

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, March 27, 1967, at 2:00 p.m. The following members were present:

Mr. Jack E. Crowder, Vice Chairman
Mr. Robert F. Adamson
Mr. Peter J. Stelling
Mr. John R. Wilson, Jr.

Absent:
Mr. George Goodwin, Chairman
Mr. Grady A. Lee
Mr. Charles C. Mathias

Also present were City Traffic Engineer Karl A. Bevins; Mr. P. Andrew Springer, Safety Engineer, The Atlanta Traffic and Safety Council; Mr. John Gerson, Atlanta Transit System, Inc.; Superintendent J. L. Moseley and Sergeant Michael Edwards, Atlanta Police Department.

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

I. HEAR FROM THE PUBLIC. None.

II. PERMITS FOR OFF-STREET PARKING FACILITIES.

- A. 50 HOUSTON STREET, N.E. A A A Parking, Inc.; Mr. Ralph R. Carroll.
An off-street parking lot with a total of 66 parking spaces; attendant parking; 8 inbound and 6 outbound reservoir spaces; one entrance and one exit on Houston Street and one entrance and one exit on Ivy Street.

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

Mr. Bevins pointed out that the outer edge of the lot was level with the adjacent streets. He asked how Mr. Carroll intended to keep motorists from entering the streets from points other than the designated driveways. Mr. Carroll assured Mr. Bevins that some means of control would be used and that it would probably be a chain.

The City Traffic Engineer recommended approval with the provision that all excessive driveway space be physically closed, either with a suitable chain or fence or by raising the curb, and with the restriction of NO LEFT TURNS into the entrance or out of the exit on Houston Street. IN EXECUTIVE SESSION, it was moved and seconded that this recommendation be APPROVED. All were in favor.

- B. 147 AND 153 WHITEHALL STREET, S.W. A A A Parking, Inc.; Mr. Ralph R. Carroll. An off-street parking lot with a total of 34 parking spaces; self-parking; 4 inbound and 4 outbound reservoir spaces; one entrance and one exit on Whitehall Street.

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

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

- C. 353 MARKHAM STREET, S.W. Pennington Parking; Emily A. Pennington, 761 Scott Circle, Decatur, Georgia. An off-street parking lot with a total of 100 parking spaces; self-parking; 15 inbound and 15 outbound reservoir spaces; three entrances and three exits on Markham Street.

In the absence of the applicant, the City Traffic Engineer presented the plan for the proposed parking lot and recommended approval. IN EXECUTIVE SESSION, it was moved and seconded that this recommendation be APPROVED. All were in favor.

- D. OLD WEST HUNTER STREET & MANGUM STREET, N.W. (PARTIALLY UNDER THE HUNTER STREET VIADUCT.) H. D. Roberts and D. S. Thurmond. (H. D. Roberts, Route 1, Box 418, Mableton, Georgia; D. S. Thurmond, Route 5, Box 279-A, Austell, Georgia.) An off-street parking lot with a total of 45 parking spaces; attendant parking; 3 inbound reservoir spaces; one entrance and one exit on Old West Hunter Street.

In the absence of the applicants, the City Traffic Engineer presented the plan for the proposed parking lot and recommended approval. IN EXECUTIVE SESSION, it was moved and seconded that this recommendation be APPROVED. All were in favor.

- E. 304-312 SPRING STREET, N.W. Bill Todd, Inc.; Mr. Robert W. Todd, 33 Gilmer Street, S.E. An off-street parking lot with a total of 69 parking spaces; attendant parking; 4 inbound and 4 outbound reservoir spaces; two entrances and two exits on Spring Street.

In the absence of Mr. Todd, the City Traffic Engineer presented the plan for the proposed parking lot. Mr. Bevins pointed out that Mr. Todd needed to reorganize the driveway arrangements so that they would better relate to the aisles.

Giving background information, Mr. Bevins said that the parking lot had been in operation for some time without a permit and that the City Clerk had notified Mr. Todd that a permit would be required if the parking lot were to continue in operation. Mr. Bevins mentioned that, on several occasions, it had been observed that vehicles were parked on the sidewalk area adjacent to the parking lot and that a chain or fence would remedy this situation. After discussion, the City Traffic

Engineer recommended approval with the provision that all excessive driveway space be physically closed, either with a suitable chain, or fence, or by raising the curb, and with the restriction of NO LEFT TURNS into the two entrances or out of the two exits on Spring Street. IN EXECUTIVE SESSION, it was moved and seconded that this recommendation be APPROVED. All were in favor.

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

Superintendent Moseley reported that total enforcement was up approximately 17% and that, not only had the number of cases increased, but the number of adjudicated cases resulting in a penalty had increased to approximately 95%. He explained that this high percentage indicated that the cases made were "good cases."

