



US Route 30 Master Plan: How the Scenarios Compare

Land Consumed	Base	Trend	Urban Centers	Suburban Centers	Rural Centers
Total acres developed	46,614	59,702	49,052	49,592	57,285
Total additional acres developed	-----	13,088	2,438	2,978	10,671
Percent increase		28%	5%	6%	23%
Percent of redevelopable land consumed	-----	4%	9%	1%	2%
Percent of agricultural/ open land consumed	-----	15%	2%	3%	12%

Transportation	Percent Change Base Year - Forecast Year				
Daily traffic volume	5,700,000	12%	12%	14%	16%
Daily vehicle miles traveled	3,900,000	14%	13%	16%	20%
Daily vehicle hours traveled	105,000	12%	11%	13%	17%
Corridor level of service	-----	-1%	4%	0%	-6%
Daily minutes of vehicle travel per person	40	5%	3%	6%	9%
Travel speed	36	2.0%	1.8%	2.4%	2.3%
Annual gallons of gasoline consumed	72,000,000	14%	13%	16%	20%
Annual per capita dollars spent on gasoline ****	\$1,120	7%	5%	8%	12%

Land Use/ Urban Form	Percent Change Base Year - Forecast Year				
New households in mixed-use, walkable communities	-----	14%	99%	58%	30%
New jobs in mixed-use, walkable communities	-----	32%	100%	71%	33%
New households in existing urban centers *****	-----	17%	61%	0%	0%
New jobs in existing urban centers *****	-----	40%	70%	0%	0%
New households in existing water and sanitary districts	-----	36%	71%	20%	6%
New jobs in existing water and sanitary districts	-----	65%	78%	36%	20%

Population, Employment, and Land Area	Land Area (all scenarios)	Base Year 2000	Forecast Year 2030	Numeric Increase	Percent Increase
Number of persons		158,662	170,081	11,419	7%
Number of households		64,752	77,820	13,068	20%
Number of jobs		100,854	104,339	3,485	3%
Total acres	189,338				
Total unbuildable acres *	88,528				
Total buildable acres **	100,810				
Buildable redevelopable acres ***	9,046				
Buildable agricultural or vacant/ open acres	85,593				

**Notes**

\* Unbuildable or undevelopable land includes steep slopes, wetlands, water, primary road right-of-way, and existing residential areas

\*\* Buildable land includes redevelopable areas, vacant/open space, and agricultural land

\*\*\* Redevelopable land includes commercial and industrial areas (not residential areas)

\*\*\*\* Assumes price of \$2.50 per gallon in current dollars for all scenarios

\*\*\*\*\* Existing urban centers include Jeanette, Irwin, Greensburg, and Latrobe

Next Steps

Using the public input gathered from the March Workshop, the Study Team will be developing a preferred scenario. This scenario in combination with the overall vision statement and guiding principles will serve as a basis for a corridor-wide Visioning and Strategy Report to be completed in June 2007. Based upon the vision, the study team will work with municipalities to develop demonstration plans, more specific transportation recommendations, and an "implementation toolkit" that will help local, regional and state partners work together to realize the vision over the coming years.



Community Workshop #3

March 15, 2007

Background

The US Route 30 Master Plan is a vital piece of the overall effort necessary to revitalize the US Route 30 corridor and enhance personal mobility and livability in Westmoreland County. This corridor is a significant thoroughfare and its functionality and appearance are critical to the continued vitality of the County. When complete, the Route 30 Master Plan will become a strategic blueprint for Westmoreland County's economic growth corridor.

The Smart Growth Partnership of Westmoreland County has initiated this planning process with local planners and community stakeholders. The plan will build upon numerous transportation and land use planning efforts conducted over the past several years and will pinpoint strategies to implement the US Route 30 Vision Statement developed by participants of the January 2006 SGPWC Summit. It will also examine the adequacy of the transportation network to support current and future redevelopment plans, as well as to enhance the safety and accessibility of the corridor for all modes and people of all ages and abilities.

The project is unique in that a non-profit entity is taking a proactive, collaborative approach to help shape communities along the corridor that will optimize their ability to reap the benefits of growth, while avoiding negative consequences, such as clogged roadways and vanishing open space.

