheryl <CSIRIANNI@pa.gov>

To: Stephanie Ulmer <ulmer.stephanie.marie@gmail.com>, "NSPghVerticalClearance@gmail.com" <NSPghVerticalClearance@gmail.com>

Wed, Jun 27, 2018 at 1:46 PM

Cc: Patricia Schaefer <pschaefer@edgewoodboro.com>, "Costa, Paul" <PCosta@pahouse.net>, "jayt@ndpc.net" <jayt@ndpc.net>

Ms. Ulmer,

I have forwarded our comments to the staff from NS and Michael Baker International who can address your questions.

Thank you for your comments.

Cheryl

Cheryl Moon-Sirianni, PE | District Executive

Department of Transportation

Engineering District Office 11-0

45 Thoms Run Road, Bridgeville, PA 15017

Phone: 412.429.5001 | Fax: 412.429.5069

www.dof.state.pa.us

101

From: Stephanie Ulmer [mailto:ulmer.stephanie.marie@gmail.com]

Sent: Wednesday, June 27, 2018 12:09 PM

To: NSPghVerticalClearance@gmail.com

Cc: Patricia Schaefer <pschaefer@edgewoodboro.com>; Costa, Paul <PCosta@pahouse.net>; jayl@ndpc.net; Moon-Sirianni, Cheryl <CSIRIANNI@pa.gov>

Subject: public hearing

[Quoted text hidden]

Requested List of Goals and Options for the Pittsburgh Vertical Clearance Project

Note: this document was drafted by Northsiders Glenn Olcerst and Barbara Talerico at the request of Karina Ricks, director of DOMI. It represents the writers' views, and we urge the city to request that a similar exercise be performed along the 20-mile PVCP route.

Public consensus: "Norfolk Southern wants taxpayers to pay for something they don't want, to change the streets and sidewalks to something nobody using them would ever design, in order for the railroad to make much more money." In addition, the June 26th meeting format was inadequate and inappropriate for conducting meaningful interaction between the project team and neighborhood stakeholders.

Overriding Goal: Ensure no negative impact to the public's quality of life along the project's 20-mile route

Requirement #1: Prevent derailments in densely-populated areas

Concern: According to Norfolk Southern's 2017 annual report, "As a common carrier by rail, we must offer to transport hazardous materials, regardless of risk. Transportation of certain hazardous materials could create catastrophic losses in terms of personal injury and property (including environmental) damage, and compromise critical parts of our rail network. The cost of a catastrophic rail accident involving hazardous materials could exceed our insurance coverage."

Norfolk Southern's Pittsburgh and Fort Wayne lines run through the most densely-populated areas of the city, and not far from Oakland, with its concentration of hospitals. The railroad must prevent derailments at all cost.

Options:

1. Replace or reinforce all antiquated sewer/water lines and infrastructure along the 20-mile route
2. Increase water drainage capacity in the trough running through Allegheny Commons, and at other junctures along the route
3. Ensure Positive Train Controls are implemented throughout the 20-mile route, are always working properly, and have backup systems in place when main controls are taken off line for maintenance

Requirement #2: Prevent additional degradation of air quality

Concern: The American Lung Association recently gave Allegheny County 'F' grades for ozone, daily particulate matter levels and long-term particulate matter levels. It was one of just 10 counties in the nation to score 'F' grades in all three categories. Particulate matter pollution causes higher rates of asthma and lung cancer, decreased lung function in children, and increased hospital admissions and premature death due to heart attacks and respiratory illness.

Norfolk Southern trains currently emit these pollutants, and they plan to at least double the number of trains to 50 trains a day running along the 20-mile route. As determined by the University of Pittsburgh's Department of Environmental and Occupational Health, depending on the weight of each of the 50 trains, that is equivalent to concentrating the exhaust fumes generated by driving between 3,400 and 14,500 diesel buses through densely populated city neighborhoods each day. Given the monetary value of the railroad's pronouncement of an expected three-hour transit savings, there is nothing that prevents the dispatch computers from using all four tracks and thereafter increasing the train volume. This increase in train traffic will make our existing air quality even worse, especially for the hundreds of elderly living nearby, and the children who play in Allegheny Commons. Norfolk Southern must work to reduce the amount of air pollution emitted by its trains.

Options:

1. Require black carbon diesel scrubbers on the engines
2. Require the use of hybrid train engines
3. Electrify the 20-mile route (done now for passenger trains elsewhere)

Requirement #3: Ensure safety at intersections

Concern: Raising the West Ohio, Brighton/West North Avenue and other bridges by at least three feet will make sight lines even worse than they are now. The Brighton/West North Avenue intersection is particularly risky because of the number of pedestrians, buses, police and emergency vehicles (often at high speeds) that pass through daily. Norfolk Southern must mitigate the risk to public safety that would result from raised bridges.

Options:

1. Keep double-decker trains exclusively on Norfolk Southern's Mon Line
2. Only lower the two middle tracks, thereby leaving the toe footers for any trough walls unaffected
3. If the Merchant Street Bridge needs to be lowered, make the underpass pedestrian only
4. Split the height difference by lowering the tracks a little and raising the bridges a little

Requirement #4: Prevent negative impact on historic Allegheny Commons and a reduction in surrounding property values

Concern: In 1912, residents surrounding Allegheny Commons required the railroad to lower the tracks. They wanted lowered tracks in order to absorb the train wheel noise and to preserve the natural beauty of the historic park. In stark contrast to this, the project team wants to raise the bridges which will necessitate the construction of ramps and bifurcated sidewalks on the approach. These constructs will negatively affect property values by obscuring front doors, and directly impact the historic park as a result of the cutting down of mature trees. Bifurcated sidewalks are unsightly and dangerous, and more train noise and smoke makes for a less desirable place to live and

play. Norfolk Southern must prevent negative impact on historic Allegheny Commons and the overall reduction in property values resulting from their project.

Options:

1. Provide site plan elevations so that the public can see exactly how the ramps will affect their properties
2. Require the use of wheel noise reduction technology
3. Eliminate the proposed bifurcated sidewalks
4. Similar to what was done at the Southside Works, cover the trough that runs through Allegheny Commons. This will have the added benefit of creating uninterrupted park land (heal the wound) and obviate the need for a replacement Pedestrian Bridge
5. If any bridges through the park are raised, increase the height of the trough walls to continue obscuring the trains and reducing noise
6. Require Norfolk Southern to create and fund an Allegheny Commons maintenance endowment
7. Make adjoining property owners financially whole and, based on a vibration and noise analysis, provide an additional stipend to mitigate the trains' effects

Requirement #5: Replace pedestrian bridge in Allegheny Commons

Concern: Because of severe disrepair, the pedestrian bridge in Allegheny Commons was closed in 1999 and later removed. Visitors and neighbors lost one avenue of access and a key link between popular sections of the park. Norfolk Southern must replace this crucial access.

Options:

1. If the bridge is to be rebuilt, Norfolk Southern should pay the full cost of replacement as mitigation for removing another access to the park as a result of taking down the Ridge Avenue bridge.
2. Ensure the replacement bridge's design strictly adheres to the neighborhood-approved design
3. Instead of replacing the bridge, consider covering the trough, as was accomplished at the Southside Works

Requirement #6: Conduct more robust community engagement

Concern: As stated above, the June 26th 'public meeting' was extremely one-sided, and left participants feeling angry, confused and disenfranchised. 46,000 people live within 500 feet of the PVCP, and they deserve a forum and format that respects them.

Options:

1. Convene a series of true town hall meetings, conveniently located in each of the affected neighborhoods, to be held where members of the project team are identified, are on a stage where they're visible, use microphones so the audience can all hear their answers to questions, where project renderings are

clearly displayed at the front of the stage, and provide an independent facilitator to conduct the proceedings

2. Create a city-owned website as a central repository accessible by the public, which contains maps of all relevant underlying infrastructure (including their depth and age), original construction drawings (including cross-sections) of the trough through Allegheny Commons, project drawings and timelines, project team names, faces and contact information, project status, etc. Incorporate social media platforms that encourage the public's feedback.

Annette C. Trunzo
800 Beech Avenue
Pittsburgh, Pa. 15233

July 1, 2018

To Whom it may concern,

This letter is in regards to the proposed plan to raise the height of several bridges in Allegheny County for the Norfolk Southern railroad company to accommodate double-decker trains. My understanding is that they are currently renting rails across the river from our neighborhood on the North Side which already accommodate the higher clearance needed for these railroad cars. Given this situation, it seems unreasonable on many fronts to handcuff our neighborhoods from repairing our pedestrian and automobile bridges to meet the clearance standards that they demand. My position of concern and lack of support for their plan are based on the number of negative personal, neighborhood, and environmental impacts these trains will cause for our community on the North Side.

- 1) One of the first concerns is in regard to the impacts of **vibrations** will have on home and business structures. It is well known that railway vehicles produce powerful and highly intensive vibrations in the immediate areas of their path (Nerisanu & Dragan, 2015). These vibrations are transmitted to the foundations of any nearby buildings which could have significant detrimental consequences. Vibrations can cause settlements and cracks in buildings and at the most extreme end can even result in the collapse of structures. These negative impacts vary due to the distance the buildings are from the railway, the traffic speed of the trains and the load (weight) of the train's cargo. The proposed plan would increase both the frequency of trains in our neighborhood and the weight of the cargo that would pass along these tracks. Thus, the proposal puts at risk many homes and businesses that are currently along the existing lines. *What is the current impact of the rails on these structures? With the proposed plan increasing in volume (weight) and frequency, what will happen to our structures?*

Noise and vibration are two of the main problems associated with railways in residential areas (Peris, et al, 2016). Leading thought leaders propose that efforts need to be made to ensure **quality of life and well-being** of citizens living in the vicinity of railway lines. They point out how important it is to "evaluate, understand, control, and regulate" railway noise and vibration exposure. It is recommended that policy makers and planners make decisions that account for the impact of railway noise and vibration which has often been neglected or dismissed as unnecessary. There are scientific ways to measure internal vibrations and noise calculations that need to be considered before any changes or developments occur in railway construction. *What assessments have been done to understand the impact of increase noise and vibration in our North Side*

neighborhood? Why does it appear that the impact of noise and vibration is not even being considered in the proposed plan?

Additionally, **ground-borne noise and vibration** from railway lines have been shown to cause **human distress** (Marecki, et. al, 2016). The potential health effects of noise pollution are numerous which have impacts both medically and socially. Noise produces direct and cumulative adverse effects that impair health and that degrade residential, social, working, and learning environments with corresponding real (economic) and intangible (well-being) losses (Goines & Hagle, 2007). Noise can interfere with sleep, concentration, communication, and recreation. The aim of enlightened governmental controls should be to protect citizens from the adverse effects of airborne pollution, including those produced by noise. People have the right to choose the nature of their acoustical environment; it should not be imposed by others (Goines & Hagle, 2007). *Where do our elected officials both in Pittsburgh and for the state stand on human rights? Why does the railroad industry not care for the welfare of others?*

A number of assessments of railways across several countries result in the same findings; there is a rise in ground-borne vibration. This is a problem which has become a growing global concern. Due to these concerns, there are assessments being used in the industry such as the velocity decibels (VdB), vibration dose value (VDV), and peak particle velocity (PPV) methods. In various studies, it has been discovered that ground vibration limits are exceeded in 44% of the assessments conducted and that ground-borne noise limits are exceeded in 31%. It would be imperative to know what our current noise/vibration assessments would reveal and what the projected values will be with the proposed plan. In over 50% of railroad projects in the world, mitigation and abatement measures were required to decrease the overall measures to a livable level. It seems paramount that our neighborhoods will be in need of the same active mitigation efforts. Therefore, it would not be fiscally prudent to proceed ahead with the plan without a full assessment and mitigation plan developed.

- 2) **Property values** are a real concern for any neighborhood with railway noise and vibration negatively affecting real estate property values (Marecki, et. al, 2016). There are also consistent findings in the field that demonstrate the proximity to rail lines has a negative and statistically important influence on home values (Clark, 2006). I have not read or seen in the presentation held June 26th any that addressed property values. While the current railway through the North Side especially through West Park which exists in a trench with high walls and surrounded by a century old fence is quaint and somewhat of an attraction to visitors and children, raising it beyond those confines, would be disruption to the peacefulness that currently exists and an overall eye sore. It would be more like living in a railroad yard instead of a historic neighborhood who works endlessly on beautification projects and restoring the historic integrity of the community. *What possible mitigation exists for the citizens in targeted areas proposed in this plan? Are we as citizens supposed to accept that our home values will drop without any retort or thoughtful response from our elected officials?*

- 3) **Environmental concerns** should be a real consideration for neighborhoods when railroad cars cut through populated communities and their associated green space. An environmental concern of importance is the concern for increasing **emissions**. Trains add to air pollution and greenhouse gas emissions. Although, railroad companies will often use environmental concerns caused by truck emissions, as an argument for their expansion and legislation to benefit them, these arguments cannot be used here for increasing the use of railroad traffic in our community. The proposed plan will increase not decrease emissions in the effected communities. The current rails used are not in a neighborhood space but along the river beds in Pittsburgh.

Additional environmental concerns to a neighborhood is in the possible risks of derailment or spillage of **hazardous materials**. Norfolk Southern currently operates 30 to 65 oil trains per week in Allegheny County many of which already pass through North Side communities. Other cars also carry butane, LPG, propane, or a flammable gas. The National Transportation Safety Board (NTSB) recommends that trains should be rerouted where possible to avoid populated areas. In 2015, Michael Huss, Pittsburgh's Deputy Director of Public Safety, in speaking with the Pennsylvania Emergency Management Agency, expressed a desire to re-route trains that carry hazardous materials to avoid heavily-populated areas to lower the severity of any possible incidents.

