

9

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, November 27, 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.

Absent:

Mr. Robert F. Adamson  
Mr. Charles C. Mathias  
Mr. Peter J. Stelling  
Mr. Grady A. Lee

Also present were City Traffic Engineer Karl A. Bevins; Mr. P. Andrew Springer, Safety Engineer and Mr. Edmund W. Hughes, Managing Director, The Atlanta Traffic and Safety Council; Mr. William Nix, Atlanta Transit System, Inc.; and Superintendent J. L. Moseley, Atlanta Police Department.

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

I. HEAR FROM THE PUBLIC. none

II. PERMITS FOR OFF-STREET PARKING FACILITIES.

- A. 17 BAKER STREET, N.W. Mr. H. L. DeFoor, DeFoor Realty Company, 310 Candler Building. An open lot with 51 spaces; self parking; 4 inbound reservoir spaces; one entrance-exit on Baker Street.

Mr. H. L. DeFoor presented the plan for the proposed parking lot. The City Traffic Engineer recommended approval of this application. The Commission approved this recommendation.

- B. 16 SIMPSON STREET, N.W. Mr. H. L. DeFoor, DeFoor Realty Company, 310 Candler Building. An open lot with 38 spaces; self parking; 4 inbound reservoir spaces; one entrance-exit on Simpson Street.

Mr. H. L. DeFoor presented the plan for the proposed parking lot. The City Traffic Engineer recommended approval of this application. The Commission approved this recommendation.

- C. 351 CHAPEL STREET, S.W. Mr. Edward W. Hunt, 2927 Collier Drive, N.W. An open lot with 49 spaces; self parking; 2 inbound and 2 outbound reservoir spaces; one entrance on Chapel Street, one exit on Markham Street.

Mr. Edward W. Hunt presented the plan for the proposed parking lot. The City Traffic Engineer recommended approval with the following exception:

Entrance and Exit on Markham Street only with  
no driveways on Chapel Street or Mangum Street

IN EXECUTIVE SESSION, it was moved and seconded that this recommendation be APPROVED. All were in favor.

- D. 270 GARNETT STREET, S.W. Mr. Frank Priles, 1050 Ponce de Leon Avenue, N.E. An open lot with 124 spaces; attendant parking; one entrance on Garnett Street, one exit on Brotherton Street.

In the absence of Mr. Priles, the City Traffic Engineer presented the plan for the proposed parking lot and recommended approval of this application with the following exception:

Maximum of 115 Parking Spaces  
(Remove 3 spaces for inbound reservoir and  
1 space for internal circulation)

The Commission approved this recommendation.

- E. GARNETT STREET and CENTRAL AVENUE, S.W. Mr. Roy H. Farmer, 2154 Lilac Lane, Decatur, Georgia. An open lot with 18 spaces; self parking; 2 inbound and 2 outbound reservoir spaces; one entrance-exit on Garnett Street.

In the absence of Mr. Farmer, the City Traffic Engineer presented the plan for the proposed parking lot and recommended approval. The Commission approved this recommendation.

- F. 260 PRYOR STREET, S.W. Mr. Ralph R. Carroll, A A A Parking, Inc., 75 Houston Street, N.E. An open lot with 72 spaces; self parking; 8 inbound and 8 outbound reservoir spaces; one entrance-exit on Pryor Street, one entrance-exit on Garnett Street.

Mr. Ralph R. Carroll and Mr. R. F. Williams presented the plan for the proposed parking lot. The City Traffic Engineer recommended approval of this application. The Commission approved this recommendation.

- G. 43 26th STREET, N.W. Mr. Clarence Liberman, 805 Peachtree Street, N.E. An open lot with 42 spaces; self parking; 5 inbound and 5 outbound reservoir spaces; one entrance-exit on 26th Street.

Mr. Liberman presented the plan for the proposed parking lot. The applicant for this permit has also made application to the Planning Commission for a Use Permit for the purpose of using the property as a parking lot. The Commission approved the traffic operations characteristics of the proposal as presented in the application subject to the granting of the Use Permit by the Planning Commission, The Zoning Committee, and The Board of Aldermen.

- H. 1358 PEACHTREE STREET, N.E. Mr. Ralph R. Carroll, A A A Parking, Inc., 75 Houston Street, N.E. An open lot with 78 additional spaces (giving a total of 158 spaces); self parking; 8 inbound and 8 outbound reservoir spaces; one entrance on Peachtree Street and one entrance on Lombardy Way; two exits on Peachtree Street and one exit on Lombardy Way. To be an addition to existing parking lot at 1354 Peachtree Street, N.E.

Mr. Ralph R. Carroll and Mr. R. F. Williams presented the plan for the proposed parking lot. The City Traffic Engineer recommended approval of this application. The Commission approved this recommendation.

- I. 360 WILLIAMS STREET, N.W. Mr. B. E. Taylor, Auto Parking and Service Corp., 130 Auburn Avenue, N.E. An open lot with 85 spaces; self and attendant parking; 3 inbound and 3 outbound reservoir spaces; one entrance-exit on Williams Street; one entrance-exit on Peachtree Place, one entrance-exit on Alexander Street.

In the absence of Mr. Taylor, the City Traffic Engineer presented the plan for the proposed parking lot and recommended approval of this application with the following exceptions:

1. Maximum of 82 parking spaces.
2. Entrance and Exit on Alexander Street, and Entrance and Exit on West Peachtree Place, and No entrance and Exit on Williams Street, with the further stipulation
3. That the existing driveway on the Williams Street side of the lot be closed by some type of physical barrier such as a fence or by raising the curb and sidewalk to normal position.

The Commission approved this recommendation.

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

Superintendent Moseley reported the following traffic accidents through November 26, 1967, as compared with the same period in 1966.

	<u>1967</u>	<u>1966</u>
Fatal Accidents	84	98
Injured Accidents	2,602	2,498
Property Damage Accidents	<u>18,783</u>	<u>19,849</u>
	21,469	22,445

IV. REPORT OF THE CITY TRAFFIC ENGINEER.

The Traffic Engineer gave a brief report on the progress to date regarding the proposal of the Traffic, Parking and Transit Committee to impose a \$10 fine for violations of NO PARKING regulations during the hours 7:00 to 9:00 a.m. and 4:00 to 7:00 p.m.

The Traffic Engineer also gave a brief report on the progress of discussions regarding the proposal to install Railroad Grade Crossing Bells and Lights Warning Systems at the Linkwood Road Crossing and at the Fairburn Road Crossing of the Seaboard Coastline Railroad in Southwest Atlanta.

V. OTHER BUSINESS.

Mr. Edmund W. Hughes of the Atlanta Traffic and Safety Council suggested that perhaps a new policy was needed regarding parking regulations on downtown streets. The general proposition involved the complaints which are sometimes received from citizens who get parking tickets for parking on NO PARKING zones during the nighttime or on Sundays and Holidays. After a lengthy discussion, it was agreed that this matter deserved careful review and that Central Progress, Inc., should also be involved in discussing this matter.

There being no further business, the meeting was adjourned at 3:45 p.m.

VI. NEXT MEETING:

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, October 30, 1967, at 2:00 p.m. The following members were present:

Mr. George Goodwin, Chairman  
Mr. Jack E. Crowder, Vice Chairman  
Mr. Robert F. Adamson  
Mr. Charles C. Mathias  
Mr. Peter J. Stelling

Absent:  
Mr. John R. Wilson, Jr.  
Mr. Grady A. Lee

Also present were City Traffic Engineer Karl A. Bevins; Mr. P. Andrew Springer, Safety Engineer, The Atlanta Traffic and Safety Council; Mr. William Nix, Atlanta Transit System, Inc.; Sergeant Michael Edwards, Atlanta Police Department.

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

I. HEAR FROM THE PUBLIC. None

II. PERMITS FOR OFF-STREET PARKING FACILITIES.

- A. 14 BUTLER STREET, N.E. Sunshine Parking, Inc., 130 Ivy Street, N.E. An open lot with 78 spaces; self parking; 5 inbound reservoir spaces; one entrance-exit on Butler Street.

