



# RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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

DECEMBER 1967  
VOLUME 2, No.12

## ENGINEERS SUBMIT REVISED RAPID TRANSIT PLAN

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has officially received from the engineers, Parsons Brinckerhoff-Tudor-Bechtel, an updated report covering a rapid transit system for Metropolitan Atlanta. The report was publicly released December 3.

Richard H. Rich, MARTA Chairman, stated, "The report brings up to date a similar one prepared in 1962 for the Atlanta Transit Study Commission, a predecessor group to MARTA. As submitted to the Authority, the new report includes a financial feasibility study made by the economic consulting firm of Hammer, Greene, Siler Associates."

"It should be clearly understood that this is not MARTA's report," Rich continued. "Rather, it is a report of the engineers and the economic consultants to MARTA."

"The engineers have been working on their updating for well over a year," he said. "Their report reflects changes that have occurred in population, employment, economy, land use, physical characteristics, travel demand, transit vehicle design and costs in the last five years. It proposes certain changes in previously proposed rapid transit routes and station locations to meet the changes in Atlanta itself."

"The Authority and its staff have been working with the engineers and have studied the report. Generally, we think it looks

good, and it would become the skeleton of a balanced transportation system for Metropolitan Atlanta."

"MARTA expects to make a more comprehensive report to the people of Georgia, especially those living in the Metropolitan Atlanta Area, sometime in 1968," he said. "We anticipate that report will cover an overall, balanced mass transit system for Atlanta. Coordinated with existing transit and transportation facilities, rapid transit will thus be a part of a total balanced transportation system which will meet immediate travel demands, as well as those anticipated in the future."

"MARTA is beginning now a series of additional studies, consultations and, eventually, public hearings aimed at developing a plan for such a balanced transportation system. In this process we recognize that coordination with the Atlanta Transit System and the State Highway Department and the full cooperation and approval of Metropolitan Atlanta Area governments will be required. Toward this end, copies of the Engineers' report have been given in advance to these agencies," he concluded.

While distribution of the full report is necessarily limited, the 16-page "Special Summary Report" is available to the public. Copies can be picked up at no cost at the MARTA offices, 808 Glenn Building, 120 Marietta Street.

*Additional stories on Pages 2, 3 and 4.*



## METROPOLITAN ATLANTA 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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## GUEST EDITORIAL

(The following editorial and cartoon on next page appeared in the ATLANTA JOURNAL-CONSTITUTION, Sunday, December 3, 1967, and are reprinted with permission.)

### 1983-RAPID TRANSIT OR DOUBLE TRAFFIC

There is nothing more maddening for a man than to have 300 horses under his hood and nothing but a half-mile of good road and 300,000 cars between him and where he wants to go.

When Andrew Jackson was President it took him a month to get from the Hermitage in Nashville to his office in Washington. Almost a century and a half of progress later, Atlantans on their way to work make just about that kind of time. And Rhett and Scarlett thought THEY had trouble getting out of town.

The traffic situation in Atlanta, in short, is intolerable, and the number of cars in town is supposed to double by 1983.

The only thing that can save us from devoting half our days to getting back and forth slowly is a new transportation system. The system that can move the most people fastest, and get them in each other's way least, is rapid rail transit.

\* \* \*

A new plan for such a system has been presented by engineers to the Metropolitan Atlanta Rapid Transit Authority, which has been working since 1965 to carry out the mandate by which Metropolitan Atlanta approved rapid transit in 1964.

The plan specifies exactly where the full 65-mile system eventually will go.

The plan includes specifications and aerial photos showing what the new system will be like. It also tells us about how much it will cost—\$479 million, at least, for the first 54 miles. This includes everything that is planned except the line that will go into Cobb County when and if that county's citizenry realizes its value. (Only Cobb, of all the metropolitan counties, elected not to join MARTA.)

\* \* \*

Considerable impetus for the implementation of these plans (as for the travels of Scarlett and Rhett) is expected from the federal government. Some money is also expected from the State of Georgia. But more than half of it will probably have to come from the people of the Metropolitan area.

Sometime next year the people of Fulton and DeKalb Counties, in which the first 21 miles will be laid, will vote on a bond issue to finance that first line, on which travel could begin by 1975.

We not only hope but pray they will approve the issue. Every year construction of the system is delayed means it will cost more. It will be a big job, and won't be finished until 1985.