If both the amount of railroad traffic and the amount of goods transported on the Norfolk Southern railroad tracks occur through our North Side neighborhood, we have the added risk of potential dangerous goods being emitted into the air right in our own backyards and parks. The very places where we are living our lives with our friends and families. We do not want additional worries or harm to come to us or to our children especially when the railroad company already has been using train tracks that meet their height needs. *Why is okay to put our community at risk when a viable option has already been utilized for many years?*

- 4) There also exists a continuing uneven distribution of **environmental burdens** in our communities. This raises an **environmental justice concern** that needs to be addressed. When low-income communities or communities of ethnic diversity have to bear the burden of what the railroad company is attempting to push through, we as citizens and our elected law-makers must take notice and seek justice. The existence of environmental hazards has already been researched and high environmental hazard values are found along freeway and railroad corridors while environmental benefit scores are generally higher in the suburban periphery who do not have endure the railroad burden. Correlations indicate that socially vulnerable populations are more likely to be exposed to environmental hazards, while white and wealthier populations

are more likely to have access to environmental benefits (Stewart, Bacon, & Burke, 2014). Our neighborhood continues to improve and we demand **environmental-justice-based regional planning and public health policy reform** to keep it a thriving community. We do not want to see the railroad company use the past legislative policy that forces neighborhoods to raise bridges to accommodate their interests against a multitude of citizens and their rights. *Would they have this type of power and lack of outrage from elected officials if the proposal effected more affluent and white neighborhoods or even if it happened in their own neighborhoods?*

- 5) The **historical importance** of the North Side is also a consideration that needs to be addressed. We have century year old homes and parks which is an attractive asset. We as citizens here have assumed the responsibility of being historical preservation stewards that serve as a model across the nation. When the earlier citizens of the North Side joined together to have the railroad line be separated from the community in 1912 by use of the trenching system and retaining wall construction, they wanted to have a co-existence with the railroads that did not detract from the communities' right for safety and having pleasing environmental aesthetics. The citizens recognized at that time that there was the potential for hazards from the train's passage through the community including the noise and safety concerns. The resolution by use of the trench was brilliant. It has held up well over 100 years.

The concerns that existed by our past citizens in the 1860's mirrors to some extent the concerns today regarding the railroad company being a powerful corporation imposing its will and own interests over the interests and concerns of the neighborhoods and communities. We are citizens who pay taxes and have the right to a safe and peaceful community that supports continued growth, green space, and aesthetically pleasing environments in which to live. We do not want our tax money spent to repair bridges to benefit the railroad company. Our community will not thrive and benefit from these proposed plans. Listen to the citizenry in a meaningful way. Do not allow this corporation to bully us into a situation that harms us in irrevocable ways.

In the proposed plan, both the amount of train traffic and the train load will increase exponentially which may result in a number of structural concerns, loss of pleasing aesthetics, personal distress, and many negative environmental impacts. My home is located directly on Brighton Avenue at North Avenue in the Allegheny West section of the North Side of Pittsburgh. I am very concerned about the integrity of my home if the proposed plan prevails which has no documented plan for mitigation caused by noise, vibrations, and the decrease in property values. Currently the car traffic is below the height of my windows facing Brighton Avenue. With the current proposed plan, Brighton Avenue will be raised 2-4 feet resulting in the car traffic be at the same level of the windows; directly in front of the windows of my bedroom.

This letter is written by only one of many concerned citizens that had a little time to reflect upon the issue and research thoughtful leaders in the field. Thank you for your consideration in stopping the proposed plan as presented by Norfolk Southern Railroad Company; a goliath amongst the masses of concerned citizens. While their proposal is good for the railroad business, it is not good for the people and the environment along the rail corridors. We must be protected from harm.

change.org

Recipient: Norfolk Southern Railroad, PENNDOT, Mayor Bill Peduto

Letter: Greetings,

Petition to Norfolk Southern Railroad, PennDOT, and Mayor Bill Peduto regarding the Pittsburgh Vertical Clearance Project ('PVCP'):

We, the undersigned demand the following:

1. Norfolk Southern to schedule multiple meetings relating to the PVCP on the Northside and other project sites at multiple locations throughout the project route.
2. All public meetings about the PVCP be conducted in a public Town Hall format, with full audience participation, and with officials present with the authority to respond.
3. All requests for information and documentation to be fulfilled on a timely basis.

Signatures

Name	Location	Date
Barbara Talerico	Pittsburgh, PA	2018-06-22
Carolyn Klingman	Pittsburgh, PA	2018-06-22
David Scalzo	Pittsburgh, PA	2018-06-22
Judy Melvin	Pittsburgh, PA	2018-06-22
Deirdre Menchaca	Pittsburgh, PA	2018-06-22
Jeff Suzik	Pittsburgh, PA	2018-06-22
Dorna Palcic	Pittsburgh, PA	2018-06-22
Ashlea Graziano	Pittsburgh, PA	2018-06-22
Donna Holmes	Pittsburgh, PA	2018-06-22
Douglas Heckman	Pittsburgh, PA	2018-06-22
Amy Hepner	Pittsburgh, PA	2018-06-22
Kathleen Hower	Pittsburgh, PA	2018-06-22
Levi Meyers	Pittsburgh, PA	2018-06-22
Sara Costigan	Pittsburgh, PA	2018-06-22
Richard Daigneau	Pittsburgh, PA	2018-06-22
Holly Pisanelli	Pittsburgh, PA	2018-06-22
David McCloud	Pittsburgh, PA	2018-06-22
Brad Spencer	Pittsburgh, PA	2018-06-22
Thomas Westfall	Pittsburgh, PA	2018-06-22
Richard Sullivan	Pittsburgh, PA	2018-06-22

Name	Location	Date
Christi Bohrmann	Pittsburgh, PA	2018-06-22
Jessica Beu	Pittsburgh, PA	2018-06-22
Gina Grone	Pittsburgh, PA	2018-06-22
Beth Hackney	Pittsburgh, PA	2018-06-22
Gregory Mucha	Secaucus, NJ	2018-06-22
Debbie Bier	Pittsburgh, PA	2018-06-22
Frank Tallarico	Pittsburgh, PA	2018-06-22
Michael Shaffer	Pittsburgh, PA	2018-06-22
Heather Kniess	Pittsburgh, PA	2018-06-22
Dennis Vodzak	Pittsburgh, PA	2018-06-22
Molly Glowacki	Pittsburgh, PA	2018-06-22
Vincent Vines	Jefferson hills, PA	2018-06-22
Kent Hensley	Pittsburgh, PA	2018-06-22
James Bamford	Pittsburgh, PA	2018-06-22
Charles Heidlage	Pittsburgh, PA	2018-06-22
Margaret Connor	Pittsburgh, PA	2018-06-22
Karen Hager	Pittsburgh, PA	2018-06-22
Kim Flaherty	Pittsburgh, PA	2018-06-22
Lindsey Morrow	Pittsburgh, PA	2018-06-22
Katherine Ickes	Pittsburgh, PA	2018-06-22
Chris Storm	Pittsburgh, PA	2018-06-22
Aiden Diaz	US	2018-06-22

Name	Location	Date
Rochak Chadha	Pittsburgh, PA	2018-06-22
David Charlton	Pittsburgh, PA	2018-06-22
Chris Whissen	Pittsburgh, PA	2018-06-22
Tori King	Pittsburgh, PA	2018-06-22
MATTHEW WILLIAMSON	Pittsburgh, PA	2018-06-22
John Engle	Pittsburgh, PA	2018-06-22
Jed Rosenberg	New York, NJ	2018-06-22
Mark Tomlinson	Pittsburgh, PA	2018-06-22
Dean Stewart	Pittsburgh, PA	2018-06-22
Ghani Ettadry	US	2018-06-22
Leslie Ward	Pittsburgh, PA	2018-06-22
Lorranie Beu	Pgh, PA	2018-06-22
Katie shenot	Pittsburgh, PA	2018-06-22
Dan Wintermantel	Pittsburgh, PA	2018-06-22
Peter Wintermantel	Allegany, NY	2018-06-22
Joseph Juarez	US	2018-06-22
Timothy Ohrum	Pittsburgh, PA	2018-06-22
Brian E Kaminski	Pittsburgh, PA	2018-06-23
Kolton Price	US	2018-06-23
Deb Tencer	Hollidaysburg, PA	2018-06-23
Paige Beal	Hamtramck, MI	2018-06-23
Nicole Roach	Pittsburgh, PA	2018-06-23

Name	Location	Date
Rebecca Lamperski	Pittsburgh, PA	2018-06-23
Janet Gunter	Pittsburgh, PA	2018-06-23
Maria Durfey	Pittsburgh, PA	2018-06-23
Denise Abraham	Andover, AL	2018-06-23
Marianne Leahy	US	2018-06-23
Carole Weigel	US	2018-06-23
Ramiro Gomez	US	2018-06-23
Joseph Adams	Oakland, CA	2018-06-23
James Wick	Pittsburgh, PA	2018-06-23
Michelle Trumble	Pittsburgh, PA	2018-06-23
Nikki Robison	Pittsburgh, PA	2018-06-23
Glenn Olcerst	Pittsburgh, PA	2018-06-23
Paul Carson	Pittsburgh, PA	2018-06-23
Maureen Chalos	US	2018-06-23
Nicole Chaudet	Pittsburgh, PA	2018-06-23
Christian Norris	US	2018-06-23
Dr. James Worry	Pittsburgh, PA	2018-06-23
Ann Coddington	US	2018-06-23
Patrick Burinda	Central City, PA	2018-06-23
Heath Maksin	Secaucus, NJ	2018-06-23
Kirk Pope	Pittsburgh, PA	2018-06-23
tyrone graham	US	2018-06-23

Name	Location	Date
Nancy Steele	US	2018-06-23
Lyndsey Broderick	Pittsburgh, PA	2018-06-23
Ajay Malhotra	new york, NY	2018-06-23
Ginny Landis	Pittsburgh, PA	2018-06-23
Madelyn Black-Ocken	US	2018-06-23
Aleksei Kaminski	New York, NY	2018-06-23
Arthur James	Pittsburgh, PA	2018-06-23
Tom Wilson	Pittsburgh, PA	2018-06-23
Ashley King	US	2018-06-23
timothy thompson	US	2018-06-23
Mikey Sampson	US	2018-06-23
Cole Deyarmin	Pittsburgh, PA	2018-06-23
Robert Riefle	Pittsburgh, PA	2018-06-23
Craig Stevens	Pittsburgh, PA	2018-06-23
Shaday Berrios	US	2018-06-23
James Clary	Newtown Square, PA	2018-06-23
Kevil Shah	US	2018-06-23
Robert Oakenell	US	2018-06-23
Nancy Hoort	Hull, MA	2018-06-23
Randy Gilson	Pittsburgh, PA	2018-06-24
Peg Vrabel	West Mifflin, PA	2018-06-24
Randy Harley	Pittsburgh, PA	2018-06-24

Name	Location	Date
Eric Killmeyer	Hookstown, PA	2018-06-24
Alyssa Landa	Pittsburgh, PA	2018-06-24
Cathy Coudriet	Pittsburgh, PA	2018-06-24
Gillian Hubbard	US	2018-06-24
Laura Wall	Coraopolis, PA	2018-06-24
Chad Kopp	US	2018-06-24
William L. Casey	Pittsburgh, PA	2018-06-24
Erin Bregman	Pittsburgh, PA	2018-06-24
Maria MILLER---MCDERMOTT	Latrobe, PA	2018-06-24
Marilyn Detwiler	Pittsburgh, PA	2018-06-24
Lewis Lee	Parkersburg, WV	2018-06-24
Louis Friello	Pittsburgh, PA	2018-06-24
Jennifer Jenson	Pocatello, ID	2018-06-24
Bea Rosas	US	2018-06-24
Luke Kolasky	US	2018-06-24
Patricia Herider	Fort mohave, AZ	2018-06-24
Joan Gielas	Pittsburgh, PA	2018-06-24
Anita Vaswani	US	2018-06-24
Kevin Urda	Pittsburgh, PA	2018-06-25
Robert Stinelli	Pittsburgh, PA	2018-06-25
Kristen Daniels	Northfield, NH	2018-06-25
Rob Jensen	US	2018-06-25

Name	Location	Date
keiton brasher	US	2018-06-25
Mya B	US	2018-06-25
Geff Young	Pittsburgh, PA	2018-06-25
Julianna Hovanec	US	2018-06-25
Ruby Treat	US	2018-06-25
Matthew Mehalik	Pittsburgh, PA	2018-06-25
John Benjamin	US	2018-06-25
Ari Odamaki	Pittsburgh, NY	2018-06-26
Yen,Yin Chen	Pittsburgh, PA	2018-06-26
Sharon Mellinger	Pittsburgh, PA	2018-06-26
SHERRI THOMPSON	Pittsburgh, PA	2018-06-26
Laura Winter	Pittsburgh, PA	2018-06-26
Marie Engberg	Pittsburgh, PA	2018-06-26
Ebony Taylor	Pittsburgh, PA	2018-06-26
Seth W	Pittsburgh, PA	2018-06-26
Amy Rabenstine	Pittsburgh, PA	2018-06-27
Maria Gardner	Pittsburgh, PA	2018-06-27
Robyn Macerelli	Pittsburgh, PA	2018-06-27
Carrie James	Carnegie, PA	2018-06-27
Jazmine Harris	Pittsburgh, PA	2018-06-27
Jonathan Steinhauser	US	2018-06-27
Rebecca Reid	Pittsburgh, PA	2018-06-27