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

Only 73 parking spaces

The Commission approved this recommendation.

- B. 42-44 DECATUR STREET, S.E. Mr. Garland Follis, Allright Parking of Georgia, Inc. An open lot with 74 spaces; attendant parking; 10 inbound and 10 outbound reservoir spaces; one entrance-exit on Decatur Street, one exit on Exchange Place. To be operated on a temporary permit only as an addition to the already existing 61 car space parking lot which is located immediately adjacent to and east of this lot and using the existing driveways to the 61 car space lot which is already in operation. (This property has already been approved by the Committee and Board of Aldermen for a 362 space car garage for the Scott Hudgens Company.)

Mr. Garland Follis appeared representing Allright Parking of Georgia, Inc. The City Traffic Engineer recommended approval of the application. The Committee approved this recommendation.

- C. 240-244 PRYOR STREET, S.W. Mr. Ralph R. Carroll, A A A Parking, Inc. An open lot with 27 spaces; self parking 3 inbound and 3 outbound reservoir spaces; one entrance-exit on Pryor Street.

Mr. George Williams appeared representing A.A A Parking, Inc. The City Traffic Engineer recommended approval of the application. The Commission approved this recommendation.

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

Sergeant Michael Edwards reported that the Fatal Accidents were down 8%, the Injured Accidents were up 2% and Property Damage Accidents down 7%. Enforcement Violations Booked: Drunk Driving was up 10%, Speeding up 16% and Other Moving Violations up less than 1%.

Sergeant Edwards reported the following traffic accidents through October 29, 1967, as compared with the same period in 1966.

	<u>1967</u>	<u>1966</u>
Fatal Accidents	78	85
Injured Accidents	2,326	2,286
Property Damage Accidents	<u>16,919</u>	<u>18,197</u>
	19,323	20,568

IV. REPORT OF THE CITY TRAFFIC ENGINEER.

The Traffic Engineer gave a brief report of the Traffic Engineering Department's budget for 1968.

V. OTHER BUSINESS.

A brief discussion of the Atlanta Police Department's two new freeway emergency vehicles.

There being no further business, the meeting was adjourned at 2:50 p.m.

VI. NEXT MEETING: Monday, November 27, 1967.

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.

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, August 28, 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.

Absent:  
Mr. Robert F. Adamson  
Mr. Grady A. Lee  
Mr. Charles C. Mathias  
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.

I. HEAR FROM THE PUBLIC. None.

II. PERMITS FOR OFF-STREET PARKING FACILITIES.

- A. 230 GARNETT STREET, S.W. Mr. Raymond L. Johnson, O.K. Parking Service, 1224 Cumberland Road, N.E. An open lot with 47 spaces; attendant parking; 5 inbound reservoir spaces; one entrance on Garnett Street; one exit on Garnett Street and one exit at the Alley.

The Traffic Engineer recommended approval of the application with the restriction of NO LEFT TURNS into or out of Garnett Street. The Commission approved this recommendation.

- B. 623-31 WEST PEACHTREE STREET, N.E. Mr. Lewis Gross, 3124 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 and one exit on West Peachtree Street.

This application was tabled awaiting additional detailed information about the proposed lay out of the parking stalls and isles.

C. 185 MARIETTA STREET. Mr. George C. Morris.

No application had been filed prior to the meeting, therefore no action was taken.

D. AIR RIGHTS PARKING DECK. Review of previously approved permit. The Traffic Engineer recommended approval of proposed revisions in design which are in accordance with existing permit. The Commission concurred with the Traffic Engineer's recommendation.

E. 1200 PEACHTREE STREET, N.E. Mr. Frank Hazel, Atlantic Realty Company, 1048 Hurt Building. An open lot with 66 spaces; self parking; 5 inbound reservoir spaces; one entrance on Peachtree Street and one entrance at Rear Alley; one exit on Peachtree Street and one exit at Rear Alley.

It was recommended that the possibility of making both of the Peachtree Street driveway entrances with exits from the parking lot to the 20 foot Alley at the rear of the parking lot.

The Traffic Engineer was instructed to confer with the applicant and if this point could be resolved satisfactorily that the facility be approved with NO LEFT TURNS at the Peachtree Street driveways.

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

Sergeant Michael Edwards reported that the Fatal Accidents were down 9.5%, Injured Accidents down 3½%, Property Damage Accidents down 6½%, and the Enforcement Violations Booked (including drunk driving, speeding and other moving violations) were up 5.7%.

Sergeant Edwards reported the following traffic accidents through August 27, 1967, as compared with the same period in 1966.

	<u>1967</u>	<u>1966</u>
Fatal Accidents	57	63
Injured Accidents	1,774	1,841
Property Damage Accidents	<u>13,535</u>	<u>14,454</u>
	15,366	16,358

IV. REPORT OF THE CITY TRAFFIC ENGINEER.

A. KINGSWOOD LANE, N.W.

The Traffic Engineer reviewed the problem which had resulted on

Kingswood Lane due to the Board of Education's elimination of all of the off-street parking for students and some of the off-street parking for the faculty at Northside High School.

The Board of Education has taken this step in connection with the expansion of Northside High School. They requested that Kingswood Lane be made One-Way and that parking be permitted on both sides of Kingswood Lane during the 1967-68 school year. This request was made to the Traffic Engineering Department approximately two weeks before the opening of school. The Traffic Engineer advised the Board of Education representatives to try to contact the residents of the neighborhood and work out an acceptable agreement. As of Friday, August 25, 1967, no satisfactory agreement had been worked out between the school people and the residents. Lieutenant Forrester of the Atlanta Police Department and the Traffic Engineer together agreed that the One-Way arrangement would be the only practical way to minimize inconvenience and hazard to the general public and that this would be done as an emergency measure beginning Monday morning, August 28, 1967. The Traffic Engineer further emphasized that, in his opinion, this One-Way arrangement with parking on both sides of the street was a very unsatisfactory arrangement and that the school officials should make some other arrangements regarding student and faculty parking and permit the street to be used as a Two-Way street.

B. STAGGERED HOURS.

The Traffic Engineer reviewed the various discussions and progress which had been made by The Atlanta Chamber of Commerce, The Georgia State Highway Department, and other agencies in considering the use of staggered working hours as a means of improving traffic conditions during peak traffic hours. The Traffic Engineer recommends this technique as a practical and useful traffic improvement tool and urges that it be explored fully.

C. U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION, NATIONAL HIGHWAY SAFETY BUREAU'S HIGHWAY SAFETY PROGRAM.

The Traffic Engineer reported progress to date on the city and state conforming and cooperating with this National Highway Safety Program. The first step which involved certain enabling legislation and the appointment of a Coordinator of Highway Safety for the State of Georgia has been taken by the State Legislature and by the Governor. Mr. Ben Jordan is the Coordinator of Highway Safety for The State of Georgia. Mr. Jordan's office, at his request, is being furnished a forecast for a ten year period of the expenditures anticipated by

the City of Atlanta in conforming with the various standards set forth in the Highway Safety Act and in the administration of the Highway Safety Act by The National Highway Safety Bureau. This cost estimate was delivered by the Traffic Engineering Department to the City Comptroller's office on Monday morning, August 28, 1967. Although, at the present time there are no funds available in this program for traffic engineering activities, it is desirable that every effort be made to cooperate and that certain planning activities be undertaken at the earliest possible date.

D. TOPICS PROGRAM - (Traffic Operations Program to Increase Capacity and Safety.)

The Traffic Engineer reviewed the situation as it stands today and brought the Commission up-to-date on possible courses of action open to the City of Atlanta in order to cooperate with and participate in this particular program. All moneys available under this TOPICS Program come only through The Georgia State Highway Department, the present policy of the Highway Department must be changed in order to permit money of this sort to be spent for this purpose. Also, the Federal Agencies are requiring that an Area-Wide Plan on traffic operating improvements be developed prior to any submission of specific projects. The Traffic Engineer reported that he was going to undertake to obtain an estimate of the cost of this Area-Wide Plan and that he was guessing that the cost would range between \$50,000 and \$200,000. He also stated that he believed that a consulting firm could prepare the plan with the necessary back-up studies and have it ready for submission in approximately six months from the date of starting.