The Route 30 Master Plan will utilize sound transportation and land use planning approaches to develop cost-conscious investment priorities, intelligent strategies for congestion management and multi-municipal development regulations and design guidelines.

Previous Workshops

Members of the community turned out for two Community Workshops, on October 18, 2006 at St. Joseph Center and January 18, 2007 at the University of Pittsburgh at Greensburg. Participants at the first workshop learned about smart growth planning principles. Citizens also marked up maps of the study area and made suggestions for improving the connectivity and character of development in communities along the US Route 30 corridor. At the second workshop, the community 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 future.



vision for the future

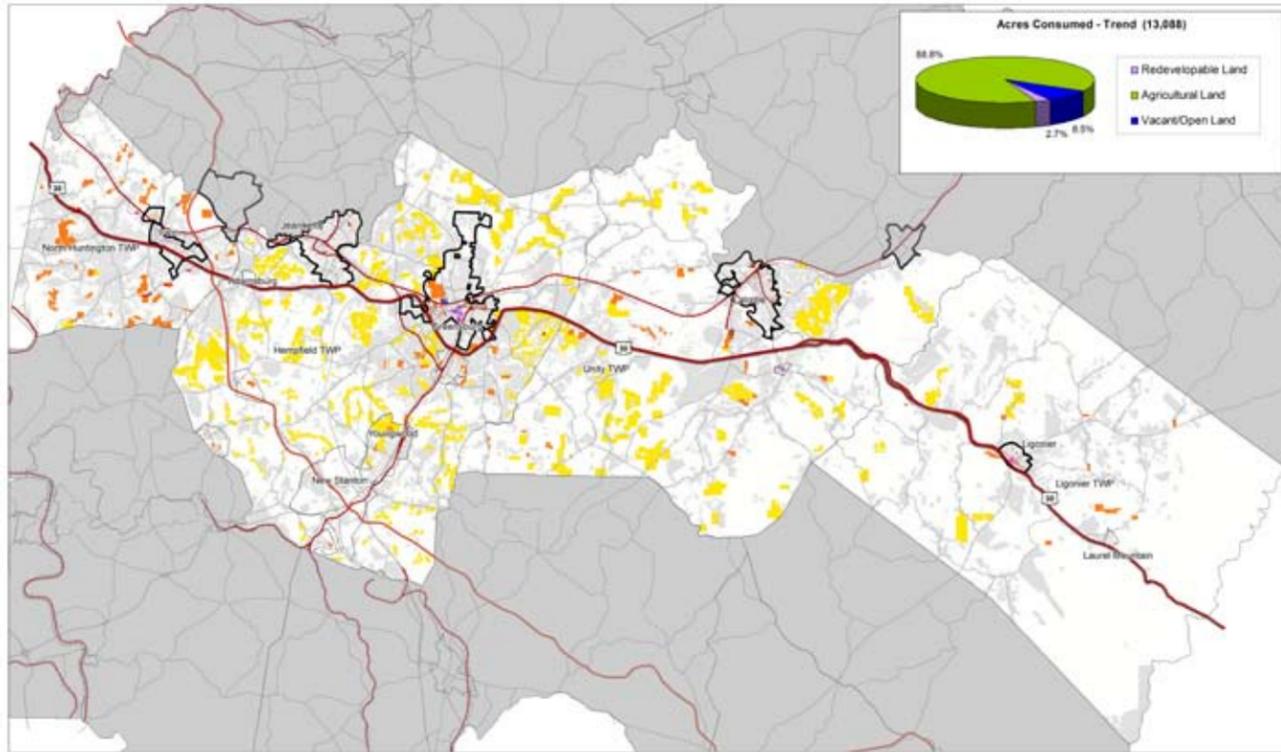
*By leveraging key capital investments with intelligent transportation systems and sound land use practices, the U.S. Route 30 corridor in Westmoreland County will be a national example of safe and efficient transportation corridor of economic opportunity.*

*Spearheading these actions is a coalition of business and municipal officials who work collaboratively with each other and with PennDOT to ensure that, the U.S. Route 30 of the future is characterized by:*