Name	Location	Date
Melissa Mongelli	Pittsburgh, PA	2018-06-27
Elizabeth Heft	Pittsburgh, PA	2018-06-27
Nicole White	Pittsburgh, PA	2018-06-27
Jessica Jackson	Pittsburgh, PA	2018-06-27
Rich Boyer	Glenshaw, PA	2018-06-27
Kathleen Tatum	Pittsburgh, PA	2018-06-27
Carol Gonzalez	Pittsburgh, PA	2018-06-27
Amy Welch	Pittsburgh, PA	2018-06-27
Mary Sprajcar	Chicago, IL	2018-06-27
Deborah Adams	Pittsburgh, PA	2018-06-27
JOSEPH RAVOIRA	Pittsburgh, PA	2018-06-27
Chuck McCorkle	Glassport, PA	2018-06-27
Adria Zawicki	Pittsburgh, PA	2018-06-27
Terry Wiezorek	Pittsburgh, PA	2018-06-28
Katie Ireland	Pittsburgh, PA	2018-06-28
Jill LaLumere	Pittsburgh, PA	2018-06-28
Kathrin Gassei	Pittsburgh, PA	2018-06-29
Coleman Ottie	Pittsburgh, PA	2018-06-29
Nicole Toney	Pittsburgh, PA	2018-06-29
Sarah McKeon	Pittsburgh, PA	2018-06-29
Caren Ieraci	Pittsburgh, PA	2018-06-29
Lynn Glorieux	Pittsburgh, PA	2018-06-29

Name	Location	Date
Tobias Feisst	Pittsburgh, PA	2018-06-30
Raymond Mongelli	Pittsburgh, PA	2018-07-01
Peggi Habets	Pittsburgh, PA	2018-07-02
Michele Adams	Pittsburgh, PA	2018-07-02
Susan McNulty	Pittsburgh, PA	2018-07-02
Katherine Gafner	Pittsburgh, PA	2018-07-02
Anthony Ieraci	PITTSBURGH, PA	2018-07-02
amy green	Pittsburgh, PA	2018-07-02
Tawny Cortese	Pittsburgh, PA	2018-07-02
Melody Geer	Pittsburgh, PA	2018-07-02
Shannon Pultz	Pittsburgh, PA	2018-07-02
C Dunhoff	Pittsburgh, PA	2018-07-02
Christine Gardner	Pittsburgh, PA	2018-07-02
Tom Jolley	Pittsburgh, PA	2018-07-02
Elizabeth Stephens	Pittsburgh, PA	2018-07-02
Barbara Daigneau	Pittsburgh, PA	2018-07-02
Cindy Mccauley	Pittsburgh, PA	2018-07-02
Karen Page	Pittsburgh, PA	2018-07-02
Tom Armstrong	Pittsburgh, PA	2018-07-02
Andrew Costigan	Pittsburgh, PA	2018-07-02
Yves Habets	Pittsburgh, PA	2018-07-02
A. Sandra Kelley	Pittsburgh, PA	2018-07-03

Name	Location	Date
Molly Small	Pittsburgh, PA	2018-07-03
Gary Lefebvre	Pittsburgh, PA	2018-07-03
Seba Eberhardt	Warren, MI	2018-07-03
Jeanne Emhoff	Pittsburgh, PA	2018-07-03
Abbey Sloss	Pittsburgh, PA	2018-07-03
Alberto Marcos	US	2018-07-03
Madison Nestor	Pittsburgh, PA	2018-07-04
Vera Liddle	Andes, NY	2018-07-04
Christiane Siewers	Pittsburgh, PA	2018-07-04
Gilbert Rojas	US	2018-07-04
Dione Santamaria	US	2018-07-05
Laurie Williams	East Pittsburgh, PA	2018-07-07

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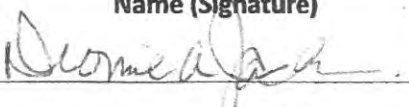
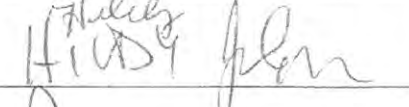
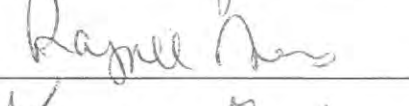
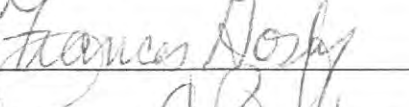
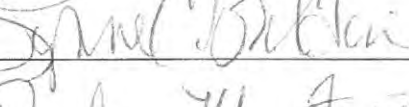
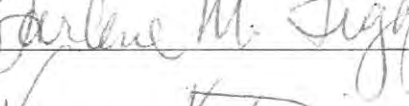
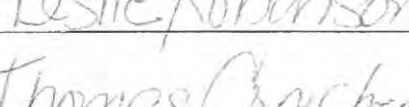
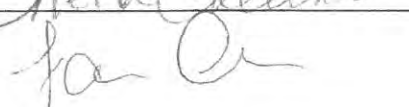
Name (Signature)	Name PLEASE PRINT	Address
Barbara Simpson	Barbara Simpson	
Brenda Simpson	Brenda Simpson	1211 Sheffield St
Bonnie Kenney	Bonnie Kenney	1218 Hamlin St
Yvonne Jones	Yvonne Jones	1527 Bidwell St
George Clark	George CLARK	1127 Island Ave
Jeff Putter	JEFF PUTTER	1841 Broad St
Robert Cuthbert	Robert Cuthbert	1427 Hamlin St
Virginia Bunker	VIRGINIA BUNKER	1416 Columbus Ave
Leah Baldwin	Leah Baldwin	1439 Nixon St Pgh PA 15233
Joycelyn Thomas	Joycelyn Thomas	1215 Pennick Ave
Jacqueline Allie	Jacqueline ALLIE Thom	1909 Shelly Dr. 15216
Maryn Formley	Maryn Formley	5402 Hamlin Kensington Pittsburgh PA 15201
Audrey Murrell	Audrey Murrell	1311 Liveoak St Pgh, PA 15223

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Name (Signature)	Name PLEASE PRINT	Address
	Dionne Jackson	2354 McCook St
	CURTIS CLARK	2010 SPRING GARDEN
	CARRIE THOMAS	127 Maywood St
Mamie Clark	MAMIE CLARK	814 George Coraopolis PA
	HILDY JOHNSON	248 KENNEDY AVE 15214
	Raynell Jones	824 Ballensta Ave 15234
	Frances Goshay	18 Helen St McKees Rocks 15136
	Lynne C. Baldwin	1325 Liverpool St Pgh. PA 15133
	Darlene M Figgs	940 Millendale St. Pgh. 15201
	VANESSA V. DAVIS	1330 Liverpool St. Pgh, Pa 15233
	Leslie Robinson	2121 Brighton Rd Tygh PA 15214
	Thomas Crashead Jr.	2121 Brighton Rd Pgh PA 15214
	Sheila Collins	110 W. North Ave # 405 Pgh, PA 15212
	Jaime Akrie	1443 Nixon Street, Pgh PA 15233

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Name (Signature)	Name PLEASE PRINT	Address
Holly Williams	Holly Williams	1100 Liverpool St. 15233
Marrissa Johnson	Marrissa Johnson	3523 Fleming Ave 15212
Janice Barnett	Janice Barnett	3415 Colby St
Gina Lee	Gina Lee	31 Bourne St
Inez Crenshaw	Inez Crenshaw	1427 Harlan St
Melissa Williams	Melissa Williams	1119 Pennsylvania Ave
Aaron Glenn	Aaron Glenn	2130 Apple Lane
John W. Hargis	John W. Hargis Jr	1534 Sheffield St Pgh Pa 15233
Betty Tate	Betty Tate	314 Mayfield Ave
Thomas Cavender	THOMAS CAVENDER	1014 Sheffield Apt 614
Audra V. Walker	Audra V. Walker	1119 Sooty Wood Dr
JEANINE BACON	JEANINE BACON	1414 Hamlin St Pgh Pa 15213
Ramon H. Waldon	Ramon H. Waldon	76 Watson Blvd Pgh Pa 15214

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Name (Signature)	Name PLEASE PRINT	Address
	KIRKLY PAIGE BEAL	833 Western Ave Pgh 15233
	TODD MEYER	104 Sampsonia St
	Judith Melvin	1614 Buena Vista
	Jake Wheatley	2015 Centre Ave Pgh, PA 15219
	Rochu Chadha	1201 Palo Alto St. Pgh PA 15212
	Joseph G Beal	931 Beal Ave Pgh 15232
	F.J. SCHMITT	818 Western Ave Pgh 15233
	Aerion Abney	1334 Columbus Ave Pittsburgh 15233
	JIM LAWRENCE	1237 Buena Vista St Pgh, 15212
	Jason Simmons	1225 Resaca Pl Pittsburgh, PA 15212
	DAVID SEIDEN	1214 BOYLE ST PITTSBURGH, PA 15212

Please return completed petitions to
Glenn Olcerst at 1200 Resaca Place,
Pittsburgh PA 15212

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Name (Signature)	Name PLEASE PRINT	Address
<i>Michelle J. Dugas</i>	MICHELE J. DUGAS	3 FOSTER SQ. 15212
<i>Sharon Mellinger</i>	SHARON MELLINGER	854 Beech Ave. 15233
<i>Emily C. Wiggins</i>	EMILY C. WIGGINS	15233 1232 PENNSYLVANIA AVE
<i>Arnet L. Edwards</i>	<i>[Signature]</i>	1328 Sheffield
<i>Eric Probala</i>	<i>[Signature]</i>	10 Allegheny Center #501 Pittsburgh, PA 15212
<i>Elizabeth Barbush</i>	Elizabeth Barbush	830 Beech Ave, Rear Pgh DA 15233
<i>Umo</i>	Lorraine Vullo	3 Allegheny Center #521 Pgh, PA 15212
<i>[Signature]</i>	Mitchell Schuur	831 W North
<i>Erin G. Creighton</i>	Erin G. Creighton	833 Western Ave 15233
<i>Laura Winter</i>	Laura Winter	517 Jacksonia St. Pgh, PA 15212
<i>Vincent Salvino</i>	Vincent Salvino	1265 Montecney St PGH, PA 15212
<i>Jake Bies</i>	Jake Bies	411 Eloise St. Pittsburgh PA 15212

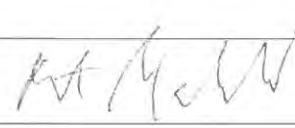
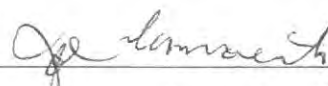
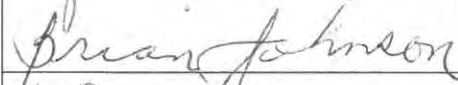
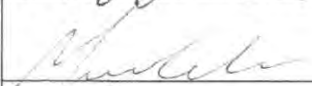
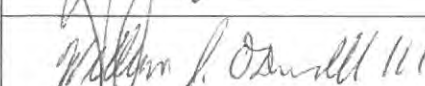
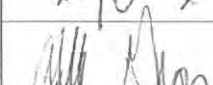
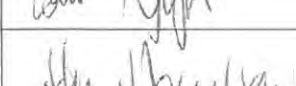
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Name (Signature)	Name PLEASE PRINT	Address
	Robert Markoff	913 Brighton Rd Pgh 15233
	JOE CAMMARATA	45 FOSTER SQ Pgh 15212
	Brian Johnson	46 Foster Sq. Pgh 15212
	SARA BECK SWEENEY	824 BEACH AVE PITTSBURGH PA 15233
	William L. Donovan	1432 Federal St Pgh Pa 15212
	Glenn Cron	1006 FARGO ST. Pgh, PA 15206
	Gretchen Duthoy	844 849 Beach Ave Pgh 15233
	JANE PERRY	40 Foster Square Pgh PA 15212
	Neil Starkin	854 Beach Ave Pgh 15233
	William J. O'Driscoll	1616 Chateau St Pittsburgh, PA 15233
	Ashlea Graziano	1325 Arch St Pgh 15212
	Arin Hamilton	426 N Taylor Ave Pgh 15212

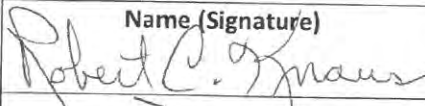
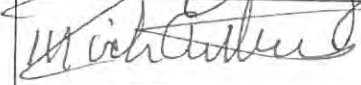
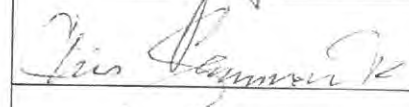
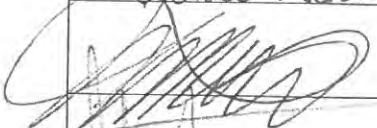
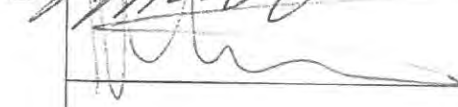
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Name (Signature)	Name PLEASE PRINT	Address
	Robert TC. KNAUS	843 Beech Ave. Pgh. Pa. 15233
	Ann Deely	515 Oakland Ave Pgh, PA 15213
	Rich Arthurs	206 W. North Ave. Pgh, PA 15212
	Anita Hornish	1128 PEMBERTON ST PGH PA 15212
	CHRIS CANIMHATA	45 FOSTER SQ PITTSBURGH, PA 15212
GEORGIA BRUCKER	Georgia Brucker	24 FOSTER SQ Pittsburgh, Pa 15212
Catharine Schmitz	Catharine Schmitz	1203 Monterey St Pittsburg, PA 15212
DAVID STACY		417 EAST NORTH AVE Pgh
David Stacy	DAVID STACY	417 EAST NORTH AVE Pgh PA. 15212
Marivose Radelet	Marivose Radelet	1246 Resaca Pl Pgh PA 15212
	Karl Owens	404 W. North Allen Pgh PA 15212
	Arthur James	1405 Monrovia St P. Hsburgh, PA 15212

