

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 the Aldermanic Chamber of the City Hall on Monday, February 27, 1967, at 2:00 p.m. The following members were present:

Mr. George Goodwin, Chairman
Mr. Jack E. Crowder, Vice Chairman
Mr. Robert F. Adamson
Mr. Grady A. Lee
Mr. Peter J. Stelling
Mr. John R. Wilson, Jr.

Absent:
Mr. Charles C. Mathias

Also present were City Traffic Engineer Karl A. Bevins; Mr. Edmund W. Hughes, Managing Director, and Mr. P. Andrew Springer, Safety Engineer, The Atlanta Traffic and Safety Council; Sergeant Michael Edwards, Atlanta Police Department; Mr. John Gerson, Atlanta Transit System, Inc.; Alderman Jack Summers, Chairman, Traffic, Parking and Transit Committee.

The meeting was called to order by the Chairman. In his opening remarks, Mr. Goodwin said that, due to the large number of citizens present, the entire afternoon would be given to hearing from the public and that an EXECUTIVE SESSION would be held later in the week.

I. PUBLIC HEARING.

Mr. Goodwin asked Mr. Bevins to read the list of the various items for consideration. Mr. Bevins explained that, at the regular meeting of the Traffic, Parking and Transit Committee of the Board of Aldermen on February 8, 1967, the City Traffic Engineer had recommended and requested approval of the following:

A. ONE WAY Streets.

1. Peachtree Street northbound from Baker Street to 19th Street.
2. West Peachtree Street southbound from 19th Street to Baker Street.
3. Crescent Avenue southbound from 14th Street to Peachtree Place.
4. Porter Place eastbound from West Peachtree Street to Peachtree Street.
5. Alexander Street westbound from Peachtree Street to West Peachtree Street.
6. Fourteenth Street westbound from Piedmont Avenue to Howell Mill Road.
7. Tenth Street eastbound from Brady Avenue to Charles Allen Drive.
8. State Street southbound from 14th Street to Hemphill Avenue.
9. Atlantic Drive northbound from Hemphill Avenue to 14th Street.

B. NO PARKING ANY TIME.

1. Juniper Street--east side, from 12th Street to Ponce de Leon Avenue.
2. Piedmont Avenue--east side, from 3rd Street to 12th Street.
3. Piedmont Avenue--west side, from 14th Street to 13th Street.
4. Fourteenth Street--south side, from Piedmont Avenue to Northside Drive.
5. Fourteenth Street--north side, from 200 feet west of Peachtree Street to Northside Drive.
6. Tenth Street--north side, from Brady Avenue to Myrtle Street.
7. Peachtree Street--east side, from 12th Street to 14th Street.

As a substitute for the City Traffic Engineer's recommendations outlined above, the Traffic, Parking and Transit Committee had recommended with the concurrence of the City Traffic Engineer the following:

1. That both sides of Tenth Street from Howell Mill Road to Piedmont Avenue be made NO PARKING ANY TIME.
2. That both sides of Fourteenth Street from Peachtree Street to Howell Mill Road be made NO PARKING ANY TIME.
3. That both sides of Spring Street, N.W., from Fifth Street to Peachtree Street be made NO PARKING ANY TIME.
4. That both sides of West Peachtree Street from the intersection of West Peachtree Street, Peachtree Street, and Baker Street north to the intersection of West Peachtree Street, Peachtree Street, and Nineteenth Street be made NO PARKING ANY TIME.
5. That both sides of Peachtree Street from Baker Street to Fourteenth Street be made NO PARKING ANY TIME.
6. That the west side of Piedmont Avenue, N.E., from Fourteenth Street to Thirteenth Street be made NO PARKING ANY TIME.
7. That the east side of Piedmont Avenue, N.E., from Third Street to Twelfth Street be made NO PARKING ANY TIME.
8. That the east side of Juniper Street, N.E., from Twelfth Street to Ponce de Leon Avenue be made NO PARKING ANY TIME.
9. That westbound traffic on Tenth Street, N.W., be prohibited from making a left turn into the southbound on-ramp of the North Freeway.
10. That eastbound traffic on Tenth Street, N.W., be prohibited from making a left turn into the northbound on-ramp of the North Freeway.
11. That eastbound traffic on Tenth Street, N.W., be prohibited from making a left turn into Williams Street.

