

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, May 29, 1967, at 2:00 p.m. The following members were present:

Mr. John R. Wilson, Jr.
Mr. Charles C. Mathias

Absent:

Mr. George Goodwin, Chairman
Mr. Jack E. Crowder, Vice Chairman
Mr. Robert F. Adamson
Mr. Grady A. Lee
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.

In the absence of the Chairman and Vice Chairman, Mr. John R. Wilson, Jr., presided as Chairman and the following business was considered.

- I. HEAR FROM THE PUBLIC. None.
- II. PERMITS FOR OFF-STREET PARKING FACILITIES.
 - A. 200 PRYOR STREET, S.W. Mr. Ralph R. Carroll, A A A Parking, Inc.; 75 Houston Street, N.E., Atlanta, Georgia 30303, an open lot with 44 spaces; self-parking; 4 inbound and 4 outbound reservoir spaces; one entrance on Pryor Street and one exit on Pryor Street.

Mr. George E. Williams appeared representing A A A Parking, Inc., and explained the proposed parking lot. The Traffic Engineer called attention for the need for a wider isle space at the rear of the lot connecting the two main isles of the lot and recommended that one of the proposed parking spaces be eliminated to provide sufficient isle width for traffic to circulate between the two main isles.

The Traffic Engineer recommended that one parking space be eliminated from each of the three proposed lines of parked cars in order to permit wider parking stalls. The Traffic Engineer also recommended eliminating one of the proposed parking stalls along the north edge of the road in order to provide for the parking attendant's business

office. These changes eliminate 5 of the proposed 44 parking spaces and the Traffic Engineer recommended approval of the facility with a maximum of 39 spaces. Mr. Williams stated that this was entirely satisfactory. IN EXECUTIVE SESSION, the Commission approved this recommendation.

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

Superintendent Moseley reported that they continue to have a decrease in the number of fatal accidents and injured accidents. He reported that the fatal accidents were down 22%, injured accidents were down 3 or 4%, property damage accidents down 7.8%, and the total down 7.4%. The enforcement violations are up: drunk driving 1.8% and speeding 24.4%.

Superintendent Moseley reported the following traffic accidents through May 28, 1967, as compared with the same period in 1966.

	<u>1967</u>	<u>1966</u>
Fatal Accidents.....	32	41
Injured Accidents.....	1,044	1,086
Property Damage Accidents.....	<u>8,256</u>	<u>8,957</u>
	9,332	10,084

IV. REPORT OF THE CITY TRAFFIC ENGINEER.

The Traffic Engineer briefly reviewed the following items:

1. The May 18, 1967, letter from the George A. Fuller Company asking for a 45 to 60 day extension of the use of a portion of the west side of Spring Street for a barricade in connection with the construction of the Trailways Bus Terminal.
2. A request from the Dinkler Plaza Hotel for the temporary use of Forsyth Street for the loading and unloading of hotel guests at hours other than 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.
3. The need for additional protection for the school crossing at the intersection of Oakland Drive and Merrill Avenue, S.W., as well as a number of other school crossings with similar problems.
4. A request from citizens living in the neighborhood of Berean Avenue, Gaskill Street, Powell Street and Kirkwood Avenue, S.E., for the removal of recently installed One-Way signs and No Parking signs. The Traffic Engineer explained that the One-Way signs and the No Parking signs were installed at the request of citizens of this area through their civic club and that after a few months' trial

now prefer to go back to the former method of traffic operation and the former parking restrictions.

5. The planned change from Two-Way to One-Way for the section of Piedmont Avenue lying between the Georgia Railroad and Decatur Street, thus completing One-Way operation on the entire section of Piedmont Avenue from Hunter Street northbound to Twelfth Street.

V. NEXT MEETING.

The Traffic Engineer stated that he planned to be out of the city most of the week beginning June 26, 1967, and the Commission members requested that he canvass the other members of the Commission to determine an appropriate date for the next meeting.

The meeting was adjourned at 3:25.