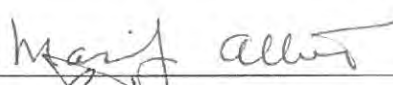
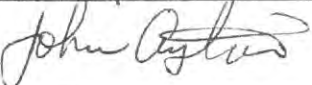
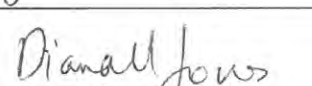
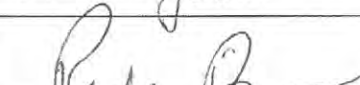
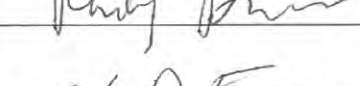
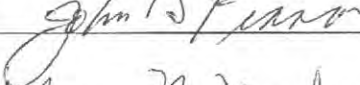
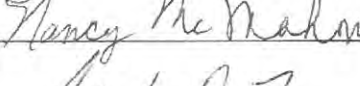
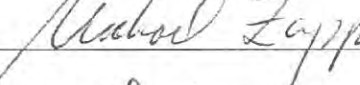
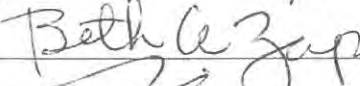
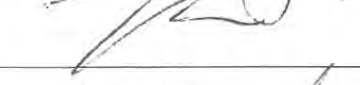
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	Marilyn Albert	622 Hampton Ave Pgh 15221
	Thomas Westfall	1522 Garfield Ave 15212
	John Augustine	208 W. NORTH AVE 15212
	Diana N Jones	1238 Resaca Pl. 15212
	Randy Burris	1222 Palo Alto St 15212
	JOHN FRANCONA	1234 RESACA 15212
	NANCY McMahon	1211 MONTEREY 15212
	Michael ZAPPA	917 BRIGHTON RD 15233
	Beth ZAPPA	917 Brighton Rd 15233
	Todd Kilgore	105 Jackson St
	MATT KOPRAK	823 N. Lincoln Ave. Apt 4

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Irene Surmik	IRENE SURMIK	205 UNION ST WILKINSBURG PA 15221
Bill Casey	Bill Casey	2225 Federal St Exn Pgh PA 15204
Ronald Westerman	Ronald T. Westerman	404 W. COMMERCE 15212 #108 Allegheny Senior APTS
Antonio C Paulalis	Antonio C Paulalis	1800 Island Ave Pgh. Pa - 15233
ALEXIS SYKUT	ALEXIS SYKUT	3707 CONIFERWAY AVE Pgh PA 15212
Donald W Kosy	Donald W Kosy	clon.kosy35@gmail.com
David Demko	DAVID DEMKO	ddemko@ scenicpittsburgh.org
Renée Cook	RENÉE COOK	1411 W 2nd Ave Pgh Pa 15233
Sara Parr	Sara Parr	4 Foster Square Pgh PA 15212
KATY MAZUR	KATY MAZUR	1 FOSTER SQUARE Pgh 15212
Ronni Weiss	Ronni Weiss	567 East End 15212

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Name (Signature)	Name PLEASE PRINT	Address
<i>Michael Shalley</i>	MICHAEL SHALLEY	850 N. LINCOLN AVE. Pgh 15233
<i>John DeSantis</i>	John DeSantis	719 Brighton Rd 15233
<i>Mary Callison</i>	MARY CALLISON	942 W. North Ave
<i>Nicholas Webb</i>	NICHOLAS A WEBB	847 W NORTH AVE Pgh, PA 15233
<i>Carole E. Malakoff</i>	Carole E Malakoff	913 Brighton Rd 15233
<i>Abi J Webb</i>	ABI J WEBB	847 W NORTH AVE Pgh, PA 15233
<i>Melvin Marie Williams</i>	Melvin Marie Williams	1329 Columbus Ave Pgh, PA 15233
<i>Gloria J. Sheppard</i>	Gloria J. Sheppard	1101 Allegheny Ave Pgh PA 15233
<i>Dennis Jeffcoat</i>	Dennis Jeffcoat	1206 Voskamp St Pittsburgh PA 15212
<i>Robert Rieple</i>	Robert Rieple	1210 Monterey St Pgh PA 15212
<i>Lisa Carver</i>	Lisa Carver	3 Marshall St Pgh PA 15214
<i>Carole E. Malakoff</i>	Carole E. Malakoff	913 Brighton Rd 15233

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Name (Signature)	Name PLEASE PRINT	Address
Stephanie Britten	Stephanie Britten	204 W. North Ave Pgh, PA 15222
Kenneth Holmes	Kenneth Holmes	131 Ridge Ave Pgh 15202
Caroline Stevens	Caroline Stevens	1209 Resaca Place 15212
Kathleen A Deis	Kathleen A Deis	1221 Buena Vista St 15212
Daniel W Deis	Daniel W Deis	1221 Buena Vista St 15212
Ted Szoch	Ted Szoch	401 W. Commercial Apt 405 Pittsburgh PA 15212
William McDowell	William McDowell	401 W Commercial Apt 111 Pittsburgh PA 15212
Robert V Edmunds	ROBERT V EDMUNDS	1108 SARFFIELD ST PGH PA 15233-1516
Gerald Korman	GERALD KORMAN	710 W. NORTH AVE. PGH 15212
Lynne Weber	Lynne Weber	1703 Buena Vista St Pgh 15212
Martin Warholc	MARTIN WARHOLA	825 PENNSYLVANIA AVE PGH 15233
Nick Sloan	Nick Sloan	1209 RESACA APTS PGH 15212

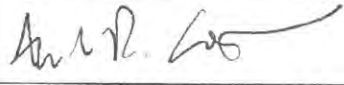
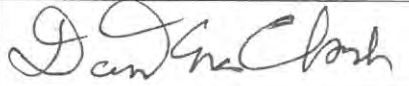
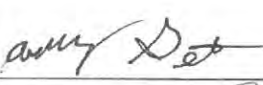
Please return completed petitions to
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Pittsburgh PA 15212

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Name (Signature)	Name PLEASE PRINT	Address
	Wm. R. Pricer	600 West North Ave Pittsburgh, PA 15212
M. F. Barbush	M. F. Barbush	828 Beech Ave. Pittsburgh, PA 15233
	Andrew R. Costigan	316 West North Ave, F Pgh, PA 15212
	David McClell	529 Garfield Pitts.
	Andrew Gierz	204 WEST NORTH AVE PITTS PA 15212
	Jonathan Bower	10 Allegheny Ctr Pittsburgh PA 15212
Kathleen Hagan	Kathleen Hagan	814 Cedar Ave Pittsburgh, PA 15212
Barbara Simpson	Barbara Simpson	3224 Orleans St. Pgh. PA 15214
	Jordan Hosier	1511 Garfield Ave Pittsburgh, PA 15212
Thomas Roop	Thomas Roop	5708 Ken Fern.
	Deborah Israel	1511 Garfield Ave Pgh 15212

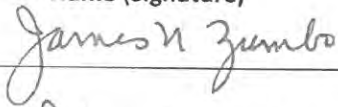
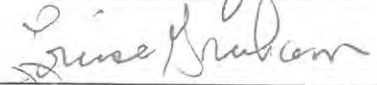
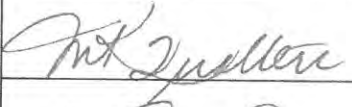
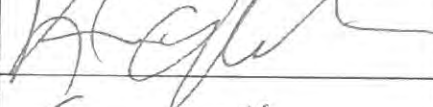
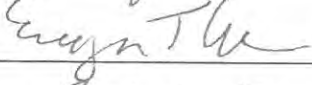
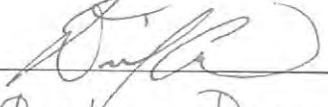
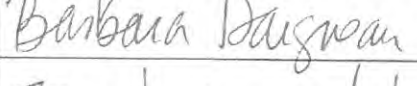
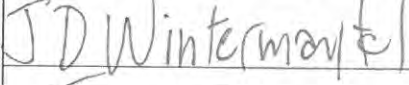
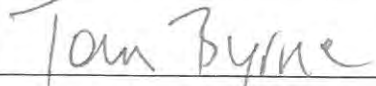
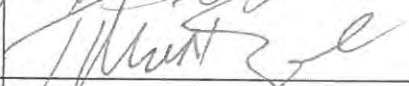
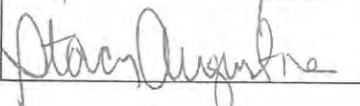
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	JAMES N ZUMBO	1601 WILSON RD PGH PA 15236
	RITA A. Zumbo	1601 WILSON RD Pgh. PA. 15236
	LOUISE GRAHAM	37 FOSTER SQ PGH 15212
	IYA Bolk	38 Foster Square Pgh PA 15212
	M.K. Qualters	19 Foster Sq. 15212
	Tom Guioi	7 Foster Sq 15212
	KEVIN ORZECZOWSKI	7 FOSTER SQ. PGH, PA 15212
	Eugene T. Wilson	851 Beech Ave pg 15233
	Daniel Adam	849 Beech Ave PGH 15233
	BARBARA DAIGNEAU	602 N TAYLOR AVE 15212
		1521 MONTEREY ST PGH 15212
		182 Field Club Pgh 15237
	Stacy Augustine	208 W. North Ave. Pgh PA 15212

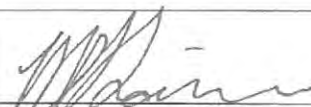
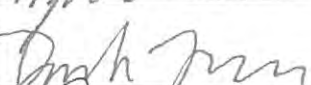
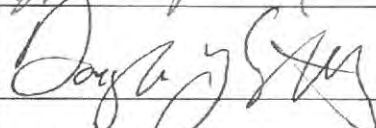
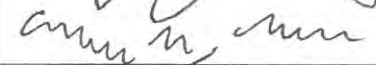
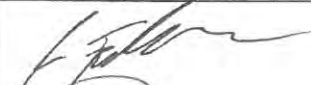
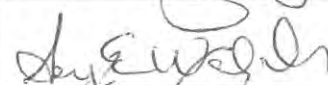
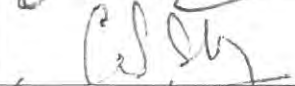
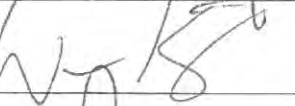
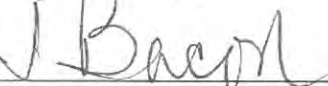
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	Dan Hosier	1511 Garfield Ave Pittsburgh PA 15212
	Deirdre Menchaca	1200 Arch St Pittsburgh PA 15212
	Douglas J Steeley	1703 BVENA VISON 15212
	CARSON W. LANE	940 BEECH AVE PITTSBURGH PA 15237
	JED FEUDMAN	1137 Braddock Ave Braddock PA 15104
	H. BARRY BIER	409 E LOISE ST Pgh PA 15212
	Amy Welch	1201 W. North Ave Pittsburgh PA 15233
	KLAUS GUTER	427 Elmwood St Pgh, PA 15218
	G. SHEARIN	412 Sampsonia Way Pgh PA 15212
	Warren Keyes	411 JACKSONIA ST Pgh PA 15212
		

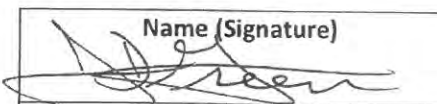
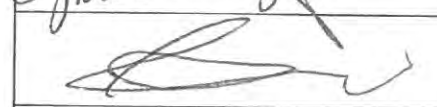
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	JEEROLD GREEN	1203 RESACA PL. Pgh 15212
George Kenderes	George Kenderes	46 Foster Square, Pgh. 15212
Randy Zotter	RAWDY ZOTTER	1239 Monterey 15212
Nan Donovan	Nancy Donovan	1432 Federal St 15212
Cynthia M. Berkowitz	Cynthia M. Berkowitz	10 Allegheny Ctr #612 15212
	Ari Odumaki	131 Edgewood Ave, APT 53 Pittsburgh, PA 15218
Emily Lewis	Emily Lewis	10 Allegheny center #521 Pittsburgh, PA 15212
Tom Little	Tom Little	406 N. Taylor Ave Pgh PA 15212
Chris Gates	Chris Gates	720 Cedar Ave. Pgh, PA 15212
A. B.	AMIR BROWMAN	1219 REDOUBT ST. PITTSBURGH, PA 15212
Lauren Palmieri	Lauren Palmieri	1208 Sherman Ave Pittsburgh PA 15212

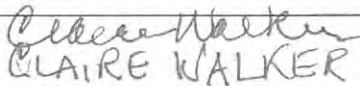
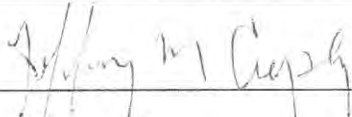
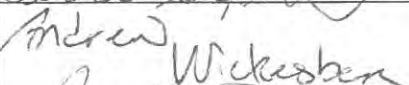
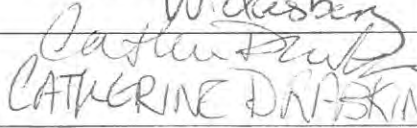
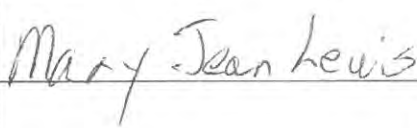
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Name (Signature)	Name PLEASE PRINT	Address
 CLAIRE WALKER	CLAIRE WALKER Claire Walker	205 UNION ST Wilkinsburg PA 15221
	Jeffery Cigaly	412 Foreland St Pgh Pa 15212
	Christopher Whissan	1201 W. North Ave 15233
	JAN F S PARRISH	15233
	Patricia Schaefer	Edgewood Borough Council President 2 Race Street Pgh Pa 15210
	Rebecca Ed Sparty	1141 pemberton st pg h pa 15212
	Ken Turnbull	250 E Ohio Pgh, PA 15212
	Terri Supawitz	310 Hay St. Pgh PA 15221
	Andrew Wickesbury	7222 Resaca Pl Pittsburgh PA 15212
 CATHERINE DRASKIN	CATHERINE DRASKIN	1320 Arch St
	Mary J Lewis	1435 Kuper St 15233