\* \* \*

It is either do this job, so that we can get to the central station under Broad Street from Brookhaven in 14 minutes, or from Forest Park in 17 minutes, or from Emory in 12—or else learn to tolerate that 1985 traffic, which is going to consist, you remember, of twice as many cars.

"THE SUBWAY IS THE BACKBONE of our transit system. It has given our downtown core the assurance of stability and permanence. Without doubt it has been and will continue to be the catalyst for a whale of a lot of new development and the redevelopment of older, uneconomic areas in our city."

Ralph C. Day, *Toronto Transit Commission Chairman*

"THE DEPARTMENT OF TRANSPORTATION looks at the transit industry as the best means immediately at hand for solving the problem of peak hour commuting and downtown congestion."

—Alan S. Boyd, *Secretary of Transportation*

### ROLE OF BUS TO BE STUDIED

"The study of the role of buses in connection with rapid transit is entirely consistent with the philosophy and current programs of the Metropolitan Atlanta Rapid Transit Authority, and we will cooperate fully with the Atlanta Region Metropolitan Planning Commission in the pursuance of such a study," says Henry L. Stuart, MARTA General Manager.

The Atlanta Region Metropolitan Planning Commission on December 11 approved a resolution to "undertake a study to determine the proper and feasible role which surface buses can logically play in an interim, permanent, or combined rail-bus, mass transit system for Metropolitan Atlanta." Such a study had been recommended by the Atlanta Board of Aldermen on December 4.

"As I understand it," Stuart continued, "the study will be 'of sufficient depth' to determine the proper role of the bus in a mass transit system to serve Metropolitan Atlanta. I hope such a study will address itself to all possible uses of the bus in connection with rapid transit and will examine proposals for reserved lanes for buses in expressways; reserved lanes on surface streets; paved lanes on railroad rights-of-way; 'Hy-Rail' buses which can operate on streets and also run on flanged steel wheels on railroad tracks; 'Heli-buses', which can be picked up by large helicopters and flown from one location to another; electric buses on elevated concrete roadways; 'Hover-Craft' air-cushion vehicles; 'Mini-Buses'; and any other applications of buses now in use or under experimentation."

"The results of such a study can be of considerable assistance to MARTA in the determination of a final proposal for a balanced transportation system," Stuart concluded.

Yet to be decided are the cost and scope of the study and who is to perform it.

"UNLESS WE MOVE TO MEET TRANSPORTATION needs on a balanced and comprehensive basis, we will continue to be confronted with such ironies as new aircraft, already in production, capable of flying from New York to Seattle in about the same time it takes a Manhattan taxicab to go crosstown."

—Dr. William J. Ronan, *Chairman, Metropolitan Commuter Transportation Authority (New York)*.



## ANYONE FOR RAPID TRANSIT ?

### RAPID TRANSIT BRIEFS

**MARTA DIRECTOR** Sanford Atwood has been reappointed by the DeKalb County Commission to a new, four-year term which will begin January 1, 1968. The term of Roy A. Blount, the other director from DeKalb County will expire December 31, 1969.

**DEKALB COUNTY COMMISSION** at its December 12 meeting adopted a resolution commending "MARTA for its approach to the problems and carrying out the wishes of the people" in the development of a rapid transit proposal. The motion was made by Commissioner Tom Callaway and was adopted unanimously.

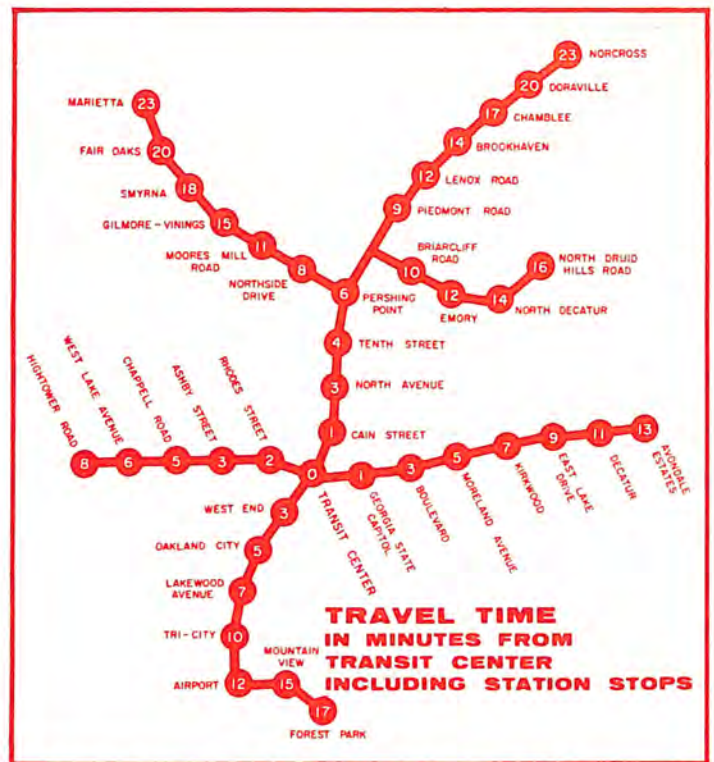
**NEW YORK STATE** voters overwhelmingly approved a \$2.5 billion transportation bond issue November 7. The vote was 2,743,431 to 1,965,558, or about 3 to 2. As one observer put it, "Governor Nelson Rockefeller has shown that mass transportation is good politics."

