

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, April 24, 1967, at 2:00 p.m. The following members were present:

Mr. George Goodwin, Chairman  
Mr. Jack E. Crowder, Vice Chairman  
Mr. Charles C. Mathias  
Mr. John R. Wilson, Jr.

Absent:  
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, Atlanta Police Department.

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

I. HEAR FROM THE PUBLIC. None.

II. PERMITS FOR OFF-STREET PARKING FACILITIES.

Mr. George Goodwin disqualified himself for the 102 Cone Street, N.W., and 240-254 Spring Street, N.W., off-street parking facilities and asked that Mr. Jack Crowder, Vice Chairman preside during the discussion of these applications.

A. 102 CONE STREET, N.W. Mr. Cecil Alexander, Architect for the Equitable Life Assurance Society. A parking garage with 176 spaces and possible expansion to 300 spaces; attendant parking; 24 inbound reservoir spaces; one entrance-exit on Cone Street; one entrance-exit on Spring Street.

Mr. H. King McCain, N.S.P.E., Finch Alexander Barnes Rothschild and Paschal; and Mr. Robert R. Rice, System Auto Parks and Garages, Miami, Florida, presented the plan for the proposed parking garage. Mr. McCain explained that the plans for the garage were designed for a possible three stage arrangement. The first stage to consist of three levels with a total of 176 spaces with the option of adding a fourth level bringing the total to 237 spaces and still further an option of adding a fifth level bringing the total to 300 spaces. The

application for the permit was seeking approval for a garage with a total of 300 spaces and 24 inbound reservoir spaces. Mr. Rice and Mr. McCain discussed the reservoir problem with the anticipated sharp inbound morning rush hour peak and explained that the Spring Street entrance could be operated two lanes inbound with eight cars in each of two inbound lanes making a total of a sixteen car reservoir on the Spring Street side. He also explained that it would be possible to get a third inbound lane by using some of the space allocated for parking on the Spring Street deck temporarily during the morning peak. A similar arrangement could be followed on the Cone Street side, but the Traffic Engineer said that he felt that at least one outbound lane should be left open so that cars desiring to exit during the A. M. peak could get out of the garage. Mr. Rice and Mr. McCain further explained that it would be possible to permit tenants to drive between floors on the ramps under certain conditions. Normally, however, it would be strictly an attendant parking arrangement with the tenants only driving the cars on the ramps. IN EXECUTIVE SESSION, the Traffic Engineer recommended approval of the garage as proposed with restrictions as follows:

1. NO LEFT TURNS into or out of the Spring Street entrance-exit.
2. That a minimum of 24 inbound reservoir spaces be provided for the operation of the garage.

The Commission approved this recommendation with Mr. George Goodwin abstaining.

- B. 240-254 SPRING STREET, N.W. Atlanta Car Parks, Inc.; Mr. L. L. McCollum. A parking deck at the Spring Street level with a capacity of 53 spaces and 6 inbound reservoir spaces. Parking in the basement at the Harris Street level with a capacity of 56 spaces and 3 inbound reservoir spaces making a total of 109 spaces for the entire deck; one entrance-exit on Spring Street; one entrance-exit on Harris Street; single lane ramp connection between levels; attendant parking.

The plans for the proposed deck were explained by Mr. L. L. McCollum. Mr. McCollum emphasized that the two levels would be operated independently with an attendant on the upper level and an attendant on the lower level and with a third attendant to help in parking and unparking cars and at peak periods a fourth attendant to help with the parking and unparking of cars. He further explained that the overflow for the Spring Street level would be taken down to the Harris Street level by way of the internal ramp and parked, but that the exiting from the lower level would be almost entirely to Harris Street with very few, if any, of the cars returning to the Spring Street level for exiting. IN EXECUTIVE SESSION, the Traffic Engineer recommended approval of the application with the restriction of NO LEFT TURNS into or out of the Spring Street entrance-exit. The Commission approved this recommendation with Mr. George Goodwin abstaining.

- C. 145 HOUSTON STREET, N.E. Auto Park and Service, Inc.; Mr. B. E. Taylor. An open lot with 35 spaces; attendant parking; 3 inbound reservoir spaces; one entrance-exit on Houston Street.

In the absence of anyone to represent the applicant, the Traffic Engineer explained the proposed plans and recommended approval of the plans as to conforming to the standard policies followed by the Commission. This recommendation was approved by the Commission.

- D. 1193-1197 SPRING STREET, N.W. Mr. Pantelis Elia Kampouris. An open lot with 68 parking spaces; self-parking; 3 inbound reservoir spaces; one entrance-exit on Spring Street.

