

Mayor to Name Committee to Handle Traffic

Expert Recommends 7-Point Program To Ease Problems

Supervision of long range traffic planning in Indianapolis will become the responsibility of a traffic improvement committee to be appointed by Mayor Bayt.

The Mayor said he will organize the committee on recommendation of Henry K. Evans, U. S. Chamber of Commerce expert who completed a survey of local traffic conditions yesterday.

He also submitted a seven point outline of an organized approach to the traffic problem.

ONE: Start one-way street planning with a view to handling growing traffic volume and protection of business districts.

TWO: Organize workable improvements for immediate adoption and start production of a master traffic plan. This phase to include employment of a full-time consultant for a period of three to six months and appointment of the mayor's committee.

THREE: Strengthen the traffic engineering division.

FOUR: Encourage public transit usage.

FIVE: Study possibility of eliminating left turns on 16th St.

SIX: Clear street intersections through parking restrictions.

SEVEN: Crack down on peak hour parking prohibitions on Meridian St., 16th St. and other thoroughfares.

Staff Increased

Basic membership on the mayor's committee would consist of representatives from the Safety Board, Works Board, Plan Commission, Indianapolis Railways, Inc., Chamber of Commerce and a private citizen.

Mr. Evans said the traffic engineering division should have a staff of five to 10 preessional engineers. Two are now employed in the department.

He added that the departmental budget should be upped to near \$200,000 to provide adequate equipment and personnel. This is more than double present funds.

He urged consideration of Meridian St. as a one-way thoroughfare with a parallel street to support it. It could possibly be used as a reversible one-way street he said.

Mr. Evans also recommended one-way consideration for St. Clair St. and 10th St. to relieve volume on 16th St.

Urges Caution

Urging caution in one-way street planning, Mr. Evans cited disadvantages of the system. They included driver confusion, transit problems, more circuitous routes and possible avoidance of the districts by motorists.

The programs increased street capacity by 50 per cent, however, and reduced pedestrian hazards, reduced accidents, simplified signal timing and cut the number of policemen needed to patrol the streets.

Mr. Evans cited public transportation as 17 times as efficient as private cars on the basis of recent studies made. Results showed 8000 vehicle trips made each day carrying 240,000 passengers. The same operation would require 140,000 auto trips, he said. Public transportation also eliminates the parking problem.

Tow-in of illegally parked cars would release 23 policemen for other duties, Mr. Evans reported. Removal of the cars would tend to reduce accidents, he added.

Warns Against Haste

He suggested that parking be prohibited within 50 feet of an intersection. The limit is now about 30 feet.

Although Mr. Evans favored immediate action on some phases of the traffic improvement program, he warned against a hastily conceived plan.

The program must fit in with the best public transit plan, he said, as well as future expressway and major street plans, proposed off-street parking areas and the land use and urban redevelopment plans.

He also urged close liaison work with the State Highway Commission which exercises control over many streets which pass through the city.

Jacob H. Amos Rites Tomorrow

Services for Jacob H. Amos, Cumberland, will be held at 2 p. m. tomorrow in Hendrix & Fields Funeral Home in Cumberland. Burial will be in St. John's Cemetery, Cumberland.

Mr. Amos, who was 82, died yesterday in an Indianapolis nursing home after five years of illness. He was born in Cumberland and had lived in Marion County all his life. A carpenter, he was employed for many years by Vonnegut Hardware Co.

He was a member of the Masonic Lodge and the Methodist Church.

Surviving are three children, George W. Amos, Cumberland; Mrs. C. T. Foxworthy, and Mrs. Nellie Brinkman, both of Indianapolis; 17 grandchildren and 26 great-grandchildren.

He also is survived by two brothers, Erwin Amos, Cumberland, and William Amos, Elk Rapids, Mich.; and two sisters, Mrs. Alma Sherrick, Richmond, and Mrs. Ruth Jastram, Brook, N. Y.