12. That westbound traffic on Fourteenth Street, N.W., be prohibited from making a left turn into the southbound on-ramp of the North Freeway.
13. That eastbound traffic on Fourteenth Street, N.W., be prohibited from making a left turn into the northbound on-ramp of the North Freeway.
14. That eastbound traffic on Fourteenth Street, N.W., be prohibited from making a left turn into Williams Street.
15. That westbound traffic on North Avenue, N.W., be prohibited from making a left turn into the southbound on-ramp of the North Freeway.
16. That westbound traffic on North Avenue, N.W., be prohibited from making a left turn into Williams Street.
17. That eastbound traffic on North Avenue, N.W., be prohibited from making a left turn into the northbound on-ramp of the North Freeway.

Mr. Bevins said that the Traffic Engineering Department is, of course, willing to see the complete elimination of all parking on the aforementioned streets (as listed in the substitute proposal) plus some NO LEFT TURN regulations given a trial. He said further, "However, we are convinced that these measures will not give sufficient traffic improvement to justify the inconvenience and the problems created. The proposed ONE WAY operation of the four-street combination (Peachtree Street--West Peachtree Street and Tenth Street--Fourteenth Street) is, in our judgment, the most sensible and satisfactory answer available today to increase the traffic carrying capacity of streets in this part of the City and to clear up recognized existing serious traffic congestion problems. ONE WAY operation of these particular streets solves more problems and yields greater traffic carrying capacity than would any other streets in the area. In addition, ONE WAY operation of these streets fits with the other existing ONE WAY streets in the area and 'sets the stage' for additional ONE WAY streets and/or reversible lane streets as needed. Operating these streets ONE WAY offers a substantial (20% to 30%) increase in capacity over two-way operation on these four streets with added substantial increases on several adjacent streets. In addition (and of equal importance), the ONE WAY operation of these streets would permit us to 'clear up' ten or twelve congested intersections by eliminating unsatisfactory three-phase operation and changing to simple two-phase operation. All of these benefits could be realized with ONE WAY operation and the relatively minor additional parking restrictions listed."

Alderman G. Everett Millican requested explanation of the proposed NO LEFT TURN restrictions. In explaining the proposed change, the City Traffic Engineer said that, in his opinion, the proposal was a rather poor substitute for ONE WAY operation of the streets, but that NO LEFT TURN restrictions would clear up the congestion at certain points to where it was reasonable. Mr. Bevins said, "We either go to ONE WAY streets or NO PARKING and

NO LEFT TURN restrictions or say that there is nothing that can be done."

Mr. W. E. Clark, 1107 Peachtree Street, said that he was concerned about "how people would get out of Atlanta" if the proposed NO LEFT TURN restrictions were installed.

Alderman George Cotsakis requested further explanation of the proposed parking bans. Mr. Bevins mentioned that, at a previous hearing on the ONE WAY street proposals, residents and businessmen of the streets under consideration repeatedly said, in effect, "Don't make my street one way. Take the parking off."

The proposal that both sides of Peachtree Street from Baker Street to fourteenth Street be made NO PARKING ANY TIME came under discussion, with Mr. Edgar Gay, Gay Men's Shops, 1004 Peachtree Street, N.E., and spokesman for the Tenth Street Business Association, giving considerable background information regarding the area and saying that the businessmen could foresee heavy financial losses if NO PARKING ANY TIME were installed. He stressed the point that, at this time, no additional off-street parking was available. He also said that a traffic congestion problem existed in the Tenth Street area only during peak rush hours.

Mr. Charles W. Bergman, Attorney, representing property owners and residents in the area of the intersection of Juniper Street and Tenth Street, said that the property owners would be adversely affected by the installation of NO PARKING because present tenants would leave and because it would be difficult, if not impossible, to get new tenants. Mr. Bergman said that, if the City removed parking on the south side of Tenth Street, it would be more or less taking the property.

Mr. W. E. Clark made additional remarks which included the statement that real estate drops from 20% to 40% on a ONE WAY street. He said that Peachtree Street had no traffic problems except during peak rush hours, particularly on Fridays at the intersection of Fourteenth Street and Peachtree Street.

Alderman Millican also made additional remarks. He said that Atlanta had to have NO PARKING or ONE WAY streets in the Downtown Area and suggested that West Peachtree Street and Spring Street might be considered for ONE WAY operation. He stressed the importance of increased wrecker service and suggested a \$25.00 fine for parking in a restricted area. Stressing the importance of increased enforcement, Alderman Millican said that he could see no necessity for a NO PARKING restriction during the middle of the day on West Peachtree Street, Peachtree Street, or Spring Street.

Mr. J. J. Bader of the Tenth Street business district said that the small merchants in the area would undoubtedly close if all on-street parking were removed. He pointed out that the City, in turn, would lose taxpayers as the businesses closed.

