

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, August 28, 1967, at 2:00 p.m. The following members were present:

Mr. George Goodwin, Chairman
Mr. Jack E. Crowder, Vice Chairman
Mr. John R. Wilson, Jr.

Absent:
Mr. Robert F. Adamson
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. Edmund W. Hughes, Managing Director, The Atlanta Traffic and Safety Council; Mr. John Gerson, Atlanta Transit System, Inc.; Superintendent J. L. Moseley and Sergeant Michael Edwards, Atlanta Police Department.

I. HEAR FROM THE PUBLIC. None.

II. PERMITS FOR OFF-STREET PARKING FACILITIES.

- A. 230 GARNETT STREET, S.W. Mr. Raymond L. Johnson, O.K. Parking Service, 1224 Cumberland Road, N.E. An open lot with 47 spaces; attendant parking; 5 inbound reservoir spaces; one entrance on Garnett Street; one exit on Garnett Street and one exit at the Alley.

The Traffic Engineer recommended approval of the application with the restriction of NO LEFT TURNS into or out of Garnett Street. The Commission approved this recommendation.

- B. 623-31 WEST PEACHTREE STREET, N.E. Mr. Lewis Gross, 3124 Buford Highway, Atlanta, Georgia, for Quick 'n Tasty Snack Shops, Inc. An open lot with 60 spaces, self and attendant parking; 6 inbound reservoir spaces; one entrance and one exit on West Peachtree Street.

This application was tabled awaiting additional detailed information about the proposed lay out of the parking stalls and isles.

C. 185 MARIETTA STREET. Mr. George C. Morris.

No application had been filed prior to the meeting, therefore no action was taken.

D. AIR RIGHTS PARKING DECK. Review of previously approved permit. The Traffic Engineer recommended approval of proposed revisions in design which are in accordance with existing permit. The Commission concurred with the Traffic Engineer's recommendation.

E. 1200 PEACHTREE STREET, N.E. Mr. Frank Hazel, Atlantic Realty Company, 1048 Hurt Building. An open lot with 66 spaces; self parking; 5 inbound reservoir spaces; one entrance on Peachtree Street and one entrance at Rear Alley; one exit on Peachtree Street and one exit at Rear Alley.

It was recommended that the possibility of making both of the Peachtree Street driveway entrances with exits from the parking lot to the 20 foot Alley at the rear of the parking lot.

The Traffic Engineer was instructed to confer with the applicant and if this point could be resolved satisfactorily that the facility be approved with NO LEFT TURNS at the Peachtree Street driveways.

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

Sergeant Michael Edwards reported that the Fatal Accidents were down 9.5%, Injured Accidents down 3½%, Property Damage Accidents down 6½%, and the Enforcement Violations Booked (including drunk driving, speeding and other moving violations) were up 5.7%.

Sergeant Edwards reported the following traffic accidents through August 27, 1967, as compared with the same period in 1966.

	<u>1967</u>	<u>1966</u>
Fatal Accidents	57	63
Injured Accidents	1,774	1,841
Property Damage Accidents	<u>13,535</u>	<u>14,454</u>
	15,366	16,358

IV. REPORT OF THE CITY TRAFFIC ENGINEER.

A. KINGSWOOD LANE, N.W.

The Traffic Engineer reviewed the problem which had resulted on

Kingswood Lane due to the Board of Education's elimination of all of the off-street parking for students and some of the off-street parking for the faculty at Northside High School.

The Board of Education has taken this step in connection with the expansion of Northside High School. They requested that Kingswood Lane be made One-Way and that parking be permitted on both sides of Kingswood Lane during the 1967-68 school year. This request was made to the Traffic Engineering Department approximately two weeks before the opening of school. The Traffic Engineer advised the Board of Education representatives to try to contact the residents of the neighborhood and work out an acceptable agreement. As of Friday, August 25, 1967, no satisfactory agreement had been worked out between the school people and the residents. Lieutenant Forrester of the Atlanta Police Department and the Traffic Engineer together agreed that the One-Way arrangement would be the only practical way to minimize inconvenience and hazard to the general public and that this would be done as an emergency measure beginning Monday morning, August 28, 1967. The Traffic Engineer further emphasized that, in his opinion, this One-Way arrangement with parking on both sides of the street was a very unsatisfactory arrangement and that the school officials should make some other arrangements regarding student and faculty parking and permit the street to be used as a Two-Way street.

B. STAGGERED HOURS.

The Traffic Engineer reviewed the various discussions and progress which had been made by The Atlanta Chamber of Commerce, The Georgia State Highway Department, and other agencies in considering the use of staggered working hours as a means of improving traffic conditions during peak traffic hours. The Traffic Engineer recommends this technique as a practical and useful traffic improvement tool and urges that it be explored fully.

C. U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, NATIONAL HIGHWAY SAFETY BUREAU'S HIGHWAY SAFETY PROGRAM.

The Traffic Engineer reported progress to date on the city and state conforming and cooperating with this National Highway Safety Program. The first step which involved certain enabling legislation and the appointment of a Coordinator of Highway Safety for the State of Georgia has been taken by the State Legislature and by the Governor. Mr. Ben Jordan is the Coordinator of Highway Safety for The State of Georgia. Mr. Jordan's office, at his request, is being furnished a forecast for a ten year period of the expenditures anticipated by

the City of Atlanta in conforming with the various standards set forth in the Highway Safety Act and in the administration of the Highway Safety Act by The National Highway Safety Bureau. This cost estimate was delivered by the Traffic Engineering Department to the City Comptroller's office on Monday morning, August 28, 1967. Although, at the present time there are no funds available in this program for traffic engineering activities, it is desirable that every effort be made to cooperate and that certain planning activities be undertaken at the earliest possible date.

D. TOPICS PROGRAM - (Traffic Operations Program to Increase Capacity and Safety.)

The Traffic Engineer reviewed the situation as it stands today and brought the Commission up-to-date on possible courses of action open to the City of Atlanta in order to cooperate with and participate in this particular program. All moneys available under this TOPICS Program come only through The Georgia State Highway Department, the present policy of the Highway Department must be changed in order to permit money of this sort to be spent for this purpose. Also, the Federal Agencies are requiring that an Area-Wide Plan on traffic operating improvements be developed prior to any submission of specific projects. The Traffic Engineer reported that he was going to undertake to obtain an estimate of the cost of this Area-Wide Plan and that he was guessing that the cost would range between \$50,000 and \$200,000. He also stated that he believed that a consulting firm could prepare the plan with the necessary back-up studies and have it ready for submission in approximately six months from the date of starting.

E. ASHBY STREET AND HUNTER STREET.

Mr. J. R. Wilson and the Traffic Engineer brought the Commission up-to-date on plans to improve traffic operations at this intersection through the use of Left Turn storage lanes on Ashby Street approaching Hunter Street.

There being no further business, the meeting was adjourned at 3:15 p.m.

V. NEXT MEETING: Monday, September 25, 1967.