



# RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

"MARTA REPORTS TO THE PEOPLE IT SERVES..."

FEB.-MARCH 1968  
VOL. 3, NO. 2

## CANADIAN RAPID TRANSIT PLEASES DEKALB VISITORS

Six prominent DeKalb visitors returned from a recent trip to Toronto and Montreal to inspect those cities' rapid transit operations, and reported that what they saw was "most impressive," "fantastic," "first class," and "magnificent." They concluded that "we should proceed as rapidly as we possibly can" in developing a rapid transit system for Metropolitan Atlanta.

Those in the group were Brince H. Manning, Chairman, DeKalb County Board of Commissioners; William C. Painter, Mayor Pro-Tem, City of Decatur; William H. Breen, Architect and member of the Decatur City Commission; Tom McCord, President of Tom McCord Construction Company and Chairman of Decatur Planning Commission; John H. Ingram, President C & S Emory Bank and Chairman of Decatur/DeKalb Rapid Transit Committee; and Aubrey C. Couch, Executive Vice President, Decatur/DeKalb Development Association.

The six members of the group discussed their impressions and evaluations of the two systems at a news conference held in the DeKalb Commission chamber on February 9.

Manning observed that "we came away from Toronto and Montreal with different impressions from those we had gotten from just reading literature. Certainly we ought to get on to



*Rapid Transit train approaching Eglinton Station with high-rise building and parking decks using "air rights" over tracks.*



*DeKalb group in Montreal Station. Left to right, William H. Breen, Tom McCord, John H. Ingram, William C. Painter.*

the job one way or the other because we need to be able to move people. We have to have a totally integrated system with automobiles, buses, and possibly even trackless trolleys, as well as rail transit.

"I think the thing we here in this area have overlooked so much in the past is the impact that this will have not only on land values but also on the development that will come and the terrific increase in the tax digest which will arise from this development. We saw plans that could fit into almost any area that we have in DeKalb County or the City of Decatur or the whole metropolitan area of Atlanta, of development which has resulted from rapid transit."

"Certainly we ought to move forward with the program if we are going to have it; and if we don't move forward, we will all regret it in years to come."

Breen, an architect, was unequivocal in his enthusiasm for the speed of the system and for the design of the stations in Montreal. He stated, "The most summarizing thing you could say about the whole trip was that I can come back now and say that 'rapid transit works — I have seen it.'"

"The system is fantastic," he said. "A system that allowed me to get on at one end of the line in Montreal, cover 15 stops

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RAPID TRANSIT AUTHORITY**

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"DIRECTED BY THE GEORGIA STATE  
LEGISLATURE TO DEVELOP A RAPID  
TRANSIT SYSTEM FOR THE 5-COUNTY  
METROPOLITAN ATLANTA AREA."



Edited by KING ELLIOTT

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in 13 miles, let everyone get on and off who wished, and have spent no more than 15 minutes, is really moving people."

"The thing that I saw as an architect which was most impressive was the definition of this thing 'corridor impact.' I've heard this thing discussed, and seen it in papers, graphs, and charts, but in Montreal I saw it all in flesh and blood and in architecture. I certainly want to compliment the architects who handled the situation in Montreal.

"The extensive development around rapid transit stations in Toronto and Montreal indicated to the group what might be accomplished in the Metropolitan Atlanta Area, with good planning before and during rapid transit development."

McCord stated, "What impressed me was that rapid transit made the backbone of the future development regarding building and other developments. In the city of Decatur's planning, we have just been through working over our documents again and we are real concerned that property values will not only stay where they are, but will continue to go up. As you know, we have had urban renewal and this has been a great boon. We now have several high-rise buildings here including the new county courthouse building. We would like to think that we could help the people who own property in Decatur to continue to have valuable property. If rapid transit would make the land values continue to go up near the stations, then we would like to be involved where the stations would be and to help plan for the future. We are not talking about a one or two-year plan, we are talking about a fifteen or twenty-year plan."

Painter agreed with McCord's observation about development in Toronto and related that to the future of Decatur. "The city of Decatur will be in a very critical spot in this whole metropolitan area transit. We feel that rapid transit in the city of Decatur will be an exciting and meaningful development for the entire citizenry. It will not only mean a mode for moving back and forth in the downtown area of Atlanta, but will also be the backbone for the development that you have just heard about. The residential development will be more significant to Decatur because we have always been an area where people like to live. High-rise developments will be available. We saw there in Montreal and Toronto many high-rise apartments, and good rentals can be obtained in these because of

the proximity to rapid transit. We feel that what we saw there can be related to Decatur in a very, very meaningful way, and we feel that our citizens will support it."