E. ASHBY STREET AND HUNTER STREET.

Mr. J. R. Wilson and the Traffic Engineer brought the Commission up-to-date on plans to improve traffic operations at this intersection through the use of Left Turn storage lanes on Ashby Street approaching Hunter Street.

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

V. NEXT MEETING: Monday, September 25, 1967.

TENTATIVE AGENDA

TRAFFIC AND TRANSPORTATION COMMISSION

Monday, August 28, 1967  
2:00 p.m., Committee Room No. 1, City Hall  
Atlanta, Georgia

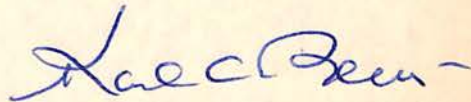
- I. HEAR FROM THE PUBLIC.
- II. PERMITS FOR OFF-STREET PARKING FACILITIES.
  - A. 230 GARNETT STREET, S.W. O. K. Parking Service, 1224 Cumberland Road, N.E.; Mr. Raymond L. Johnson. An open lot with 57 spaces; attendant parking; one entrance on Garnett Street; one exit on Garnett Street and one exit at the Alley.
  - 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; one entrance and one exit on West Peachtree Street.
  - C. 185 MARIETTA STREET. George C. Morris.
  - D. AIR RIGHTS PARKING DECK. Review of previously approved permit. The Traffic Engineer recommends approval of proposed revisions in design, which are in accordance with existing permit.
- III. REPORT OF TRAFFIC ACCIDENTS; Superintendent J. L. Moseley.
- IV. REPORT OF THE CITY TRAFFIC ENGINEER.
- V. OTHER BUSINESS.
- VI. NEXT MEETING: September 25, 1967.

June 19, 1967

MEMO TO: Members of Traffic and Transportation Commission

Due to the fact that a number of the members will be out of the city next week and since there is no pressing business on hand, the regular June 26, 1967, meeting has been cancelled.

If another meeting is needed before the regular July 31st date Chairman George Goodwin will notify you through our office.



Karl A. Bevens, Secretary  
Traffic & Transportation Commission



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.

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.



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, March 27, 1967, at 2:00 p.m. The following members were present:

Mr. Jack E. Crowder, Vice Chairman  
Mr. Robert F. Adamson  
Mr. Peter J. Stelling  
Mr. John R. Wilson, Jr.

Absent:  
Mr. George Goodwin, Chairman  
Mr. Grady A. Lee  
Mr. Charles C. Mathias

Also present were City Traffic Engineer Karl A. Bevins; Mr. P. Andrew Springer, Safety Engineer, The Atlanta Traffic and Safety Council; Mr. John Gerson, Atlanta Transit System, Inc.; Superintendent J. L. Moseley and Sergeant Michael Edwards, Atlanta Police Department.

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

I. HEAR FROM THE PUBLIC. None.

II. PERMITS FOR OFF-STREET PARKING FACILITIES.

- A. 50 HOUSTON STREET, N.E. A A A Parking, Inc.; Mr. Ralph R. Carroll.  
An off-street parking lot with a total of 66 parking spaces; attendant parking; 8 inbound and 6 outbound reservoir spaces; one entrance and one exit on Houston Street and one entrance and one exit on Ivy Street.

Mr. Carroll presented the plan for the proposed parking lot.

Mr. Bevins pointed out that the outer edge of the lot was level with the adjacent streets. He asked how Mr. Carroll intended to keep motorists from entering the streets from points other than the designated driveways. Mr. Carroll assured Mr. Bevins that some means of control would be used and that it would probably be a chain.

The City Traffic Engineer recommended approval with the provision that all excessive driveway space be physically closed, either with a suitable chain or fence or by raising the curb, and with the restriction of NO LEFT TURNS into the entrance or out of the exit on Houston Street. IN EXECUTIVE SESSION, it was moved and seconded that this recommendation be APPROVED. All were in favor.

- B. 147 AND 153 WHITEHALL STREET, S.W. A A A Parking, Inc.; Mr. Ralph R. Carroll. An off-street parking lot with a total of 34 parking spaces; self-parking; 4 inbound and 4 outbound reservoir spaces; one entrance and one exit on Whitehall Street.

Mr. Carroll presented the plan for the proposed parking lot.

The City Traffic Engineer recommended approval with the restriction of NO LEFT TURNS into the entrance or out of the exit on Whitehall Street. IN EXECUTIVE SESSION, it was moved and seconded that this recommendation be APPROVED. All were in favor.

- C. 353 MARKHAM STREET, S.W. Pennington Parking; Emily A. Pennington, 761 Scott Circle, Decatur, Georgia. An off-street parking lot with a total of 100 parking spaces; self-parking; 15 inbound and 15 outbound reservoir spaces; three entrances and three exits on Markham Street.

In the absence of the applicant, the City Traffic Engineer presented the plan for the proposed parking lot and recommended approval. IN EXECUTIVE SESSION, it was moved and seconded that this recommendation be APPROVED. All were in favor.

- D. OLD WEST HUNTER STREET & MANGUM STREET, N.W. (PARTIALLY UNDER THE HUNTER STREET VIADUCT.) H. D. Roberts and D. S. Thurmond. (H. D. Roberts, Route 1, Box 418, Mableton, Georgia; D. S. Thurmond, Route 5, Box 279-A, Austell, Georgia.) An off-street parking lot with a total of 45 parking spaces; attendant parking; 3 inbound reservoir spaces; one entrance and one exit on Old West Hunter Street.

In the absence of the applicants, the City Traffic Engineer presented the plan for the proposed parking lot and recommended approval. IN EXECUTIVE SESSION, it was moved and seconded that this recommendation be APPROVED. All were in favor.

- E. 304-312 SPRING STREET, N.W. Bill Todd, Inc.; Mr. Robert W. Todd, 33 Gilmer Street, S.E. An off-street parking lot with a total of 69 parking spaces; attendant parking; 4 inbound and 4 outbound reservoir spaces; two entrances and two exits on Spring Street.

In the absence of Mr. Todd, the City Traffic Engineer presented the plan for the proposed parking lot. Mr. Bevins pointed out that Mr. Todd needed to reorganize the driveway arrangements so that they would better relate to the aisles.

Giving background information, Mr. Bevins said that the parking lot had been in operation for some time without a permit and that the City Clerk had notified Mr. Todd that a permit would be required if the parking lot were to continue in operation. Mr. Bevins mentioned that, on several occasions, it had been observed that vehicles were parked on the sidewalk area adjacent to the parking lot and that a chain or fence would remedy this situation. After discussion, the City Traffic

Engineer recommended approval with the provision that all excessive driveway space be physically closed, either with a suitable chain, or fence, or by raising the curb, and with the restriction of NO LEFT TURNS into the two entrances or out of the two exits on Spring Street. IN EXECUTIVE SESSION, it was moved and seconded that this recommendation be APPROVED. All were in favor.

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

Superintendent Moseley reported that total enforcement was up approximately 17% and that, not only had the number of cases increased, but the number of adjudicated cases resulting in a penalty had increased to approximately 95%. He explained that this high percentage indicated that the cases made were "good cases."

Sergeant Michael Edwards reported the following traffic accidents through March 26, 1967, as compared with the same period in 1966.

