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Page 4

MONDAY, OCTOBER 23, 1967

One Bridge at a Time

Last week the Board of Aldermen approved 19 pedestrian bridges in the master campus plan for Georgia State College and those bridges, as a college spokesman said, "will get 25,000 students off the city streets so they won't be run over."

The number of students was a projection into the future; 10 years hence, when the college's enrollment is expected to more than double.

By approving these bridges on their merit, and shelving a proposed ordinance which would have forbidden their construction, the aldermen also were looking to the future. The proposal is so restrictive that it would present all sorts of blocks to some very progressive and exciting plans to move pedestrian and vehicular traffic more efficiently and safely.

There must be some safeguards, to be sure. We can't have pedestrian bridges across

streets and between buildings so low they would interfere with street traffic, nor so many of them that they would blot out the sunshine. But neither should we preclude them where they would add beauty, aid movement and improve safety.

Rather, each bridge proposal should be judged on its merits—within very broad guidelines if necessary—so that we can take full advantage of present and future architectural and engineering knowledge.

Each proposal should be carefully considered by city planners, traffic engineers and all others concerned. Certainly each should be studied by the Atlanta Civic Design Commission which was specifically set up to review all such matters and to make recommendations.

The Board of Aldermen is, and of course will be, the final authority. But the aldermen should not hamstring themselves by setting up unreasonably restrictive standards.