



Lardner/Klein Landscape Architects, P.C.

Memorandum: DRAFT

To: Flight 93 National Memorial Corridor Study Advisory Committee
CC: Brad Zearfoss, Anna Breinich, Consultant Team
From: Jim Klein
Date: 10/26/06 (revised 1/9/07)
Subject: Recommendations for defining the corridor
Flight 93 National Memorial Corridor Study

At our last meeting it was decided that we should make some recommendations to the municipal officials regarding how best to define the Flight 93 National Memorial Corridor Study. The following is our initial recommendation. The recommendation is based on a preliminary draft vision for the corridor derived from the first advisory committee meeting, below.

Corridor Vision (First Draft)

The corridor will reflect the true character of Somerset Co. and its residents, showcasing Somerset County as an outdoor destination. The quality of life of area residents will be maintained and enhanced so that visitors to the memorial will experience the rural lifestyle of the area— an important part of the story of Flight 93.

The corridor will be highly-traveled, but will still be scenic and safe, staying pretty much the way it is today, with some improvements. Good transportation corridors with attractive signage will allow constant movement of high volumes of visitors, safely to the memorial through charming communities and past necessary visitor services run by locally-owned businesses. New economic development in the corridor will fit within Somerset County's desire to maintain its rural and village character. Local residents will not be burdened by this increased travel and development. People will enjoy the drive through the area and want to do it again – some new visitors may even want to move here! The entire experience of traveling to and visiting the Flight 93 National Memorial will be something local residents will be proud.

Proposed Corridor Definition

The following is our recommendations for the definition of the corridor. A draft map is also attached showing the preliminary boundaries of the corridor and proposed “character areas” that will be used to make recommendations.

Corridor Route

The signed route for the corridor from the Pennsylvania Turnpike should proceed from the Turnpike interchange (along Pleasant Ave.) to PA 281; then north on US 219 to US 30 East, the Lincoln Highway. It should be noted that this is different than the directions currently given out at the turnpike toll booths. All directional and wayfinding signage and visitor information to the Flight 93 National Memorial should be consistent with this route.

Corridor Width

The corridor does not need to be the same width along its entire route. In order to be responsive to the conditions along the corridor, the differences among each of the municipalities, and the citizens that live along the route, the corridor itself should be divided into 19 distinct subareas, often referred to as “character areas” – similar in landform and land use. These distinct areas are shown on the attached map.

The width of the corridor for each character area should be defined with the following criteria:

- The Roadway – this area includes both the traveled portion of the road, and the adjacent right-of-way managed by the Pennsylvania Department of Transportation, or by the municipality. The primary issues that need to be addressed here include roadway safety, roadway maintenance, appearance and beautification.
- Immediately Adjacent Private Property **with access to the travel route** – this area includes those parcels with actual frontage on the roadway corridor. The primary issues that need to be addressed in this part of the corridor include the design, location and orientation of buildings, parking, landscaping, signs, lighting, and other functional requirements of different kinds of land use, and opportunities to enhance the appearance of existing structures and uses, such as the salvage yards or industrial/commercial properties.
- Lands that can be seen **from US 219** – a limited access roadway, this area includes the lands up to and including the first ridgeline that can be seen from the US 219. The primary issue that needs to be addressed in this part of the corridor is the conservation of rural character and views.
- **Visually prominent landforms** – includes lands that can be seen many times along the corridor. The primary issue is tree preservation on ridgelines and conservation of rural character and views.

The following describes the recommended character areas. Plan recommendations will be organized for each character area, as needed to tailor the plan to the specific needs of each jurisdiction, and to the specific type of landscape and land use.

Somerset Borough

A Pennsylvania Turnpike Gateway

Somerset Borough/Somerset Township

B Pleasant Avenue – from PA 601 to PA 281

Somerset Township

- C. Stoystown Road – from Pleasant Avenue to Lake Avenue
- D. Stoystown Road – from Lake Avenue to US 219
- E. US 219 – from PA 281 Interchange to PA 601 Interchange
- F. US 219 – from PA 601 interchange to Lincoln Township line

Lincoln Township

G. US 219 – from township line to Quemahoning township line.

Quemahoning Township

- H US 219 – from the township line to approximately 2 miles from the US 30 interchange
- I US 219 – approaching the US 30 interchange
- J. US 219/US 30 interchange
- K. Lincoln Highway – from Randolph Road to Horne Church Road
- L Lincoln Highway from Horne Church Road to the ridge just east of Crowdsdale Lane
- M Lincoln Highway approaching Stoystown from the west

- N Lincoln Highway through Stoystown
- O Lincoln Highway from Stoystown to Old Lincoln Highway (ridge near western intersection of old alignment)
- P Lincoln Highway from Old Lincoln Highway to the township line

Shade Township/Stony Creek Township

- Q Lincoln Highway in the vicinity of the new planned memorial entrance
- R Lincoln Highway from the planned memorial entrance to the entrance to Indian Lake
- S Reel's Corner Vicinity