

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, September 25, 1967, at 2:00 p.m. The following members were present:

Mr. George Goodwin, Chairman
Mr. Jack E. Crowder, Vice Chairman
Mr. John R. Wilson, Jr.
Mr. Robert F. Adamson
Mr. Grady A. Lee
Mr. Charles C. Mathias

Absent:
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. John Gerson and Mr. William Nix, Atlanta Transit System, Inc.; Superintendent J. L. Moseley and Sergeant Michael Edwards, Atlanta Police Department.

I. HEAR FROM THE PUBLIC. None

II. PERMITS FOR OFF-STREET PARKING FACILITIES.

- A. 896 JUNIPER STREET, N.E. Mrs. W. B. Wellborn, 223 15th Street, N.E., Atlanta, Georgia. An open lot with 27 spaces; self parking; 2 inbound reservoir spaces and 1 outbound reservoir space; one entrance on Juniper Street and one exit on Evelyn Street.

The City Traffic Engineer recommended approval of the application. The Commission approved this recommendation.

- B. 623-31 WEST PEACHTREE STREET, N.E. Mr. Lewis Gross, 31 24 Buford Highway, Atlanta, Georgia, for Quick 'n Tasty Snack Shops, Inc. An open lot with 60 spaces; self and attendant parking; 6 inbound reservoir spaces; one entrance-exit on West Peachtree Street.

The City Traffic Engineer recommended approval of the application with the following restrictions:

1. NO LEFT TURNS into or out of the West Peachtree Street entrance-exit.
2. Only 55 parking spaces.

The Commission approved this recommendation.

- C. 14 BUTLER STREET, N.E. Sunshine Parking, Inc., 130 Ivy Street, N.E.
An open lot with 78 spaces; self parking; 12 inbound reservoir spaces;
one entrance on Butler Street and one exit on Butler Street.

The City Traffic Engineer recommended that this application be held until some additional information could be assembled because the application was not filed until Friday, September 22, 1967, and certain items such as the inbound and outbound reservoir spaces, total number of car spaces, the parking plan, stall widths and aisle widths need clarification. In view of these unanswered questions and some other information desired, the Commission members voted to withhold action on the application until the next meeting.

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

Sergeant Michael Edwards reported that the Fatal Accidents were down 19.7%, Injured Accidents were up $\frac{1}{2}$ of 1% and Property Damage down 7%.

Sergeant Edwards reported the following traffic accidents through September 24, 1967, as compared with the same period in 1966.

	<u>1967</u>	<u>1966</u>
Fatal Accidents	61	76
Injured Accidents	2,026	2,016
Property Damage Accidents	<u>14,891</u>	<u>16,010</u>
	16,978	18,102

IV. REPORT OF THE CITY TRAFFIC ENGINEER.

The Traffic Engineer gave a brief summary of his budget request for the calendar year 1968. He also discussed briefly the progress to date on the proposed use of Staggered Hours to improve traffic conditions and the serious need for additional new traffic signal installations.

V. OTHER BUSINESS.

A. STEAM INTERFERING WITH SIGHT DISTANCE ON THE FREEWAY.

Members of the Commission called attention to the Steam which appears on the Freeway (northbound as traffic leaves I-20 east and starts north in the neighborhood of Decatur Street and southbound on the Downtown Connector just before the Hunter Street Off-Ramp) which interferes with sight distance under certain weather conditions. It was thought that since these curves on the freeway are designed with the idea of guaranteeing a certain minimum sight distance for the

high speed traffic that a screen of steam or any other type of interference with sight distance should be eliminated. The Traffic Engineer was directed to check into this and determine what could be done to eliminate the problem.

B. OVERHEAD LANE ASSIGNMENT SIGNS.

It was suggested that "LEFT ONLY" lanes be provided on Northside Drive at its intersection with Marietta Street.

Another suggestion was made that traffic inbound on West Marietta Street at Ashby Street, which now travels inbound in two lanes, be governed by lane assignment signs which designate the right hand lane as a "RIGHT ONLY" lane and the left lane as a Straight Through lane.

C. CAIN STREET.

Attention was called to the parking "apparently illegal" which takes place on the north side of Cain Street between Piedmont Avenue and Courtland Street and also to the lack of alignment between the lane lines on the east side of Piedmont Avenue and the lane lines on the west side of Piedmont Avenue as traffic moves along Cain Street.

D. HARRIS STREET.

Attention was called to the desirability of having the north side of Harris Street between Spring Street and Peachtree Street NO PARKING AT ANY TIME in order to better take care of heavy traffic loads which frequently occur on Harris Street destined to make a left turn into Peachtree Street and proceed north on Peachtree towards the Regency Hotel during the early evening hours.

E. ADAMSVILLE.

The sight distance problem caused by a store building on the south west corner of Fairburn Road and Bakers Ferry Road was discussed and also the difficulty which traffic on Bakers Ferry Road has in crossing Fairburn Road was discussed. The Traffic Engineer stated that since a traffic signal was already in operation at the intersection of Gordon Road and Fairburn Road and since there was such a short distance (approximately 100 feet) between these two intersections that it was a physical impossibility to consider using traffic signal equipment at both locations and continue to accommodate all of the turning movements that need to take place.

F. HOWELL MILL ROAD, N.W.

Attention was called to the possibility of widening Howell Mill Road to accommodate at least four moving lanes of traffic and preferably five lanes of moving traffic and to the possibility of tying this in with the applications for rezoning that are currently taking place.

G. POST OFFICE SUBSTATION PARKING.

Attention was also called to the parking problems and traffic operating problems which seem to occur in the immediate neighborhood of post office branches. The question was asked as to the feasibility of contacting the Post Master to see if parking and access could be carefully checked before new substations or branches are established.

H. SYLVAN ROAD & LAKEWOOD AVENUE.

A problem of traffic southbound on Sylvan Road turning left into Lakewood Avenue and ending up on the wrong side of the median was called to the Traffic Engineer's attention with the suggestion that some type of signing and/or marking is needed to minimize or prevent occurrence of this hazardous movement.

I. STREET LIGHTS.

The need for upgrading street lights, particularly the one at the intersection of Mims Street and Mathewson Place, S.W., was called to the attention of the Traffic Engineer. He indicated that this type of problem had become almost a routine item and that the department could move on this immediately (approximately 12 to 15 weeks needed to complete).

J. ONE-WAY STREETS.

Some discussion was held regarding the growing need for one-way operation on 14th Street, 10th Street, West Peachtree Street and Peachtree Street in order to take care of traffic loads such as the ones anticipated being generated by the proposed project at the north east corner of 14th Street and Peachtree.

There being no further business, the meeting was adjourned at 3:15 p.m.

VI. NEXT MEETING: Monday, October 30, 1967.