In the absence of anyone to represent the applicant, the Traffic Engineer explained the proposed plans and recommended approval of the plans as to conforming to the standard policies followed by the Commission. This recommendation was approved by the Commission.

- E. 111 COLLINS STREET, S.E. Bill Todd, Inc.; Mr. Robert W. Todd. An open lot with 104 parking spaces; self and attendant parking; 6 inbound reservoir spaces; one entrance-exit on Collins Street.

In the absence of anyone to represent the applicant, the Traffic Engineer explained the proposed plans and recommended approval of the plans as to conforming to the standard policies followed by the Commission. This recommendation was approved by the Commission.

- F. 311 HILL STREET, S.E. Sullivan Shell Service Station; Mr. Melvin Sullivan. An open lot with 40 parking spaces; attendant parking; 3 inbound reservoir spaces; one entrance-exit on Memorial Drive; one entrance-exit on Hill Street.

In the absence of anyone representing the applicant, the Traffic Engineer explained that this was a service station and that the applicant had not yet supplied a suitable sketch or drawing showing how the operation would be organized. The Traffic Engineer further stated that, in his opinion, the operation would be satisfactory and he recommended that it be approved subject to the applicant filing a suitable drawing. This recommendation was approved by the Commission.

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

Superintendent Moseley reported that the total enforcement was up approximately 16.4%, the accidents were down 8.8%, and the violation of cases booked up 16.4%.

Superintendent Moseley reported the following traffic accidents through April 23, 1967, as compared with the same period in 1966.

	1967	1966
Fatal Accidents.....	26	31
Injured Accidents.....	773	797
Property Damage Accidents.....	<u>6,089</u>	<u>7,554</u>
	6,888	8,382

IV. REPORT OF THE CITY TRAFFIC ENGINEER.

A. The Traffic Engineer introduced Miss Frances Dupree as the new Secretary. He also reviewed the progress on the street widening and traffic signal installations and revisions at the intersection of Campbellton Road and Centra Villa Road and also at the intersection of Campbellton Road and DeLowe Drive. He explained the need for a traffic signal at the intersection of Moreland Avenue and Wylie Street and reported that this signal had been recommended and approved by the Board of Aldermen Committee on Traffic, Parking and Transit at their last meeting. He also reported on the progress of the channelization and traffic signal installation at the intersection of Armour Drive and Monroe Drive. He also reviewed the experience to date with the ramp metering device at the Tenth Street northbound On-Ramp to the North Freeway, reporting to date that there had been no reported rear-end collisions since the metering device was installed and that on the adjacent ramps accidents had continued to occur at the usual rate.

V. OTHER BUSINESS.

- A. Mr. Jack Crowder asked what progress had been made regarding the adding of a lane southbound on the North Freeway beginning at the junction of I-85 and I-75 and going south towards Fourteenth Street and Tenth Street. In the course of the discussion, it developed that the Georgia State Highway Department was making some progress on plans for adding this lane between the junction and Fourteenth Street. The 14th St. bridge prevents adding the lane any further south.
- B. A brief discussion was also held regarding the possible use of police officers on the Northeast Freeway between Peachtree Road and Monroe Drive during the P. M. rush as an experiment to determine the feasibility of moving traffic at a higher rate of flow.
- C. A discussion was held regarding the desirability and possible means of obtaining a more clear signing job to indicate that the northbound lane on the Downtown Connector which exists at Cain Street was an "ONLY" type of operation. Two suggestions were made. One was that the word "ONLY" might be changed to THIS LANE MUST TURN LEFT on the overhead sign bridges and another one was that the overhead sign bridge which had a blank space in it might be utilized for additional advance warning. It was also brought out that the State Highway Department had made arrangements to order a suitable sign for use on the sign bridge where space existed for such a sign.

- D. Mr. George Goodwin asked what could be done to reduce the confusion at the intersection of Peachtree Road and Beverly Road. The Traffic Engineer replied that he was certain that channelizing islands would help this situation and that when funds were available for the installation of channelizing islands, he would like to see them tried.
  
- E. A question was raised regarding keeping the Traffic Engineering Department's personnel intact. The Traffic Engineer said that the shop personnel was in much better shape than a year ago and that work was progressing at a very good rate in both service shops. However, he pointed out that the situation in the office was very bad at the present time in that there were eight vacancies and some of these vacancies were in key positions.

The meeting was adjourned at 3:20 p.m.

VI. NEXT MEETING: Monday May 29, 1967.