

Route 30 Master Plan





Tonight's Meeting

- Presentation
 - Optimal Corridor Conceptual Plan
 - Optimal Community Design
 - Corridor Profile
- "Where Do We Grow" Game
- Wrap Up



Optimal Corridor Conceptual Plan



Optimal Corridor Conceptual Plan

Purpose:

- Develop a reasonable program to maximize capacity along the Route 30 corridor
- Use for initial Land Use Scenario modeling efforts





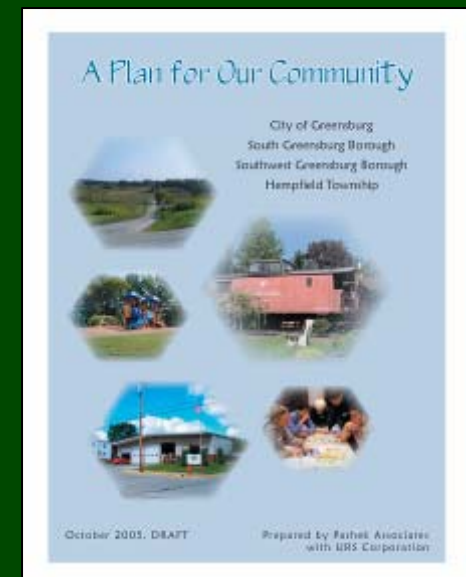
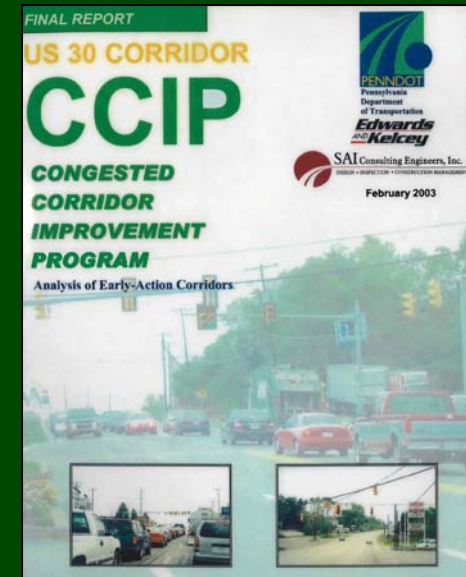
Optimal Corridor Conceptual Plan

Methodology:

- Reviewed previous studies
 - CCIP, Long Range Plan, Unity Township Study, Comprehensive Plans, etc.
- Conducted field view of the Route 30 corridor

Next Steps

- Base for model network - Phase 1 scenarios
- Focus on problem areas in Phase 2





Transportation Priorities

- Safe intersections
- Walkable communities
- Connected streets
- Access management
- Context-sensitive design



Other Types of Improvements




- Improve Parallel East-West Routes
- Interconnections Between Adjacent Parcels
- Driveway Regulations
- Bus Pull-off Areas
- Sidewalks
- Bicycle Routes
- Traffic Impact Fees
- Strobe Red Lights
- Transit Improvements
- Intelligent Transportation System Improvements
- Incident Management

Potential Transportation Solutions

Access Management


- Consolidate Driveways
- Connect Adjacent Land Uses
- Parallel Service Roads
- Limit Number of New Driveways
- Provide Median



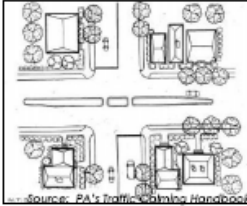
Source: AirphotoUSA

Transit, Bicycle & Pedestrian Options


- Bike Lanes
- Provide / Expand Transit Service
- Traffic Signal Priority for Transit Vehicles
- Bus Pull-Off Areas
- Park-n-Ride Lots
- Pedestrian Signals
- Sidewalks
- Mid-block Crosswalks




Source: ITE CSS Handbook



Source: PA's Traffic Planning Handbook



Source: ITE CSS Handbook



US 30 Master Plan



Optimal Community Design



Key Design Principles

- **Quality:**

- Mixture of use
- Aesthetics and safety
- Parks and Recreation
- Jobs and local amenities

- **Accessibility:**

- Number and quality of connections
- Trip length
- Parking
- Alternative transportation

- **Walkability :**

- Scale, safety and quality of pedestrian network



Workshop exercise



Marked up community element

Existing Urban Mixed-Use/Employment Center

Downtown Jeannette



Quality:

Former industrial/employment town with a mixed-use main street; vacant and abandoned buildings/shops are prevalent

Accessibility:

Abandoned rail spur; indirect access to Clay Street

Quality:

Good existing pedestrian-oriented streetscape and network



Renewed Urban Mixed-Use/Employment Center

Downtown Jeannette



Quality:

Revive as a mixed-use business district with an interconnected system of parks and plazas, single and multi-family housing and a pedestrian-oriented main street







Accessibility:

Highlight access to Clay Street with street trees; Introduce transit station

Walkability:

Create a network of pedestrian paths, plazas, and parks that link to a new riverfront greenway trail



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



Existing Suburban Strip Retail

Norwin Hills Plaza, Irwin

Quality:
Auto-oriented retail center

Accessibility:
Parking lot frontage;
Limited connections.

Walkability:
Limited walkability
from parking lot to
stores





New Mixed-Use Center

Norwin Hills Plaza, Irwin

Quality:

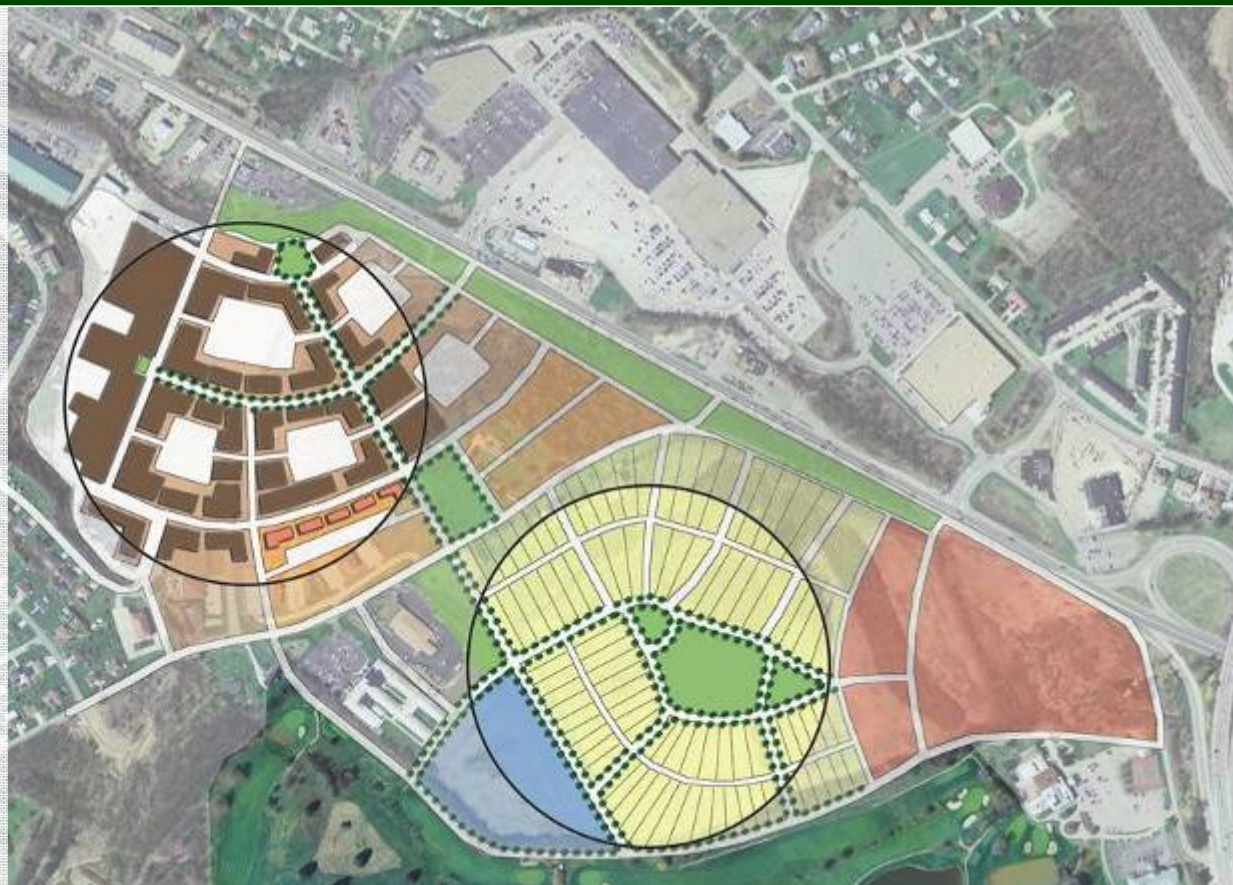
Create a new suburban mixed use center, supporting retail with residential development.







