



RAPID TRANSIT PROGRESS

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

"MARTA REPORTS TO THE PEOPLE IT SERVES..." MAY 1967
VOL. II, NO. 5

IRT CONVENES IN ATLANTA, MAY 24

Some 300 of the nation's top transit leaders are expected to attend the 1967 Convention of the Institute for Rapid Transit to be held May 24-26 at the Atlanta Marriott Motor Hotel.

An unusual in-depth program featuring national experts in urban transportation and special work shop sessions will center around the theme, "Growing Cities MOVE... With Rapid Transit," according to George L. DeMent, IRT President and Chairman of the Board of the Chicago Transit Authority.

The Annual Conference of the Institute for Rapid Transit, which represents this industry in the United States and Canada, is expected to be attended not only by experts in various phases of the rapid transit field, but also by city planners, traffic engineers, public works officials, government officials and many others concerned with urban transportation problems.

Henry L. Stuart, General Manager of Metropolitan Atlanta Rapid Transit Authority, stated, "We consider it a tribute to Atlanta and its growing importance in rapid transit to have such a group as the Institute for Rapid Transit to meet for its annual convention here in our city." He continued, "Atlanta is on its way to joining the rather select group of American cities which have rapid transit systems operating, and feel that the presence of so many persons concerned with transporting people will give increased impetus to our efforts. We welcome the Institute for Rapid Transit to this great metropolitan area," Stuart concluded, "and we are confident that all who attend the convention will find it both profitable and enjoyable."

"The Annual Conference of the Institute for Rapid Transit will provide a special insight into the vital field of developing modern and efficient mass transportation systems for our growing American cities," said DeMent.

"We are fortunate in having a group of outstanding experts whose presentations will set the stage for the special workshop sessions in which all persons attending the convention will participate," DeMent explained.

"Major cities in the United States and Canada, with existing rapid transit systems, are concerned with plans for enlarging those systems. Many other cities, with prospects of great metropolitan growth, are now searching for guidance and expert help in planning new mass transportation systems for the future."

"The 1967 Annual IRT Conference, patterned after our successful workshop conference last year at Boston College, will provide an excellent opportunity for an exchange of ideas by the experts, as well as developing further ideas in the mass transportation field," DeMent said.

After a welcoming address by Atlanta's mayor, Ivan Allen, Jr., Charles M. Haar, Assistant Secretary for Metropolitan Development of the United States Department of Housing and Urban Development, will keynote the IRT Conference at an opening luncheon May 24.

William J. Ronan, Chairman of the Metropolitan Commuter Transportation Authority (New York), will make the first presentation for a workshop session on the afternoon of May 24. The subject of this initial workshop will be "Environmental Support."

For the second workshop session, "System Characteristics," on the morning of May 25, the major presentation will be made by Henry L. Stuart, General Manager of Metropolitan Atlanta Rapid Transit Authority, and by Leo J. Cusick, Director of the Urban Transportation Administration of the Department of Housing and Urban Development.

As a "challenging educator," Noah Langdale, Jr., President of Georgia State College, will address the IRT Conference Luncheon on May 25.

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George L. DeMent



Charles M. Haar



Leo J. Cusick



Walter S. Douglas

IRT CONVENTION ISSUE

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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METRO AREA BOOMS!

The expanding economy of the five county metropolitan Atlanta area is making an increasing impact on the four counties surrounding Fulton County: Clayton, Cobb, DeKalb and Gwinnett. Brunswick A. Bagdon, Southeastern Regional Director of the Bureau of Labor Statistics, reports that 47 percent of all non-residential construction during the first half of the 1960's came in the four counties outside Fulton. These same counties had 71 percent of the industrial growth of the Metro area.

The central city had 75 percent of all office construction; 56 percent of the value of stores and other mercantile buildings was in the central city.

Fulton County still has the bulk of the payroll employment, but the suburban share increased from 11 percent in 1959 to 13 percent in 1965.