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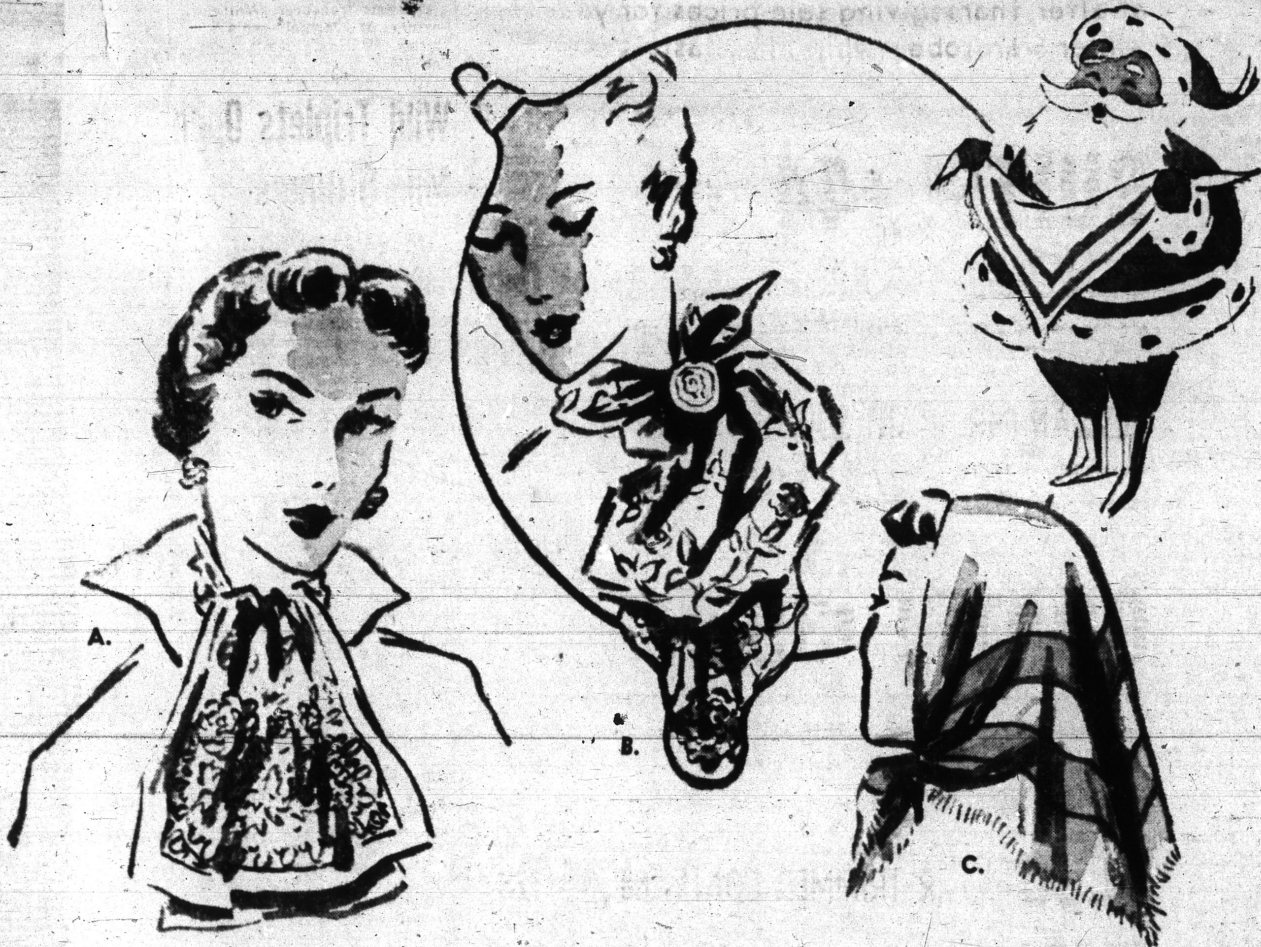
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