Ingram was particularly impressed with the speed with which the Montreal system was developed and the speed with which the system moves large numbers of people. "Montreal had talked about rapid transit for some fifty years but when the decision was finally made to act, they accomplished what they now have in a short period of time of about five years.

"We were impressed with the speed with which they moved 350,000 people each day in the city of Montreal and moved them in quiet and in comfort and with efficiency.

"Each of these cars will carry about 160 people and they will run about 10 cars to a train, so about 1,500 people can ride on one train. The trains are spaced something like two or three minutes apart, so you can visualize how fast you can move people into Atlanta, or out to Decatur, or out into DeKalb County.

"We found out that the public attitude about rapid transit had changed quite a bit. People in that area feel that it is no longer to their advantage to drive automobiles to work. They know now that they can ride the rapid transit system, have no parking problem, and arrive at work much more quickly. It is certainly easier than the way they were able to do this before."

"The cost of the system was certainly large; one car for example, will cost an average of about \$123,000 and this was five or six years ago. We are talking in the Atlanta area about some 52 miles of track. The last figure I recall was in excess of some four hundred million dollars, and this keeps going up every year. We feel in the interest of Atlanta and Decatur and this great area we all live in, that we have got to translate this talk and these discussions into action as soon as possible."

Couch, too, concluded that after visiting the Montreal system, "We cannot afford *not* to build a system in Atlanta, and speed is of the essence. We rode the system in Montreal as the average person would ride it. We stayed in the Hotel Champlain in Montreal, rode one floor down on the elevator and were in the rapid transit system at that point. We paid a quarter, and, as far as we know, you could ride all day long for the price."

"The opportunity is so great and is so staggering that I don't think anybody can really understand what an opportu-



"We saw it, we rode it, we like it!" William Painter (l) with Ingram and Breen; and, across the aisle, McCord with DeKalb Commission Chairman Brince H. Manning (r), as they rode the Montreal rapid transit trains.

ity this area has. I have seen METRO in Paris and I have seen the subway in New York and I must confess, the subway in New York did not impress me. But what I saw in Montreal, and to a larger degree in Toronto, was so different that I came away with the same feeling that Mr. Breen mentioned — rapid transit works."

"They have done magnificently," Couch emphasized, "and if they can do it in Montreal and Toronto, we can do it here in Atlanta and we *must* with the greatest speed possible."

Manning agreed with McCord that, "the longer we wait, the more it is going to cost. This entire project will have to be submitted to the people and we should move forward with the program." Manning concluded, "Certainly we should move forward with the program if we are going to have it, and, if not, we are going to regret it in years to come."

The inspection tour February 1-3 was arranged and sponsored by the Decatur/DeKalb Development Association; transportation was by private plane owned and piloted by Tom McCord.

Breen said, "There is one thing I would like to say. This general conversation has related to Metropolitan Atlanta, Decatur and DeKalb County and the number of stations and extensions of the routes. If there are any interested persons in counties which are not in favor of rapid transit, I would like to recommend to these persons and to persons in other parts of the State that they give their attention to two things:

"First, I recommend to any one that before they really become set against rapid transit that they make an effort to take a trip to Toronto and Montreal. After our trip, we are enthusiastic about rapid transit and see that there is a real need for it.

"Second, rapid transit adds a facility or capability to a city which in our case would generate new economy throughout the whole State. This is something that would lift Atlanta up out of a questionable area of whether it is indeed a great city or not quite great. I think rapid transit would help make the whole Metropolitan Atlanta area and all of its environment including DeKalb County and DeKalb municipalities part of a great area of high density habitation. This could not help but affect economy of our State. If I were in Valdosta, Thomas-ton, or some other part of Georgia, I would be in favor of rapid transit."



**RAPID TRANSIT EXHIBIT  
WINS FIRST PLACE AWARD**

An exhibit on rapid transit won a blue ribbon for four Chamblee High School students at the Science Fair in DeKalb County in February. The exhibit, titled "Rapid Transit for Atlanta," used plaster of paris, wood, plastic, toys, parts of a train set and other materials to show the basic layout of the rapid transit system now being developed. The "mushroom-shaped" objects in the picture above are signs depicting station locations and the time/distance from Transit Center. The "Blue Ribbon" in the upper left corner of the display indicates a *First Place* award.

The display was developed and built by Carol Pitts, Dianne Coffee, Judy David and Barbara Wilson, all ninth-grade students at Chamblee High School. Ken Moore, World Geography



DeKalb County School Superintendent Jim Cherry listens intently as Chamblee student Carol Pitts explains the display she and three other students built, depicting rapid transit plans for Metropolitan Atlanta.

teacher at Chamblee, was the supervising teacher for the project.