Using the rate of employment growth as a yardstick, Atlanta's rate is almost three times the average of the eleven other Metro areas surveyed, 32 percent compared with the twelve-area average of 12 percent rate of employment increase.

Atlanta is building toward another record breaking year in construction. Building permits issued during the first four months of 1967 total more than \$66.5 million in value, an increase of more than \$22 million for the same period last year.

"It's obvious that the Metro area is going to continue to grow and develop," says MARTA General Manager Henry L. Stuart, "and as jobs and population increase, and as more people move into this area, the need for rapid transit grows more and more critical. And, if what has happened in Toronto is any indication, the presence of rapid transit will cause this growth to accelerate."

The pictorial chart, from ATLANTA Magazine April 1966, across the bottom of these two pages shows evidence of the building boom in Atlanta during the 1960's.

Atlanta's building boom got off the ground in 1960 and kept going with 1. Atlanta Merchandise Mart; 2. Commerce Building; 3. Georgia Power Building; 4. National Bank of Georgia Building; 5. Atlanta Airport Terminal Building; 6. Peachtree Towers Apartments; 7. Lenox Towers (South); 8. Landmark Apartments; 9. First Federal Building; 10. Atlanta Towers; 11. Hartford Building; 12. Peachtree Center Building; 13. Georgia Archives Building; 14. Atlanta Stadium; 15. Peachtree North Apartments; 16. First National Bank Building; 17. Lenox Towers (North); 18. Regency Hotel; 19. Life of Georgia Building; 20. Gas Light Tower; 21. The Equitable Building; 22. C & S North Avenue Building; 23. Trust Company of Georgia Building; 24. The Bronze Building; 25. University Towers; 26. Tower Apartments; 27. Ivey Building.

"RAPID TRANSIT WILL KEEP ATLANTA MOVING...RAPIDLY!"

"Of the many developments and changes which have taken place in and around Atlanta in the past few years, including those in progress now and on the planning boards for the future—regional shopping centers, trade areas, skyscrapers, Atlanta's expanding airport, the expressway system (which perhaps one day will be complete, but will never be adequate), the Stadium with its Braves, Falcons, and Chiefs, the new Auditorium-Convention complex, the Cultural Center—none will be more relevant to nor affect the daily lives of so many Atlantans as Rapid Transit," says MARTA Director Rawson Haverty.



Rawson Haverty

"Any growing metropolitan area reaches a point where it must develop an alternate to automobile-highway transportation in and out of its central city, or movement bottlenecks and the central city deteriorates. The central city is the magnet and service center of the metropolitan area. If it declines, the satellite business, industrial, and residential areas are not properly served, the metropolitan area as a whole declines in importance, everyone suffers.

"Rapid, efficient, pleasant, and safe movement of masses of people from their homes, outlying points of business, outlying industrial areas directly into the central, financial, business, shopping and cultural core is an essential requirement for a city's health and prosperity," he explains.

"The March 10 issue of *The Kiplinger Washington Letter* is a prediction of the Seventies. If their projections are accurate, Atlanta can expect to increase in population from 1,211,000 in 1967 to 1,532,300 in 1973 (the year the North-South line of Rapid Transit will be ready). We in Atlanta can be glad we are well advanced in our planning for Rapid Transit and that we have definite target dates for completion. We have stepped ahead of most other metropolitan areas in this program, and when the Seventies arrive Atlanta's citizens will, we hope, continue to be 'moving rapidly' while many other cities are plagued by traffic bottlenecks," Haverty concludes.

(Rawson Haverty is President of Haverty Furniture Companies, past president of Atlanta Chamber of Commerce and Atlanta Retail Merchants Association, President of Forward Atlanta, and has held numerous other business and civic responsibilities.)

STUART REPORTS PROGRESS

Considerable progress is being made under the several contracts which have been let by the METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY, according to Henry L. Stuart, MARTA General Manager.