	1967	1966
Fatal Accidents.....	22	21
Injured Accidents.....	577	594
Property Damage Accidents.....	<u>4,557</u>	<u>5,109</u>
	5,156	5,724

IV. REPORT OF THE CITY TRAFFIC ENGINEER.

A. Mr. Bevins reported that a traffic signal metering device had recently been installed on the northbound Freeway on-ramp at Tenth Street. He said that it is taking a little more time to get onto the Freeway at off-peak periods and that the time to get onto the Freeway during peak periods is about the same. In answer to a question from the Vice Chairman regarding any decrease in rear end collisions, Mr. Bevins reported that no accidents had occurred on the on-ramp since the installation of the metering device. However, he pointed out that this could be merely a "happenstance." He mentioned that the only problem encountered thus far was that some motorists were not observing the traffic signal, that a study made last week indicated violations as high as 20%. He said that, of course, it was always better to get "voluntary compliance," rather than enforced compliance, and that further studies would be made in the near future. Original observance was 96% to 97%. In summation, he said that the Traffic Engineering Department was well pleased with the installation, since over 78 accidents were reported at the location last year.

B. CASCADE AVENUE, from Beecher Street toward Sandtown Road. Mr. Bevins reported that last year parking had been removed from this section of Cascade Avenue and that it has been marked with a center line and two lane lines. He said that complaints have been received from the residents that they have difficulty entering Cascade Avenue from their

driveways. Noting that at least one resident would probably appear at the next meeting of the Traffic, Parking and Transit Committee to request that on-street parking be allowed on Cascade Avenue, Mr. Bevins explained that he wanted the Commission to be aware of the matter.

- C. WEST MARIETTA STREET, N.W., between Ashby Street and Marietta Boulevard. Mr. Bevins said that he also wished the Commission to be aware of another matter to be brought before the Traffic, Parking and Transit Committee at its next meeting. He explained that the Committee had previously heard from Mr. Henry H. Ogden, Ogden Equipment Company, and from representatives of Mead Packaging, which is located across the street from Ogden Equipment Company, regarding on-street parking on the southwest side of the street.

He further explained that, when the NO PARKING 7:00 A.M. TO 9:00 A.M. restriction was replaced with a NO PARKING ANY TIME regulation on the southwest side of West Marietta Street alongside Mead Packaging property and as a result of an investigation requested by Mead Packaging, Mr. Ogden requested that the previous rush hour restriction be re-installed to allow his employees a place to park on the street after Noon (Mr. Ogden's employees had previously moved their automobiles from the northwest to the southwest side of West Marietta Street at Noon in order to comply with the rush hour restrictions.) since no off-street parking was currently available for Ogden Equipment Company employees.

Reporting that the Committee had directed the two companies concerned to send representatives to the location, with a staff member of the Traffic Engineering Department to act as mediator and advisor, and to work out a satisfactory compromise which would allow approximately fifteen on-street parking spaces on the southwest side of West Marietta Street alongside Mead Packaging except from 7:00 A.M. TO 9:00 A.M. and except at strategic points which would obstruct sight distance or create traffic congestion for vehicles entering or exiting from Mead Packaging driveways. On-street parking had been reinstalled. Mr. Bevins said that he had been notified that representatives of Mead Packaging planned to appear before the Committee at its next meeting.

- D. LUCKIE STREET, N.W., from Techwood Drive to North Avenue. Mr. Bevins reported that, since Luckie Street is being resurfaced, the Traffic Engineering Department will take this opportunity to relocate the center line and lane lines in order to make five lanes. He explained that it would be necessary to remove all parking on the west side of the street but that on-street parking would be retained on the east side. Mr. Bevins said that, as a result, two lanes inbound and two lanes outbound would be in use at all times.

V. OTHER BUSINESS.

- A. IN ANSWER TO A QUESTION as to the parking restrictions on Peachtree Road south of Central Chevrolet, 2930 Peachtree Road, N.W., Mr. Bevins said, "There is no restriction at all from Central Chevrolet on down

past The Cathedral of St. Philip." He mentioned that this section of the west side of Peachtree Road was "on the list" for future removal of on-street parking as was the east side of Peachtree Road in the area of the Cathedral of Christ the King. It was discussed that one parked vehicle necessitated much lane changing and created traffic congestion in the area.

- B. IN ANSWER TO A QUESTION regarding the final action of the Board of Aldermen on the Commission's recommendations to ban parking on certain streets, Mr. Bevins gave a brief summary. He mentioned that, although at first glance it might look as though little was accomplished in the removal of on-street parking, in actuality some important progressive steps were taken.
- C. THE USE OF RADAR DEVICES was the next topic of discussion. Mr. Bevins remarked that additional signs would probably be needed. Pointing out that he would like to avoid placing more signs than necessary, he assured the Commission that the Traffic Engineering Department could, if need be, supply the signs "in a hurry." He said that the Department had about 1,000 pieces of metal available within a week or 10 days which would certainly get the project underway.

VI. NEXT MEETING: Monday, April 24, 1967.

The meeting was adjourned at 3:10 p.m.

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 the Aldermanic Chamber of the City Hall on Monday, February 27, 1967, at 2:00 p.m. The following members were present:

Mr. George Goodwin, Chairman  
Mr. Jack E. Crowder, Vice Chairman  
Mr. Robert F. Adamson  
Mr. Grady A. Lee  
Mr. Peter J. Stelling  
Mr. John R. Wilson, Jr.

Absent:  
Mr. Charles C. Mathias

Also present were City Traffic Engineer Karl A. Bevins; Mr. Edmund W. Hughes, Managing Director, and Mr. P. Andrew Springer, Safety Engineer, The Atlanta Traffic and Safety Council; Sergeant Michael Edwards, Atlanta Police Department; Mr. John Gerson, Atlanta Transit System, Inc.; Alderman Jack Summers, Chairman, Traffic, Parking and Transit Committee.

The meeting was called to order by the Chairman. In his opening remarks, Mr. Goodwin said that, due to the large number of citizens present, the entire afternoon would be given to hearing from the public and that an EXECUTIVE SESSION would be held later in the week.

I. PUBLIC HEARING.

Mr. Goodwin asked Mr. Bevins to read the list of the various items for consideration. Mr. Bevins explained that, at the regular meeting of the Traffic, Parking and Transit Committee of the Board of Aldermen on February 8, 1967, the City Traffic Engineer had recommended and requested approval of the following:

A. ONE WAY Streets.

1. Peachtree Street northbound from Baker Street to 19th Street.
2. West Peachtree Street southbound from 19th Street to Baker Street.
3. Crescent Avenue southbound from 14th Street to Peachtree Place.
4. Porter Place eastbound from West Peachtree Street to Peachtree Street.
5. Alexander Street westbound from Peachtree Street to West Peachtree Street.
6. Fourteenth Street westbound from Piedmont Avenue to Howell Mill Road.
7. Tenth Street eastbound from Brady Avenue to Charles Allen Drive.
8. State Street southbound from 14th Street to Hemphill Avenue.
9. Atlantic Drive northbound from Hemphill Avenue to 14th Street.

B. NO PARKING ANY TIME.

1. Juniper Street--east side, from 12th Street to Ponce de Leon Avenue.
2. Piedmont Avenue--east side, from 3rd Street to 12th Street.
3. Piedmont Avenue--west side, from 14th Street to 13th Street.
4. Fourteenth Street--south side, from Piedmont Avenue to Northside Drive.
5. Fourteenth Street--north side, from 200 feet west of Peachtree Street to Northside Drive.
6. Tenth Street--north side, from Brady Avenue to Myrtle Street.
7. Peachtree Street--east side, from 12th Street to 14th Street.