Accessibility:

Enhance the block and roadway network. Relegate parking to the interior of blocks.

Walkability:

Support an active pedestrian streetscape and provide connections to new parks/plazas and the golf course



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INDUSTRIAL |



Existing Suburban Retail

Westmoreland Mall

Quality:

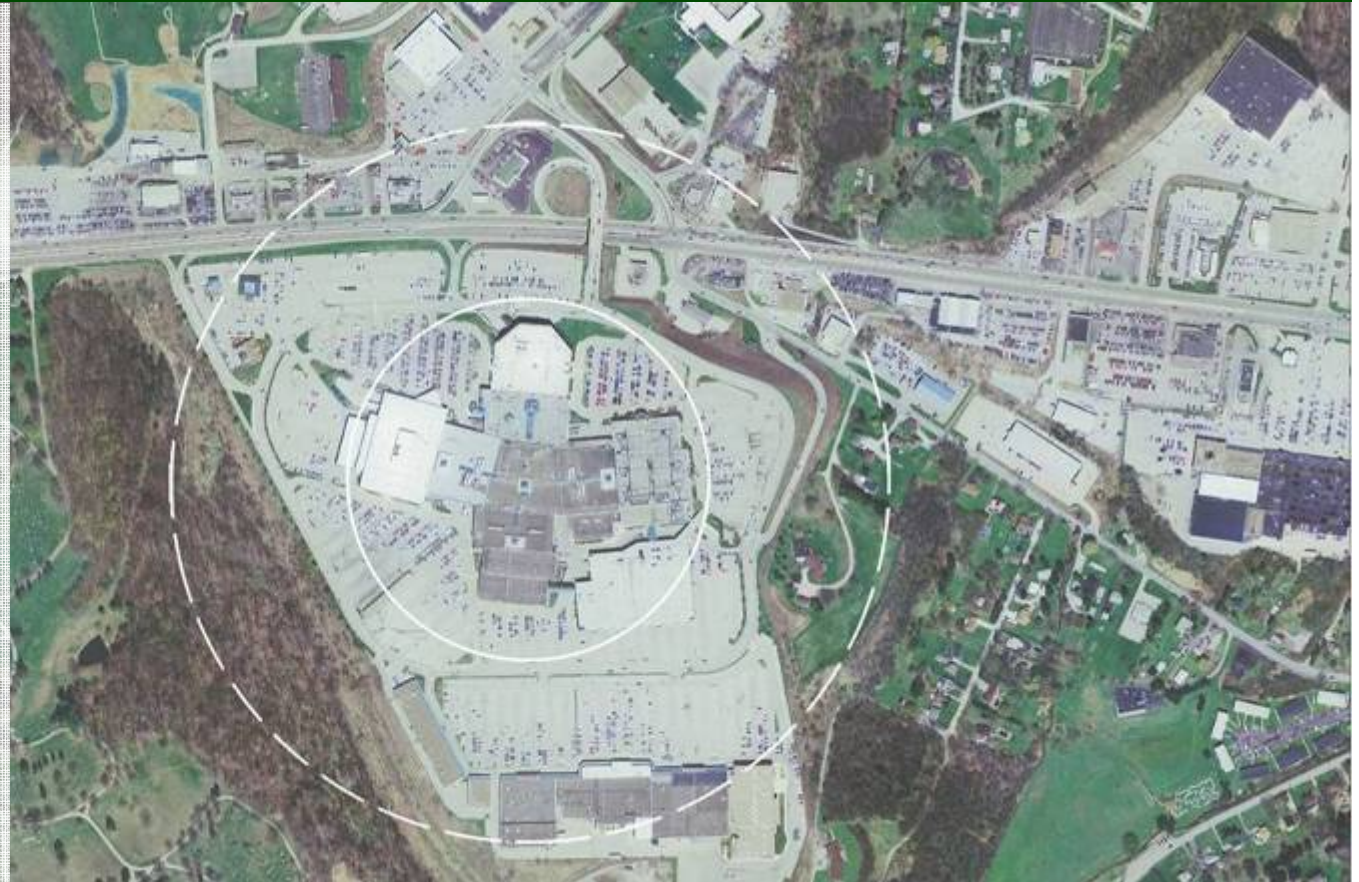
Auto-oriented regional retail development;

Accessibility:

Main access off of US 30;
Parking lot frontage.

Walkability:

Interior “main street”





Option 1 – Regional Suburban Retail Center

Westmoreland Mall

Quality:

Re-develop into an enhanced retail/office center







Accessibility:

Create a block network and re-orient parking. Provide parallel connections off of US 30

Walkability:

Develop public parks/plazas and tree-lined streets to promote walkability



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|  | SFR |  | COMMERCIAL |
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INDUSTRIAL |



Option 2 – New Mixed Use Center

Westmoreland Mall

Quality:

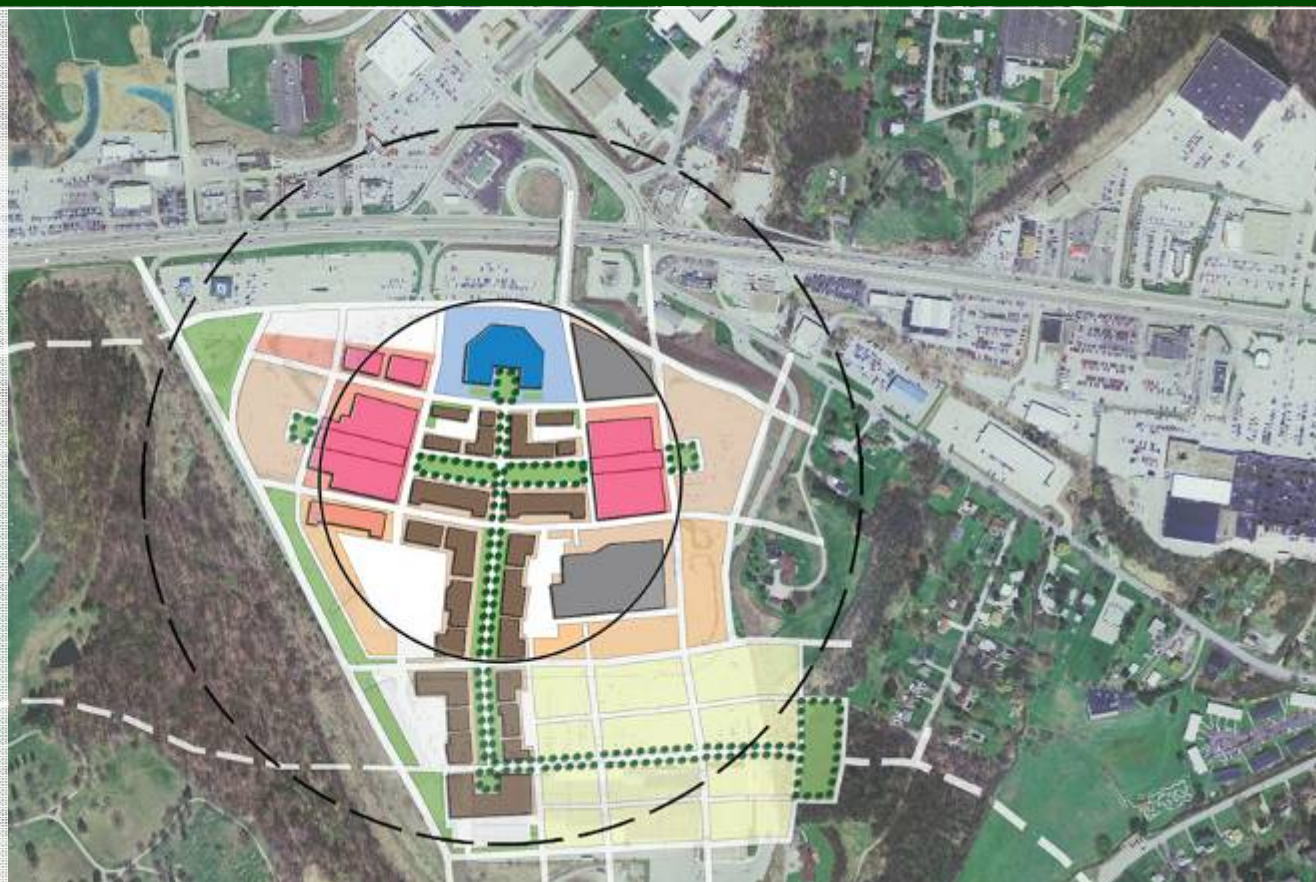
Re-develop the mall into a new suburban mixed-use center adding residential and civic components