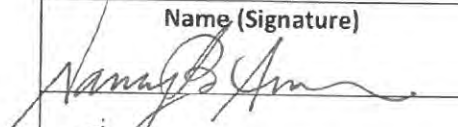
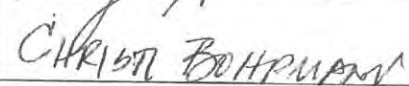
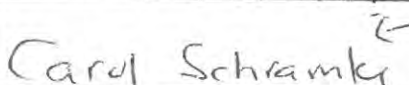
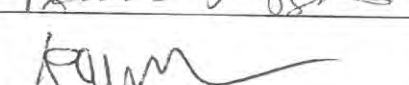
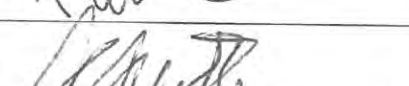
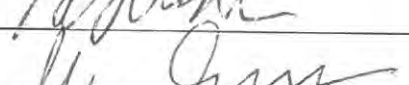
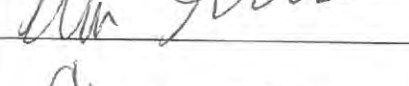
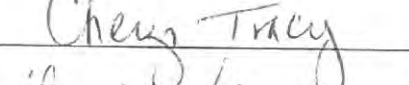
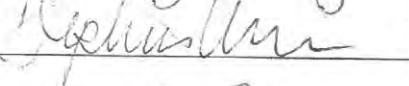
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	Nancy B. Aronson	1514 Buena Vista St. 15212
	CHRIST BOHRMANN	1318 Arch 15212
	Carol Schramke	940 Beech Ave 15233
	RENEE ROSENSTEEL	1616 CHATEAU ST FGH, PA 15233
	PAUL CARSON	1229 Sherman Av 15212
	Stephen Smith	1229 Monterey 15212
	John Gevers	1215 Monterey St 15212
		
	Stephanie Ulmer	427 Elmer St. 15218
	Paul Ooton	1801 Clayton Ave 15214
	Claudia N. Keyes	411 Jackson St

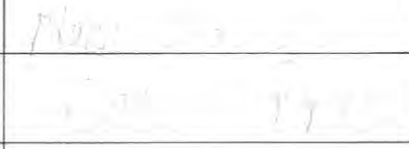
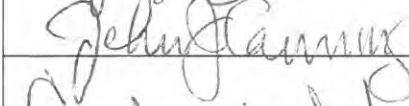
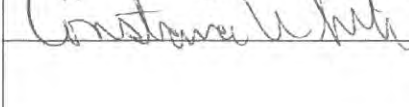
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		24 Foster Square 15212
		24 Foster Square 15212
	G. Denny	1787 Perrysville Ave. 15212
	ASHLEIGH SULLIVAN	1229 Buena Vista St. 15212
	John J. CANNING	607 JACKSONIA ST 15212
	Constance White	509 N Taylor 15212

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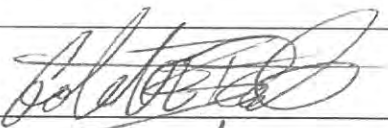
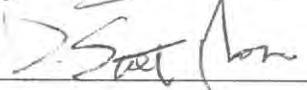
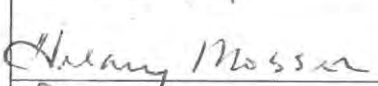
12

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	Gretchen Barton	931 Beech Pk PA 15233
	Scott Mosser	927 Beech Ave 15233
	HILARY MOSSEER	927 BEECH AVE 15233
	JOSEPH D. Iannotta	929 BEECH AVE 15233
	Linda D Iannotta	929 Beech Ave. 15233

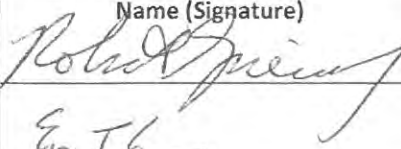
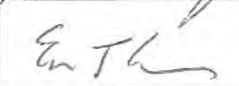
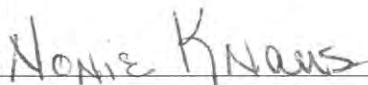
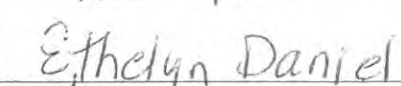
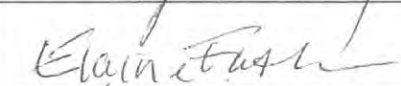
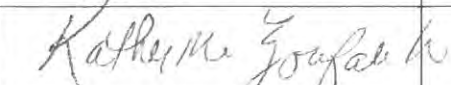
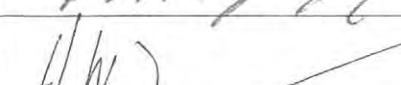
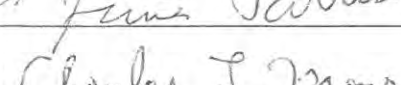
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	Robert D. Griewach	5625 Elgin St, Pgh PA
	Eugene Wilson	851 Beech, Pgh, PA 15233
	Allison Fatla	826 Beech Ave pgh PA 15233
	Nonie Knaus	843 Beech Ave Pgh 15233
	Ethelyn Daniel	907 Beech Ave 15233
	LARRY BERING	907 BEECH AVE 15233
	Elaine Fatla	826 Beech Ave 15233
	Katherine Zoufank	852 Beech Ave 15233
	ROBIN ZOUFANK	852 BEECH AVE Pgh PA 15233
	HARVEY YOUNG	930 Beech Ave Pgh PA 15233
	JAMES PARRISH	935 BEECH Pgh 15233
	CHARLES L. MOORE	17 JACKSONIA 15212
	Joseph B. Bule	931 Beech Ave 15233

Please return completed petitions to Glenn Olcerst at 1200 Resaca Place, Pittsburgh PA 15212

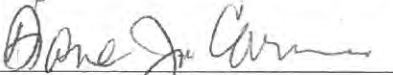
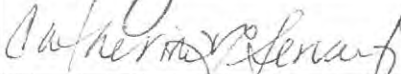
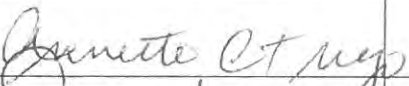
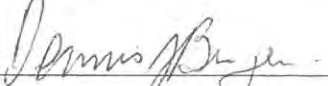
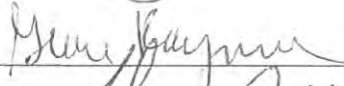
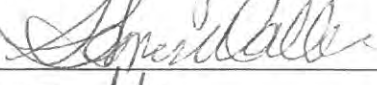
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	Laura Smith	5625 Elgin St, Pgh PA
	Diane Camuso	930 N. Lincoln Ave. 15233
	Catherine Servanti	851 Beech Ave. Pgh PA 15233
	Carole Robert	912 Galveston Ave 15233
	Annette C Trunzo	800 Beech Ave 15233
	Jason Young	846 N. Lincoln Ave 15212
	Steven Pignelli	1235 Palo Alto St. 15212
JOHN ENBLE		933 BEECH AVE 15233
	DENNIS BERGEVIN	808 GALVESTON 15233
	GREG COLL	946 W North Ave 15233
	Gloria Rayman	1009 Galveston Ave 15233
	S. JAMES GALLOCC	845 N. LINCOLN AVE 15233
	ANTHONY CARUSO	930 N. Lincoln 15233

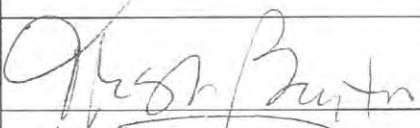
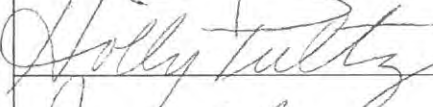
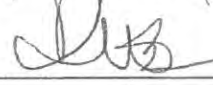
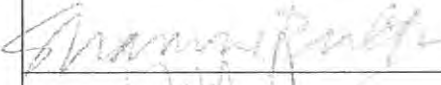
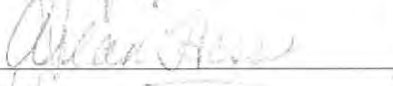
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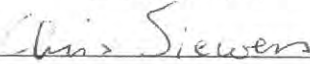
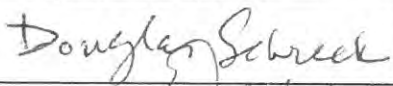
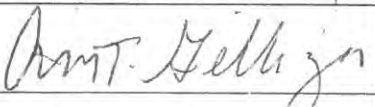
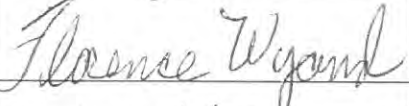
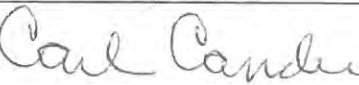
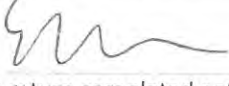
Name (Signature)	Name PLEASE PRINT	Address
	Trish Burton	926 Beech Ave 15233
	HOLLY PULTZ	918 Beech Ave 15233
	JAMES PARRISH	935 BEECH 15233
	Paul Beer	912 Beech Ave
	Karen Hailer Beer	912 Beech Ave
	Daniel M. Pultz	918 Beech Ave
	Susan Pultz	1125 S. VICTORIA AVE
	Allan Hesse	926 Beech Ave
	Allan Hesse	908 Beech Ave
	Howard Pultz	918 Beech Ave
	Martha Hamreich	844 Beech Ave
	Clayton Harris	1500 Terman Ave 15212

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	CHRIS SIEWERS	935 Beech Ave Pgh PA 15233
	DOUGLAS SCHRECK	808 GALVESTON AVE PGH 15233
	TOM Cihak	933 BEECH AVE PGH PA 15233
	Ann T. Gilligan	944 W North Pgh PA 15233
	Holly Pisanello	1235 Palo Alto Pittsburgh, PA 15212
	FLORENCE WYAND	890 Beech Ave Pgh PA 15233
	DORIS M. SHORT	946 W. NORTH AVE PITTSBURGH PA 15233
	Carl Canales	844 N. Lincoln Ave 15233
	Cecile Canales	844 N. Lincoln Ave Pgh PA 15233
	Lindsay McDonald	907 Brighton Rd #4 Pgh PA 15233
	Matthew Zauterbach	846 N. Lincoln Ave Pittsburgh PA 15233
	JOHN ROBERT	912 Galveston Pgh. 15233
	SUSAN MEADOWCROFT	1243 RESACA PA 15212

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Name (Signature)	Name PLEASE PRINT	Address
<i>Karina Westfall</i>	KARINA WESTFALL	1522 Cranfield Ave Pittsburgh PA 15212
<i>Sandra Knies</i>	SANDRA KNISS	1227 Resaca Pl Pgh Pa 15212
<i>Barbara J. Kelly</i>	BARBARA J. KELLY	1406 Arch St. Pittsburgh, PA 15212
<i>Eileen Arthurs</i>	Eileen Arthurs	206 W. North Ave Pittsburgh, PA 15212
<i>Michelle Adams</i>	Michelle Adams	1239 Palo Alto St Pgh PA 15212
<i>Dawn Gunn</i>	Dawn Gunn	610 Sampsonia Way Pgh PA 15212
<i>Gwendolyn Moore</i>	Gwendolyn Moore	1215 Arch St Pgh PA 15212
<i>Leslie J. Ward</i>	Leslie J. Ward	1239 Monterey St Pittsburgh, PA 15212

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M. Arthue	Molly Arthue	1414 Junata St 15233
Marietta Connor	MARIETTA CONNOR	1411 ARCH STREET,
Beth Hackney	Beth Hackney	1219 Reddour St.
Thomas J. Hammond	THOMAS J. HAMMOND	1906 MANHATTAN ST
Joseph A. Pendo	Joseph A. Pendo	1211 Columbus Ave
Nina Pendo	Nina Pendo	1211 Columbus Ave
P. Bacon	P. Bacon	121 Sheffield St.
Cathy Brosky	Cathy Brosky	112 Fountain St Pgh PA 15212
Doug Bailey	Doug Bailey	1583 Renner St Pittsburgh, PA 15226
John Robert	JOHN ROBERT	912 Salomon Pgh - 15233
Elaine Stone	Elaine Stone	831 W. North Ave
Thomas Dorn	Thomas Dorn	828 W North

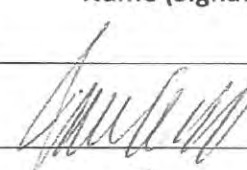
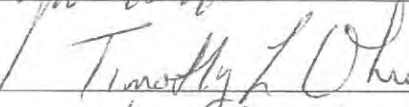
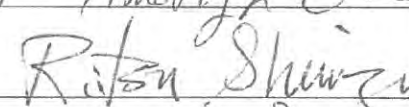
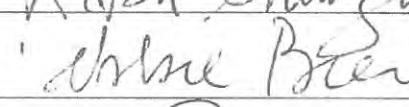
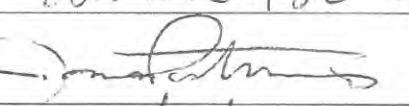
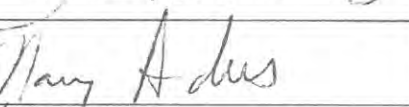
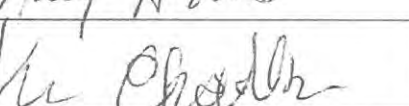
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	Same A. Wuel	517 Jacksona St. Pittsburgh, PA 15212
	Timothy L. Ohm	404 West North Ave Pgh PA 15211
	Ritsu Shimizu	710 Beech Ave Pgh - PA 15233
	Debbie Bier	1409 ELOISE PGH - PA 15212
	JAMES PASTORIUS	502 W NORTH AVE PGH PA 15212
	Nancy Andrews	502 W. North Ave PITTS. PA 15212
	Kristen Chadha	1201 Palo Alto St PGH PA 15212
	The Bretton Family The Bretton Family Hess + Haydon	931 Beech Ave Pittsburgh, PA 15233
	Stephen Morse	524 Knoll St Pgh Pa 15212
	DARYLIN NAGY	1214 BOYLE ST PA PGH 15212
	Neil Pugham	582 Alpine Ave Pittsburgh, PA 15212
	Jara Thompson	1240 Resaca Pittsburgh, PA 15212

