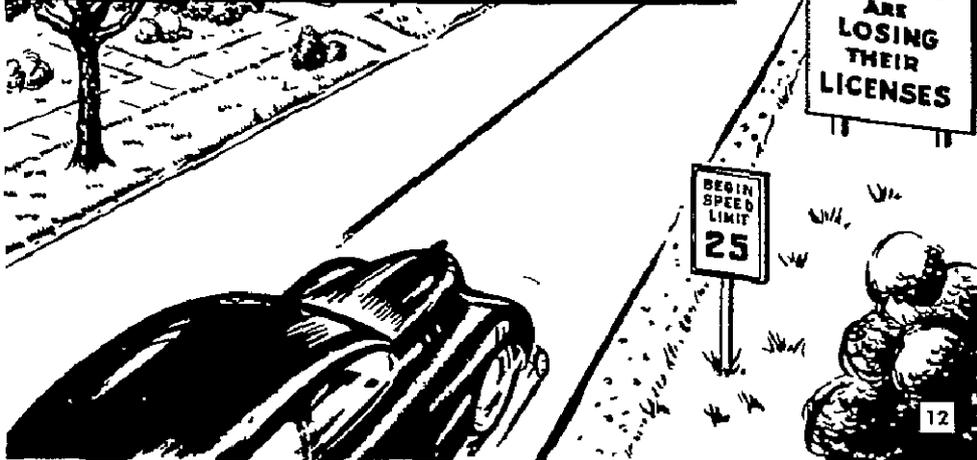


SURVEY OF THE TRAFFIC CONDITIONS

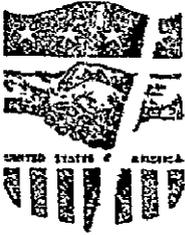
Monrovia, Liberia



BE SURE YOU NEED . . . THE SIGN LIMITING SPEED
BE CAUTIOUS . . . BE COURTEOUS . . . BE IN CONTROL



Public Safety Division
US AID-Liberia
February, 1962



UNITED STATES OF AMERICA

Agency for International Development
c/o American Embassy
Monrovia, Liberia

The Honorable Joseph J. F. Chesson
Attorney General
Republic of Liberia
Monrovia, Liberia

Dear Mr. Attorney General:

Pursuant to your request to this Division for a traffic survey of the metropolitan area of Monrovia, it is our pleasure to submit this traffic survey to your department.

The survey, which was conducted by Mr. Verne C. Dagen, Public Safety Traffic Consultant, is one that is designed to give immediate relief to the traffic problems of this area. It is a plan for the present and contains no long range recommendation for the future. It is predicated on what can be done now with the least amount of engineering construction work and the expenditure of a minimum amount of capital funds.

If the recommendations of this survey are put into effect, and traffic enforcement efforts are increased, there should be a pronounced improvement in the existing traffic situation. Future improvement of traffic problems will depend on the construction of additional streets and other engineering construction phases which would call for long range planning.

Copies of this survey have been forwarded to the Commissioner of the Commonwealth of Monrovia; Department of Public Works and Utilities; Director of the National Police Force; Special Commission of Government Organization; Acting Director of USAID/Liberia; and the economic section of the American Embassy.

Fraternally,

James N. Lewis

James N. Lewis
Chief, Public Safety Division

Mr. Michael H. B. Adler
Acting Director
US AID/Liberia
Monrovia, Liberia

Dear Mr. Adler:

It is with sincere thanks for your spirit of co-operation that I submit to you this volume entitled SURVEY OF THE TRAFFIC CONDITIONS, in Monrovia, Liberia.

It has been this consultant's utmost desire to present the facts of this survey as they currently exist, without any inflections on any individual, agency, branch, or bureau of the governmental structure who, by austere reticence, or who, through lack of street, pedestrian, or vehicular traffic engineering, may be responsible for the effrontery of the situation as it exists today.

If various comments throughout this report appear the least critical, I hasten to state that it has not been my intention to indict said individual, agency, branch, or bureau for the existing conditions. Moreover, if any have failed to contribute their measure of effectiveness in extending their efforts in attempting a solution to the street, pedestrian, and traffic problems, it has not been from unwillingness or lack of adherence to duty, but rather from the lack of a full and complete appreciation of the importance of the problems confronting them.

Very truly,



Verne C. Dagen
Traffic Consultant
Public Safety Division
US AID/Liberia

Mr. James N. Lewis
Chief, Public Safety Division
US AID/Liberia
Monrovia, Liberia

Dear Mr. Lewis:

I am exceedingly grateful for your spirit of hospitality during my stay in Monrovia. Without your genuine interest, council, and guidance, I would have encountered many difficult and trying moments in conducting this traffic survey.