Sergeant Michael Edwards reported the following traffic accidents through March 26, 1967, as compared with the same period in 1966.

| | 1967 | 1966 |
|--------------------------------|--------------|--------------|
| Fatal Accidents..... | 22 | 21 |
| Injured Accidents..... | 577 | 594 |
| Property Damage Accidents..... | <u>4,557</u> | <u>5,109</u> |
| | 5,156 | 5,724 |

IV. REPORT OF THE CITY TRAFFIC ENGINEER.

A. Mr. Bevins reported that a traffic signal metering device had recently been installed on the northbound Freeway on-ramp at Tenth Street. He said that it is taking a little more time to get onto the Freeway at off-peak periods and that the time to get onto the Freeway during peak periods is about the same. In answer to a question from the Vice Chairman regarding any decrease in rear end collisions, Mr. Bevins reported that no accidents had occurred on the on-ramp since the installation of the metering device. However, he pointed out that this could be merely a "happenstance." He mentioned that the only problem encountered thus far was that some motorists were not observing the traffic signal, that a study made last week indicated violations as high as 20%. He said that, of course, it was always better to get "voluntary compliance," rather than enforced compliance, and that further studies would be made in the near future. Original observance was 96% to 97%. In summation, he said that the Traffic Engineering Department was well pleased with the installation, since over 78 accidents were reported at the location last year.

B. CASCADE AVENUE, from Beecher Street toward Sandtown Road. Mr. Bevins reported that last year parking had been removed from this section of Cascade Avenue and that it has been marked with a center line and two lane lines. He said that complaints have been received from the residents that they have difficulty entering Cascade Avenue from their

driveways. Noting that at least one resident would probably appear at the next meeting of the Traffic, Parking and Transit Committee to request that on-street parking be allowed on Cascade Avenue, Mr. Bevins explained that he wanted the Commission to be aware of the matter.

- C. WEST MARIETTA STREET, N.W., between Ashby Street and Marietta Boulevard. Mr. Bevins said that he also wished the Commission to be aware of another matter to be brought before the Traffic, Parking and Transit Committee at its next meeting. He explained that the Committee had previously heard from Mr. Henry H. Ogden, Ogden Equipment Company, and from representatives of Mead Packaging, which is located across the street from Ogden Equipment Company, regarding on-street parking on the southwest side of the street.

He further explained that, when the NO PARKING 7:00 A.M. TO 9:00 A.M. restriction was replaced with a NO PARKING ANY TIME regulation on the southwest side of West Marietta Street alongside Mead Packaging property and as a result of an investigation requested by Mead Packaging, Mr. Ogden requested that the previous rush hour restriction be re-installed to allow his employees a place to park on the street after Noon (Mr. Ogden's employees had previously moved their automobiles from the northwest to the southwest side of West Marietta Street at Noon in order to comply with the rush hour restrictions.) since no off-street parking was currently available for Ogden Equipment Company employees.

Reporting that the Committee had directed the two companies concerned to send representatives to the location, with a staff member of the Traffic Engineering Department to act as mediator and advisor, and to work out a satisfactory compromise which would allow approximately fifteen on-street parking spaces on the southwest side of West Marietta Street alongside Mead Packaging except from 7:00 A.M. TO 9:00 A.M. and except at strategic points which would obstruct sight distance or create traffic congestion for vehicles entering or exiting from Mead Packaging driveways. On-street parking had been reinstalled. Mr. Bevins said that he had been notified that representatives of Mead Packaging planned to appear before the Committee at its next meeting.

- D. LUCKIE STREET, N.W., from Techwood Drive to North Avenue. Mr. Bevins reported that, since Luckie Street is being resurfaced, the Traffic Engineering Department will take this opportunity to relocate the center line and lane lines in order to make five lanes. He explained that it would be necessary to remove all parking on the west side of the street but that on-street parking would be retained on the east side. Mr. Bevins said that, as a result, two lanes inbound and two lanes outbound would be in use at all times.

V. OTHER BUSINESS.

- A. IN ANSWER TO A QUESTION as to the parking restrictions on Peachtree Road south of Central Chevrolet, 2930 Peachtree Road, N.W., Mr. Bevins said, "There is no restriction at all from Central Chevrolet on down

past The Cathedral of St. Philip." He mentioned that this section of the west side of Peachtree Road was "on the list" for future removal of on-street parking as was the east side of Peachtree Road in the area of the Cathedral of Christ the King. It was discussed that one parked vehicle necessitated much lane changing and created traffic congestion in the area.

- B. IN ANSWER TO A QUESTION regarding the final action of the Board of Aldermen on the Commission's recommendations to ban parking on certain streets, Mr. Bevins gave a brief summary. He mentioned that, although at first glance it might look as though little was accomplished in the removal of on-street parking, in actuality some important progressive steps were taken.
- C. THE USE OF RADAR DEVICES was the next topic of discussion. Mr. Bevins remarked that additional signs would probably be needed. Pointing out that he would like to avoid placing more signs than necessary, he assured the Commission that the Traffic Engineering Department could, if need be, supply the signs "in a hurry." He said that the Department had about 1,000 pieces of metal available within a week or 10 days which would certainly get the project underway.

VI. NEXT MEETING: Monday, April 24, 1967.

The meeting was adjourned at 3:10 p.m.