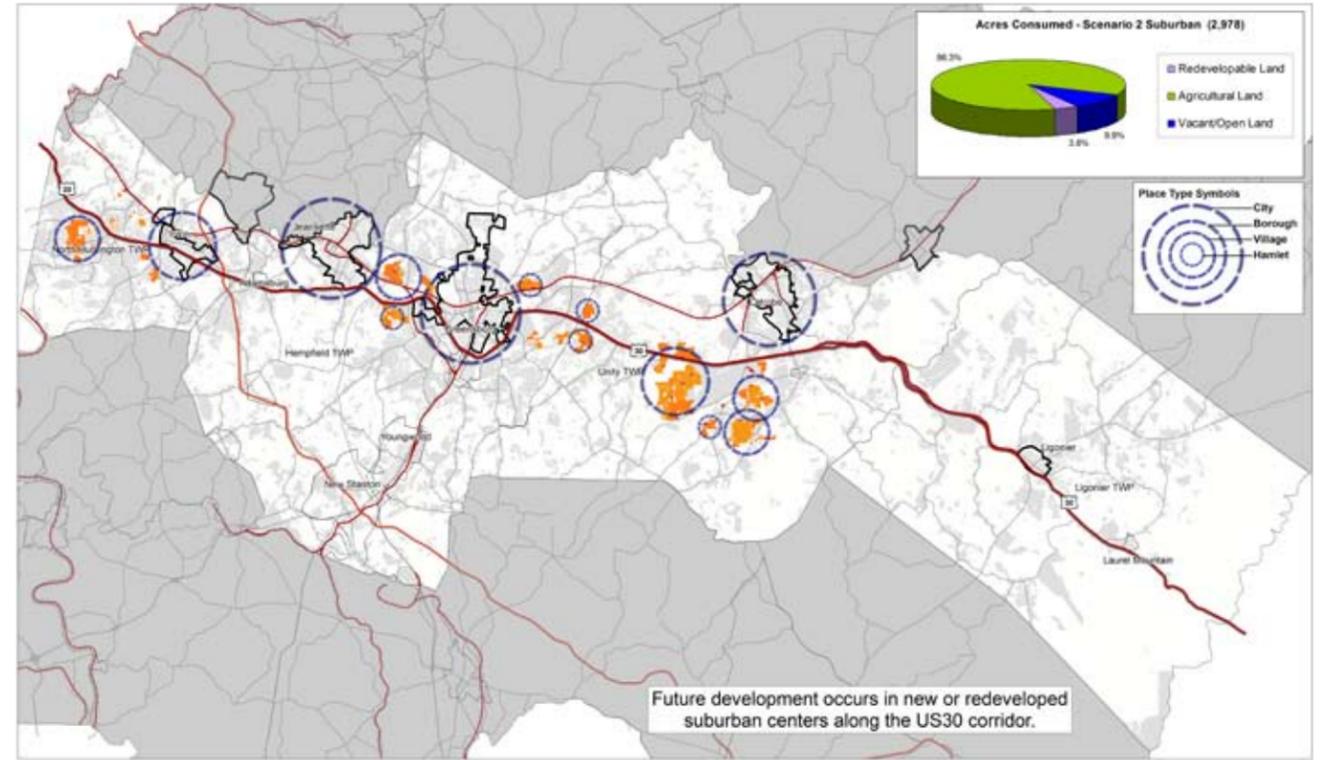
- A consistent approach to land use regulation that enhances economic activities, balancing the historic character and rural beauty of the highway while respecting individual property rights;
- The use of the latest technology to intelligently move people and goods safely;
- An appropriate mix of commercial, industrial, residential, agriculture, open space and other vital land uses that underlie a great quality of life;
- A multi-modal approach, including transit, air, and rail freight to accommodate the movement of people and goods efficiently;
- A network of parallel road systems that provides choices for local residents and for the convenient flow of through traffic, including the tourist traveler; and
- Well-maintained surface, landscaping and traffic control systems that work together to enhance the motoring experience.