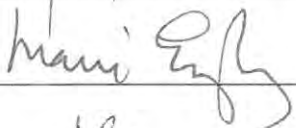
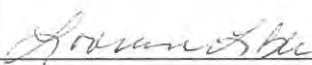
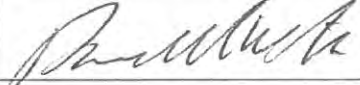
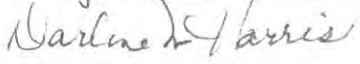
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	Quincy Kofi Swatson	3035 Pennysville Ave Apt 1 Pgh PA 15214
	Marie Engberg	1235 Resaca Place Pgh 15212
	Jessica Ben	417 N. Taylor Ave Pgh PA 15212
	Lorraine Ben	415 Chester Ave Pittsburgh Pa 15214
	EARL V Coleman	1110 Bidwell St Pgh, Pa 15233
	Elaine Fatta	824 Beech Ave Pgh 15233
	Jenna Lesker	840 Beech Ave Pgh, PA 15233
	Nick Lloyd	846 Beech Pgh 15233
	Randy Casciola	608 N. Taylor Ave Pgh PA 15212
	Cheryl Casciola	608 N. Taylor Ave Pgh, PA 15212
	DARLENE HARRIS	414 C. 2ND ST Pgh, PA 15219
	Abbey R. Surina	116 Hemlock St. Apt 3 Pgh, PA 15212

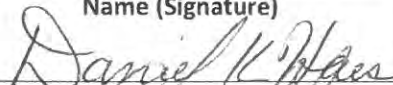
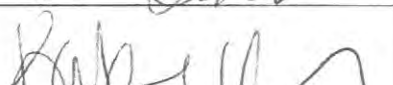
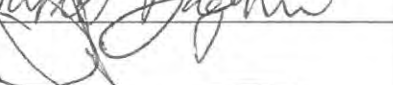
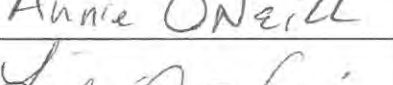
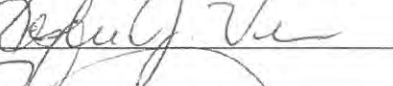
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	Daniel Haas	620 N. Taylor Ave #3
	MARK DEPINA	1214 Resaca Pl 15212
	Kate Kay	1520 Brighton Rd 15212
	Lukas Bagshaw	613 N Taylor
	Lynn Johnson	1223 Palo Alto 15212
Annie ONeill	A ONeill	502 W. North Ave
	Leslie J. Vincen	1521 Monterey St.
	MACE PONAC	1514 Resaca Pl
	MATTHEW GREBNER	1741 HOWELL ST
	Bethany E. Dandson	1326 Liverpool St PA 15233
	Murie Barcik	1115 Sheffield St
Greg Mucha	Gregory Mucha	1726 Buena Vista St
	GARRY MOORER	1215 ARCH ST.

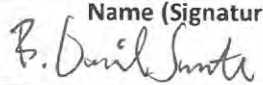
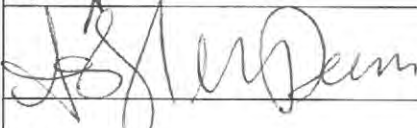
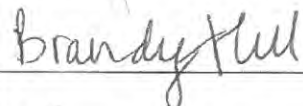
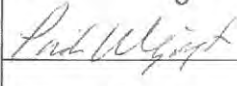
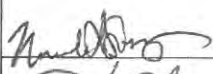
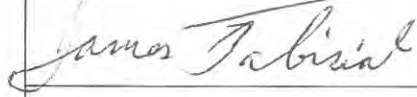
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	B. David Smith	1707 Vollmer Dr. Glenshaw
	Megan Flynn	118 S 21st St Pittsburgh PA
	Katherine Storrack	5000 3rd St N Versailles, PA
	Jae Cho-Zollinger	6609 Church Ave. Ben Aron PA
	Randy Francisco	128 Willett Dr Verona 15147
	ASHLEIGH DEEMER	1017 COAST AVE PITTSBURGH 15216
	Erica Jackson	5726 Pearson St, Pittsburgh 15217
	Brandy Hill	5010 Meadowridge Ln Gibsonia PA 15044
	LINDA WIGINGTON	135 Meadowbrook Road Waynesburg PA 15342
	Nicole Sossey	6906 McClure Ave Pittsburgh PA 15216
	Tom Schuster	1118 Conner Ave Johnstown, PA 15105
	James Fabisiak	2205 Lenox Oval Pittsburgh, PA 15237
	Annie Regan	500 306 Fairmont Street Pgh, PA 15232

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Rob Busher	Robert F. Busher	1225 Sandusky St.
Samantha Carpenter	Samantha Carpenter	4334 Lydia St, 15207
Kelley A. Krepps	Kelley A. Krepps	16 Gaskel Street #REAR Pittsburgh, PA 15211
Paul Freeman	PAUL FREEMAN	7101 PENN AVE Pgh PA 15208
Devon Gjebre	Devon Gjebre	3925 Butler St. PGH, PA 15201
Nathan Enos	Nathan Enos	29 Emerald St. Pgh PA 15210
Debra Smit	Debra Smit	37 Woodland Dr Pgh, PA 15228
Michele Fetting	Michele Fetting	113 W. Chapel Ridge Rd. Pittsburgh, PA 15238
Sonia Kowal	Sonia Kowal	354 TERRACE AVE PITTSBURGH PA 15202
Rachel Flippini	Rachel Flippini	6 ASP 1133 S Braddock Ave Pgh PA 15218
Kelly Yagatch	Kelly Yagatch	239 Rosecrest Dr Inverness, PA 15146

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Newspaper Articles After the Open House

June 23, 2018

Taking on the trains: Consider Norfolk Southern's impact on 14 Communities

June 26, 2018 – Open House

June 26, 2018

North Side residents fearful of raising bridge to carry double-stack Norfolk Southern trains

June 28, 2018

Standing up to freight trains will take brass

June 29, 2018

Norfolk Southern's railroad plans for our community

July 2, 2018

State, city join North Side efforts to change Norfolk Southern plans to raise Bridges

July 12, 2018

Norfolk Southern project will eliminate closed Overland Bridge between Braddock and N. Braddock

July 12, 2018

Takin on trains: Find a way to mitigate local effect of taller cars



Taking on the trains: Consider Norfolk Southern's impact on 14 communities

June 23, 2018 12:00 AM

By Glenn Olcerst

Norfolk Southern Railroad is accelerating its plan to raise bridges in order to drive much longer and heavier double-stacked trains along a 20-mile route through the North Side and Manchester city neighborhoods, plus Swissvale, Braddock and North Braddock. The work will begin immediately, to be completed by 2020. The railroad has openly admitted that highly hazardous and toxic materials will be transported along these lines.

This means human waste sludge from New York and New Jersey, radioactive fracking sand and many more railcars filled with gas and oil. The extra weight and vibration present a heightened safety concern given the condition of aging underlying sewage/water pipes and infrastructure.

Beyond that, the noise (increased exponentially by greater train weight on the wheels) and the additional black carbon diesel air pollution from the increased train traffic will reduce the quality of life of the residents of these dense urban neighborhoods and negatively impact protected historic parks, landmarks and properties.

Before work commences, the deleterious effects along the new route must be balanced against the railroad's profits and the needs of interstate commerce. In fact, the law requires it. Residents of the affected communities should attend a public meeting from 6 to 8 p.m. Tuesday at the Children's Museum on the North Side.

In order to accommodate the taller trains, infrastructure, bridges, and roads must be modified. Norfolk Southern already has its own line adjacent to the Monongahela River that skirts the city and has no overhead clearance issues. Norfolk Southern has two arguments against continuing to use this alternative route: landslides and efficiency generated by a claimed three-hour saving in transit time.

While it's true that landslides have occurred in the past, the topography above the track was secured in 2014 and no landslide has occurred since.

With respect to the transit time saving, railroad officials have refused to disclose the basis for the calculation or the monetary value of the saved time. But with a three-hour savings, we can expect the dispatch computers to funnel trains nonstop over the modified route.

Norfolk Southern is pledging \$8 million toward the project, with the remainder coming from PennDOT (via our tax dollars). The North Side's West North Avenue bridge is scheduled to be raised 3 feet in height. The cost for that bridge alone will consume over \$5 million of those funds. A citywide-supported fight by affected residents at this bridge — which presents the best legal test case — could forestall the railroad's plans.

Because raising that bridge will result in a road safety hazard (it is a primary route for emergency vehicles), multiple community groups have asked Norfolk Southern to instead lower the tracks. Norfolk Southern maintains that option is not possible because of the existence of underlying water/sewer lines. It turns out that the reason being given for raising the bridges is the very reason why the tracks must be lowered.

Pittsburgh Water and Sewer Authority executive director Robert Weimar stated publicly that Norfolk Southern did not first consult with PWSA about the issue, and that the 6-foot-diameter lines under the track running through Allegheny Commons were between 100 and 150 years old and at the end, or near the end, of their useful life.

Mr. Weimar told me that both the extra weight and vibration caused by longer, heavier trains is a real concern that could require either replacement or reinforcement because these lines are made entirely of brick.

Spending many millions to raise the bridges, plus millions more in mitigation for the impact on properties and Allegheny Commons, and thereafter dealing with a derailment because of a collapsed sewer line, is imprudent. The track should be lowered while the sewer lines are replaced/reinforced at the outset.

Logic aside, because the city gets new bridges early without any “nick in its budget,” it seems to care more about the railroad's \$8 million contribution than it does about the well-being of residents, the direct impact on their property or quality of life, or the use and enjoyment of its own park land. But in the city's defense, it has asked Norfolk Southern to hold one public meeting.

If you attend Tuesday's public meeting, you can hopefully have all your questions answered in person. (If your questions are not publicly and openly answered or you do not agree with the response, contact Chief of Staff Dan Gilman at Daniel.gilman@pittsburghpa.gov.)

Other cities facing these same issues have negotiated agreements by railroads to electrify the rail line, or utilize hybrid engines or black carbon scrubbers. Other jurisdictions have instituted zoning regulations against "poop trains" and passed ordinances to protect the population from silicosis resulting from the transportation of fracking sand.

Of course there is always recourse to the federal courts under the National Historic Preservation Act or the National Environmental Policy Act.

Much more information — including how PennDOT sold us down the proverbial river, and how Pittsburgh's foundation community might help — can be found in an expanded article published on the website of the Allegheny City Central Association (alleghenycitycentral.org) or directly here: bit.ly/2toCxx7.

Glenn Olcerst, an artist and former attorney, lives in the Central North Side (glennolcerst@gmail.com).



North Side residents fearful of raising bridge to carry double-stack Norfolk Southern trains

June 26, 2018 10:17 PM

By Ed Blazina / Pittsburgh Post-Gazette

Norfolk Southern plans to begin work by the end of the year on a \$28.6 million project to adapt 14 bridges to give the railroad a second route through the city for double-stack freight cars.

But PennDOT, the city and especially North Side residents — where preliminary plans call for two bridges near Allegheny Commons park to be raised about three feet — may have different ideas.

The railroad displayed plans Tuesday evening in an open-house format at the Children's Museum on the North Side, where residents could view plans for various parts of the project and ask individual questions.

That didn't sit well with residents who wanted a more formal presentation. They showed their displeasure by wearing a series of stickers criticizing the lack of a formal environmental impact statement for the project, the wisdom of doubling the number of trains through a heavily populated neighborhood and potential damage to the park.

"This is just pro forma so they can say they had a meeting," said Glenn Olcerst, a retired attorney who lives in Central North Side. "It's disrespectful."

Mr. Olcerst, who's done years of research on the railroad's path through the neighborhood, said three aspects of the plans to raise the bridges at Pennsylvania and West North avenues concerned him. Those are increasing the weight and vibration on brick sewer lines more than 100 years old under the tracks; creating a greater chance for puddling, which occurs when higher tracks create a larger area to accept rain runoff that can damage ground supporting the tracks; and higher cars navigating a sharp bend near the Clark Building on Martindale Street.

Mr. Olcerst and other residents would rather see the railroad lower the tracks, as it will do at Columbus Avenue, than raise the bridges. Other concerns include increasing an already-steep grade at North Avenue that could make it difficult for emergency vehicles to pass and a proposal to create two-level sidewalks along Pennsylvania Avenue so pedestrians would have access to businesses.

Rudy Husband, the railroad's vice president for government relations in Pennsylvania, said it would be too expensive and disruptive to lower the tracks, a process known as undercutting.

"Undercutting is not possible," Mr. Husband said. "We're going to have to raise the bridges."



Mr. Husband stressed the railroad is being "as transparent as possible" and is "not trying to jam anything down their throats." But he said it is a "critical" project for the railroad, which wants to increase the number of trains on that line from 20 to 25 a day now to 40 to 50 a day.

City and PennDOT officials say they will closely monitor the project, which involves city-owned bridges on the North Side. City Councilwoman Darlene Harris, whose district includes the North Side, said she will call for a public hearing to get questions answered and PennDOT District Executive Cheryl Moon-Sirianni said the state has hired a consultant to review the effect of the bridge projects.

“We’re at the very infant stage of this project,” Ms. Moon-Sirianni said. “We can see there’s a lot of concern here. [The consultant] will be charged with reviewing all of those concerns and making recommendations on what to do about them.”

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Brian O'Neill: Standing up to freight trains will take brass

June 28, 2018 12:00 AM

By Brian O'Neill / Pittsburgh Post-Gazette

More than 200 people crowded into The Children's Museum on the North Side Tuesday night to see a slick presentation of big changes proposed for nearby bridges and sidewalks and such, and it would have been easier to find Waldo than someone who liked what they were seeing.

Norfolk Southern wants to raise the bridges at North and Pennsylvania avenues so it can run double-stacked trains on the four tracks where conventional trains rumble 20 to 25 times a day now. They travel a deep, walled ditch that has split West Park for more than a century, and the rail company intends to add 20 to 25 of the taller trains each day if it can get more clearance under the bridges.

