

AN ORDINANCE BY COUNCILMEMBER KWANZA HALL AUTHORIZING THE MAYOR OR HIS DESIGNEE, TO IMPLEMENT OR ALLOW FOR THE INSTALLATION AND ENFORCEMENT OF TRAFFIC CONTROL DEVICES AT CERTAIN LOCATIONS ALONG THE ATLANTA STREETCAR ROUTE; AND FOR OTHER PURPOSES.

Workflow List:

Atlanta City Council	Completed	07/09/2014 12:37 PM
Transportation Committee	Pending	
Atlanta City Council	Pending	

HISTORY:

07/07/14	Atlanta City Council	REFERRED WITHOUT OBJECTION
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RESULT:	REFERRED WITHOUT OBJECTION	Next: 7/16/2014 10:30 AM
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RESULT:	REFERRED WITHOUT OBJECTION	Next: 7/16/2014 10:30 AM
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Certified by Presiding Officer	Certified by Clerk
Mayor's Action <i>See Authentication Page Attachment</i>	

LEGISLATION HISTORY – BLUE BACK

CITY COUNCIL
ATLANTA, GEORGIA

14-O-1365

SPONSOR SIGNATURES


Kwanza Hall, Councilmember, District 2

AN ORDINANCE BY COUNCILMEMBER KWANZA HALL AUTHORIZING THE MAYOR OR HIS DESIGNEE, TO IMPLEMENT OR ALLOW FOR THE INSTALLATION AND ENFORCEMENT OF TRAFFIC CONTROL DEVICES AT CERTAIN LOCATIONS ALONG THE ATLANTA STREETCAR ROUTE; AND FOR OTHER PURPOSES.

WHEREAS, the Atlanta Streetcar Project is a modern streetcar system in the City of Atlanta, and consists of a 2.7 mile segment within Downtown Atlanta; and

WHEREAS, the 2.7 mile segment crosses various downtown streets and intersections; and

WHEREAS, the operation of the streetcar will require traffic control mechanisms including pedestrian signals, traffic signals, intersection restrictions and parking controls to ensure seamless and safe traffic operations; and

WHEREAS, the Department of Public Works has determined a need for installation of various traffic control devices along the streetcar route for safety of the streetcar operations and the traveling public; and

WHEREAS, a synopsis of the requisite traffic control devices along the 2.7 mile streetcar route includes:

- a. installation of a pedestrian signal on Andrew Young International Blvd. at Carnegie Way;
- b. installation of a traffic signal at the intersection of Luckie Street and Centennial Olympic Park Drive;
- c. installation of stop signs on some approaches of the intersection of Ellis Street & Carnegie Street;
- d. implementation of a right turn restriction by trucks over six wheels from the Carnegie Street westbound approach onto Ellis Street;
- e. implementation of right turn traffic restriction from Pratt Street onto Edgewood Avenue when a streetcar is turning or proceeding through the intersection;
- f. implementation of turn restrictions at various intersections for traffic other than the streetcar when a streetcar is turning or proceeding through intersection to avoid conflicts;
- g. installation of No Parking, Standing, and Stopping Anytime and other parking restriction signs along the streetcar route where such parking interferes with streetcar operations;
- h. installation of time limit parking along the streetcar route where parking spaces were created as a result of streetcar route design; and
- i. left turn restriction onto Ellis Street from Peachtree Street except for streetcars; wherein each measure is more fully described hereafter; and

WHEREAS, a traffic study showed that installation of a pedestrian signal on Andrew Young

International Blvd. at Carnegie Way will enhance pedestrian movement and allow for safe turning movements by streetcars; and

WHEREAS, the existing pedestrian crossing on Andrew Young International Blvd at Carnegie Way justifies installation of a pedestrian signal and the Department of Public Works recommends installation of a pedestrian signal; and

WHEREAS, Luckie Street was converted to two-way operations pursuant to Ordinance 11-0-1551 consistent with the earlier adopted Connect Atlanta Plan; and

WHEREAS, visibility for vehicles exiting Luckie Street onto Centennial Olympic Park Drive will be diminished due to a streetcar stop on Centennial Olympic park Drive at Luckie Street; and