**A ROME MAN** has ordered the first ticket for a rapid transit ride. Following a speech to the Rome Kiwanis Club, MARTA General Manager Henry L. Stuart received a letter from Mr. Dean Covington, a Rome lawyer, asking for the first ticket and enclosing a check for 25 cents. At this point, Stuart hasn't decided whether to deposit the check and open up a new account, or simply to frame the check and hang it on the office wall.

**MARTA CHIEF ENGINEER**, Earl Nelson, was one of 500 transit experts who attended a one-day Washington conference on "New Approaches to Urban Transportation" on November 29. The conference was sponsored by the U.S. Department of Housing and Urban Development.

**A RAPID TRANSIT EXTENSION** to O'Hare International Airport was suggested in a consultant's report on needs for virtually doubling the airport's facilities pending the development of a third major airport for the Chicago area. The need for a rapid transit extension to the O'Hare airport was based on anticipations that highway routes would be "saturated" with traffic to that busy location by 1975. The report estimated that additional terminal facilities at O'Hare would cost \$280 million and the rapid transit extension \$60 million.

**GENERAL MANAGER STUART** was a guest on an opening day of WRNG Radio Atlanta when the Station began its broadcasting operations Monday, December 4. Stuart discussed rapid transit with host, Art Bradley, and answered questions phoned in by the listening audience.



## HOW FAST TO DOWNTOWN ?

The map above shows the travel times from the various proposed rapid transit stations to Transit Center near Five Points. This is one of many maps, charts, and tables contained in "A Special Summary Report," a layman's version of the 1967 engineering report released December 3rd. Copies may be picked up at the MARTA offices, 808 Glenn Building.

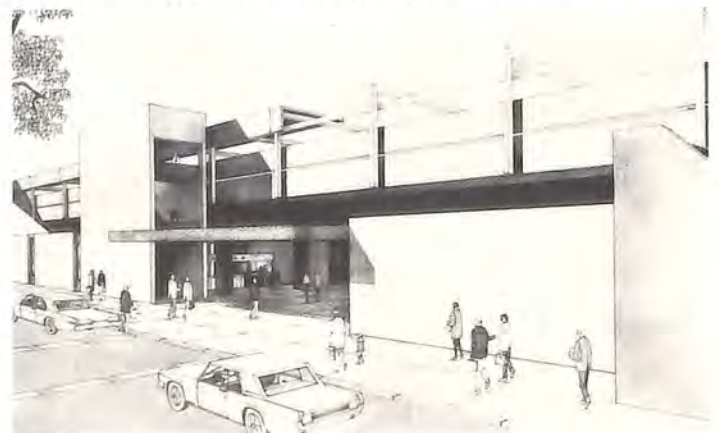
Several architectural sketches show how stations might be constructed in various situations. The picture below is of an embankment station.

The report contains a proposal for a financing plan which would use funds from local, state, and federal sources. The 30-mile basic system could be built, under this plan, for about \$332 million. The proposed plan suggests a combination of \$199 million local funds; \$33 million from the State of Georgia, and \$100 million from federal sources for the basic system.

Assuming the local share would be paid from ad valorem taxes, this would amount to a maximum of 3 mills in Fulton County and 1.6 mills in DeKalb County.

The 52-mile regional system would cost about \$479 million, and would be based on an additional \$100 million or more federal funds, and about 1.5 mills from Clayton and Gwinnett Counties.