It's been state policy for at least 25 years to have 22-foot clearances on all new overpasses. That's designed to help the Port of Philadelphia get more traffic, a goal recently kicked into a higher gear by the widening of the Panama Canal. That doubled its tonnage capacity and has all East Coast port operators salivating.

Pennsylvania Department of Transportation officials were at this meeting, too, quick to tell anyone who asked that this project is just in its early stages. But the railroad wants 10 structures between Braddock and the North Side modified by 2020, and is kicking in only \$10 million of the \$30 million cost.

The idea of spending tens of millions of tax dollars for an unwieldy redesign of bridges and sidewalks that nobody driving or walking them seeks? Not a lot of fans out there.

"We should not suffer or subsidize Norfolk Southern making more money," Carson Lane, a longtime resident from nearby Allegheny West, said. (Full disclosure: He lives on my street and I know most of the people I'm quoting here because I've lived near these tracks since 1990.)

Norfolk Southern would save time running this route. Its double-stacked trains, which can take as many as 300 tractor-trailers off the roads, currently take tracks above the Monongahela and Ohio rivers on the South Side before crossing the Ohio at [Brunot Island](#) farther downriver.

That's where the trains should stay, said John DeSantis. He and Glenn Olcerst, a retired attorney in the Mexican War Streets, helped organize a mass turnout of people wearing stickers such as "46,000 people within 500 feet" and championing the need for an Environmental Impact Statement on this.

"The freight bypass [on the South Side] is there for that purpose and it's functioning," Mr. DeSantis said. Norfolk Southern "wants to move through the center of the city" but nothing about this switch would be to the city's economic benefit.

Folks were frustrated that this meeting was just a lot of milling around maps and aerial photos. People from PennDOT and Norfolk Southern, and design consultants from Michael Baker International, were standing by, but nobody was in charge.

PennDOT District Executive Cheryl Moon-Sirianni said it hadn't ruled out lowering the tracks rather than raising the bridges, or perhaps a mixture of both. Norfolk Southern says sewers running parallel to and under the track bed make that impossible, but Ms. Moon-Sirianni is not yet sold on that and said her department would work with both the railroad and the city to meet the needs of all parties.

But she didn't see the status quo as an option. PennDOT can't dictate which line the railroad chooses to use, she said.

"I think the deck is stacked against the community and PennDOT is part of that collusion," Tom Barbush of Allegheny West said.

All politics is local and local politicians were none too pleased. City Councilman Dan Lavelle and state Rep. Jake Wheatley, whose districts take in part of the lower North Side, both scoffed that they were at anything like a town meeting. "It's a dog-and-pony show," Mr. Lavelle said. "A lot has to happen before this goes forward." Mr. Wheatley said he would not want to see any state money spent on this without more community input.

Mayor Bill Peduto said via email Wednesday morning he's told both the railroad and PennDOT that there needs to be a meeting with city planners, followed by a community forum on the plan's

strengths and weaknesses, followed by another meeting to figure out how to make changes based on those critiques.

My guess? Some tinkering and delays and then double-stacked trains take the shortcut Norfolk Southern wants. The railroad has more lawyers.

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Norfolk Southern's railroad plans for our community

Rep. Jake Wheatley June 29, 2018 | 2:09 PM

Like many of you who attended or are aware of Tuesday night's Norfolk Southern community meeting regarding their plans for the railway running through our neighborhoods, I was left feeling very disappointed. The meeting felt like an obligation to meet the bare minimum and your concerns were not answered or addressed. I immediately contacted the Department of Transportation to determine what role it has in this process and what was going to happen moving forward. Please know, whether we're talking about a major public matter or an obscure issue in one neighborhood, as your state representative I will always do my best to demand answers and advocate on your behalf.

Since the community meeting, my staff and I have been in regular communication with PennDOT, including a conference call directly with Transportation Secretary Leslie Richards. During our conversation, the secretary assured me personally that PennDOT was just as unsatisfied with the meeting and that this is not how it does business. We discussed the issue in more detail, which I will explain, but I felt it was important to let you know despite what appears to be a poor start, your state government is working for you. I will continue to vigorously advocate on your behalf, as I always have, and I believe the secretary when she assured me this process is going to change course.

I know many of you submitted questions and concerns at the meeting. PennDOT promised me they were all collected and are being processed and organized so they can be answered to the best of their ability. They assured me, and asked that I assure you, those questions and concerns were not discarded. Once the department has a chance to do the work that needs to be done on their end, they will be displayed and discussed publicly.

Also, the secretary told me in no uncertain terms an impact study will be done for this project. Despite any agreement the department reaches with Norfolk Southern to finance an impact study, it will be conducted by a consultant of PennDOT's choice. This is another important promise that addresses the serious fear this project would go forward without one. Having PennDOT choose the firm conducting the study means the minimum will not be done by a firm hired to return with predicted results, but instead a thorough and complete study of all options and each impact will be conducted. I hope this point helps ease what was one of my biggest concerns.

This project is part of a Railway Grant from the state to improve rail transport across the commonwealth. There are economic benefits, as well as benefits to keeping fewer trucks on the road, both for our roadways and environment. The grant requires a 30 percent match of funds from the private company to ensure everyone is invested in its success. That said, PennDOT claims it will not

allow this to move forward until all requirements are met and the public is given ample opportunity to understand how each change would affect them, including an opportunity to respond. I requested the secretary have these meetings take place in each individual neighborhood, focusing on the portion of the project impacting them. According to PennDOT, major construction on the bridges in question would not begin until 2020, and it has promised these meetings will have occurred well before those portions of the project would begin.

Ultimately, I felt it was very important that I find every way to provide you with as much information as possible. I hope this helps ease any alarm that these projects are about to be rammed through without any further opportunity for you to be involved. I believe the information I've received from PennDOT, and I think it wants to see this done right, but have no doubt that I will continue to be an activist on your behalf, however this moves forward.

State Representative Jake Wheatley Jr.

19th Legislative District

Send Feedback (<http://www.pahouse.com/Wheatley/Contact>)

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State, city join North Side efforts to change Norfolk Southern plans to raise bridges

July 2, 2018 7:51 PM

By Ed Blazina / Pittsburgh Post-Gazette

North Side residents, upset about Norfolk Southern Railways' plan to raise the height of two bridges, went into a meeting with the railroad last week with a goal of bringing state and city officials to their side.

They succeeded.

State Transportation Secretary Leslie S. Richards said Monday that her department will spend the next three or four months reviewing the project to consider other options, including a hybrid plan that would lower the track a little and raise the bridges a little. The railroad says the work needs to be done so it can route double-stack container cars through the North Side.

Ms. Richards also said she was unhappy with the open-house format of the meeting and would require a more formal presentation in the future.

In addition, Dan Gilman, Mayor Bill Peduto's chief of staff, said in an email to residents that the railroad has had "minimal" involvement with the city about the project and that the mayor has told the railroad of his "sincere frustration" with last week's meeting. He said many residents complained that they "left feeling more confused and more disenfranchised" by the meeting.

And state Rep. Jake Wheatley, D-Hill District, held a conference call last week with Ms. Richards to express his concerns.

"We're going to take a few months and look at what other options there are," Ms. Richards said Monday. "We hope to get back to them in late summer or early fall."



The railroad received a \$20 million grant from PennDOT in April 2017 to upgrade 14 bridges throughout Allegheny County, including three on the North Side. It presented plans for the full range of changes last week in the basement of the Children’s Museum, including the options for raising bridges at Pennsylvania and West North avenues and lowering the track bed at Columbus Avenue.

Rudy Husband, the railroad’s vice president for government relations in Pennsylvania, said it is less expensive to raise the bridges than it is to lower the tracks and the railroad applied for the grant specifically to raise the bridges. It generally costs five or six times more to lower tracks, he said.

“The grant was for work to be done in a specific way,” said Mr. Husband, who added that he had not heard of the hybrid suggestion before. “That would change the economics completely,” he said.

The railroad has said the project would allow it to increase the trains through the North Side from 20 to 25 a day to 40 to 50 a day after it shifted some double-stack trains from the current, longer route through the South Side. The railroad is using \$8.6 million of its own money on the project.

The format for last week’s meeting, which displayed plans at various points along the project and had railroad representatives available to answer individual questions, had been approved by the city and PennDOT in advance, Mr. Husband said. But when double the expected crowd attended —

as part of a campaign by North Side groups who handed out stickers to residents to show their displeasure with various aspects of the project — “things could have been a little smoother,” he conceded.

Mr. Wheatley said he’s glad PennDOT is doing an additional review of the project. The agency has hired consultant Johnson, Mirmiran & Thompson Inc.

“I’m very happy [PennDOT is] open to looking at alternatives,” he said. “I don’t know what the right solution is. I would hope all involved would look at any and all suitable solutions.”

Glenn Olcerst, a Central North Side resident who’s among those against the project, said he is encouraged that officials are paying attention to some of the residents’ concerns but urged them to keep up the pressure. Officials also need to review other aspects such as air pollution and possible disruption to historic Allegheny Commons park, he said.

“This is better than nothing,” he said. “But it’s way short of what it’s going to take to satisfy people here.”

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First Published July 2, 2018 7:51 PM



Norfolk Southern project will eliminate closed Overland Bridge between Braddock and N. Braddock

July 12, 2018 1:53 PM

By Ed Blazina / Pittsburgh Post-Gazette

On Pittsburgh's North Side, Norfolk Southern's plans to change a series of bridges to accommodate double-stack rail cars has caused a public uproar from residents concerned the changes will damage a historic park, increase noise and ruin the streetscape for vehicles and pedestrians by increasing the grade approaching two bridges and putting sidewalks below street level.

But to the east, officials in Braddock and North Braddock are thrilled because the railroad's plans will eliminate an expensive problem they haven't been able to address: the Overland Bridge. As part of its remedial work, Norfolk Southern will demolish the bridge and create dead ends on each side of the tracks with the approval of both boroughs, said Rudy Husband, the railroad's vice president for government relations in Pennsylvania.

The railroad received a \$20 million grant to help pay for changes at 14 sites across Allegheny County, which includes raising the height of some bridges and lowering the track bed under bridges in others. The changes will allow the railroad to establish a second, shorter route for sending double-stack rail cars through the Pittsburgh area.

The severely deteriorated Overland Bridge, a small structure that crosses the tracks on Overland Street between Corey Avenue in Braddock and Hawkins Avenue in North Braddock, has been closed since 2014. That's because the financially struggling boroughs don't have the funds to replace it.

Tina Doose, Braddock's council president, said her borough has no problem with Norfolk Southern removing the bridge and not replacing it.

“It would take millions to take care of that bridge and these boroughs don’t have that kind of money,” she said. “It just makes absolute financial sense to let them take that bridge down.”

The bridge has been closed so long that residents have learned to get along without it, Ms. Doose said. In addition, there’s another link via a small tunnel under the tracks at Fourth Street in North Braddock and Corey Avenue in Braddock.

“It doesn’t create any great traffic situation for us because people are already used to [the bridge being closed],” she said.

Similarly, North Braddock Council voted to authorize the railroad to tear down the bridge.

“Tearing it down was a godsend for us,” said Doug Marguriet. “We never would have had the money to replace it.”

Similarly, North Braddock Council last month passed a resolution asking the railroad also to remove a pedestrian bridge that crosses the tracks at Frazier Street between the two boroughs. Mr. Marguriet said the structure is little used, overgrown and an engineering analysis shows it also needs substantial work.

The railroad hasn’t reached a decision on whether to raise that bridge or eliminate it, Mr. Husband said.

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Taking on trains: Find a way to mitigate local effect of taller cars

July 12, 2018 12:00 AM

By the Editorial Board / Pittsburgh Post-Gazette

North Side neighborhoods like the Mexican War Streets and Allegheny West have fought mightily to bounce back from poverty, crime and decay. Once two of the city's least desirable neighborhoods, they're now among the finest. Norfolk Southern Railway shouldn't be allowed to change that.

Yet rail traffic has played an important role in Pittsburgh's industrial development, and the city should strive to maintain its status as a transportation hub. That's why residents and the railroad should try to find common ground on the latter's plan to enhance its freight-carrying presence through the North Side.

To the residents' dismay, the railroad wants to raise two bridges at Pennsylvania and West North avenues by about 3 feet so that it can begin double-stacking freight cars on trains it runs beneath them. The disruption would not be minimal. It would change the alignment of roads and sidewalks, without adjusting the footprint of the homes that front on them.

The railroad, which now operates as many as 20 to 25 conventional trains on that route each day, wants to up the number of daily trains to as many as 50 once it starts running the double-stacked variety there as well. That would mean more noise and more air pollution from trains running through the North Side.

In all, Norfolk Southern wants to raise or otherwise alter 14 bridges in Allegheny County to forge a faster, higher-capacity route to Philadelphia, running double-stacked trains where it doesn't now. Manchester — another North Side neighborhood on the move — also would be affected. Suburban communities like Braddock, North Braddock and Swissvale likewise would face the additional noise and air pollution from more-frequent trains and double-stacked freight cars.

The railroad landed a \$20 million state grant to cover much of the bridge work, and its attitude is: We want it, so it must be done. While railroad executive Rudy Husband said Norfolk Southern isn't trying to ram a project down anyone's throat, it sure seems like it.

It got the grant without making peace with the people who live along the route or the officials who represent them. Dan Gilman, Mayor Bill Peduto's chief of staff, cited the railroad's "minimal" contact with the city and his boss' frustration with a disorganized public meeting on the project.

When officials suggested a compromise that would lower the tracks a little and raise the bridges some, Mr. Husband said, "The grant was for work to be done in a specific way." The moral here is that community input should come at the beginning of a project, not when the train is well down the tracks.

Yet residents should be open-minded and realistic, too. The railroad is a long-term neighbor looking to expand its reach for its own good and for broader economic gain. Moreover, transportation of goods by train is kinder to the environment overall compared with transportation by big-rig trucks.

The city, county and state should work with residents and the railroad to find common ground that allows for peaceful co-existence.