As a substitute for the City Traffic Engineer's recommendations outlined above, the Traffic, Parking and Transit Committee had recommended with the concurrence of the City Traffic Engineer the following:

1. That both sides of Tenth Street from Howell Mill Road to Piedmont Avenue be made NO PARKING ANY TIME.
2. That both sides of Fourteenth Street from Peachtree Street to Howell Mill Road be made NO PARKING ANY TIME.
3. That both sides of Spring Street, N.W., from Fifth Street to Peachtree Street be made NO PARKING ANY TIME.
4. That both sides of West Peachtree Street from the intersection of West Peachtree Street, Peachtree Street, and Baker Street north to the intersection of West Peachtree Street, Peachtree Street, and Nineteenth Street be made NO PARKING ANY TIME.
5. That both sides of Peachtree Street from Baker Street to Fourteenth Street be made NO PARKING ANY TIME.
6. That the west side of Piedmont Avenue, N.E., from Fourteenth Street to Thirteenth Street be made NO PARKING ANY TIME.
7. That the east side of Piedmont Avenue, N.E., from Third Street to Twelfth Street be made NO PARKING ANY TIME.
8. That the east side of Juniper Street, N.E., from Twelfth Street to Ponce de Leon Avenue be made NO PARKING ANY TIME.
9. That westbound traffic on Tenth Street, N.W., be prohibited from making a left turn into the southbound on-ramp of the North Freeway.
10. That eastbound traffic on Tenth Street, N.W., be prohibited from making a left turn into the northbound on-ramp of the North Freeway.
11. That eastbound traffic on Tenth Street, N.W., be prohibited from making a left turn into Williams Street.

12. That westbound traffic on Fourteenth Street, N.W., be prohibited from making a left turn into the southbound on-ramp of the North Freeway.
13. That eastbound traffic on Fourteenth Street, N.W., be prohibited from making a left turn into the northbound on-ramp of the North Freeway.
14. That eastbound traffic on Fourteenth Street, N.W., be prohibited from making a left turn into Williams Street.
15. That westbound traffic on North Avenue, N.W., be prohibited from making a left turn into the southbound on-ramp of the North Freeway.
16. That westbound traffic on North Avenue, N.W., be prohibited from making a left turn into Williams Street.
17. That eastbound traffic on North Avenue, N.W., be prohibited from making a left turn into the northbound on-ramp of the North Freeway.

Mr. Bevins said that the Traffic Engineering Department is, of course, willing to see the complete elimination of all parking on the aforementioned streets (as listed in the substitute proposal) plus some NO LEFT TURN regulations given a trial. He said further, "However, we are convinced that these measures will not give sufficient traffic improvement to justify the inconvenience and the problems created. The proposed ONE WAY operation of the four-street combination (Peachtree Street--West Peachtree Street and Tenth Street--Fourteenth Street) is, in our judgment, the most sensible and satisfactory answer available today to increase the traffic carrying capacity of streets in this part of the City and to clear up recognized existing serious traffic congestion problems. ONE WAY operation of these particular streets solves more problems and yields greater traffic carrying capacity than would any other streets in the area. In addition, ONE WAY operation of these streets fits with the other existing ONE WAY streets in the area and 'sets the stage' for additional ONE WAY streets and/or reversible lane streets as needed. Operating these streets ONE WAY offers a substantial (20% to 30%) increase in capacity over two-way operation on these four streets with added substantial increases on several adjacent streets. In addition (and of equal importance), the ONE WAY operation of these streets would permit us to 'clear up' ten or twelve congested intersections by eliminating unsatisfactory three-phase operation and changing to simple two-phase operation. All of these benefits could be realized with ONE WAY operation and the relatively minor additional parking restrictions listed."

Alderman G. Everett Millican requested explanation of the proposed NO LEFT TURN restrictions. In explaining the proposed change, the City Traffic Engineer said that, in his opinion, the proposal was a rather poor substitute for ONE WAY operation of the streets, but that NO LEFT TURN restrictions would clear up the congestion at certain points to where it was reasonable. Mr. Bevins said, "We either go to ONE WAY streets or NO PARKING and



NO LEFT TURN restrictions or say that there is nothing that can be done."

Mr. W. E. Clark, 1107 Peachtree Street, said that he was concerned about "how people would get out of Atlanta" if the proposed NO LEFT TURN restrictions were installed.

Alderman George Cotsakis requested further explanation of the proposed parking bans. Mr. Bevins mentioned that, at a previous hearing on the ONE WAY street proposals, residents and businessmen of the streets under consideration repeatedly said, in effect, "Don't make my street one way. Take the parking off."

The proposal that both sides of Peachtree Street from Baker Street to fourteenth Street be made NO PARKING ANY TIME came under discussion, with Mr. Edgar Gay, Gay Men's Shops, 1004 Peachtree Street, N.E., and spokesman for the Tenth Street Business Association, giving considerable background information regarding the area and saying that the businessmen could foresee heavy financial losses if NO PARKING ANY TIME were installed. He stressed the point that, at this time, no additional off-street parking was available. He also said that a traffic congestion problem existed in the Tenth Street area only during peak rush hours.

Mr. Charles W. Bergman, Attorney, representing property owners and residents in the area of the intersection of Juniper Street and Tenth Street, said that the property owners would be adversely affected by the installation of NO PARKING because present tenants would leave and because it would be difficult, if not impossible, to get new tenants. Mr. Bergman said that, if the City removed parking on the south side of Tenth Street, it would be more or less taking the property.

Mr. W. E. Clark made additional remarks which included the statement that real estate drops from 20% to 40% on a ONE WAY street. He said that Peachtree Street had no traffic problems except during peak rush hours, particularly on Fridays at the intersection of Fourteenth Street and Peachtree Street.

Alderman Millican also made additional remarks. He said that Atlanta had to have NO PARKING or ONE WAY streets in the Downtown Area and suggested that West Peachtree Street and Spring Street might be considered for ONE WAY operation. He stressed the importance of increased wrecker service and suggested a \$25.00 fine for parking in a restricted area. Stressing the importance of increased enforcement, Alderman Millican said that he could see no necessity for a NO PARKING restriction during the middle of the day on West Peachtree Street, Peachtree Street, or Spring Street.

Mr. J. J. Bader of the Tenth Street business district said that the small merchants in the area would undoubtedly close if all on-street parking were removed. He pointed out that the City, in turn, would lose taxpayers as the businesses closed.

Mr. Joe Shippen, whose family owns property in the Pershing Point area, i.e. Rose Bowl Restaurant, an apartment building, etc, asked that on-street parking be removed only during rush hours.

Mrs. Bennett, Bennett Paint and Supply Co., 118 Tenth Street, N.E., said that, when Tenth Street was widened and on-street parking on their side of the street was subsequently removed, the business survived. She said that the business could survive ONE WAY traffic operation. She pointed out, however, that the business could not survive additional on-street parking removal.

Mr. Robert W. Bivens, Executive Director, Central Atlanta Progress, Inc., submitted copies of the organization's February 23, 1967, Newsletter, which included the following statement:

"ON HASTY REMOVAL OF PARKING

"The City should think twice before banning parking 24 hrs. per day in close-in areas simply because it cannot, or does not, enforce a 2-hr. ban during peak traffic hours. Why not rigid enforcement with STIFF fines, prompt tow-away, violators footing the bill --- as intermediate step, before total removal? Neighborhoods are important, too."

Mr. Sam A. Dorsey, Attorney, representing property owners on Spring Street between Fourteenth Street and Peachtree Street, said that a total ban of on-street parking in the area would serve no purpose. He maintained that the afternoon rush hour traffic congestion on Spring Street was the result of a bottleneck further north on Peachtree Street at Peachtree Station. He said that the complete removal of on-street parking on Spring Street would simply send vehicles more quickly to a waiting point to get through the bottleneck.

Mr. Brannon Lesesne, H. M. Patterson & Son, 1020 Spring Street, N.W., explained that, although H. M. Patterson & Son has considerable off-street parking, there were times when on-street parking was necessary. He said that the complete removal of parking on Spring Street at all times would definitely create a hardship on some people, particularly between the hours of 9:00 a.m. and 4:00 p.m. He said further that the traffic flows generally well down Spring Street except between the hours of 4:00 p.m. and 6:00 p.m.

Mr. Harry Gilham, Georgia Lighting Supply Company, Inc., 835 Spring Street, N.W., explained his problem, i.e. that he had a lease on his present location which would not expire in the near future, that his wholesale business was dependent upon four or five callers a day, and that the four or five callers had to park on the street. He said that, although the complete removal of on-street parking would completely cripple his business, a ONE WAY traffic pattern would do it no harm.