WHEREAS, as existing visibility and streetcar operation makes it necessary to implement traffic control measures for the safety of the traveling public and streetcar operation, the Department of Public Works has determined installation of a traffic signal as an appropriate traffic control at the intersection of Luckie Street and Centennial Olympic Park Drive; and

WHEREAS, the Atlanta Streetcar will be turning right from Ellis Street onto Carnegie Way and existing downhill street geometry and buildings close to the street create challenges for streetcar operations requiring traffic control measures at the intersection; and

WHEREAS, the Department of Public Works has determined that stop signs should be installed on the westbound approach of Ellis Street and northbound approach of Carnegie Way to address streetcar operation's needs, improve access for pedestrians and other modes of transportation at the intersection; and

WHEREAS, the existing tight corner radius on the southeast corner of Ellis Street and Carnegie Way forces trucks to encroach onto the streetcar lane on Ellis Street when turning right from Carnegie Way into Ellis Street; and

WHEREAS, trucks over six wheels have run into the street car Overhead Contact System ("OCS") pole on the southeast corner of Ellis Street and Carnegie Way a number of times; and

WHEREAS, the Department of Public Works has determined that a right turn restriction by trucks over six wheels onto Ellis Street will address truck traffic conflict with the Streetcar and OCS pole; and

WHEREAS, streetcar operations conflict with regular traffic on Pratt Street at Edgewood A venue and on Andrew Young International Blvd., at Centennial Olympic Park Drive when the streetcar makes certain movements; and

WHEREAS, the Department of Public Works has determined that a right tum restriction should be imposed on vehicles other than streetcars from Pratt Street onto Edgewood A venue when a

streetcar is proceeding through the intersection to prevent vehicular traffic conflicts; and WHEREAS, the Department of Public Works has determined that a right turn restriction should be imposed on vehicles other than streetcars from Auburn Avenue onto Park Place when a streetcar is switching tracks at the intersection of Auburn Avenue and Park Place to prevent vehicular traffic conflicts; and

WHEREAS, the Department of Public Works has determined that a left turn restriction should be imposed on vehicles other than streetcars from Centennial Olympic Park Drive onto Luckie Street when a streetcar is turning left onto Luckie Street to prevent vehicular traffic conflicts; and

WHEREAS, the Department of Public Works has identified that certain areas along the streetcar route require parking restrictions in order to not impede streetcar movement and to minimize damage to personal vehicles; and

WHEREAS, the Department of Public Works recommends installation of "No Stopping, Standing or Parking Anytime" signs where parking must be prohibited; and

WHEREAS, the Department of Public Works recommends that vehicles be towed away by appropriate enforcement personnel when vehicles park in No Stopping, Standing or Parking Anytime zone; and

WHEREAS, new or additional on-street parking opportunities have been created as a result of the streetcar alignment; and

WHEREAS, in order to create turnover and maximize available parking in the new or additional on-street parking spaces, implementation of time limited parking should be installed; and

WHEREAS, Ellis Street is a one-way street eastbound starting at Carnegie Way and only streetcars will be allowed to proceed westbound on a contra-flow direction to non-streetcar vehicular traffic; and

WHEREAS, right and left restrictions are necessary from Peachtree Street onto Ellis Street westbound since Ellis St is a one-way street.

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA as follows:

SECTION 1: The Mayor or his designee is authorized to install a pedestrian signal on Andrew Young International Blvd. at Carnegie Way.

SECTION 2: The Mayor or his designee is authorized to install a traffic signal at the intersection of Luckie Street and Centennial Olympic Park Drive.

SECTION 3: The Mayor or his designee is authorized to install stop signs on westbound approach of Ellis Street at Carnegie Way and on northbound approach of Carnegie Way at Ellis

Street.

SECTION 4: The Mayor or his designee is authorized to implement right turn restrictions by trucks over six wheels from Carnegie Way northbound approach onto Ellis Street eastbound.