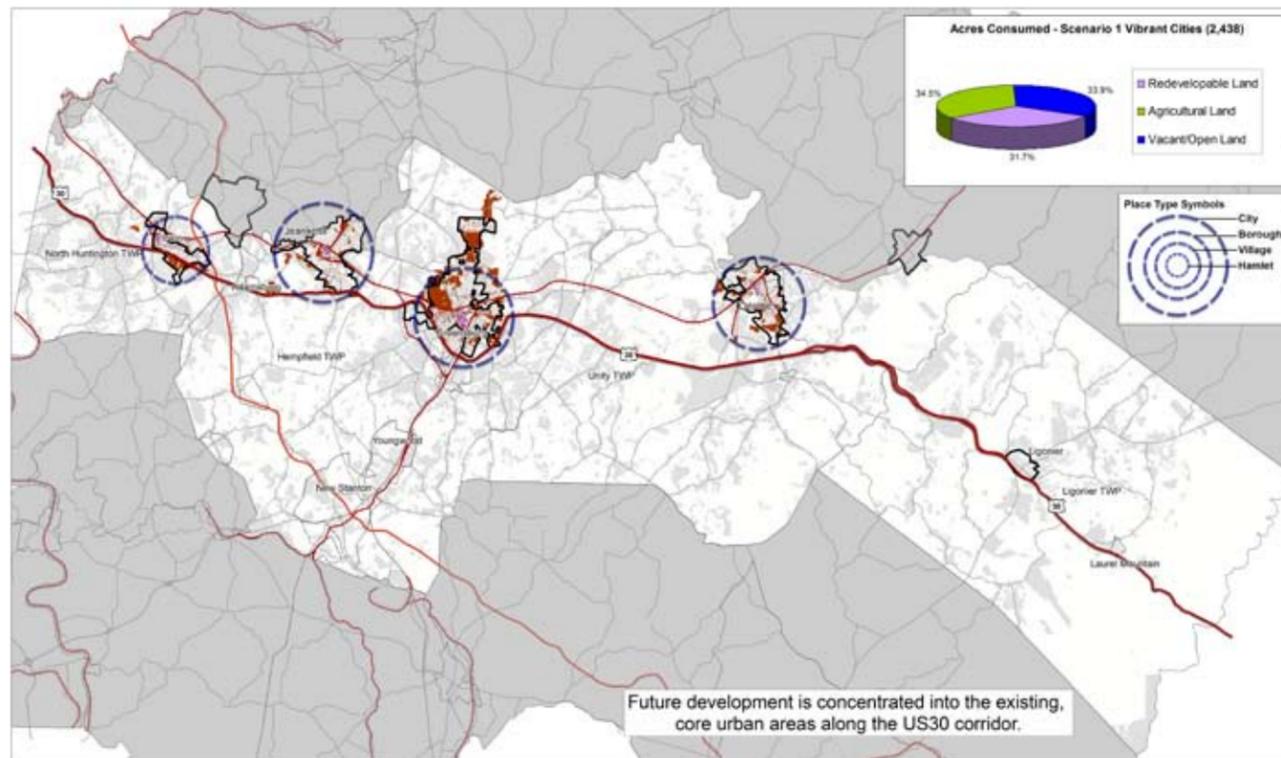
TREND



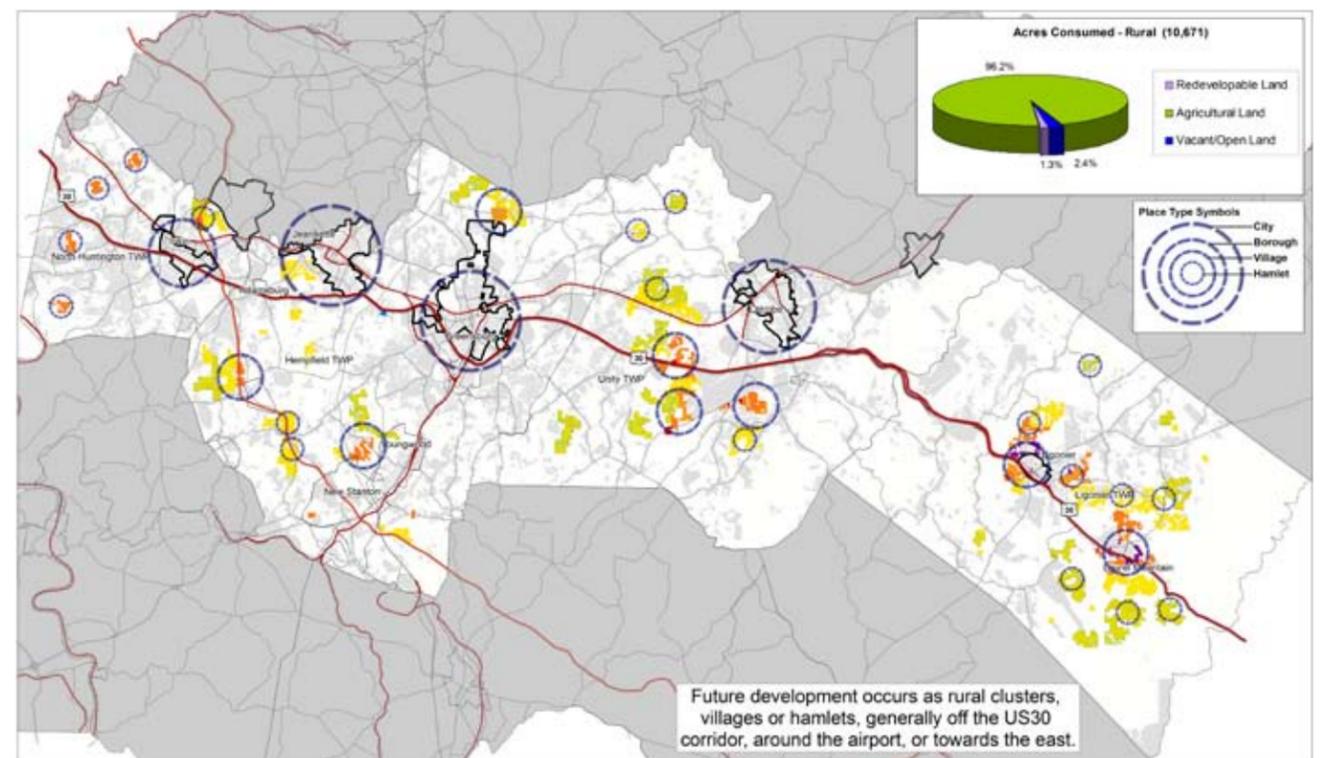
SUBURBAN CENTERS



URBAN CENTERS



RURAL CENTERS



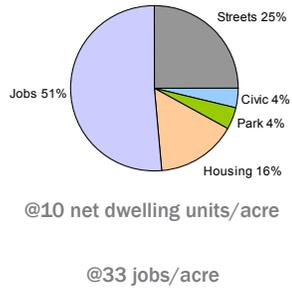
- Urban Mixed Use
- Urban Mixed Use Optimized
- Urban Residential
- Suburban Mixed Use
- Suburban Mixed Use Optimized
- Suburban Residential
- Suburban Residential Optimized
- Suburban Retail