To the advisor-members of your staff, I am most appreciative for their genuine desire of cooperation. I extend to them my sincere thanks for their warm friendship and understanding during this assignment.

It is my profound desire that in some way the results of the survey as listed in this volume will assist each and every one of you in the true and faithful performance of your duties.

Sincerely yours,


Verne C. Dagen
Traffic Consultant
Public Safety Division
US AID/Liberia

I N D E X

Preface	i
Introduction	1
History of Traffic Engineering	3
Geography & Topography	5
Streets	6
Through Traffic Streets	8
Outline of Streets.	9
United Nations Drive	12
Fair Grounds Road	14
Sekou Toure Avenue	16
Camp Johnson Road	19
Benson Street	20
Carey Street	26
Broad Street	32
Ashmun Street	39
Front Street	44
Water Street	47
North & South "Secondary" Streets	50
Perry Street	
Clay Street	
McDonald Street	
Johnson Street	
Buchanan Street	
Gurley Street	
Newport Street	
Roberts Street	
Nelson Street	
Lynch Street	52
Randall Street	54
Center Street	56
Mechlin Street	58
Intersections	60
Camp Johnson Road-Tubman Boulevard-	
Fair Grounds Road Intersection	62
United Nations Drive-Water Street	
Intersection	64
One-Way Streets	65

Traffic Lights	67
Traffic Lights - Specifications	69
Parking	70
Pedestrians	72
Traffic Signs	74
Review of Recommendations	76
Traffic Count Charts	
I Broad & Mechlin Intersection	80
II Gurley & Water Front Streets	84
III Water Street Between United Nations Drive & Mechlin Street	86
IV Randall Street Between Water & Front Streets	90
Conclusion	92
In Appreciation	94

PREFACE.

Resultant of a request from the government officials of Liberia, West Africa, to the Agency for International Development (AID) Washington, D. C., U. S. A., the latter provided the services of a Traffic Consultant to make a survey of the existing conditions and examine the possibilities of reasonable and immediate vehicular and pedestrian traffic relief within the confines of available resources in Monrovia.

The object of this survey is to present fully, accurately, and impartially, the facts as they exist and as they have presented themselves during the period of time in conducting the survey. The economic factors involved, as well as the limitations of immediate structural engineering changes, are of concern in the problems and recommendations that will be submitted herewith. It must be realized that all proposals and recommendations are based on the assumption of what can be done to correct the problems within the confines of the existing structure.

Traffic and highway engineering are two separate and distinct divisions of operation within a governmental organization, yet, to be successful, each is dependent upon the other. To provide a progressive and modern highway system for the citizens of the country, total cooperation must be expended within these divisions. Neither can render its maximum designated purpose without total cooperation in each and every phase within its entire structure from drawing board to completion. A ribbon of cement designed to become a future street or highway may radiate beauty on the drawing board, and may lend the appearance of the ultimo in design, what about its desirability relating to its capacity functions? The safety features of a street or highway in modern construction must be given equal, or even greater importance than is given to the esthetic value, else it loses its effectiveness.

The following is a well defined definition of traffic engineering:

That phase of engineering which deals with the planning and geometric design of streets, highways and abutting lands, and with traffic operations thereon, as their use is related to the safe, convenient, and economical transportation of persons and goods.

The three "E's" are necessary features in the structure of a successful traffic program.

Education

Must begin in the home and schools.

Engineering

Is a joint venture between the traffic and highway engineers.

Enforcement

Begins with police officials and must be effective every hour of the day and night.

INTRODUCTION

Highway transportation provides essential movement of people and goods; in addition, it has become a major element of the economy. Besides, personal mobility motor transport have made important contributions to our standard of living, cultural progress, and to the traditional security. For both urban and rural dwellers, it has vastly broadened the opportunities for employment, education, and recreation. It has helped in providing and improving mail service, hospital and medical services, sanitation, and police and fire protection.

The traffic scene in Liberia, and especially in Monrovia where the concentration of vehicles and pedestrians provides a multitude of problems, is a complex one. The motor vehicle drivers in the majority possess little, if any, driver education and, therefore, lack the responsibility that makes a safe driver and one that shows consideration for other drivers and pedestrians as well.

The problem of keeping pedestrian and motor vehicle traffic flowing smoothly and safely has increased in complexity and difficulty by the tremendous increase in motor vehicle registrations the past several years.

