

MINUTES OF THE  
TRAFFIC AND TRANSPORTATION COMMISSION  
MEETING

A regular meeting of the Traffic and Transportation Commission of the City of Atlanta was held in Committee Room No. 1 of the City Hall on Monday, January 30, 1967, at 2:00 p.m. The following members were present:

Mr. George Goodwin, Chairman  
Mr. John R. Wilson, Jr.

Absent:

Mr. Robert F. Adamson  
Mr. Jack E. Crowder, Vice Chairman  
Mr. Grady A. Lee  
Mr. Charles C. Mathias  
Mr. Peter J. Stelling

Also present were City Traffic Engineer Karl A. Bevins; Mr. P. Andrew Springer, Safety Engineer, The Atlanta Traffic and Safety Council; Mr. J. H. Cone, Jr., Atlanta Transit System, Inc.; and Captain John T. Marler and Sergeant Michael Edwards, Atlanta Police Department.

The meeting was called to order by the Chairman and the following business was considered.

- I. HEAR FROM THE PUBLIC. None.
- II. PERMITS FOR OFF-STREET PARKING FACILITIES.
  - A. THE BLOCK BOUNDED BY WEST PEACHTREE STREET, LINDEN AVENUE, SPRING STREET, AND NORTH AVENUE. Life Insurance Company of Georgia; Central Parking, Inc., Mr. Garland Follis. An off-street parking garage with a total of 550 parking spaces; self-parking or attendant parking; 27 inbound reservoir spaces and 30 outbound reservoir spaces; one entrance from North Avenue, one entrance from Linden Avenue, and one entrance from Spring Street; one exit on North Avenue, two exits on Linden Avenue, and one exit on Spring Street. A REQUEST TO RENEW THE RESOLUTION ADOPTED BY THE BOARD OF ALDERMEN ON SEPTEMBER 21, 1964, was made by Mr. Follis, who stated that no changes whatsoever had been made in the plans since their approval. He pointed out that the only change necessary in the resolution would be the inclusion of his name as the person submitting the application.  
  
The City Traffic Engineer said that, in his opinion, the request was "completely in order" and recommended approval. IN EXECUTIVE SESSION, the application was APPROVED.

- B. 196 MITCHELL STREET, S.W. A A A Parking, Inc., 75 Houston Street, N.E.; Mr. Ralph R. Carroll. An off-street parking lot with a total of 55 parking spaces; self-parking; 6 inbound and 6 outbound reservoir spaces; one entrance and one exit on Mitchell Street.

Mr. Carroll presented the plans for the proposed parking lot.

The City Traffic Engineer said that the plans were in order and in accordance with the standards being followed. The City Traffic Engineer recommended approval. IN EXECUTIVE SESSION, the application was APPROVED.

- C. 1532-34-36-38 BEECHER STREET, S.W. Mr. J. R. Johnson, 965 Cascade Avenue, S.W. An off-street parking lot with a total of 25 parking spaces; self-parking; 10 inbound and 10 outbound reservoir spaces; one entrance and one exit on Beecher Street.

In the absence of Mr. Johnson, the City Traffic Engineer presented the plans for the proposed parking lot and recommended approval. IN EXECUTIVE SESSION, the application was APPROVED.

### III. REPORT OF TRAFFIC ACCIDENTS; Superintendent J. L. Moseley.

In the absence of Superintendent Moseley, Captain John T. Marler and Sergeant Michael Edwards represented the Police Department.

Captain Marler mentioned that, while fatal accidents have decreased, there has been a substantial increase in accidents resulting in injuries. He reported the following traffic accidents through January 29, 1967, as compared with the same period in 1966.

	1967	1966
Fatal Accidents.....	7	7
Injured Accidents.....	244	182
Property Damage Accidents.....	<u>1,469</u>	<u>1,720</u>
	1,720	1,909

### IV. REPORT OF THE CITY TRAFFIC ENGINEER.

Mr. Bevins said that the primary function of the Traffic Engineering Department is to "exact the maximum use from our existing street system." He summarized the 1966 activities of the Department as follows:

1. The Board of Aldermen adopted a system of "Arterial Streets" and "Collector Streets" as recommended jointly by the Departments of Planning, Construction, and Traffic Engineering.