Dr. J. L. Hawk, J. L. Hawk Drug Store, 1176 West Peachtree Street, N.W., at Fourteenth Street, asked that the Commission recommend against removing on-street parking adjacent to his business, in operation in 1919. Dr. Hawk said that he was concerned about how customers would get to his store and said that his business could not survive without on-street parking on West Peachtree Street. He said that, as nearby on-street parking was decreased, he has had to increase his delivery service.

Mr. Ben Shippen, another member of the family owning property in the Pershing Point area, i.e. Rose Bowl Restaurant, an apartment building, etc., also requested that on-street parking in the area remain during the day with only a rush hour restriction.

Mr. Dean Dodds, Dean's Firearms & Accessories, 1126 West Peachtree Street, N.E., said that the removal of on-street parking in the area would result in either moving to another location or dissolving the business.

Mr. D. O. Beusse, General Manager, Biltmore Hotel, 817 West Peachtree Street, N.E., said that only during the afternoon rush hours was there a traffic problem on West Peachtree Street. He said that, although the removal of on-street parking would pose no problem for the Biltmore Hotel, ONE WAY movement of traffic would adversely affect the operation of the garage across the street because it would be necessary to drive eight blocks to get to the garage. Speaking in behalf of the Biltmore Hotel, he was definitely against ONE WAY operation on West Peachtree Street.

Mr. Frank J. Lachnit, who operates an antique business at 1166 West Peachtree Street, N.W., which is across the street from Dr. Hawk's Drug Store, was very much opposed to the removal of on-street parking on West Peachtree Street. He said that there were no off-street parking garages in the area and there was no hope of getting one. Mr. Lachnit suggested that West Peachtree Street might be made ONE WAY inbound during the morning hours and ONE WAY outbound later in the day; he explained that this type of operation worked well in Toronto, Canada, a city about the size of Atlanta. Mr. Lachnit also suggested that a traffic signal be installed at Pershing Point.

Miss Claribel Hiller, who operates an art gallery at 933 West Peachtree Street, N.E., said that at no time during the day are both lanes of West Peachtree Street in full use and that she could see no need for taking parking off West Peachtree Street at any time. Also, she suggested that, if ONE WAY streets were installed, Peachtree Street and Spring Street would be the most likely pair.

Mr. Fred Patterson, H. M. Patterson & Son, expressed his opposition to the removal of on-street parking on Spring Street and on West Peachtree Street. He noted, however, that the parking on cross streets in the area would probably hamper traffic attempting to reach Freeway ramps.

Mr. W. T. Barber, 533 Tenth Street, N.W., speaking for residents and property owners of the area, said that his was a fringe area and that traffic has been declining. He said that to eliminate parking completely would, in turn,

eliminate certain small businesses. He explained that neither he nor his neighbors were financially able to relocate their businesses to some other section of the City. He also pointed out that to remove on-street parking to speed traffic through the area would, in most cases, be speeding non-taxpayers to outlying areas. In closing, Mr. Barber submitted a petition asking the Aldermanic Board "to reconsider any proposal to prohibit parking on Tenth Street."

Mr. Grady Sewell, owner of a barber shop at 531 Tenth Street, N.W., said that many small businesses in his area did not have driveways and that no reasonable location was available for an off-street parking facility. Speaking for other small businesses in his area as well as his own, he opposed the removal of on-street parking on Tenth Street.

The discussion then shifted to the Piedmont Avenue and Juniper Street area. Miss Carolyn Hinman, 923 Piedmont Avenue, N.E., said that she now had rental units and that she was dependent upon the income from the property. She said that it would be impossible to keep the present tenants or to get other tenants if the on-street parking were completely removed from Piedmont Avenue. She asked that parking be removed only during rush hours.

Mr. Robert E. Sherrell, 960 Piedmont Avenue, N.E., opposed the proposal to make the east side of Piedmont Avenue, N.E., from Third Street to Twelfth Street NO PARKING ANY TIME. He said that there was no traffic problem on Piedmont Avenue in this area except perhaps during rush hours. He pointed out that this section of Piedmont Avenue is primarily residential and that most of the houses were built many years ago when there was no need for driveways. He said that the removal of parking would be an extreme hardship on these residents.

Mr. Jerry Zimmerman, Piedmont Pharmacy, Inc., 991 Piedmont Avenue, N.E., at Tenth Street, said that most of the people in the area are elderly people who are dependent upon their income from rental property. He said that, although the residents are generally agreeable to a rush hour parking restriction, the complete removal of on-street parking would make their rental property unrentable.

Mr. Russell Martin, 835 Piedmont Avenue, N.E., also expressed opposition to the complete removal of on-street parking on Piedmont Avenue.

Mrs. George Norman, a resident of Piedmont Avenue between Seventh Street and Eighth Street, said that she felt that tickets should be issued to motorists who do not observe rush hour restrictions.

Also opposing the installation of further NO PARKING restrictions on Piedmont Avenue was Mr. Larry Nicholson, who said that, during the day, Piedmont Avenue was clear of all traffic congestion.

The City Traffic Engineer expressed his appreciation of the many interested citizens who had given their views on the various proposals. He said that the Commission wished to explore all of the possibilities in solving traffic problems throughout the City and stressed that the solutions were not based upon what would move the most vehicles in the shortest length of time, but rather, what could be done to effect a "net gain" for the Community.

Mr. Robert L. Sommerville, President, Atlanta Transit System, Inc., said that, although the removal of on-street parking would not greatly affect the Atlanta Transit System's operation of buses, he did not understand all of the preparation to make the streets of Atlanta into raceways which would simply speed non-taxpayers to outlying areas. He said that he thought the City should start taxing them before giving them any benefit of this kind. He also said that, "The notion that we have to have NO PARKING ANY TIME including Sundays seems to be going far beyond what we need to do."

In his closing remarks, the Chairman, Mr. Goodwin, said that the handwriting is more or less on the wall that the removal of all on-street parking will eventually be necessary on certain City streets. He mentioned that the Tenth Street business district would someday have to have off-street parking and that the businesses concerned should begin as soon as possible to provide off-street parking facilities. He suggested that, in all such areas, residential and business, where off-street parking does not presently exist, action should be taken to provide such parking, because, year after year, the number of vehicles using the streets of the City of Atlanta will steadily increase and off-street parking will be required to clear the streets for traffic movement.

THE EXECUTIVE SESSION OF THE TRAFFIC AND TRANSPORTATION COMMISSION was held on March 3, 1967. After considerable discussion of the NO PARKING restrictions referred to the Commission by the Board of Aldermen on February 20, 1967, the Traffic and Transportation Commission recommended the following:

A. PEACHTREE STREET.

1. East side; from 12th Street to 14th Street; NO PARKING ANY TIME.
2. East side; from 14th Street to 15th Street; NO PARKING ANY TIME.
3. West side; from 13th Street to 14th Street; NO PARKING ANY TIME.

B. WEST PEACHTREE STREET.

1. East side; from 10th Street to 11th Street; NO PARKING ANY TIME.
2. East side; from 13th Street to 15th Street; NO PARKING 4:00 P.M. TO 7:00 P.M.
3. East side; from Simpson Street to West Peachtree Place; NO PARKING ANY TIME.
4. East side; from North Avenue to Ponce de Leon Avenue; NO PARKING ANY TIME.
5. West side; from North Avenue to Linden Avenue; NO PARKING ANY TIME.

C. FOURTEENTH STREET.

1. North side; from West Peachtree Street to Spring Street; NO PARKING ANY TIME. (Mr. Grady A. Lee cast a negative vote.)
2. North side; from Peachtree Street to West Peachtree Street; NO PARKING ANY TIME.
3. South side; from Hemphill Avenue to Curran Street; NO PARKING ANY TIME.

D. JUNIPER STREET.

1. East side; from 12th Street to Ponce de Leon Avenue; NO PARKING ANY TIME.

E. PIEDMONT AVENUE.

1. East side; from 3rd Street to 12th Street; NO PARKING ANY TIME.
2. West side; from 13th Street to 14th Street; NO PARKING ANY TIME.
3. West side; from 14th Street to 15th Street; NO PARKING ANY TIME.