- Suburban Retail Optimized

- Suburban Office
- Employment Institutional
- Rural Mixed Use Village
- Rural Residential
- Rural Cluster

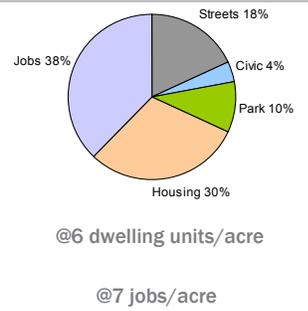


# PLACETYPES

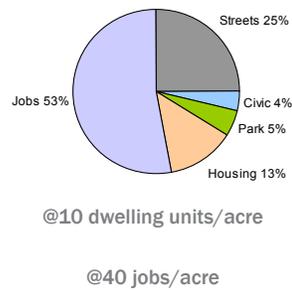
## urban mixed use



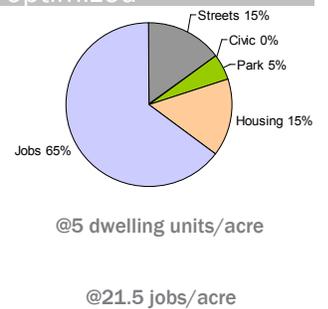
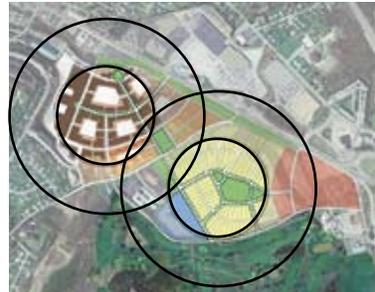
## suburban mixed use