2. Of the 147 "Arterial Streets," 45 have had the traffic signing upgraded to permit them to be designated as "through streets." Suitable ordinances are now being prepared for these 45 streets and additional streets are being readied for "through street" designation.
3. Peachtree Road from Fourteenth Street to Wesley Road where travel time in the peak hours was reduced 50% while the volume of traffic handled increased 23%.
4. Piedmont Avenue from North Avenue to Cheshire Bridge Road where travel time was cut 34% in the P.M. rush and 12% in the A.M. rush.
5. Northside Drive from the Northwest Freeway to Northside Parkway where travel time was cut 19% in the P.M. rush and 15% in the A.M. rush.
6. Northside Drive from Bishop Street to Fourteenth Street where an extra lane southbound cut A.M. rush delays substantially.
7. Northside Drive at Bishop Street where NO LEFT TURN regulations reduced travel time from Fourteenth Street to Bishop Street 35% while the number of vehicles through the intersection increased 14% in the peak hour.
8. Bankhead Avenue from Northside Drive to Hollywood Road where parking removal added a lane and revisions at critical intersections increased capacity and reduced travel time.
9. Atlanta Stadium traffic operations system which has consistently cleared even capacity crowds in 30 minutes or less after the end of games.
10. A summary of other activities for the year 1966 shows:

Intersections channelized.....	34
Parking meters repaired in service.....	26,364
Traffic signs replaced.....	5,493
New traffic signs installed.....	3,237
Traffic signs in service (total).....	43,733
Crosswalks and stop lines remarked.....	1,551
New crosswalks--stop lines installed.....	114
Total crosswalks--stop lines in service.....	3,621
Miles of center line and lane line remarked.....	1,037
Miles of center line and lane line installed new.....	54
Total miles of center line and lane line in service.....	755
Traffic signals in service.....	618
Traffic signals installed (new).....	17
Traffic signals revised.....	117
Damaged signals repaired.....	122
Period school speed limit signs installed.....	22
Period school speed limit signs in service.....	57
"City owned" street lights installed (new).....	47
Damaged street lights repaired.....	81
Total "City owned" street lights in service.....	5,330

11. A total of 14,425 requests and/or complaints were received, investigated, and appropriate action was taken on each item.
12. Under contract with the Georgia Power Company, 1,985 new street lights were installed, and 1,931 street lights were converted to modern mercury lights. Street lighting on 29 thoroughfares was upgraded to modern standards.
13. In addition, a new rate schedule was negotiated with the Georgia Power Company which reduced energy cost equivalent to saving \$1,900 per month or approximately 3.5%. In addition, the "installation" charge of \$57.50 per street light has been eliminated. This charge alone formerly amounted to \$25,000 per year.
14. The City of Atlanta retained the firm of Wilbur Smith and Associates to make a complete parking survey of Downtown Atlanta. The field work is complete and the report is now being prepared.
15. Some progress was made in the improvement of maintenance of traffic signals and street lights.

Mr. Bevins also discussed the Traffic Engineering Department's program for 1967. He explained that he had presented the program to the Traffic, Parking and Transit Committee at its meeting on January 18, 1967, and that the Committee members had been receptive to the suggestions and more or less gave him the go-ahead for making specific recommendations at their next meeting.

Mr. Bevins submitted the following general outline:

1. Continue to implement the "through street" program begun during 1966.
2. Continue with an intensified use of traffic engineering techniques to exact the maximum use from existing streets.

The list of "typical" projects No. 1 through 12 completed during 1966 are examples of the use of "traffic engineering techniques" to improve conditions. Among the projects of this type now being considered for 1967 are:

1. NO LEFT TURNS; from 14th Street onto the Freeway ramps; from 10th Street onto the Freeway ramps; from North Avenue onto the Freeway ramps.
2. A "simple" traffic signal metering device to regulate the use of the Freeway ramps with the objective of substantially reducing the number of "rear end" collisions.
3. Channelization and traffic signals at Armour Drive and Monroe Drive.
4. Minor widening, channelization, and "left turn" signals at Cheshire Bridge Road and Lindbergh Drive--LaVista Road.