Mr. Joe Shippen, whose family owns property in the Pershing Point area, i.e. Rose Bowl Restaurant, an apartment building, etc, asked that on-street parking be removed only during rush hours.

Mrs. Bennett, Bennett Paint and Supply Co., 118 Tenth Street, N.E., said that, when Tenth Street was widened and on-street parking on their side of the street was subsequently removed, the business survived. She said that the business could survive ONE WAY traffic operation. She pointed out, however, that the business could not survive additional on-street parking removal.

Mr. Robert W. Bivens, Executive Director, Central Atlanta Progress, Inc., submitted copies of the organization's February 23, 1967, Newsletter, which included the following statement:

"ON HASTY REMOVAL OF PARKING

"The City should think twice before banning parking 24 hrs. per day in close-in areas simply because it cannot, or does not, enforce a 2-hr. ban during peak traffic hours. Why not rigid enforcement with STIFF fines, prompt tow-away, violators footing the bill --- as intermediate step, before total removal? Neighborhoods are important, too."

Mr. Sam A. Dorsey, Attorney, representing property owners on Spring Street between Fourteenth Street and Peachtree Street, said that a total ban of on-street parking in the area would serve no purpose. He maintained that the afternoon rush hour traffic congestion on Spring Street was the result of a bottleneck further north on Peachtree Street at Peachtree Station. He said that the complete removal of on-street parking on Spring Street would simply send vehicles more quickly to a waiting point to get through the bottleneck.

Mr. Brannon Lesesne, H. M. Patterson & Son, 1020 Spring Street, N.W., explained that, although H. M. Patterson & Son has considerable off-street parking, there were times when on-street parking was necessary. He said that the complete removal of parking on Spring Street at all times would definitely create a hardship on some people, particularly between the hours of 9:00 a.m. and 4:00 p.m. He said further that the traffic flows generally well down Spring Street except between the hours of 4:00 p.m. and 6:00 p.m.

Mr. Harry Gilham, Georgia Lighting Supply Company, Inc., 835 Spring Street, N.W., explained his problem, i.e. that he had a lease on his present location which would not expire in the near future, that his wholesale business was dependent upon four or five callers a day, and that the four or five callers had to park on the street. He said that, although the complete removal of on-street parking would completely cripple his business, a ONE WAY traffic pattern would do it no harm.

Dr. J. L. Hawk, J. L. Hawk Drug Store, 1176 West Peachtree Street, N.W., at Fourteenth Street, asked that the Commission recommend against removing on-street parking adjacent to his business, in operation in 1919. Dr. Hawk said that he was concerned about how customers would get to his store and said that his business could not survive without on-street parking on West Peachtree Street. He said that, as nearby on-street parking was decreased, he has had to increase his delivery service.

Mr. Ben Shippen, another member of the family owning property in the Pershing Point area, i.e. Rose Bowl Restaurant, an apartment building, etc., also requested that on-street parking in the area remain during the day with only a rush hour restriction.

Mr. Dean Dodds, Dean's Firearms & Accessories, 1126 West Peachtree Street, N.E., said that the removal of on-street parking in the area would result in either moving to another location or dissolving the business.

Mr. D. O. Beusse, General Manager, Biltmore Hotel, 817 West Peachtree Street, N.E., said that only during the afternoon rush hours was there a traffic problem on West Peachtree Street. He said that, although the removal of on-street parking would pose no problem for the Biltmore Hotel, ONE WAY movement of traffic would adversely affect the operation of the garage across the street because it would be necessary to drive eight blocks to get to the garage. Speaking in behalf of the Biltmore Hotel, he was definitely against ONE WAY operation on West Peachtree Street.

Mr. Frank J. Lachnit, who operates an antique business at 1166 West Peachtree Street, N.W., which is across the street from Dr. Hawk's Drug Store, was very much opposed to the removal of on-street parking on West Peachtree Street. He said that there were no off-street parking garages in the area and there was no hope of getting one. Mr. Lachnit suggested that West Peachtree Street might be made ONE WAY inbound during the morning hours and ONE WAY outbound later in the day; he explained that this type of operation worked well in Toronto, Canada, a city about the size of Atlanta. Mr. Lachnit also suggested that a traffic signal be installed at Pershing Point.

Miss Claribel Hiller, who operates an art gallery at 933 West Peachtree Street, N.E., said that at no time during the day are both lanes of West Peachtree Street in full use and that she could see no need for taking parking off West Peachtree Street at any time. Also, she suggested that, if ONE WAY streets were installed, Peachtree Street and Spring Street would be the most likely pair.

