

Please Join Us for

US Route 30 Master Plan Community Workshop 3

Thursday, March 15, 2007

You choose the location

Ligonier Township Building
One Municipal Drive, Ligonier

3:00 to 5:00 p.m.
(Registration 2:30)

OR

University of Pittsburgh at Greensburg
Chambers Hall - Hempfield Room

7:00 to 9:00 p.m.
(Registration 6:30)

Ideas? Questions? Contact Us!

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US Route 30 Master Plan
Please visit our website at www.route30plan.com to view the latest news on the Plan.

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Community Newsletter

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Workshop 2 Summary: Where Do We Want to Be?

How might we balance the density, design, and type of growth along the US Route 30 corridor in ways that support economic vitality, preserve environmental quality, and move traffic safely? And what are the implications of different growth patterns on the ability of each municipality to maintain high quality public services?

Participants discussed these questions and more at the second community workshop for the US Route 30 Master Plan on January 18, 2007 at the University of Pittsburgh at Greensburg. Through gaming exercises and lively dialogue, participants brainstormed possible growth scenarios, and talked about land use and transportation strategies that could help achieve the best blend of development and traffic flow in the years to come.

Through a hands-on mapping exercise, participants created ideal development scenarios based on their choice of three goals: **Vibrant Cities and Towns, Healthy Suburban Communities, or Thriving Rural Areas.** Using colored dots to represent additional **jobs and housing**, participants identified places and potential transportation improvements that would support a bright future. Some key priorities emerged from this exercise including:

- Optimize existing infrastructure
- Redevelop existing communities
- Use transportation to spur desired development

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Workshop 3: How Will We Get there?

March 15th Workshop to Focus on Regional Scenarios

In March, area residents will have the opportunity to review the land use and transportation scenarios generated from Workshop Two, and identify the blend of options that will best support traffic flow and safety, economic vitality, and environmental preservation throughout the corridor.

To encourage participation, the workshop will be conducted in two locations on Thursday, March 15th. The first session will be held at the **Ligonier Township Building from 3:00 p.m. to 5:00 p.m.** and will be conducted in an open house format with a short presentation highlighting the impacts of each scenario. The session will be repeated at the **University of Pittsburgh at Greensburg Chambers Hall from 7:00 p.m. to 9:00 p.m.** All area residents, merchants, and civic group members are welcome to attend at the location and time most convenient for them. All ages are welcome - a table and materials will be available for children and young people to express their ideas, as well.

If you need accommodations for hearing, visual or physical disabilities, or want to share questions or concerns, please contact the Smart Growth Partnership at 724-836-7048, or visit the project website, www.route30plan.com.

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The study team will use ideas, such as the ones listed for the examples below, to test development scenarios along the Route 30 corridor. A summary of all of the discussions and maps can be found on the project website, www.route30plan.com.



Healthy Suburban Communities - Group 2

- Provide **jobs, housing, and green space** in close **proximity** to one another
- Utilize **existing transportation network** around New Stanton as a catalyst for new jobs and housing
- Connect the **airport to the turnpike** in New Stanton.
- **Balance green space** along Route 30



Vibrant Cities - Group 1

- Redevelop **numerous smaller cities**, with jobs clustered along rail corridor and Route 30
- Maintain **green space in the eastern end of the County**, and around the Loyahanna Reservoir
- Consider a **commuter rail service** using existing railroad infrastructure between Greensburg and Pittsburgh

Draft Optimal Corridor Conceptual Plan Presented at Second Public Workshop

A critical outcome of the US Route 30 Master Plan is a strategy to optimize traffic flow and safety along the existing corridor, without significant widening or construction of expensive bypasses. At the January workshop, the consultant team presented an Optimal

Corridor Conceptual Plan which establishes a “best-case scenario” and allows study participants to assume that future roadway capacity would be improved to the optimal level possible through a program of relatively low-cost, practical improvements to the operations of the facility. The plan includes improvements such as:

- Intersection improvements such as turning lanes, signage, and signalization improvements;
- Access management opportunities to consolidate entrances, connect shopping centers, and develop parallel service roads;
- Operational strategies such as medians, jughandles, U-Turn locations; and
- Intelligent Transportation Systems (ITS) investments such as optimized traffic signalization; traveler information systems, etc.

Modifications to the plan may be made as the scenario planning progresses and as further study is conducted.



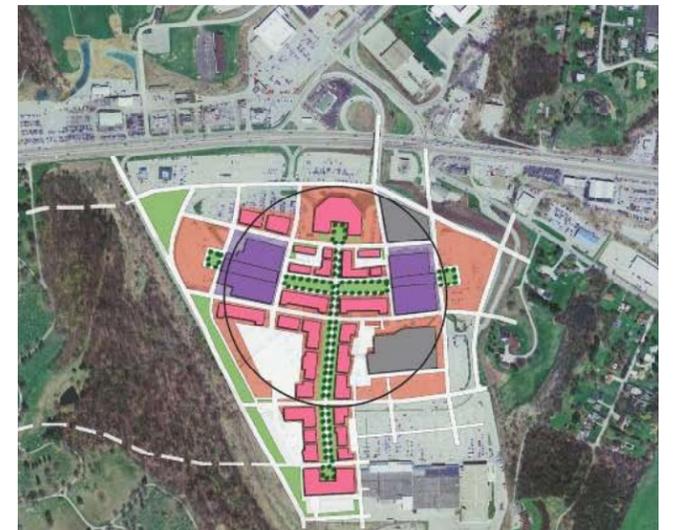
Key Design Principles: Integrating Transportation and Land Use

Based upon input from the first community workshop in October 2006, the master plan study team discerned the following principles to serve as a guide for more detailed subarea plans to be developed later in the study process. The images below illustrate several ideas for applying these principles in communities along the corridor. These plans will demonstrate specific strategies to simultaneously improve transportation networks and community quality of life.

- **Walkability** - Scale, safety and quality of network
- **Accessibility** - Distance to a destination, number and quality of connections, parking, bicycle network
- **Quality** - Jobs and local amenities, parks and recreation, aesthetics and safety, mixture of use



This example demonstrates how a former urban industrial/employment center, such as downtown Jeannette, could be revived as a mixed-use business district with a pedestrian oriented Main Street, interconnected system of parks and plazas, and range of housing types.



This example shows how a suburban retail center along Route 30, such as the Westmoreland Mall, could redevelop into an enhanced retail/office center. By creating a block network with parallel connections off Route 30, re-orienting parking, and developing a system of public parks, accessibility and walkability can be improved.

- SFR
- COMMERCIAL
- MFR
- MIXED USE
- CIVIC/INSTITUTIONAL
- EMPLOYMENT/INDUSTRIAL