Accessibility:

Create a block network and re-orient parking. Provide parallel connections off of US 30

Walkability:

Develop public parks/plazas and tree-lined streets to promote walkability



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|  | SFR |  | COMMERCIAL |
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INDUSTRIAL |



Existing Suburban Residential

Wimmerton

Quality:

Single and multi-family residential neighborhood

Accessibility:

Cul-de-sac pattern limits connectivity

Walkability:

Lack of sidewalks and a disconnected network of streets discourages pedestrian activity



Option 1 – Local Mixed-Use Suburban Residential

Wimmerton



Quality:

Incorporate mixed-use to serve the community on a local scale


Accessibility:

Improve roadway network and connections.

Walkability:

Improve and develop sidewalks and create a greenway network to encourage pedestrian activity



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INDUSTRIAL |



Option 2 – Regional Mixed Use Center

Wimmerton

Quality:

A larger scaled mixed use center becomes a regional destination

Accessibility:

Improve roadway network and connections.

Walkability:

Improve and develop sidewalks and create a greenway network to encourage pedestrian activity



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INDUSTRIAL |



Community Design Summary

1. Develop new suburban centers or strengthen existing urban centers?
2. Envision US 30 as a main street or enhance efficiency as a throughway?
3. What scale and density of development warrants mixed use? on a local or a regional scale?