Mr. Fred Patterson, H. M. Patterson & Son, expressed his opposition to the removal of on-street parking on Spring Street and on West Peachtree Street. He noted, however, that the parking on cross streets in the area would probably hamper traffic attempting to reach Freeway ramps.

Mr. W. T. Barber, 533 Tenth Street, N.W., speaking for residents and property owners of the area, said that his was a fringe area and that traffic has been declining. He said that to eliminate parking completely would, in turn,

eliminate certain small businesses. He explained that neither he nor his neighbors were financially able to relocate their businesses to some other section of the City. He also pointed out that to remove on-street parking to speed traffic through the area would, in most cases, be speeding non-taxpayers to outlying areas. In closing, Mr. Barber submitted a petition asking the Aldermanic Board "to reconsider any proposal to prohibit parking on Tenth Street."

Mr. Grady Sewell, owner of a barber shop at 531 Tenth Street, N.W., said that many small businesses in his area did not have driveways and that no reasonable location was available for an off-street parking facility. Speaking for other small businesses in his area as well as his own, he opposed the removal of on-street parking on Tenth Street.

The discussion then shifted to the Piedmont Avenue and Juniper Street area. Miss Carolyn Hinman, 923 Piedmont Avenue, N.E., said that she now had rental units and that she was dependent upon the income from the property. She said that it would be impossible to keep the present tenants or to get other tenants if the on-street parking were completely removed from Piedmont Avenue. She asked that parking be removed only during rush hours.

Mr. Robert E. Sherrell, 960 Piedmont Avenue, N.E., opposed the proposal to make the east side of Piedmont Avenue, N.E., from Third Street to Twelfth Street NO PARKING ANY TIME. He said that there was no traffic problem on Piedmont Avenue in this area except perhaps during rush hours. He pointed out that this section of Piedmont Avenue is primarily residential and that most of the houses were built many years ago when there was no need for driveways. He said that the removal of parking would be an extreme hardship on these residents.

Mr. Jerry Zimmerman, Piedmont Pharmacy, Inc., 991 Piedmont Avenue, N.E., at Tenth Street, said that most of the people in the area are elderly people who are dependent upon their income from rental property. He said that, although the residents are generally agreeable to a rush hour parking restriction, the complete removal of on-street parking would make their rental property unrentable.

Mr. Russell Martin, 835 Piedmont Avenue, N.E., also expressed opposition to the complete removal of on-street parking on Piedmont Avenue.

Mrs. George Norman, a resident of Piedmont Avenue between Seventh Street and Eighth Street, said that she felt that tickets should be issued to motorists who do not observe rush hour restrictions.

Also opposing the installation of further NO PARKING restrictions on Piedmont Avenue was Mr. Larry Nicholson, who said that, during the day, Piedmont Avenue was clear of all traffic congestion.

The City Traffic Engineer expressed his appreciation of the many interested citizens who had given their views on the various proposals. He said that the Commission wished to explore all of the possibilities in solving traffic problems throughout the City and stressed that the solutions were not based upon what would move the most vehicles in the shortest length of time, but rather, what could be done to effect a "net gain" for the Community.

Mr. Robert L. Sommerville, President, Atlanta Transit System, Inc., said that, although the removal of on-street parking would not greatly affect the Atlanta Transit System's operation of buses, he did not understand all of the preparation to make the streets of Atlanta into raceways which would simply speed non-taxpayers to outlying areas. He said that he thought the City should start taxing them before giving them any benefit of this kind. He also said that, "The notion that we have to have NO PARKING ANY TIME including Sundays seems to be going far beyond what we need to do."

In his closing remarks, the Chairman, Mr. Goodwin, said that the handwriting is more or less on the wall that the removal of all on-street parking will eventually be necessary on certain City streets. He mentioned that the Tenth Street business district would someday have to have off-street parking and that the businesses concerned should begin as soon as possible to provide off-street parking facilities. He suggested that, in all such areas, residential and business, where off-street parking does not presently exist, action should be taken to provide such parking, because, year after year, the number of vehicles using the streets of the City of Atlanta will steadily increase and off-street parking will be required to clear the streets for traffic movement.

THE EXECUTIVE SESSION OF THE TRAFFIC AND TRANSPORTATION COMMISSION was held on March 3, 1967. After considerable discussion of the NO PARKING restrictions referred to the Commission by the Board of Aldermen on February 20, 1967, the Traffic and Transportation Commission recommended the following:

A. PEACHTREE STREET.

1. East side; from 12th Street to 14th Street; NO PARKING ANY TIME.
2. East side; from 14th Street to 15th Street; NO PARKING ANY TIME.
3. West side; from 13th Street to 14th Street; NO PARKING ANY TIME.

