

TRANSPORTATION

NDP Action Areas

ADAIR PARK -- PITTSBURGH

1969 Clearance -

- (a) Additional setback should be required for the widening of Stephens, McDaniel, and Rockwell Streets, since these streets are classified as two-lane collectors. Two-lane collectors, as referred to in this analysis, are 60 foot right-of-way, with 40 foot pavement as set forth in the City of Atlanta Revised Street Cross Sections.
- (b) Berckele Street and Middle Street between McDaniel Street and Coleman Street were constructed in approximately 1968, to relieve a drainage problem. It is, therefore, desirable, if possible, to maintain this street as part of the redevelopment plan.

1969 Rehabilitation - Preliminary review shows no transportation problems.

1970 Clearance - Additional setback should be required for the widening of Rockwell Street.

1970 Rehabilitation - Preliminary review shows no transportation problems.

Long-Range Plans

Adair Park

I. Major Thoroughfares

- (a) The existing city street classification does not recognize Allene-Lowndes Street as a collector.
- (b) Allene-Lowndes Street should not be classified as a collector, since it is one block east of Murphy Street, which is classified as a collector and provides access to the same land.
- (c) The relocation of the intersection of Allene Street and Lillian Avenue

is desirable and eliminates a dangerous intersection. The extension of Allene Street north of Lillian Avenue provides only a slight increase in access to the area and would mainly serve the park, which has adequate access without the extension, i.e., we recommend relocation of Allene Street from Pearce Street to Lillian Avenue, as shown but not from Lillian to Lowndes.

2. Minor Streets - Preliminary review indicates all changes desirable.

Pittsburgh

1. Major Thoroughfares -

- (a) If Rockwell and Fletcher Streets are improved to collector standards, it will not be necessary for Mary or Arthur to be improved to these standards.
- (b) A grade-separation at McDaniel Street, and the railroad, is desirable and feasible as an underpass. This will affect adjacent land use and needs additional study.
- (c) Consideration should be given to the widening of University on the north if additional right of way is not available from post office site on south side to provide for four lane arterial.
- (d) Developing McDaniel Street and Hubbard Street into one-way pairs between Gardner Street and Fletcher Street was mentioned by the consultant and has some merit, particularly since it would allow the two streets to take on collector status without clearing existing commercial on McDaniel.

2. Minor Streets -

- (a) Bender and Welch Street access to Shelton-Stephens Street should not be allowed. These streets should connect into Humphries Street, which provides access to Shelton-Stephens Street, or some other solution.
- (b) The streets east of McDaniel Street and north of Gardner Street should be abandoned, and private access should be provided to the adjacent high density residential.
- (c) If condition of structures warrant clearance, Cohen Street between Welch Street and Coleman Street, Middle Street between Beryl Street and Humphries Street, and Hubbard Street between Rockwell

Street and Gardner Street should be abandoned. If these streets are abandoned, it will allow for the accumulation of larger parcels for proposed land use while adequate access is maintained.

- (d) Access into University Avenue from the north should be limited (close Welch, Sims, Ira, etc.) and remaining access should align with exits and entrances to the post office.
- (e) West Avenue should not intersect with University Avenue due to its position relative to the freeway ramps. Problem of industry would need study.
- (f) The Fortress Avenue railroad crossing should be maintained and signals should be considered.
- (g) Traffic Engineering would like the intersection of University Avenue and Pryor Street improved on the northeast corner.

We are in agreement with the classification and treatment of streets in the above areas unless commented upon.

The improvement of streets to the city street classification standards needs additional study in relationship to the clearance or non-clearance of adjacent land.