Frequently Asked Questions

Pittsburgh Vertical Clearance Project
City of Pittsburgh, Boroughs of Swissvale, Braddock and North Braddock
Allegheny County
Public Open House #1
FREQUENTLY ASKED QUESTIONS
Tuesday, June 26, 2018

1. Why did Norfolk Southern have so little details on the projects at the open house?

The proposed projects ("projects") are early in the preliminary engineering and PennDOT review process. The projects are in the scoping stage at this point which includes identification of issues, preliminary alternatives, as well as potential resources that may be impacted by each of those alternatives under the Commonwealth of Pennsylvania Act 120 of P.L. 356 (Act 120) amended Section 2002, and related requirements. The open house was intended to provide an opportunity for the public to review the project locations and the proposed alternatives identified to date and to solicit comments concerning the potential effects on the environment, historic resources, or other applicable resource areas from the proposed projects and alternatives.

2. When will an Environmental Impact Statement (EIS) be conducted and made available for public viewing?

The proposed projects are early in the PennDOT/Act 120 Transportation Program Development and Project Delivery Process (i.e., preliminary engineering and environmental review process). Per PennDOT guidance, for projects where there will be no Federal-aid funding (receiving only State funding in both design and construction), National Environmental Policy Act (NEPA) regulations do not apply. For projects with state funding, a state Environmental Documentation (ED) would be prepared for projects that would be considered categorical exclusions (actions that do not individually or cumulatively have a significant environmental effect and are categorically excluded from the requirement to prepare an EIS or EA) under NEPA, and an Environmental Evaluation Report (EER) would be prepared for projects that would be Environmental Assessments (EAs) or EISs under NEPA. Projects completed as EDs and EERs must still comply with PA Act 120 and other applicable state laws, and the ED or EER will be subject to public review and comment.

3. When will there be a town hall meeting for residents to properly voice their concerns?

We plan to undertake future meetings in line with PennDOT's public involvement guidance for these types of projects. Final meeting formats will be determined by PennDOT in accordance with Act 120 requirements and Publication 295 (Project Level Public Involvement Handbook). Once the projects are more developed, considering the comments received during the June 26 Public Scoping Open House and PennDOT guidance, the team anticipates hosting additional special purpose meetings (neighborhood meetings, focus group meetings) with interested

entities in potentially affected areas to provide more detailed project information, both from an engineering standpoint and an environmental and historical impact perspective.

Also, citizens may access information about the projects on the Norfolk Southern website at www.nscorp.com/pittsburghclearanceproject - available September 2018.

4. Why must the double-stack trains be run on this line rather than around the city as they do today?

The current Norfolk Southern double-stack train route through Pittsburgh is via the Port Perry Branch and the Monongahela (Mon) Line. This route is currently at capacity, and as a result, trains frequently face congestion issues. The infrastructure and geography of the Mon Line create challenges for timely handling the service sensitive intermodal freight that uses it today. The Mon Line has a 3-mile single-tracked segment that includes a tunnel and an adjacent bridge over the Monongahela River. This 3-mile segment is the largest chokepoint on Norfolk Southern's route between Chicago and the New York metropolitan area.

Aside from the capacity constraints on the Mon Line, the topography adjacent to the railroad right-of-way for much of the distance through Pittsburgh is susceptible to landslides from Mount Washington. The slope of Mount Washington continues to shift, and each time it does, the potential exists for soil and rock to be deposited on the railroad tracks, making them unable to be traversed until the debris is removed and the slide area stabilized. Aside from the significant costs incurred for cleanup, the slides create potentially hazardous conditions and routinely cause hours of delay. These landslides range from moderate to severe in nature and the timing of the incidents is unpredictable.

The landslide problem has been such an issue in Allegheny County that Allegheny County officials announced a "Landslide Task Force" on July 3, 2018.

5. Why is lowering the tracks not being considered? What is the detailed cost comparison?
- Track lowering is an option that is being considered at each proposed project location. Alternatives analyses will assess track lowering, bridge raising, and reasonable alternatives in accordance with Act 120 and PennDOT guidance.*

The adjustment to obtain the required minimum vertical clearance varies from 6 inches to 2 ft 9 inches depending on the specific location. Several of these locations have infrastructure constraints including retaining walls with adjacent sewers, parallel and perpendicular utility runs, and other adjacent building and bridge foundations, that would greatly complicate construction, or even preclude track lowering.

The trough in which the railroad operates adjacent to Allegheny Commons Park presents a particularly complex challenge in this regard. The trough contains four (4) active mainline tracks, which are in daily use by both Norfolk Southern and Amtrak. Temporary (and potentially

permanent) track removal would be required to facilitate any track lowering process in this area and would present very real and ongoing operational challenges. Technically, the location presents significant challenges as the tracks in this area are immediately adjacent to the walls and foundation of the concrete and cut stone retaining structure. Lowering the tracks would require removal of up to an estimated 6 feet of existing roadbed and subgrade material adjacent to these walls and foundations, creating concerns for wall stability, and increasing the potential exposure of the wall foundation zone to the detrimental effects of frost action.

As information, a cost analysis was done for the replacement of the West Ohio Street Bridge in this same area, and it was estimated the cost of lowering the track would be 7 times greater than modifying the roadway structure above the trough.

At several locations where track lowering presents technical or operational challenges, the overhead structures have been deemed to be structurally deficient. It is important to note that with or without this project, these structures will ultimately need to be replaced.

6. What is the expected increase in frequency of train traffic?

The line can accommodate more than 70 trains per day as it currently exists. Today, Norfolk Southern averages approximately 34 trains per day through the Northside area, of which approximately 21 move between the Central Business District and Braddock/North Braddock. Under the proposal, Norfolk Southern anticipates that it would operate approximately 56 trains per day through the Northside area, of which about 43 would move between the Central Business District and Braddock/North Braddock.

7. What are the anticipated noise impacts to the community? Is there a noise mitigation plan (e.g., provision of barrier walls, etc.)?

The proposed projects are early in the preliminary engineering and PennDOT/Act 120 process including input from the public on issues and resource areas appropriate for analysis. At this time, only preliminary qualitative screening assessments have been performed. This analysis indicates the potential for a minor impact in certain project areas.

Additional noise analysis is being performed in the normal course of the environmental evaluations. If the results show that a noise mitigation plan is needed, one will be developed along with any other environmental mitigation.

8. What are the expected effects on air quality from increased train traffic?

The proposed projects are early in the preliminary engineering and PennDOT/Act 120 process including input from the public on issues and resource areas appropriate for analysis. At this time, only preliminary qualitative air assessments have been performed. The projects were evaluated for emissions impacts, which were found to be below de minimis levels as defined under the general conformity rule, and as such would not be subject to a conformity determination.

Qualitatively, the projects will have positive impact on regional emissions as the proposed route is shorter than the current alignment with greater capacity and more reliability. Rail can move one ton of intermodal freight an average of 468 miles on a single gallon of fuel, and one intermodal double-stack train can remove up to 300 trucks off congested highways. Federal regulations on locomotive emissions govern the locomotives that will be used for these trains, and the intent of those regulations is to protect human health and the environment through emissions regulations. As regulations have been tightened over the years, they are intended to reduce emissions over time as locomotives are purchased or upgraded. Given these facts, it is not expected that the proposed projects would lead to new or worsened air quality issues.

Additional air quality analysis will be performed in the normal course of the environmental evaluations.

9. Is it possible for double-stack trains to run on non-diesel alternatives?

Freight railroads operate with diesel-electric locomotives that comply with USEPA emission standards. Non-diesel motive power with a capacity to effectively and efficiently propel and control freight trains of the type operated by Norfolk Southern in this corridor are not available or operated by the Class I rail freight carriers on the national freight network. Even if available, changing the type of motive power for brief line segments would require enormous investment in infrastructure and equipment, and would cause substantial service disruption and delay to this segment of the national freight rail network.

10. What types of cargo will be on the double-stack trains?

A typical intermodal train carries primarily consumer products, such as clothing, food, and electronics. Less than 4 percent of the material on a typical intermodal train could be considered hazardous. These materials are often simply items that are typically found in retail use (e.g. paint, lubricants, etc.). The type of cargo transported will not change with the operation of double-stack intermodal cars.

11. Why has there been no collaboration with PWSA regarding the state of old pipelines beneath the tracks? Are the old pipes strong enough to withstand increased train load and frequency?

The proposed projects are early in the Act 120 environmental analysis stage. The team has identified locations of sewer, water, storm water and combined sewer in the vicinity of the proposed projects. Norfolk Southern has been meeting and has had discussions with the City of Pittsburgh on these projects since December 2015. Norfolk Southern has met with or plans to meet with PWSA and other utility companies that may be affected by the proposed projects or any alternatives, as well as other affected stakeholders as part of the alternative selection process.

To the extent there are PWSA or other pipes under the current rail alignment, those pipes currently withstand the weight of a locomotive, which weighs around 240 tons. A double-stack rail unit weighs less than 100 tons, and has axle loading that is equal to, or lower than, other types of rail equipment currently routinely operated on the route. While the frequency of

loading may increase due to increased train volume, the point loadings imparted on the track and roadbed will not increase.

Lowering of the tracks (as suggest by Question 5) would reduce the existing physical separation between the railroad's track and roadbed and the City's aging infrastructure.

12. Will communities along the tracks be impacted by traffic disruptions due to construction?
How will continual emergency vehicle and public transportation access be ensured?

Construction will be temporary and a traffic plan is being developed in coordination with the City of Pittsburgh to provide for coordinated detours utilized during construction to minimize traffic disruptions. These detours will be provided to emergency services to minimize or eliminate delays associated with the construction activities. These projects will not affect or impair access to public transportation. Any traffic disruptions will be approved by the City of Pittsburgh and PennDOT. Ultimately where bridges nearing end-of-life are replaced the proposed projects will provide a net improvement to vehicular traffic, emergency vehicle and public transportation through extending corridor lifespan.

13. Has there been any investigation into the effect of these projects on nearby property values?

The proposed projects are early in the PennDOT/Act 120 preliminary engineering and review process, and potential for impact to property values will be evaluated during that process.

14. Will residents of the senior living center, and other individuals with impaired mobility, be able to easily navigate the new sidewalks and raised bridges?

Where the proposed projects contemplate modifying the walkways on bridge structures, we will account for ADA compliance as a part of the overall design process. In addition, ADA compliance will be a consideration in choosing the preferred alternative.

15. Will reduced sightlines along planned roadways decrease the safety of pedestrian crossings?

The proposed projects' location alternatives are still being developed. Pedestrian safety was a key concern as part of the responses to the June 26 Public Open House comment forms and will be addressed as part of design. All projects will be designed in accordance with the applicable ASSHTO and PennDOT design manuals.

16. Is Norfolk Southern aware of the historic significance of Allegheny Commons park?

Norfolk Southern is aware that Allegheny Commons Park is the oldest public park in Pittsburgh and is considering impacts to historic resources in the environmental and historic reviews it is undertaking for the projects and their alternatives. One of the benefits of the proposed project is that Norfolk Southern plans to restore the pedestrian bridge in the park that was closed in 1999 and removed in 2013.

17. Why are tax dollars being used to fund this project?

The Commonwealth of Pennsylvania has determined that reinforcing its transportation infrastructure is a key priority. In 2013, the legislature passed Act 89 (HB 1060), which, among other things, provides funding annually for projects in all modes of transportation, including railroads. The legislature determined that Act 89 had significant public benefits, including job creation, improving roads and bridges, ensuring economic competitiveness with neighboring states, and avoiding crippling service cuts. By approving funding for these proposed projects, the Commonwealth has determined that they will advance steps it has already taken to improve the efficiency and reliability of the Commonwealth's surface transportation system at the regional and national level, as well as increase the Commonwealth's economic competitiveness. It will certainly improve the connectivity between freight modes vital to national commerce by facilitating faster and safer freight movement. Indeed, the Pittsburgh Clearance projects will complete the final segment of the public-private partnership that began in the mid-1990's between the Commonwealth of Pennsylvania and Conrail to create a high-speed double-stack intermodal corridor.

18. What precautions will be taken to mitigate the risk of derailment and other accidents?

The table below is a compilation of accident/incident information every railroad in the U.S. is required to report to the Federal Railroad Administration on a monthly basis. The numbers in the calendar year columns in the table below reflect the absolute number of train / on-track vehicle incidents or derailments on each railroad's system during that calendar year. The ratios reflect the number of train/on-track vehicle incidents or derailments per million train miles operated. The lower the ratio, the better the safety record. As shown, Norfolk Southern has historically been one of the safest Class I railroads operating in the U.S.

Railroad	2013	2013 Ratio	2014	2014 Ratio	2015	2015 Ratio	2016	2016 Ratio	2017	2017 Ratio	2018*	2018 Ratio*
NS	193	2.01	228	2.38	213	2.21	190	2.08	197	2.09	59	1.95
CSX	196	1.99	249	2.47	248	2.62	234	2.89	243	3.37	84	3.91
UP	501	3.02	504	2.91	521	3.22	474	3.21	468	3.09	151	3.03
BNSF	407	2.48	409	2.46	424	2.61	354	2.43	344	2.43	114	2.42
KCS	43	3.99	38	3.32	48	4.39	27	2.62	39	3.59	11	3.19
CP	39	2.92	15	1.25	19	1.7	14	1.61	14	1.56	3	0.99
Class 1s	1,428	2.32	1,487	2.40	1,507	2.53	1,293	2.35	1,329	2.38	431	2.38
Industry	1,853	2.48	1,887	2.46	1,932	2.62	1,669	2.43	1,696	2.43	556	2.42

* Through April 2018

Norfolk Southern invests more than a billion dollars annually to maintain and improve its infrastructure. This includes frequent track inspections in accordance with FRA regulations and operating rule enforcement with employees. In addition, over the past ten years, NS has spent \$1.4 billion to install Positive Train Control (PTC), which will, among other things, prevent train collisions and overspeed derailments. NS will be installing PTC on this route.