B. WEST PEACHTREE STREET.

1. East side; from 10th Street to 11th Street; NO PARKING ANY TIME.
2. East side; from 13th Street to 15th Street; NO PARKING 4:00 P.M. TO 7:00 P.M.
3. East side; from Simpson Street to West Peachtree Place; NO PARKING ANY TIME.
4. East side; from North Avenue to Ponce de Leon Avenue; NO PARKING ANY TIME.
5. West side; from North Avenue to Linden Avenue; NO PARKING ANY TIME.

C. FOURTEENTH STREET.

1. North side; from West Peachtree Street to Spring Street; NO PARKING ANY TIME. (Mr. Grady A. Lee cast a negative vote.)
2. North side; from Peachtree Street to West Peachtree Street; NO PARKING ANY TIME.
3. South side; from Hemphill Avenue to Curran Street; NO PARKING ANY TIME.

D. JUNIPER STREET.

1. East side; from 12th Street to Ponce de Leon Avenue; NO PARKING ANY TIME.

E. PIEDMONT AVENUE.

1. East side; from 3rd Street to 12th Street; NO PARKING ANY TIME.
2. West side; from 13th Street to 14th Street; NO PARKING ANY TIME.
3. West side; from 14th Street to 15th Street; NO PARKING ANY TIME.

In discussing the east side of Piedmont Avenue from Third Street to Twelfth Street, it was agreed that the recommendation be NO PARKING ANY TIME; however, the Commission asked the City Traffic Engineer to notify the members of the Traffic, Parking and Transit Committee at their forthcoming meeting on March 8, 1967, that it was the Commission's suggestion that a NO PARKING 4:00 P.M. TO 7:00 P.M. restriction might be used on Piedmont Avenue from Tenth Street to a point approximately 400 to 600 feet south of Tenth Street to give the merchants in the area some temporary relief.

II. PERMITS FOR OFF-STREET PARKING FACILITIES.

- A. 199-201 FORSYTH STREET, S.W. Parkrite, Inc., 197 Forsyth Street, S.W.; Mr. Jack H. Kelly. An off-street parking lot with a total of 34 parking spaces; attendant parking; 10 inbound and 10 outbound reservoir spaces; one entrance on Forsyth Street and one exit on Garnett Street.

The City Traffic Engineer recommended approval with the restrictions of NO LEFT TURNS into the entrance on Forsyth Street and NO LEFT TURNS out of the exit on Garnett Street. IN EXECUTIVE SESSION on March 3, 1967, it was moved and seconded that this recommendation be APPROVED. All were in favor.

- B. AIR RIGHTS OVER THE RAILROAD TRACKS IN THE AREA BOUNDED BY MARIETTA STREET, SPRING STREET, HUNTER STREET, AND TECHWOOD DRIVE. Downtown Development Corp.; Mr. John Edwards, Jr., Traffic Planning Associates. An off-street parking garage of two decks with a total of 1,734 parking spaces; self-parking; 22 inbound reservoir spaces and 27 outbound reservoir spaces; one entrance on Spring Street and one double entrance on the Techwood Viaduct; one double exit on Spring Street and one double exit on the Techwood Viaduct.

The City Traffic Engineer recommended approval with certain changes in design and with certain restrictions: Changes in design include (1) that modifications be made in the entrance and exit aisles which would remove certain parking stalls that might tend to impede the movement of through traffic in the entrance and exit aisles and (2) that an internal ramp arrangement or other suitable means be provided to permit vehicles from each of the two decks to exit to Techwood Drive in a manner which provides for both right turns and left turns into Techwood Drive, or, as an alternate, that a direct connection from each of the two decks to Hunter Street would be a suitable and preferred alternate to the above-mentioned left turns into Techwood Drive. Restrictions include (1) NO LEFT TURNS into the Spring Street entrance and (2) NO LEFT TURNS out of the Spring Street exit.

IN EXECUTIVE SESSION on March 3, 1967, it was moved and seconded that this recommendation be APPROVED. All were in favor.

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

Sergeant Michael Edwards submitted a report showing the following traffic accidents through February 26, 1967, as compared with the same period in 1966.

	1967	1966
Fatal Accidents.....	15.....	13
Injured Accidents.....	402.....	386
Property Damage Accidents.....	<u>3,062</u>	<u>3,407</u>
	3,479	3,806

IV. 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 March 8, 1967.)

V. NEXT MEETING: Monday, March 27, 1967.

The meeting was adjourned at 4:30 p.m.