Corridor Profile



Armstrong

Indiana

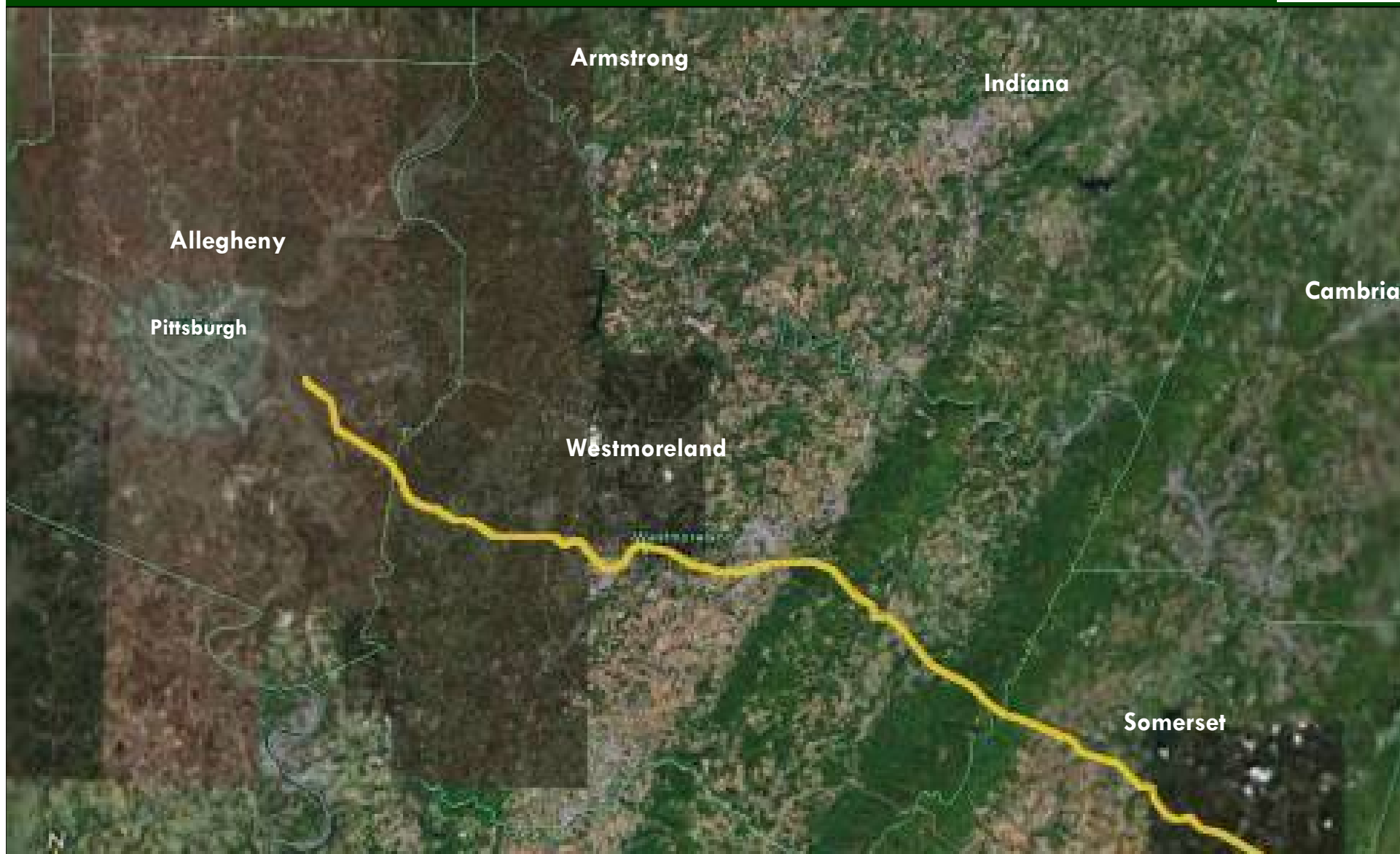
Allegheny

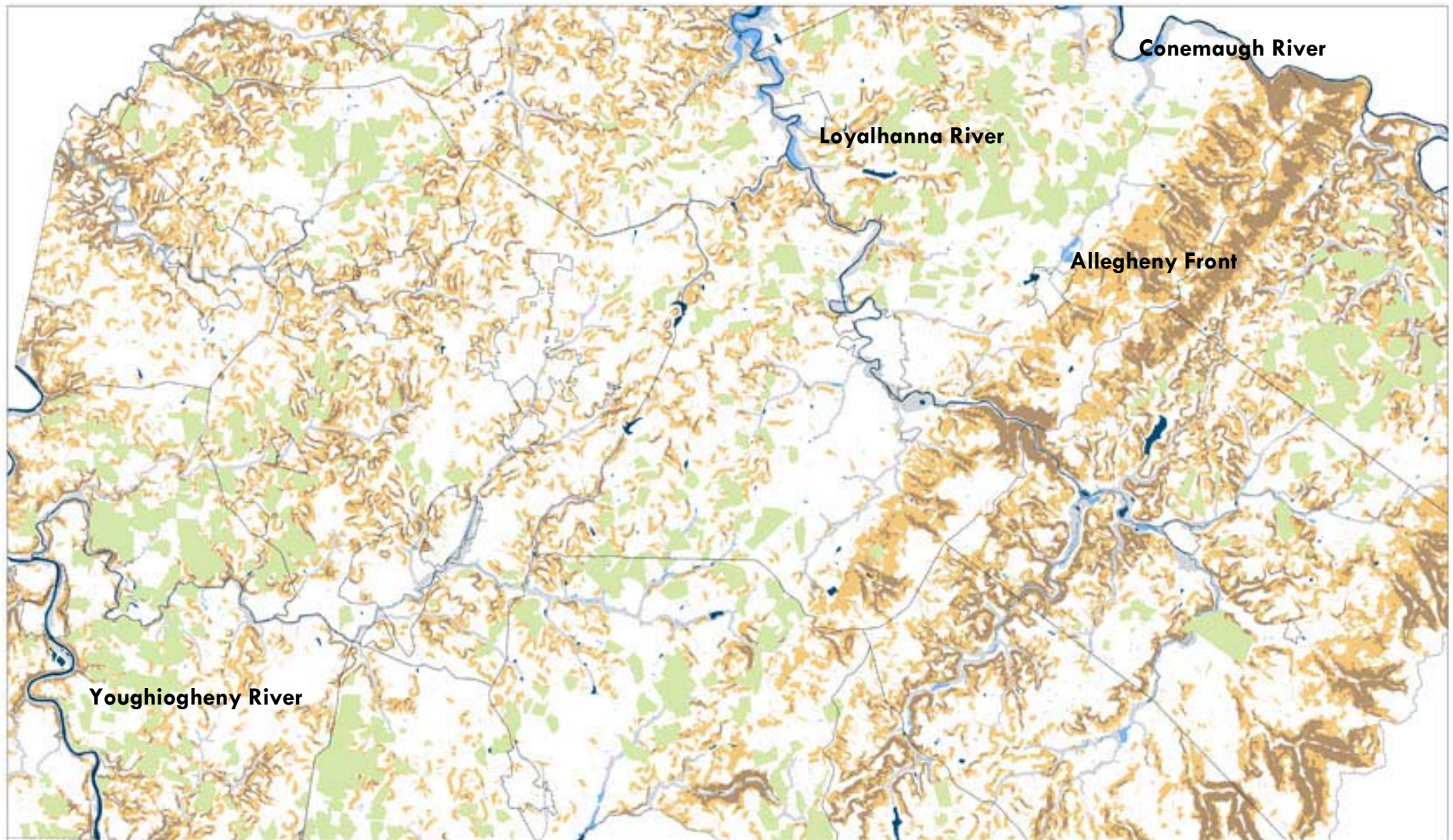
Cambridge

Pittsburgh

Westmoreland

Somerset





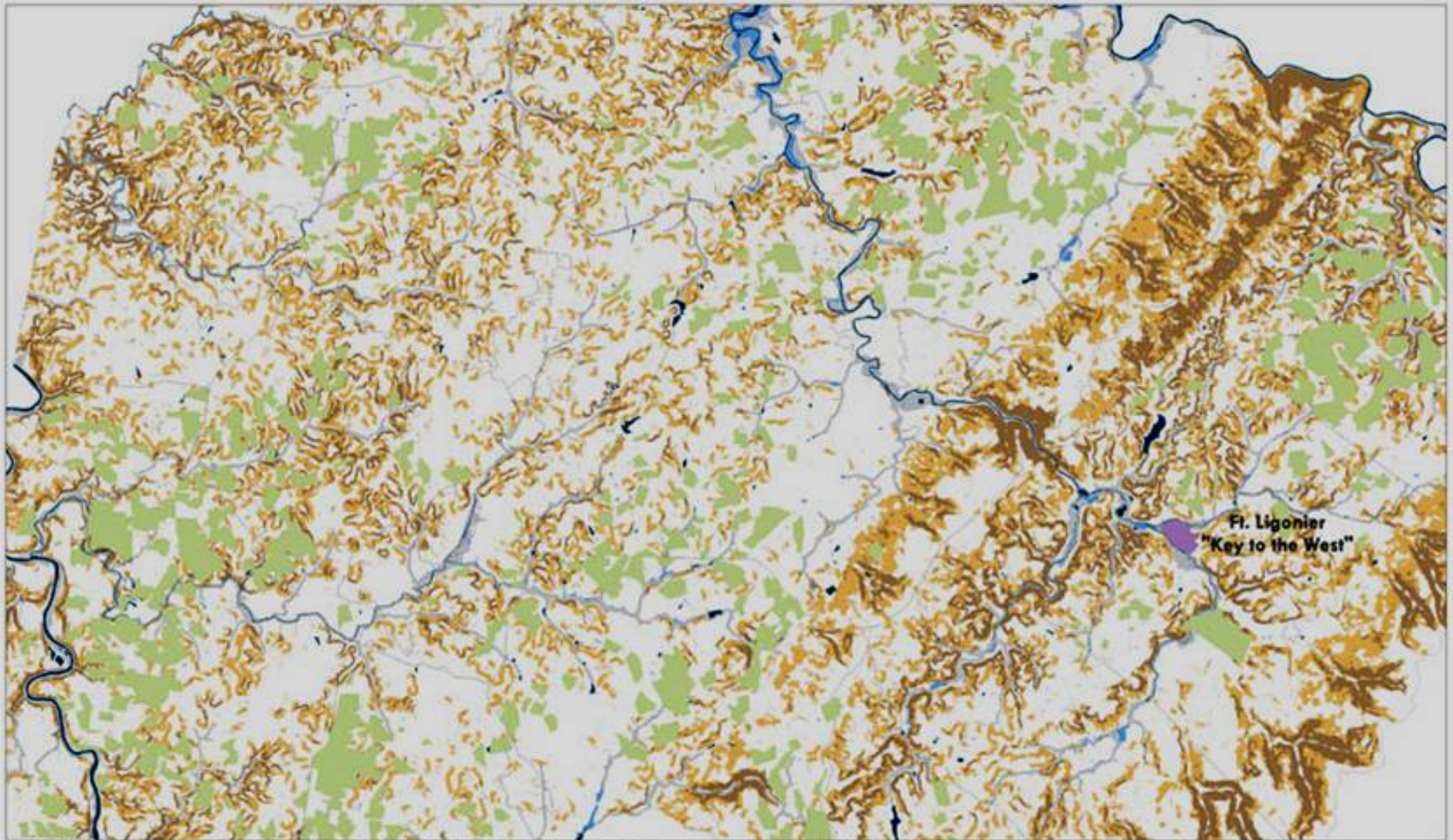
US Route 30 Corridor Profile: Environmental Features



Legend

	Municipal Boundaries		Waterbody		Agriculture & Open Space
			Wetland		Slope >25%
			Floodplain		Slope >15-25%





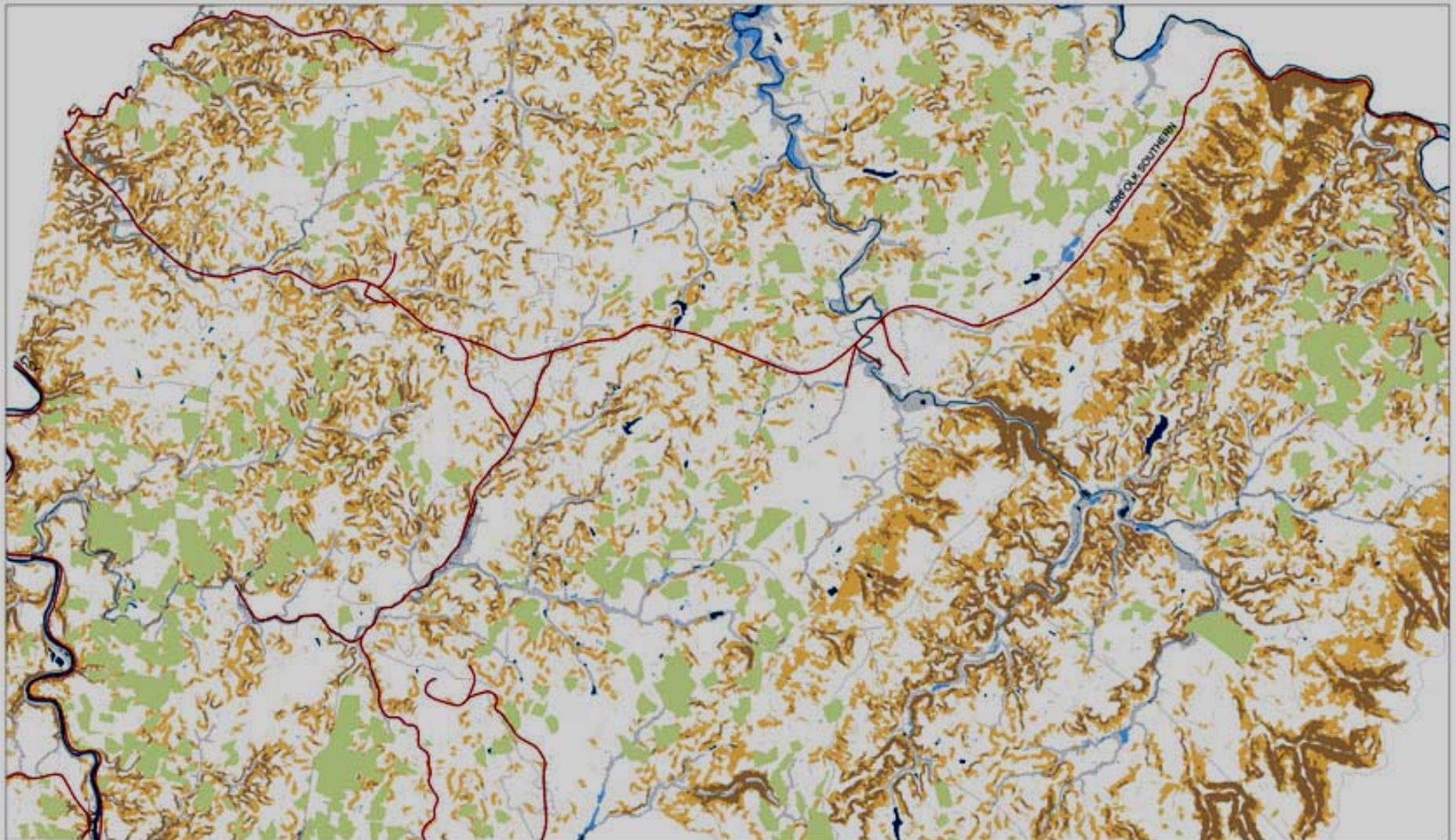
US Route 30 Corridor Profile: Early Settlement c.1750's