SECTION 5: The Mayor or his designee is authorized to implement vehicular traffic right turn restrictions from Pratt Street onto Edgewood Avenue when a streetcar is proceeding through the intersection.

SECTION 6: The Mayor or his designee is authorized to restrict right turn movement by vehicles other than streetcars from Pratt Street onto Edgewood Avenue when a streetcar is proceeding through the intersection.

SECTION 7: The Mayor or his designee is authorized to restrict right turn movement by vehicles other than streetcars from Auburn Avenue onto Park Place when a streetcar is switching tracks at the intersection of Auburn Avenue and Park Place.

SECTION 8: The Mayor or his designee is authorized to restrict left turn movement by vehicles other than streetcars from Centennial Olympic Park Drive onto Luckie Street when a streetcar is turning left onto Luckie Street.

SECTION 9: The Mayor or his designee is authorized to install "No Parking, Standing, Stopping Anytime" and other parking restriction signs along the streetcar route where such parking interferes with streetcar operations.

SECTION 10: The Mayor or his designee is authorized to implement time limited parking along the streetcar route where parking spaces were created as a result of streetcar route design.

SECTION 11: The Mayor or his designee is authorized to restrict left turn movement from the Peachtree Street northbound approach at Ellis Street and restrict right turning movement from the Peachtree Street southbound approach at Ellis Street by vehicles other than streetcars.

SECTION 12: That all ordinances and parts of ordinances in conflict herewith be and are hereby waived in this instance only.

**AN ORDINANCE
BY COUNCILMEMBER**

AN ORDINANCE AUTHORIZING THE MAYOR OR HIS DESIGNEE, TO IMPLEMENT OR ALLOW FOR THE INSTALLATION AND ENFORCEMENT OF TRAFFIC CONTROL DEVICES AT CERTAIN LOCATIONS ALONG THE ATLANTA STREETCAR ROUTE; AND FOR OTHER PURPOSES.

WHEREAS, the Atlanta Streetcar Project is a modern streetcar system in the City of Atlanta, and consists of a 2.7 mile segment within Downtown Atlanta; and

WHEREAS, the 2.7 mile segment crosses various downtown streets and intersections; and

WHEREAS, the operation of the streetcar will require traffic control mechanisms including pedestrian signals, traffic signals, intersection restrictions and parking controls to ensure seamless and safe traffic operations; and

WHEREAS, the Department of Public Works has determined a need for installation of various traffic control devices along the streetcar route for safety of the streetcar operations and the traveling public; and

WHEREAS, a synopsis of the requisite traffic control devices along the 2.7 mile streetcar route includes:

- a. installation of a pedestrian signal on Andrew Young International Blvd. at Carnegie Way;
- b. installation of a traffic signal at the intersection of Luckie Street and Centennial Olympic Park Drive;
- c. installation of stop signs on some approaches of the intersection of Ellis Street & Carnegie Street;
- d. implementation of a right turn restriction by trucks over six wheels from the Carnegie Street westbound approach onto Ellis Street;
- e. implementation of right turn traffic restriction from Pratt Street onto Edgewood Avenue when a streetcar is turning or proceeding through the intersection;
- f. implementation of turn restrictions at various intersections for traffic other than the streetcar when a streetcar is turning or proceeding through intersection to avoid conflicts;
- g. installation of No Parking, Standing, and Stopping Anytime and other parking restriction signs along the streetcar route where such parking interferes with streetcar operations;
- h. installation of time limit parking along the streetcar route where parking spaces were created as a result of streetcar route design; and
- i. left turn restriction onto Ellis Street from Peachtree Street except for streetcars; wherein each measure is more fully described hereafter; and

WHEREAS, a traffic study showed that installation of a pedestrian signal on Andrew Young International Blvd. at Carnegie Way will enhance pedestrian movement and allow for safe turning movements by streetcars; and

WHEREAS, the existing pedestrian crossing on Andrew Young International Blvd at Carnegie Way justifies installation of a pedestrian signal and the Department of Public Works recommends installation of a pedestrian signal; and

WHEREAS, Luckie Street was converted to two-way operations pursuant to Ordinance 11-O-1551 consistent with the earlier adopted Connect Atlanta Plan; and

