

US Route 30 Master Plan



University of Pittsburgh
at Greensburg
166 Millstein Library
150 Finoli Drive
Greensburg, PA 15601
724-836-7048
www.smartgrowthpa.org



A part of the
University of Pittsburgh
at Greensburg



Project Overview

As we grow over the coming years, how can we ...

- ◆ preserve our rural areas?
- ◆ revitalize our towns?
- ◆ ensure safe and efficient transportation?



The Smart Growth Partnership of Westmoreland County

(SGPWC) has initiated a planning process with local planners and community stakeholders to answer these questions. The result will be a vision and plan for the 40-mile stretch of the historic "Lincoln Highway" that connects the historic small cities and growing suburbs east of Pittsburgh to the scenic Laurel Highlands. When complete, the US Route 30 Master Plan will become a strategic blueprint for Westmoreland County's economic growth corridor. It will utilize sound land use and transportation planning approaches. It will lead to cost-conscious investment priorities, intelligent strategies for congestion management, multi-municipal develop-

The Process

The US Route 30 Master Plan is a three-stage, multi-phase project, over a period of three or more years. The three stages include:



To develop the Route 30 Master Plan, the SGPWC and the communities and agencies it serves, are working together with a consultant team to answer the four questions below. The process of working through these questions allows the community to, in essence, write its own story – past, present, and future.

The work products will include:

- ◆ A **Corridor Profile** to answer the question "Where are we now?"
- ◆ **Alternatives Analysis** to answer the question "Where are we going?"
- ◆ **Affirming the Vision** to answer the question "Where do we want to be?"
- ◆ **Strategies for Action** to answer the question "How do we get there?"

US Route 30 Master Plan

Project Working Group

The US Route 30 Master Plan Working Group is a technical advisory committee that is guiding the Plan. The members include:

William Beaumariage
Andrew Blenko
Ben Breniman
Hallie Chatfield
CJ Chopich
David Ginns
Olga Herbert
Allen Kukovich
Phil Light
Kim Miller
Leslie Mlakar
Larry Morris
Michael O'Barto
William Piper
Dennis Puko
Senator Bob Regola
John Shepherd
John Skiavo
Bud Smail
John Surmacz
Joseph Szczur
Sara Walfoort
Michael Walsh
Kelly Wolfe

"PennDOT is very excited to be a part of the Route 30 Master Plan being championed by the Smart Growth Partnership of Westmoreland County. It is my hope that the study is developed in a manner that allows it to stand the test of time, and becomes a model for cooperation and collaboration of all parties involved, to effectively manage economic growth and transportation needs for the region."

Joseph Szczur, P.E.
District Executive
PennDOT District 12-0



Optimal Community Design

Existing Urban Mixed-Use/Employment Downtown Jeannette



Renewed Urban Mixed-Use/Employment Downtown Jeannette



Key Design Principles

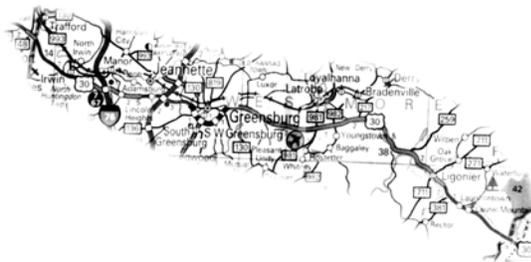
- *Quality*
- *Accessibility*
- *Walkability*

US Route 30 Master Plan Outcomes

The overarching desire for the Master Plan is to link land use and transportation to enhance economic opportunities.

Specific outcomes will include:

- ◆ Narrative and visual descriptions of the desired future look and function of the corridor.
- ◆ Detailed plans and recommendations for specific sites along the corridor.
- ◆ Illustrative site plans for potential new activity centers along the corridor.
- ◆ Design guidelines for evaluating future development proposals.
- ◆ Transportation recommendations that could include anything from improvements in public transit accessibility, aesthetic enhancements such as signage and façade improvements, roadway modifications, and pedestrian mobility improvements.



The Route 30 corridor spans 40 miles in Westmoreland County

Additional Funding is Needed!

It is anticipated that the total cost for developing the US Route 30 Master Plan will be approximately \$750,000, including consultant fees and SGPWC management costs.

As of January 1, 2007, \$395,000 and in-kind services have been committed to the project. More than \$350,000 in additional funding is still needed to complete the plan.