The project took approximately 60 "girl-hours" to complete, and won a "First Place — Blue Ribbon" in the DeKalb competition. A total of more than 600 projects was entered in the Science Fair. DeKalb School officials say the fair provides "an opportunity for students to develop research skills and engage in individual and in-depth studies as they learn to distinguish between fact and opinion while exploring a more exciting approach to learning."

# MARTAnswers

The following questions were asked by newsmen and were answered by members of the DeKalb group which recently toured rapid transit systems in Toronto and Montreal.

**QUESTION** — Did you get any feeling from the people there as to whether they were glad to have rapid transit and depended on it or whether they wished it had never been built?

**BRINCE MANNING** — I personally did not talk to any public officials or to anyone connected with rapid transit. We went to get the feelings of the average person in these two great cities and the opinions of business people who have their places of business around rapid transit and also the attitudes of those who live around rapid transit. I did not get the impression in either city that the public was against it. Two or three people did say that there was opposition to it in the beginning but they felt as a result of the completed system, that most of the people are in favor of it.

**QUESTION** — How well do you feel the new systems were integrated with existing neighborhoods as well as with the new development that took place after the stations were built?

**WILLIAM BREEN** — In the neighborhoods, the stations were largely underground as far as size and volume were concerned. Portions of the neighborhood stations which actually occupied ground and space above ground was very small. You could have had two or three of them around our court square, for instance, without disrupting any of our present operations. People walk to the stations. The only exception was where the automobiles and buses came to the stations; there they have drive-in stations which allow rapid transit riders to get to their cars or to buses which feed out into the neighborhoods.

**QUESTION** — You mentioned the possibility of expanding the system in DeKalb County with more stations and longer lines. Do you have any specific idea as to what and where?

**MANNING** — Well, the initial line in DeKalb County is to come out along the Georgia Railroad, College Avenue and DeKalb Avenue through Decatur, on out past Sams Crossing to Avondale. It is our thinking that because of the traffic pattern set up by the Perimeter Highway that the initial line should be extended beyond the Perimeter Highway. The reason for this is the limited crossings of the perimeter, not only for private automobiles but also for bus transportation.

**QUESTION** — You also want more stations along the line than are now in the planning?

**MANNING** — Yes, sir: I believe in Toronto the stations are spaced about a mile and a quarter apart. You can see the development at each station, and I think if we have more stations, there will be a greater impact on every area in DeKalb County as well as in other counties in the Metropolitan area. I would like to say this — there has been a lot of talk about rapid transit as something which is just for moving people downtown. The two cities we saw defaults this theory. There is much movement out to the areas, shopping centers, and office buildings that have been developed as a result of rapid transit. I would say that people are going out to these more than they are going downtown. I think this would be true in the Atlanta Metropolitan Area and this suits me fine. The more people we can move out here to shop, to live, to invest their money in real estate development, the better off we will be.

## MARTAction

At its regular meeting January 15, 1968, the MARTA board of directors re-elected Richard H. Rieh as Chairman and Roy Blount as Vice Chairman. The Board was advised that the following directors had been re-appointed to new terms: from Atlanta, L. D. Milton to a term expiring December 31, 1971; from DeKalb County, Dr. Sanford Atwood to a term expiring December 31, 1971; from DeKalb County, Roy Blount to a term expiring December 31, 1969; and from Gwinnett County, K. A. McMillon to a term expiring December 31, 1971.

The Board agreed to participate in an accelerated program of the Atlanta Area Transportation Study.

At its meeting in February, the Board of Directors authorized the General Manager to file an application with the U.S. Department of Housing and Urban Development for \$166,666.00, to be matched by \$83,334.00 of local funds for continuation of the work program in 1968. This program includes work elements on Preliminary Ownership Study (\$49,000); Accounting and Financial Control System (\$25,000); Architectural Studies (\$32,000); Transit Center Technical Studies (\$99,000); Socio-Economic Benefit Analysis (\$30,000); and Impact of Proposed System of Atlanta Transit System (\$15,000).

The Board also agreed on MARTA's share of the cost of the accelerated Atlanta Area Transportation Study; MARTA and the State Highway Department will each contribute \$100,000 toward this work.

The next meeting will be April 2, 3:30 P.M., Room 619, The Glenn Building, 120 Marietta Street, N.W., Atlanta.



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FEBRUARY-MARCH 1968-VOL. 3, NO. 2

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