Legend

- | | | |
|----------------------|--------------------------|------------|
| Municipal Boundaries | Waterbody | Slope >25% |
| Wetland | Slope >15-25% | |
| Floodplain | Agriculture & Open Space | |

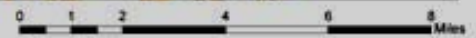


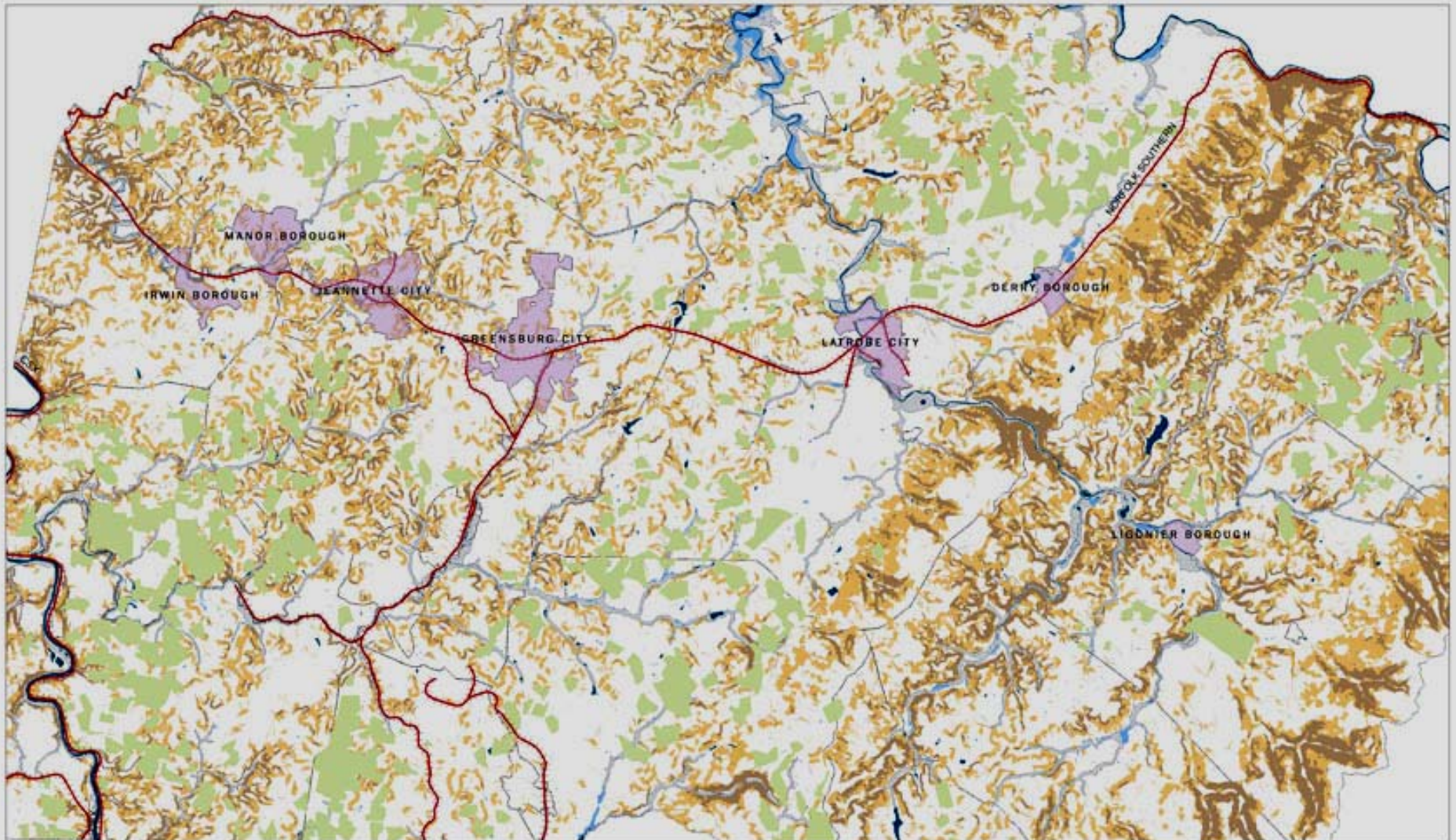


US Route 30 Corridor Profile: Advent of Railroad c.1830's

Legend

- | | | |
|--|--|--|
|  Municipal Boundaries |  Waterbody |  Slope >25% |
|  Railroad |  Wetland |  Slope >15-25% |
| |  Floodplain |  Agriculture & Open Space |



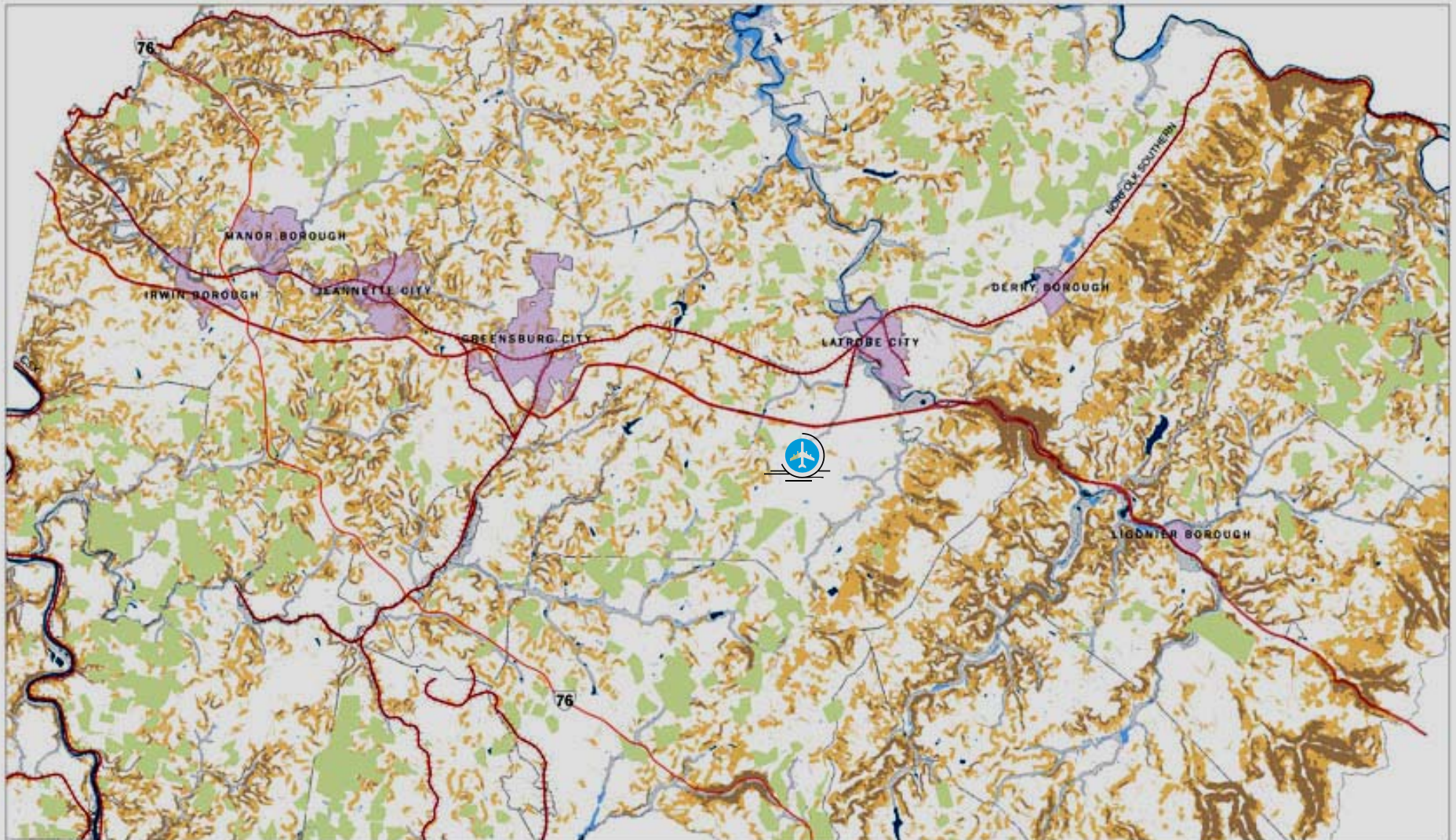


US Route 30 Corridor Profile: Development of Rail Towns c.1840's 0 1 2 4 6 8 Miles