5. Channelization, left turn restrictions, and special traffic signal sequences to reduce accidents and congestion at Lindbergh Drive and Piedmont Road.
6. A three-lane (middle lane reversible) system for Simpson Road from Ashby Street to West Lake Avenue.
7. A three-lane (middle lane reversible) system for Memorial Drive from Second Avenue to Candler Road.
8. NO LEFT TURN restrictions and special traffic signal equipment at Gordon Street, Langhorn Street, and White Street.
9. Channelization to reduce hazards at Campbellton Road, Lakewood Freeway, and Country Club Drive.
10. Minor widening and channelization of Hightower Road and Simpson Road to provide for three-lane operations and designations of "Left Turn Only" lanes.
11. Channelization and provision of special "right turn" lanes at Northside Drive and Bishop Street.
12. Widening of all four legs of Cleveland Avenue and Stewart Avenue to provide at least 5 lanes on each leg with sufficient right-of-way for a future grade separation.
13. Channelization to add "left turn only" lanes at Marietta Boulevard, Bolton Road and Adams Drive.
14. Minor widening and channelization of "key" intersections on Campbellton Road to provide for three-lane operation and designation of "left turn only" lanes.
15. Channelization at Cheshire Bridge Road and Chantilly Drive.
16. The further use of One Way streets to simplify and increase the safety and efficiency of intersections, such as:
  - Forsyth Street--Peachtree Street--Carnegie Way
  - Peachtree Street--West Peachtree Street--Baker Street
  - Peachtree Street--West Peachtree Street--19th Street
  - Peachtree Street--Spring Street
  - Euclid Avenue--Austin Avenue
  - Lee Street--West Whitehall Street (McCall's Crossing)
17. Refinements in the Atlanta Stadium traffic operating plan and the development and purchase of "automatic" control equipment to designate reversible one-way streets, reversible lanes and other changes in operating procedure.

18. Increased use of NO PARKING ANY TIME regulations on arterial and collector streets.
19. Additional upgrading, interconnection and re-timing of traffic signals.
3. Aggressively follow up the gains made in generating interest in Freeway improvements and press for accelerated support from the State Highway Department.
4. Cooperate with the State Highway Department and the Federal agencies to take full advantage of benefits from the 1966 Highway Safety Legislation and related Federal Aid traffic improvement programs.
5. Utilize the information developed in the 1966 Parking Study.
6. Develop and implement a realistic program for the maintenance of traffic signs, markings, street lights, and traffic signals.

The refurbishing of the existing 40,000 traffic signs must be increased from 6,000 per year to 8,000 per year (a 34% increase). Five years is the maximum life of a sign.

The existing 390 miles of street with marked center lines need to be better maintained and increased to 475 miles (24% increase).

The existing 1,200 intersections with marked crosswalks should be increased to 1,800 (50% increase).

Almost no painting of poles or cleaning of glassware has been done since 1960 on the 5,311 "City owned" street lights. This maintenance program must be started with the goal of cleaning every two years and painting every four years.

Traffic signal lens and reflectors need to be cleaned twice as often as is now being done. Additional "preventive" maintenance is needed on traffic signal controllers and additional "emergency" service is needed. There is an urgent need for approximately 80 new traffic signal installations. In addition, another 70 to 80 (making a total of 150-160) new signal installations would be helpful and are desired by the public.

7. Continue to upgrade street lights on major thoroughfares and add and/or upgrade street lights on other streets as requested or needed.
8. Improve the "in-service" training program to provide a means of bringing new employees in our service shops to the necessary level of knowledge and skill in a shorter period of time.

9. Long range goals include:

- a. Keeping informed on new developments in the use of computers for traffic signal control, traffic counting, and the keeping and use of maintenance records.
- b. Install a microfilm system for the storage of traffic survey data which needs to be retained but is only used occasionally.

These two "long range" items are ways in which labor costs can be minimized.

The proposed metering device to regulate the use of Freeway ramps was discussed. Mr. Bevins explained that it would be a simple traffic signal metering device similar to those used in Chicago and Houston, but that it would not have the expensive computer connected to it to choose a gap in the Freeway traffic. He stressed that its purpose would be to reduce the large number of rear end collisions on Freeway ramps.

There was also considerable discussion of proposed ONE WAY street systems. Mr. Bevins said that the one serious problem encountered thus far is the change in bus routes. He reported that the Traffic Engineering Department will continue to work closely with the Atlanta Transit System to facilitate these changes.

- V. ROUTINE ORDINANCES. The City Traffic Engineer presented the routine ordinances, which were approved by the Traffic and Transportation Commission. (For a complete list of the routine ordinances, see the Minutes of the Traffic, Parking and Transit Committee Meeting for February 8, 1967.)

- VI. NEXT MEETING: Monday, February 27, 1967.

The meeting was adjourned at 4:15 p.m.