In discussing the east side of Piedmont Avenue from Third Street to Twelfth Street, it was agreed that the recommendation be NO PARKING ANY TIME; however, the Commission asked the City Traffic Engineer to notify the members of the Traffic, Parking and Transit Committee at their forthcoming meeting on March 8, 1967, that it was the Commission's suggestion that a NO PARKING 4:00 P.M. TO 7:00 P.M. restriction might be used on Piedmont Avenue from Tenth Street to a point approximately 400 to 600 feet south of Tenth Street to give the merchants in the area some temporary relief.

II. PERMITS FOR OFF-STREET PARKING FACILITIES.

- A. 199-201 FORSYTH STREET, S.W. Parkrite, Inc., 197 Forsyth Street, S.W.; Mr. Jack H. Kelly. An off-street parking lot with a total of 34 parking spaces; attendant parking; 10 inbound and 10 outbound reservoir spaces; one entrance on Forsyth Street and one exit on Garnett Street.

The City Traffic Engineer recommended approval with the restrictions of NO LEFT TURNS into the entrance on Forsyth Street and NO LEFT TURNS out of the exit on Garnett Street. IN EXECUTIVE SESSION on March 3, 1967, it was moved and seconded that this recommendation be APPROVED. All were in favor.

- B. AIR RIGHTS OVER THE RAILROAD TRACKS IN THE AREA BOUNDED BY MARIETTA STREET, SPRING STREET, HUNTER STREET, AND TECHWOOD DRIVE. Downtown Development Corp.; Mr. John Edwards, Jr., Traffic Planning Associates. An off-street parking garage of two decks with a total of 1,734 parking spaces; self-parking; 22 inbound reservoir spaces and 27 outbound reservoir spaces; one entrance on Spring Street and one double entrance on the Techwood Viaduct; one double exit on Spring Street and one double exit on the Techwood Viaduct.

The City Traffic Engineer recommended approval with certain changes in design and with certain restrictions: Changes in design include (1) that modifications be made in the entrance and exit aisles which would remove certain parking stalls that might tend to impede the movement of through traffic in the entrance and exit aisles and (2) that an internal ramp arrangement or other suitable means be provided to permit vehicles from each of the two decks to exit to Techwood Drive in a manner which provides for both right turns and left turns into Techwood Drive, or, as an alternate, that a direct connection from each of the two decks to Hunter Street would be a suitable and preferred alternate to the above-mentioned left turns into Techwood Drive. Restrictions include (1) NO LEFT TURNS into the Spring Street entrance and (2) NO LEFT TURNS out of the Spring Street exit.

IN EXECUTIVE SESSION on March 3, 1967, it was moved and seconded that this recommendation be APPROVED. All were in favor.

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

Sergeant Michael Edwards submitted a report showing the following traffic accidents through February 26, 1967, as compared with the same period in 1966.

	1967	1966
Fatal Accidents.....	15.....	13
Injured Accidents.....	402.....	386
Property Damage Accidents.....	<u>3,062</u> .....	<u>3,407</u>
	3,479	3,806

IV. ROUTINE ORDINANCES. The City Traffic Engineer presented the routine ordinances, which were approved by the Traffic and Transportation Commission. (For a complete list of the routine ordinances, see the Minutes of the Traffic, Parking and Transit Committee Meeting for March 8, 1967.)

V. NEXT MEETING: Monday, March 27, 1967.

The meeting was adjourned at 4:30 p.m.

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, January 30, 1967, at 2:00 p.m. The following members were present:

Mr. George Goodwin, Chairman  
Mr. John R. Wilson, Jr.

Absent:

Mr. Robert F. Adamson  
Mr. Jack E. Crowder, Vice Chairman  
Mr. Grady A. Lee  
Mr. Charles C. Mathias  
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. J. H. Cone, Jr., Atlanta Transit System, Inc.; and Captain John T. Marler and Sergeant Michael Edwards, Atlanta Police Department.

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

- I. HEAR FROM THE PUBLIC. None.
- II. PERMITS FOR OFF-STREET PARKING FACILITIES.
  - A. THE BLOCK BOUNDED BY WEST PEACHTREE STREET, LINDEN AVENUE, SPRING STREET, AND NORTH AVENUE. Life Insurance Company of Georgia; Central Parking, Inc., Mr. Garland Follis. An off-street parking garage with a total of 550 parking spaces; self-parking or attendant parking; 27 inbound reservoir spaces and 30 outbound reservoir spaces; one entrance from North Avenue, one entrance from Linden Avenue, and one entrance from Spring Street; one exit on North Avenue, two exits on Linden Avenue, and one exit on Spring Street. A REQUEST TO RENEW THE RESOLUTION ADOPTED BY THE BOARD OF ALDERMEN ON SEPTEMBER 21, 1964, was made by Mr. Follis, who stated that no changes whatsoever had been made in the plans since their approval. He pointed out that the only change necessary in the resolution would be the inclusion of his name as the person submitting the application.

The City Traffic Engineer said that, in his opinion, the request was "completely in order" and recommended approval. IN EXECUTIVE SESSION, the application was APPROVED.



- B. 196 MITCHELL STREET, S.W. A A A Parking, Inc., 75 Houston Street, N.E.; Mr. Ralph R. Carroll. An off-street parking lot with a total of 55 parking spaces; self-parking; 6 inbound and 6 outbound reservoir spaces; one entrance and one exit on Mitchell Street.

Mr. Carroll presented the plans for the proposed parking lot.

The City Traffic Engineer said that the plans were in order and in accordance with the standards being followed. The City Traffic Engineer recommended approval. IN EXECUTIVE SESSION, the application was APPROVED.

- C. 1532-34-36-38 BEECHER STREET, S.W. Mr. J. R. Johnson, 965 Cascade Avenue, S.W. An off-street parking lot with a total of 25 parking spaces; self-parking; 10 inbound and 10 outbound reservoir spaces; one entrance and one exit on Beecher Street.

In the absence of Mr. Johnson, the City Traffic Engineer presented the plans for the proposed parking lot and recommended approval. IN EXECUTIVE SESSION, the application was APPROVED.

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

In the absence of Superintendent Moseley, Captain John T. Marler and Sergeant Michael Edwards represented the Police Department.

Captain Marler mentioned that, while fatal accidents have decreased, there has been a substantial increase in accidents resulting in injuries. He reported the following traffic accidents through January 29, 1967, as compared with the same period in 1966.

	1967	1966
Fatal Accidents.....	7	7
Injured Accidents.....	244	182
Property Damage Accidents.....	<u>1,469</u>	<u>1,720</u>
	1,720	1,909

IV. REPORT OF THE CITY TRAFFIC ENGINEER.

Mr. Bevins said that the primary function of the Traffic Engineering Department is to "exact the maximum use from our existing street system." He summarized the 1966 activities of the Department as follows:

1. The Board of Aldermen adopted a system of "Arterial Streets" and "Collector Streets" as recommended jointly by the Departments of Planning, Construction, and Traffic Engineering.