The report concludes. "The owner of a \$20,000 home, for example, in 1978 would pay \$18.00 more if his home was in Fulton County and \$9.60 if his property was in DeKalb County. Such costs—no more than 35 cents per week and less in non-peak years—make rapid transit a good investment."



# MARTAnswers

**QUESTION:** How does the 1967 report differ from the 1962 report?

**ANSWER:** Many significant changes in population, employment, housing and traffic have occurred in the Metropolitan Atlanta area since the 1962 rapid transit report was completed. Comparison of the new planning report with that published in 1962 reveals how the amended rapid transit plan directly reflects changes in the Atlanta region which have occurred in the same period of time. The revisions in the rapid transit plan include:

Rearrangement of lines to make Pershing Point the northern terminus of the central distribution line, providing a Central Line station adjoining Atlanta's new Memorial Center.

Relocation of Transit Center Station to the south side of the "gulch" opposite the new First National Bank Building to better allow for planned utilization of railroad air rights.

Addition of a new station on the East Line to serve the State Capitol area and the mushrooming campus of Georgia State College.

Extension of subway along the entire Central Line from Broad Street at Garnett Street on the south to Interstate 85 north of Pershing Point.

Relocation of the South Line between East Point and Mountain View to provide direct service to the proposed new airport terminal complex.

Introduction of numerous changes to improve station access, to assure a harmonious relationship between stations and the surrounding areas, and to impose higher standards of operation and comfort.

**QUESTION:** Is the 1967 plan the official plan of how the system will actually be built?

**ANSWER:** No. The 1967 report simply brings up to date the system proposed in 1962. It does not include, for example, extensions on the East and West lines to I-285; these extensions are part of a preliminary engineering work now under way under a separate contract. The new 1967 plan will be modified considerably before a plan is developed to present to the public. Then, a series of public meetings and formal public hearings will be held, at which the public will be able to express their opinions of the plans and to submit their ideas. After these meetings and hearings are concluded, the ideas and comments will be evaluated, and the Board of Directors will then make final decisions and develop a final plan and program. This final plan and program will then be submitted to the voters who will ultimately decide whether rapid transit will be built.

**QUESTION:** When will the referendum be held?

**ANSWER:** No final decision has been made, but MARTA planning at this point is looking toward a referendum in November 1968.

Given a successful referendum in 1968, first rapid transit service could begin in 1974, with the entire 30-mile basic system in operation in 1975 or 1976.

—Henry L. Stuart, MARTA General Manager

## MARTACTION

At its December meeting the MARTA Board of Directors approved a budget and work program of \$1.5 million for 1968. A more detailed explanation and breakdown of the \$750,000 element for the preliminary design of the transit center was requested, and the budget was adopted subject to a satisfactory review of this item.

In other action the Board of Directors authorized the General Manager to sign the contracts between MARTA and the State Department of Industry and Trade concerning the use of the state's appropriation of \$500,000 for rapid transit; and reappointed Arthur Andersen Company as auditor for 1968.

The Directors tentatively set the date for the next meeting for January 5 subject to confirmation by letter. The Board meeting will be held in Room 619, Glenn Building, 120 Marietta Street, N.W., Atlanta.

## ELSEWHERE...

BILLION DOLLAR PLANS for a rapid transit system are being developed for Seattle, Los Angeles, and Washington, D.C. A Seattle study calls for a 45-mile system at an eventual cost of \$1.5 billion to build. Los Angeles has a preliminary report calling for a 62-mile system priced at \$1.5 billion. And Washington, D.C. is now building a 25-mile system, proposing that it eventually be 95.3 miles with an eventual cost for the total system of \$2.3 billion. In addition, the \$1.2 billion San Francisco system is now under construction.

MEXICO CITY is well under way in construction of its new subway system. Plans call for all 22 miles of its 3 lines to be in operation by 1970.

A NEW TYPE RAIL-BUS was demonstrated by Red Arrow Lines on the Philadelphia and Western Railway between Bryn Mawr and Bridgeport. The 49-seat diesel-powered bus has been equipped with retractable steel wheels for travel on railways as well as highways. Merritt H. Taylor, Jr., President of the Philadelphia Suburban Transportation Company, the parent firm of Red Arrow, said that if the bus tests out as expected, they will be used to replace the company's 50 trolleys and trains operating in Delaware and Montgomery counties.



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