In a quarterly report of contract studies for the period January 1 through March 31, 1967, Mr. Stuart says, "Our contractual obligations total \$962,566, of which \$616,709 (64%) represents the Federal portion, and \$345,857 represents the local matching funds." Stuart explains that, "The majority of funds are being spent under three major contracts: the updating of the 1962 rapid transit report; the preliminary engineering on the north-south line, and the greater portion of the east-west line; and the technical studies program.



Henry L. Stuart

The updating program, referred to as the "701" contract (\$183,566), encompasses revision of the financing of the proposed rapid transit system and is about 70 percent complete. Another segment of this same contract updates the other parts of the 1962 report and is about 70 percent complete. This segment includes the re-study of the routes and station locations, which are about 90 percent complete, and patronage, revenues, and operating cost predictions 75 percent complete.

Work on this latest segment incorporates the latest highway statistics by the Highway Department. The "701" contract should be completed by early summer.

The preliminary engineering work is being conducted under the "702" contract (\$125,000). This program originally encompassed only the north-south system from Oglethorpe to the Airport. It has been expanded to include all the preliminary engineering for the basic forty-four mile system, Doraville-Forest Park on the north-south line, and on the east-west line from the Perimeter Road (I-285) west of Hightower Road to the Perimeter Road east of Avondale Estates.

Preliminary engineering involves the development of information on utilities, existing buildings, highways, railroads and geology. The preliminary design of typical structures and stations and the functional layout of Transit Center and the shops and yards, and the analysis of equipment requirements. It also includes plans for alignment of tracks and station sites, and cost estimates for construction, and purchase of right of way. The work is being integrated with the work under the Technical Studies Program and should be completed by the end of 1968.

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IRT (Continued from Page 1, Column 2)

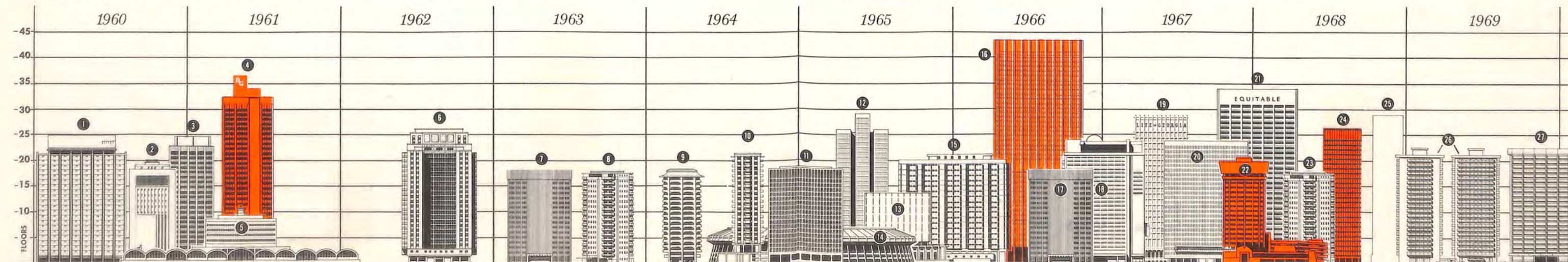
During the afternoon of May 25, the IRT Conference participants will visit the campus of Georgia Institute of Technology, where they will review and study a model transportation system being developed by Georgia Tech's Complex Systems Design class.

On the morning of May 26, Walter S. Douglas, partner in the consulting engineering firm of Parsons, Brinckerhoff, Quade & Douglas, will make the presentation for the final workshop session on "Management Organization."

"For each of the workshop sessions, participants will be organized into small panels for discussion and consideration of special case studies," explained DeMent. "At the close of each workshop session, there will be a group critique," he said.

The program for the 1967 IRT Conference was planned by the Program Committee of which the Chairman was Thompson A. Nooner, Executive Assistant to the President of General Railway Signal Company.

The IRT Convention is the first of two major transit conventions scheduled for Atlanta this year. The American Transit Association will hold its Annual Convention at the Regency Hyatt House in Atlanta October 22-26.