2. Of the 147 "Arterial Streets," 45 have had the traffic signing upgraded to permit them to be designated as "through streets." Suitable ordinances are now being prepared for these 45 streets and additional streets are being readied for "through street" designation.
3. Peachtree Road from Fourteenth Street to Wesley Road where travel time in the peak hours was reduced 50% while the volume of traffic handled increased 23%.
4. Piedmont Avenue from North Avenue to Cheshire Bridge Road where travel time was cut 34% in the P.M. rush and 12% in the A.M. rush.
5. Northside Drive from the Northwest Freeway to Northside Parkway where travel time was cut 19% in the P.M. rush and 15% in the A.M. rush.
6. Northside Drive from Bishop Street to Fourteenth Street where an extra lane southbound cut A.M. rush delays substantially.
7. Northside Drive at Bishop Street where NO LEFT TURN regulations reduced travel time from Fourteenth Street to Bishop Street 35% while the number of vehicles through the intersection increased 14% in the peak hour.
8. Bankhead Avenue from Northside Drive to Hollywood Road where parking removal added a lane and revisions at critical intersections increased capacity and reduced travel time.
9. Atlanta Stadium traffic operations system which has consistently cleared even capacity crowds in 30 minutes or less after the end of games.
10. A summary of other activities for the year 1966 shows:

Intersections channelized.....	34
Parking meters repaired in service.....	26,364
Traffic signs replaced.....	5,493
New traffic signs installed.....	3,237
Traffic signs in service (total).....	43,733
Crosswalks and stop lines remarked.....	1,551
New crosswalks--stop lines installed.....	114
Total crosswalks--stop lines in service.....	3,621
Miles of center line and lane line remarked.....	1,037
Miles of center line and lane line installed new.....	54
Total miles of center line and lane line in service.....	755
Traffic signals in service.....	618
Traffic signals installed (new).....	17
Traffic signals revised.....	117
Damaged signals repaired.....	122
Period school speed limit signs installed.....	22
Period school speed limit signs in service.....	57
"City owned" street lights installed (new).....	47
Damaged street lights repaired.....	81
Total "City owned" street lights in service.....	5,330

11. A total of 14,425 requests and/or complaints were received, investigated, and appropriate action was taken on each item.
12. Under contract with the Georgia Power Company, 1,985 new street lights were installed, and 1,931 street lights were converted to modern mercury lights. Street lighting on 29 thoroughfares was upgraded to modern standards.
13. In addition, a new rate schedule was negotiated with the Georgia Power Company which reduced energy cost equivalent to saving \$1,900 per month or approximately 3.5%. In addition, the "installation" charge of \$57.50 per street light has been eliminated. This charge alone formerly amounted to \$25,000 per year.
14. The City of Atlanta retained the firm of Wilbur Smith and Associates to make a complete parking survey of Downtown Atlanta. The field work is complete and the report is now being prepared.
15. Some progress was made in the improvement of maintenance of traffic signals and street lights.

Mr. Bevins also discussed the Traffic Engineering Department's program for 1967. He explained that he had presented the program to the Traffic, Parking and Transit Committee at its meeting on January 18, 1967, and that the Committee members had been receptive to the suggestions and more or less gave him the go-ahead for making specific recommendations at their next meeting.

Mr. Bevins submitted the following general outline:

1. Continue to implement the "through street" program begun during 1966.
2. Continue with an intensified use of traffic engineering techniques to exact the maximum use from existing streets.

The list of "typical" projects No. 1 through 12 completed during 1966 are examples of the use of "traffic engineering techniques" to improve conditions. Among the projects of this type now being considered for 1967 are:

1. NO LEFT TURNS; from 14th Street onto the Freeway ramps; from 10th Street onto the Freeway ramps; from North Avenue onto the Freeway ramps.
2. A "simple" traffic signal metering device to regulate the use of the Freeway ramps with the objective of substantially reducing the number of "rear end" collisions.
3. Channelization and traffic signals at Armour Drive and Monroe Drive.
4. Minor widening, channelization, and "left turn" signals at Cheshire Bridge Road and Lindbergh Drive--LaVista Road.

5. Channelization, left turn restrictions, and special traffic signal sequences to reduce accidents and congestion at Lindbergh Drive and Piedmont Road.
6. A three-lane (middle lane reversible) system for Simpson Road from Ashby Street to West Lake Avenue.
7. A three-lane (middle lane reversible) system for Memorial Drive from Second Avenue to Candler Road.
8. NO LEFT TURN restrictions and special traffic signal equipment at Gordon Street, Langhorn Street, and White Street.
9. Channelization to reduce hazards at Campbellton Road, Lakewood Freeway, and Country Club Drive.
10. Minor widening and channelization of Hightower Road and Simpson Road to provide for three-lane operations and designations of "Left Turn Only" lanes.
11. Channelization and provision of special "right turn" lanes at Northside Drive and Bishop Street.
12. Widening of all four legs of Cleveland Avenue and Stewart Avenue to provide at least 5 lanes on each leg with sufficient right-of-way for a future grade separation.
13. Channelization to add "left turn only" lanes at Marietta Boulevard, Bolton Road and Adams Drive.
14. Minor widening and channelization of "key" intersections on Campbellton Road to provide for three-lane operation and designation of "left turn only" lanes.
15. Channelization at Cheshire Bridge Road and Chantilly Drive.
16. The further use of One Way streets to simplify and increase the safety and efficiency of intersections, such as:
  - Forsyth Street--Peachtree Street--Carnegie Way
  - Peachtree Street--West Peachtree Street--Baker Street
  - Peachtree Street--West Peachtree Street--19th Street
  - Peachtree Street--Spring Street
  - Euclid Avenue--Austin Avenue
  - Lee Street--West Whitehall Street (McCall's Crossing)
17. Refinements in the Atlanta Stadium traffic operating plan and the development and purchase of "automatic" control equipment to designate reversible one-way streets, reversible lanes and other changes in operating procedure.

18. Increased use of NO PARKING ANY TIME regulations on arterial and collector streets.
19. Additional upgrading, interconnection and re-timing of traffic signals.
3. Aggressively follow up the gains made in generating interest in Freeway improvements and press for accelerated support from the State Highway Department.
4. Cooperate with the State Highway Department and the Federal agencies to take full advantage of benefits from the 1966 Highway Safety Legislation and related Federal Aid traffic improvement programs.
5. Utilize the information developed in the 1966 Parking Study.
6. Develop and implement a realistic program for the maintenance of traffic signs, markings, street lights, and traffic signals.

The refurbishing of the existing 40,000 traffic signs must be increased from 6,000 per year to 8,000 per year (a 34% increase). Five years is the maximum life of a sign.

The existing 390 miles of street with marked center lines need to be better maintained and increased to 475 miles (24% increase).

The existing 1,200 intersections with marked crosswalks should be increased to 1,800 (50% increase).

Almost no painting of poles or cleaning of glassware has been done since 1960 on the 5,311 "City owned" street lights. This maintenance program must be started with the goal of cleaning every two years and painting every four years.

Traffic signal lens and reflectors need to be cleaned twice as often as is now being done. Additional "preventive" maintenance is needed on traffic signal controllers and additional "emergency" service is needed. There is an urgent need for approximately 80 new traffic signal installations. In addition, another 70 to 80 (making a total of 150-160) new signal installations would be helpful and are desired by the public.

7. Continue to upgrade street lights on major thoroughfares and add and/or upgrade street lights on other streets as requested or needed.
8. Improve the "in-service" training program to provide a means of bringing new employees in our service shops to the necessary level of knowledge and skill in a shorter period of time.

9. Long range goals include:

- a. Keeping informed on new developments in the use of computers for traffic signal control, traffic counting, and the keeping and use of maintenance records.
- b. Install a microfilm system for the storage of traffic survey data which needs to be retained but is only used occasionally.

These two "long range" items are ways in which labor costs can be minimized.

The proposed metering device to regulate the use of Freeway ramps was discussed. Mr. Bevins explained that it would be a simple traffic signal metering device similar to those used in Chicago and Houston, but that it would not have the expensive computer connected to it to choose a gap in the Freeway traffic. He stressed that its purpose would be to reduce the large number of rear end collisions on Freeway ramps.

There was also considerable discussion of proposed ONE WAY street systems. Mr. Bevins said that the one serious problem encountered thus far is the change in bus routes. He reported that the Traffic Engineering Department will continue to work closely with the Atlanta Transit System to facilitate these changes.

- V. ROUTINE ORDINANCES. The City Traffic Engineer presented the routine ordinances, which were approved by the Traffic and Transportation Commission. (For a complete list of the routine ordinances, see the Minutes of the Traffic, Parking and Transit Committee Meeting for February 8, 1967.)

- VI. NEXT MEETING: Monday, February 27, 1967.

The meeting was adjourned at 4:15 p.m.