Legend

- Municipal Boundaries
- Waterbody
- Slope >25%
- Slope >15-25%
- Wetland
- Agriculture & Open Space
- Railroad
- Floodplain





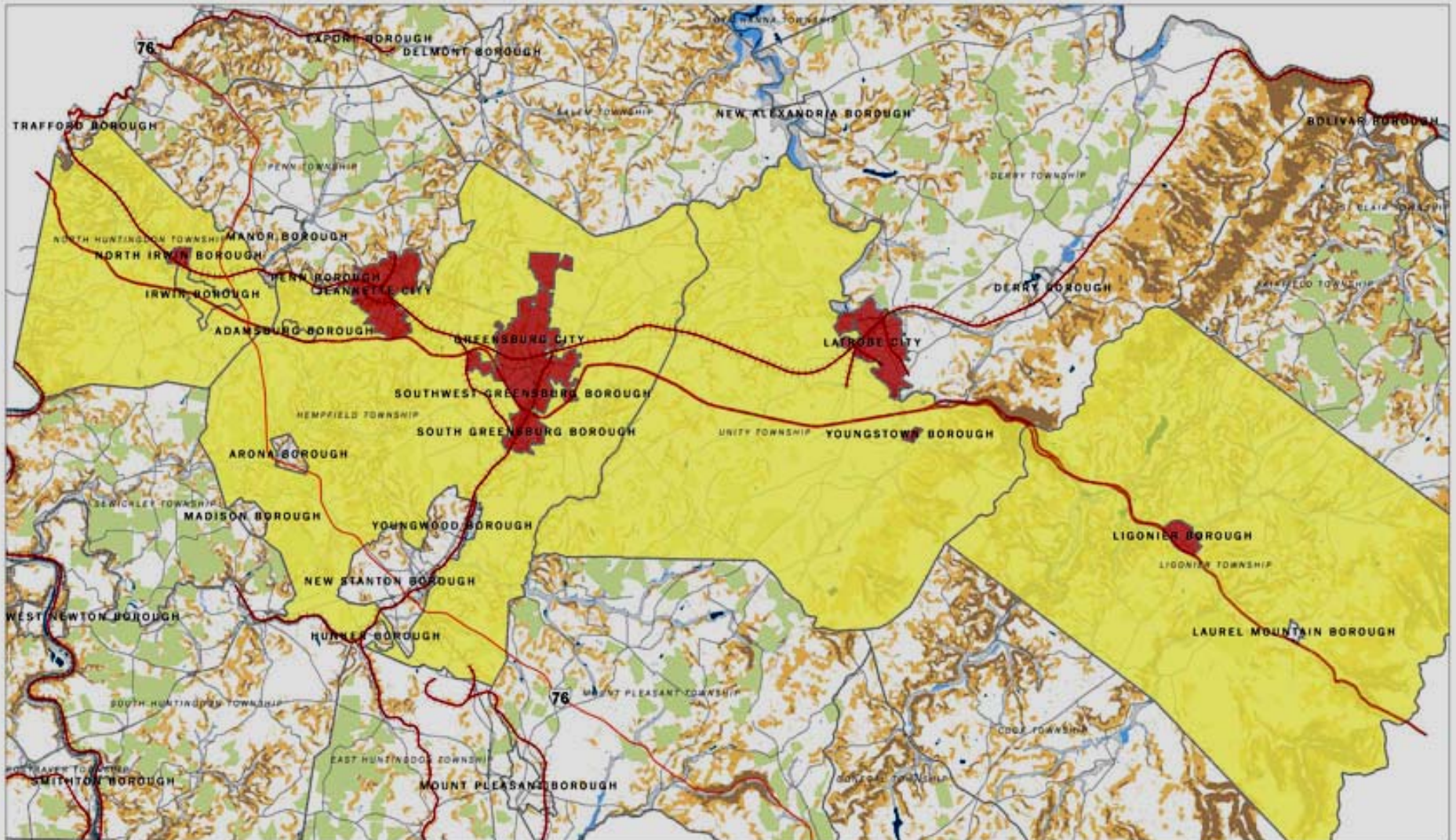
US Route 30 Corridor Profile: Highway Expansion c.1913



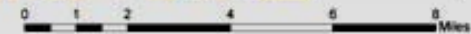
Legend

- | | | | |
|----------------------|---------------|--------------------------|------------|
| Municipal Boundaries | U.S. Route 30 | Waterbody | Slope >25% |
| PA Turnpike | Wetland | Slope >15-25% | |
| Railroad | Floodplain | Agriculture & Open Space | |





US Route 30 Corridor Profile: Population Gain/Loss 1960-2000



Legend

- Municipal Boundaries
- U.S. Route 30
- Waterbody
- Slope >25%
- Population Growth
- Railroad
- Wetland
- Slope >15-25%
- Population Loss
- PA Turnpike
- Floodplain
- Agriculture & Open Space





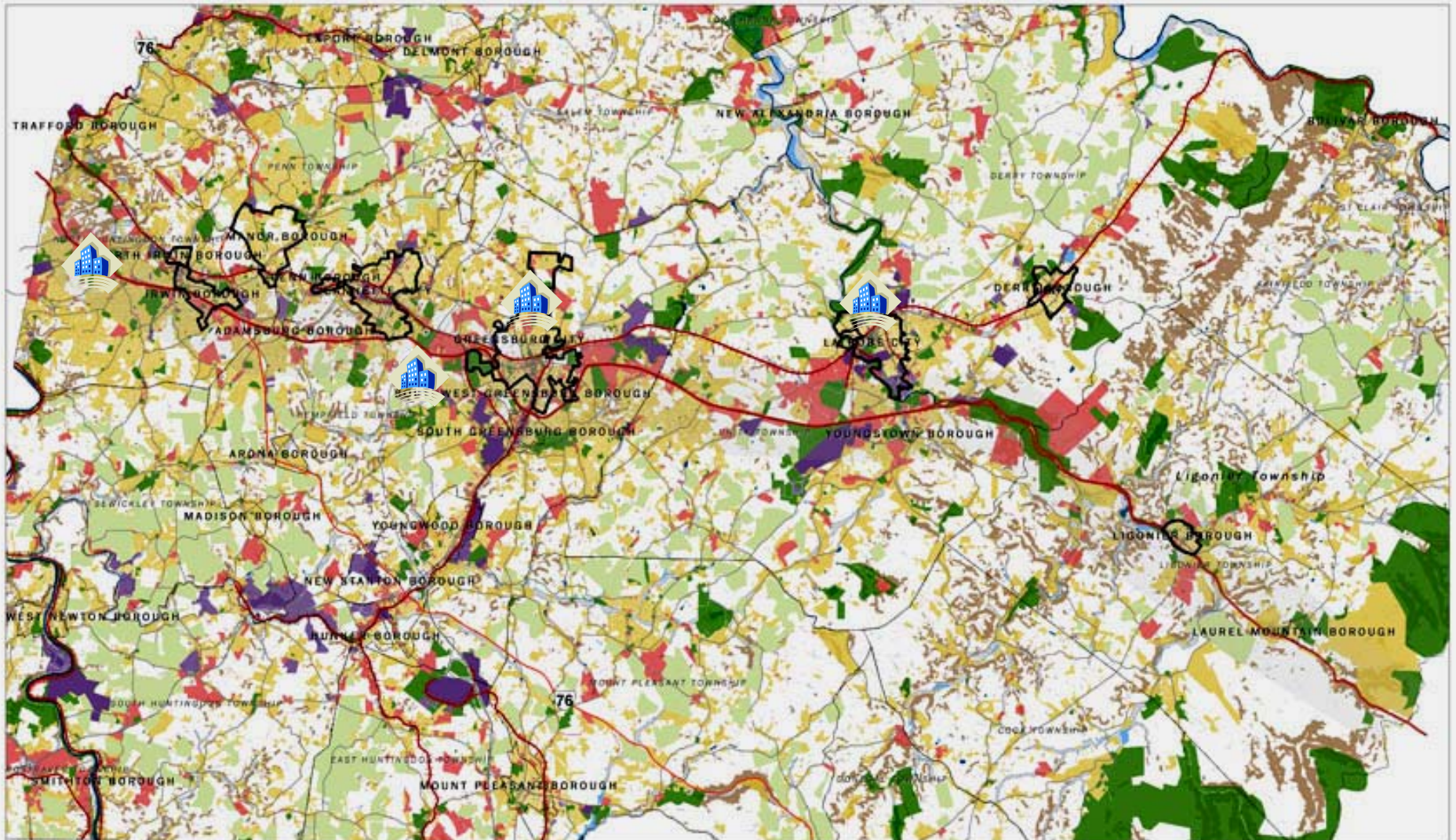
The Past 40 Years (1960-2000)