WHEREAS, visibility for vehicles exiting Luckie Street onto Centennial Olympic Park Drive will be diminished due to a streetcar stop on Centennial Olympic park Drive at Luckie Street; and

WHEREAS, as existing visibility and streetcar operation makes it necessary to implement traffic control measures for the safety of the traveling public and streetcar operation, the Department of Public Works has determined installation of a traffic signal as an appropriate traffic control at the intersection of Luckie Street and Centennial Olympic Park Drive; and

WHEREAS, the Atlanta Streetcar will be turning right from Ellis Street onto Carnegie Way and existing downhill street geometry and buildings close to the street create challenges for streetcar operations requiring traffic control measures at the intersection; and

WHEREAS, the Department of Public Works has determined that stop signs should be installed on the westbound approach of Ellis Street and northbound approach of Carnegie Way to address streetcar operation’s needs, improve access for pedestrians and other modes of transportation at the intersection; and

WHEREAS, the existing tight corner radius on the southeast corner of Ellis Street and Carnegie Way forces trucks to encroach onto the streetcar lane on Ellis Street when turning right from Carnegie Way into Ellis Street; and

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WHEREAS, streetcar operations conflict with regular traffic on Pratt Street at Edgewood Avenue and on Andrew Young International Blvd., at Centennial Olympic Park Drive when the streetcar makes certain movements; and

WHEREAS, the Department of Public Works has determined that a right turn restriction should be imposed on vehicles other than streetcars from Pratt Street onto Edgewood Avenue when a streetcar is proceeding through the intersection to prevent vehicular traffic conflicts; and

WHEREAS, the Department of Public Works has determined that a right turn restriction should be imposed on vehicles other than streetcars from Auburn Avenue onto Park Place when a streetcar is switching tracks at the intersection of Auburn Avenue and Park Place to prevent vehicular traffic conflicts; and

WHEREAS, the Department of Public Works has determined that a left turn restriction should be imposed on vehicles other than streetcars from Centennial Olympic Park Drive onto Luckie Street when a streetcar is turning left onto Luckie Street to prevent vehicular traffic conflicts; and

WHEREAS, the Department of Public Works has identified that certain areas along the streetcar route require parking restrictions in order to not impede streetcar movement and to minimize damage to personal vehicles; and

WHEREAS, the Department of Public Works recommends installation of “No Stopping, Standing or Parking Anytime” signs where parking must be prohibited; and

WHEREAS, the Department of Public Works recommends that vehicles be towed away by appropriate enforcement personnel when vehicles park in No Stopping, Standing or Parking Anytime zone; and

WHEREAS, new or additional on-street parking opportunities have been created as a result of the streetcar alignment; and

WHEREAS, in order to create turnover and maximize available parking in the new or additional on-street parking spaces, implementation of time limited parking should be installed; and

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(Do Not Write Above This Line)

A ORDINANCE BY COUNCILMEMBER

[Signature]

AN ORDINANCE AUTHORIZING THE MAYOR OR HIS DESIGNEE, TO IMPLEMENT OR ALLOW FOR THE INSTALLATION AND ENFORCEMENT OF TRAFFIC CONTROL DEVICES AT CERTAIN LOCATIONS ALONG THE ATLANTA STREETCAR ROUTE; AND FOR OTHER PURPOSES.

First Reading

FINAL COUNCIL ACTION

Committee _____
 Date _____
 Chair _____
 Referred To _____

2nd 1st & 2nd 3rd
 Readings
 Consent V Vote RC Vote

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)
 Other

Members

Refer To

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)
 Other

Members

Refer To

CERTIFIED

MAYOR'S ACTION

CONSENT REFER

REGULAR REPORT REFER

ADVERTISE & REFER

1ST ADOPT 2ND READ & REFER

PERSONAL PAPER REFER

Date Referred

Referred To:

Date Referred

Referred To:

Date Referred:

Referred To:

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)
 Other

Members

Refer To

Committee

Date

Chair

Action

Fav, Adv, Hold (see rev. side)
 Other

Members

Refer To