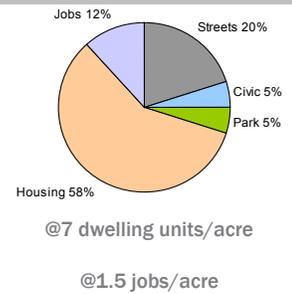
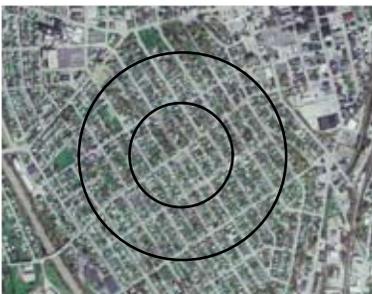
## urban mixed use optimized



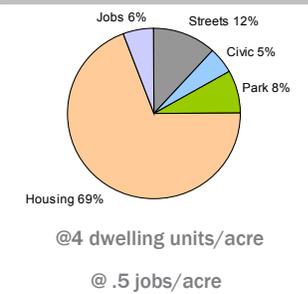
## suburban mixed use optimized



## urban residential



## suburban residential

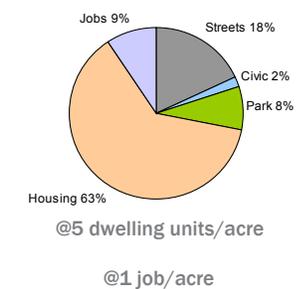


### legend

- mixed use
- commercial
- civic/institutional
- employment/industrial
- single family residential
- multi-family residential
- park/open space

- inner circle = 1/8 mile radius
- outer circle = 1/4 mile radius (5 min. walk)

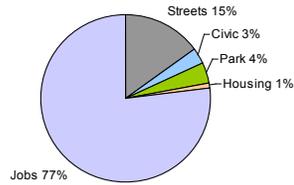
## suburban residential optimized





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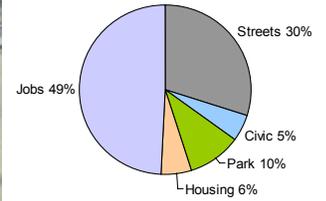
## suburban retail



@ .5 dwelling units/acre

@16.5 jobs/acre

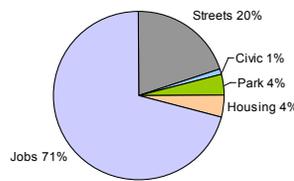
## employment institutional



@1.5 dwelling units/acre

@11 jobs

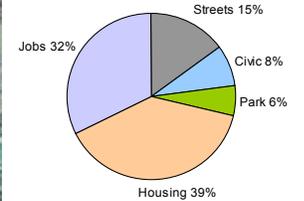
## suburban retail optimized



@1.5 dwelling units/acre

@26 jobs/acre

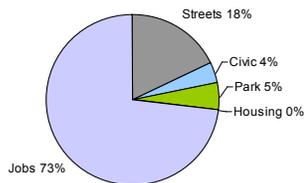
## rural mixed use village



@5 dwelling units/acre

@4 jobs/acre

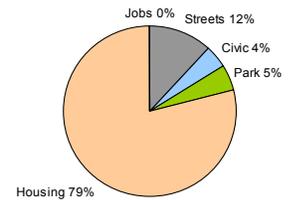
## suburban office



@ 0 dwelling units/acre

@37 jobs/acre

## rural residential



@ .5 dwelling units/acre

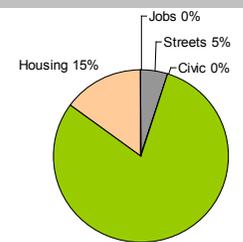
@ 0 jobs/acre

### legend

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- commercial
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## rural cluster



@ .5 dwelling units/acre

@ 0 jobs/acre