MARTA NAMES CHIEF ENGINEER

A Deputy Director of the Ohio State Department of Highways has been appointed Chief Engineer for Rapid Transit here.

Henry L. Stuart, General Manager of the Metropolitan Atlanta Rapid Transit Authority, announces that Earl W. Nelson of New Philadelphia, Ohio, assumed his new duties here April 24, 1967.

Nelson was Division Deputy Director for the Ohio State Department of Highways, and was responsible for the design, construction, maintenance, and acquisition of right of way for the 1400 miles of State and United States routes in his division. His duties included preparation of all construction and maintenance projects, which total \$70 million under construction as of October 1966; supervision of all engineering and right of way acquisition; control of purchases of material and equipment; and personnel responsibilities for 700 employees.



Earl W. Nelson

As MARTA Chief Engineer, he reports directly to the General Manager, will participate in policy decisions of the Authority, and will administer those policies having to do with design and engineering. He will review engineering work performed by MARTA consultants; and, when construction of the system begins, will supervise all construction projects.

Nelson is a Registered Professional Civil Engineer in the State of Ohio. He is a graduate of the University of Kentucky with a Bachelor of Science degree in Civil Engineering, and had done graduate work at the University of Cincinnati. He is a Fellow in the American Society of Civil Engineers and is a member of the Ohio Society of Professional Engineers.

He was a Division Deputy Director of the Ohio Department of Highways from 1963 until his resignation to accept the position with MARTA. Prior experience includes two years as City Engineer, Steubenville, Ohio; and 13 years as Design Engineer and Project Engineer with Hazelet and Erdal, Consulting Engineers, Cincinnati, Ohio.

Nelson, a native of Peru, Illinois, and his wife, Shirley, have three children: Candi 19, Mark 17, and Jeffery 9. His family will join Nelson in Atlanta at the end of the current school term.

STUART REPORTS (cont'd)

The third major program is the Technical Studies Program (\$554,000) which includes portions of the work under the "702" program. It also includes the Corridor Impact Study which will assess the probable impact of the proposed rapid transit system on the total community. The Impact Study will survey MARTA's relationship to, and impact on, land use and related controls, public improvement planning; local, public and private development plans; urban renewal projects; and benefits to disadvantaged groups, and other public programs.

A separate study under this program will examine the probable impact of rapid transit on the existing Atlanta Transit System and the privately operated bus system.

A separate contract covers planning, consulting, or engineering services not covered by existing contracts (\$100,000).

In addition to these existing programs, MARTA's staff is in process of developing a new application for approximately two million dollars of Federal funds, using the \$500,000 in State funds approved by the 1967 General Assembly as matching funds. When Federal funds are approved, this two and one-half million dollar program will cover the following:

- 1) title searches of selected right of way parcels
- 2) early acquisition of critical right of way parcels
- 3) a plan for relocation of uprooted persons
- 4) employment of Urban Planning (Architectural)
- 5) continued work on Atlanta Transit System impact and coordination plan
- 6) first steps in detailed design of Transit Center
- 7) financial operations plan and organization
- 8) preservation of historical sites and structures.

"As these four programs are completed we will have more and more of the detailed information required to determine the best methods for financing this system; and, to develop a specific plan to bring to the voters for their approval, probably in November 1969," Stuart said.

MARTA ACTION

The Board of Directors of MARTA announced the appointment of Robert F. Adamson as a director representing the City of Atlanta. Adamson was appointed by Mayor Ivan Allen, Jr., and the Board of Aldermen to fill the unexpired term of Mills B. Lane, Jr., who resigned his position as Metropolitan Atlanta Rapid Transit director because of increased pressures of his many business interests.

Adamson has been Treasurer of MARTA since its organization, and will continue in this post as well as serve as its director.

The next meeting of the Board of Directors has been changed to Friday, June 9, 1967 at 3:30 P.M. in Room 619 of the Glenn Building, 120 Marietta Street, N.W.



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