- Overall shift from City to Suburb
 - Explosive growth/loss (1960-1980)
 - Stabilizing population (1980-2000)
- 8.5% Growth in corridor municipalities
 - Kept pace with state trends (8.6%)
 - Outpaced County trends (4.9%)

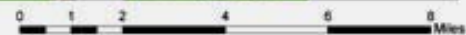


The Past 10 Years (1990-2000)

- Shift from suburb to exurbs
- Fewer people, but more houses
 - 1,399 residents lost
 - 2,104 households added
 - 2,686 housing units added
- Jobs are increasing, but separated from housing
- Young, educated workers (25-44) leaving County
- Population is aging



US Route 30 Corridor Profile: Existing Development Activity



Legend

- Municipal Boundaries
- U.S. Route 30
- Waterbody
- Commercial
- Residential
- Railroad
- Wetland
- Industrial/Business
- Public Use
- PA Turnpike
- Floodplain
- Protected Open Space

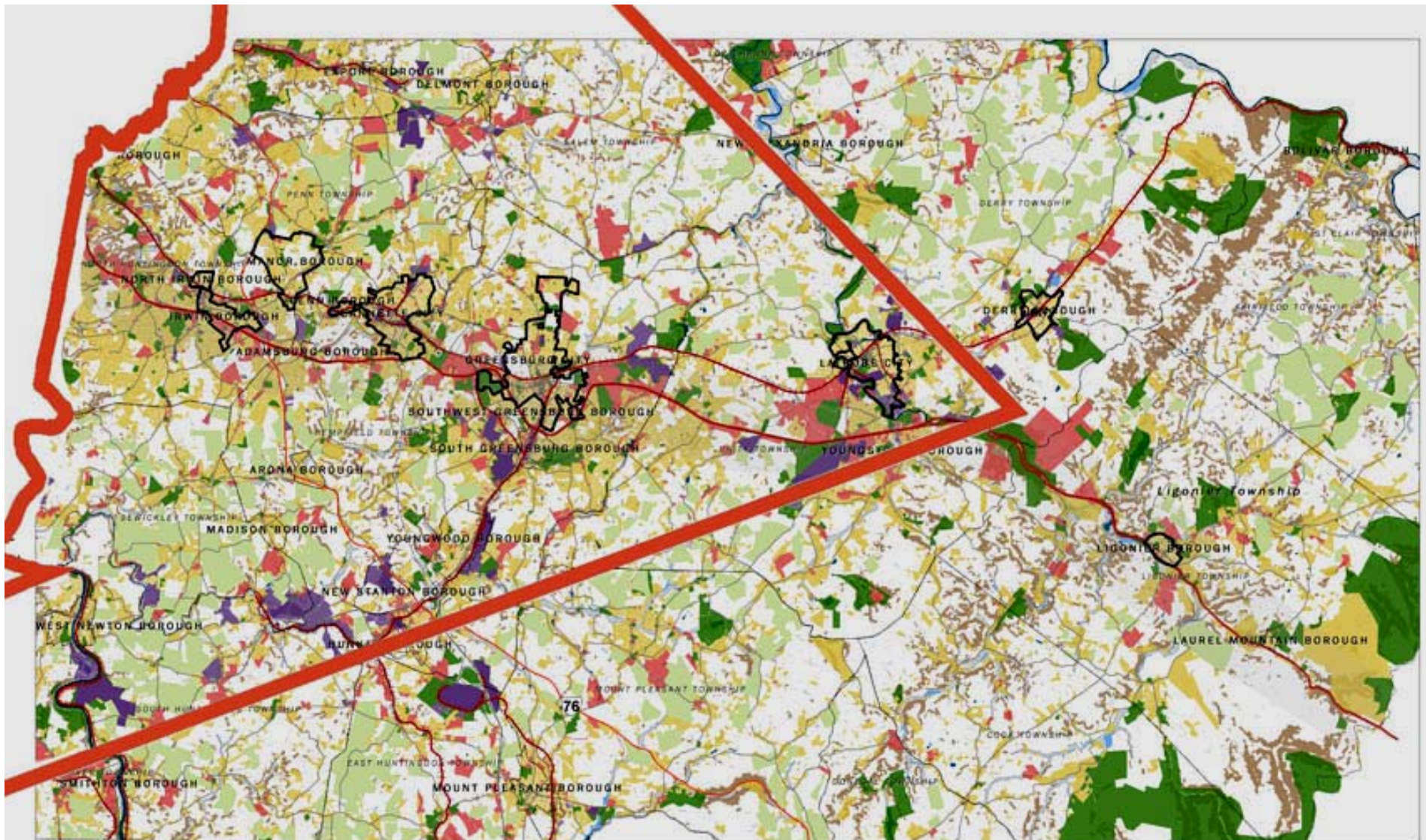




By 2030...

- Growth is anticipated...
 - 13,450 new residents
 - 8,058 new housing units
 - 3,392 new jobs

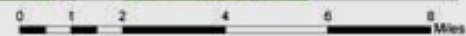
...but where will it go?



US Route 30 Corridor Profile: Existing Development Activity

Legend

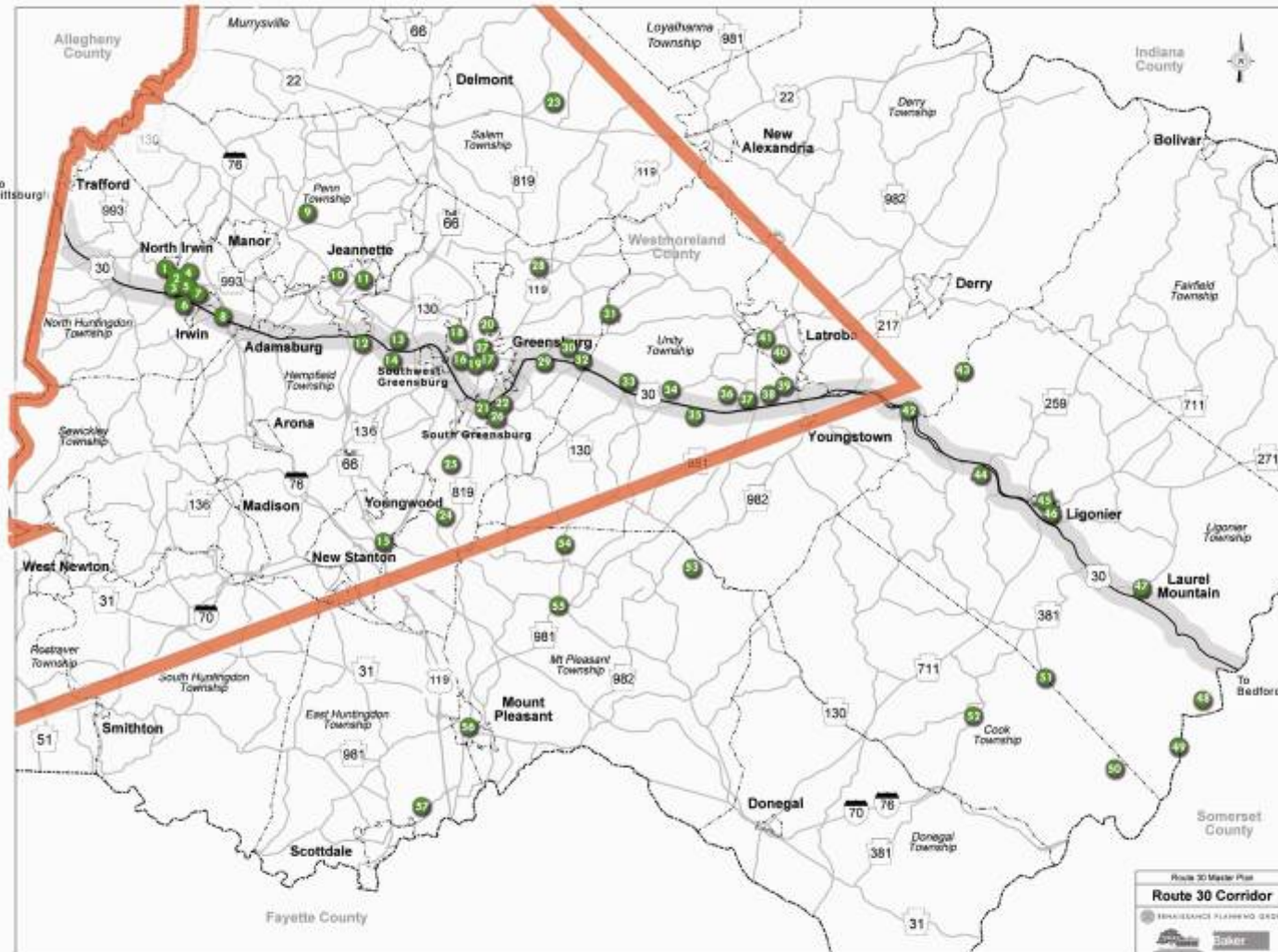
- Municipal Boundaries
- U.S. Route 30
- Waterbody
- Commercial
- Residential
- Railroad
- Wetland
- Industrial/Business
- Public Use
- PA Turnpike
- Floodplain
- Protected Open Space





Key Policies address “how”

- Move traffic more efficiently
- Create bike lanes and pedestrian access
- Improve the corridor’s aesthetics through design standards
- Promote compatible economic growth (e.g. agricultural v. industry)
- Strengthen gateways into existing centers
- Encourage mixed-use development
- Encourage redevelopment and infill development consistent with urban form
- Coordinate land use, transportation, and infrastructure improvements



This map compiles the Treasured Places noted by participants at the October 18, 2006, Community Workshop:

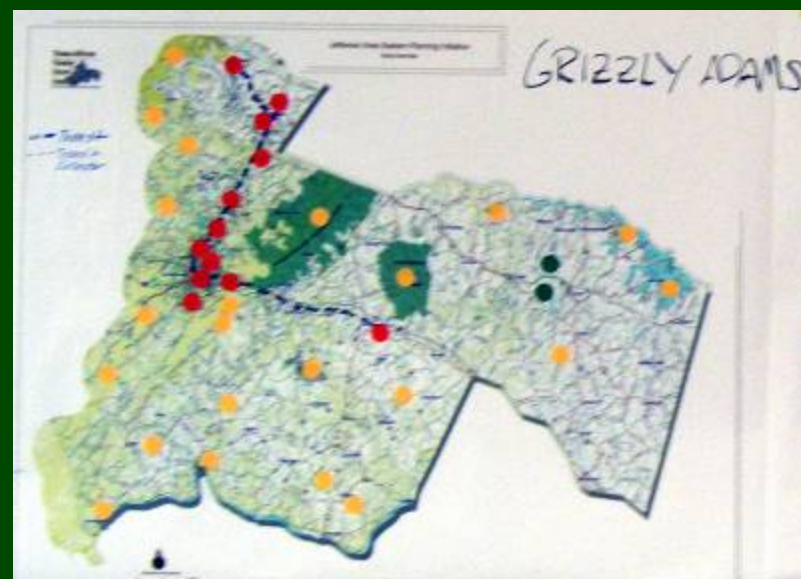
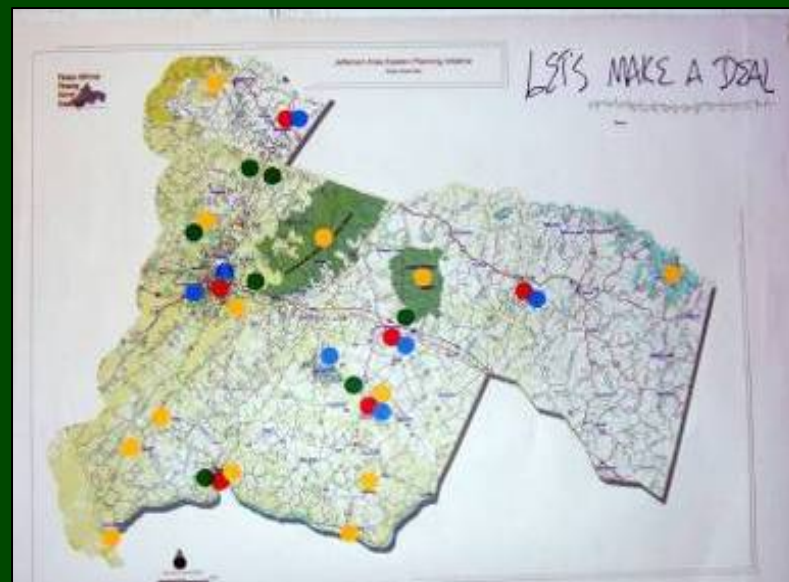
- | | | | | |
|---|---|--|---|-------------------------------------|
| 1. Lamp Theater | 13. Mag Port (Proposed) | 25. Five Star Trail | 37. Winnie Palmer Nature Reserve | 49. Laurel Ridge |
| 2. Thompson Building - Westmoreland Cultural Trust | 14. MAWC office | 26. University of Pittsburgh at Greensburg | 38. Lawson Heights | 50. Forbes State Forest |
| 3. John Irwin House | 15. New Stanton | 27. St. Clair Park | 39. Property Across from Drive-In Movie Theater | 51. Linn Run State Park |
| 4. Covenant Hall (Performing Arts) | 16. The Palace Theater | 28. Old Hannastown | 40. Latrobe | 52. Powdermill Nature Reserve |
| 5. Bike-Pedestrian Tunnel (Proposed) | 17. Westmoreland Museum of American Art | 29. The Westmoreland Mall | 41. Legion Keener Park | 53. Friendship Farm |
| 6. Norwin Library | 18. Seton Hill University | 30. Anne Rudz Sazman Nature Park | 42. Lincoln Highway along Loyalka Gorge | 54. Westmoreland County Fairgrounds |
| 7. Skull House | 19. Downtown Greensburg | 31. Twin Lakes | 43. Chesnut Ridge | 55. Norvelt |
| 8. End of the PA Turnpike 1940 | 20. Tremont | 32. Frye Farm | 44. Idlewild Park | 56. Mount Pleasant |
| 9. Bushy Run Battlefield | 21. South Greensburg Borough | 33. Trent Estate | 45. Ligonier | 57. West Overton Village |
| 10. Dimension X (1925 Water Authority/WWII memorial site) | 22. Mount Pleasant Road Area | 34. St. Xavier | 46. Port Ligonier | |
| 11. Jeannette Nest | 23. Wolf Lake Farm | 35. St. Xavier | 47. Laurel Mountain | |
| 12. DeLalle's | 24. Cherry Creek Golf Course | 36. Saint Vincent College | 48. Laurel Mountain State Park | |



Where do you want to be in 2030?



“Where Should We Grow?” Game





“Where Should We Grow?” Game

- Pick a goal and write it at the top of your map
 - *Vibrant Cities & Towns*
 - *Healthy Suburban Communities*
 - *Thriving Rural Areas*
- Place your Future Housing and Job dots throughout the corridor area in a pattern that meets your goal
- Put Preservation dots on any areas that should stay or become active farms, parks, wildlife areas, etc.
- Sketch roadway, transit, bicycle & pedestrian connections to support your pattern