The best information obtainable at this time estimates there are at least 8,000 motor vehicles in Monrovia. Official records show there are 4,381 licensed vehicles and 2,061 licensed drivers at the present time.

Within this fleet of licensed and unlicensed vehicles are well over 2,000 taxi cabs operating around the clock, practically all within the city of Monrovia and the immediate surrounding areas.

It may be said that the motor vehicle drivers have learned to drive in a haphazard fashion without any systematic plan. They have learned how to start and steer the vehicle without any preparation for safe and efficient driving. It is indeed gratifying to mention here that the formation of a "driver training program" has been given high priority within the Police Academy's organization chart.

Excessive speed of the motor driver vehicles is in evidence at all times. The narrowness of some streets in the city creates a dangerous situation to the parked vehicles, pedestrians either walking or standing, and other obstacles in the path of the erratically driven

vehicle when an emergency arises.

Street engineering and construction are under the guidance and control of the Department of Public Works & Utilities. A program of street resurfacing is underway and, when completed, will assist in eliminating many of the present physical hazards.

HISTORY OF TRAFFIC ENGINEERING

This brief outline of the history of traffic and street engineering is provided for the readers of this survey. As will be learned from the text, traffic engineering and street or highway engineering is not a recent innovation within the field of traffic and safety controls.

The profession of traffic engineering, as we know it today, has evolved with the advent of the motor vehicle and the rapid and drastic change in the historic problem of traffic control wrought by this device of the 20th century. However, many of the profession's antecedents are rooted in ancient history. For instance, we know that one way streets were used in Rome and special off-street parking facilities were provided to get chariots off the travelled way. History tells that Julius Caesar forbade vehicles from entering the business district of large cities in the Roman Empire during certain hours of the day because of traffic congestion. It seems reasonable to assume that the paved streets of Babylon in 2000 B.C. necessitated comparable traffic rules and regulations. Modern traffic islands and rotaries have their origins in the monuments and public squares erected in roadways of centuries past. The use of pavement markings is not new either as we know of a highway built in 1600 leading from Mexico City which incorporated a built-in center line of contrasting color.

In 1850, traffic congestion in New York City's Broadway was causing great concern. In those days, as previously, the engineer's work was finished with the completion of the roadway construction. But, with the advent of the automobile as a popular means of transportation, the new elements of high speed and volumes were injected into the picture -- a development that created problems too complex for historic methods of police control and regulation. The result: the traffic engineer has been called in to apply his science to the problem.

Milestones in the developing profession of traffic engineering include the following.

In 1904 traffic survey methods were employed in several localities. Pedestrian islands were in use as 1907 in San Francisco. The first driver's license law was adopted in 1908 in Rhode Island. White painted pavement center lines were first applied in Wayne County, Michigan, 1911.

Origin and destination studies and accident spot maps were first used in New York City, 1915; a speed and delay study was made in 1916. Pedestrian regulation and "no left turns" were prescribed in Buffalo in 1916. Curb parking was prohibited in Detroit in 1916 to facilitate traffic movement.

GEOGRAPHY AND TOPOGRAPHY

Geography

The Republic of Liberia is situated on the West Coast of Africa. It is located approximately between 4 and 8 degrees north latitude, 7 and 11 degrees west longitude, and about 265 miles north of the equator.

Monrovia is the capital city of the Republic of Liberia and is located on the west coast of the Republic and on the Atlantic Ocean.

The general directions of Monrovia extend from northwest to southeast. In shape, it can be compared to that of a falling star with the tail extending to the southeast. Monrovia is bordered on the south and west by the Atlantic Ocean, and on the north by the Mesurado River. In size, Monrovia is approximately one mile in diameter at the widest point and two miles in length, then the terrain narrows to about one-half mile in width to the east.

Topography

The surface of the city of Monrovia is rock laden. The western and northern parts extend to a high bluff overlooking the Atlantic Ocean, and continues on to the east with the bluffs overlooking the Mesurado River.

This rocky formation precludes extension of a number of the streets from shore to shore. All east-west streets through the city, except Broad and Benson, end at the base of the bluff on the west.

Benson Street is currently in the process of being opened through to United Nations Drive, a street that encircles Monrovia on the south and west.

Broad Street is a beautiful boulevard that starts from the east at the cliffs and extends westward through the business district and ends as a boulevard at the base of the cliffs on the west. A narrow street continues on up to the top of the bluffs whereon is located the Ducor Palace Hotel. All traffic to and from hotel must use this street.

All streets in Monrovia will be individually referred to further in this manual with a complete description, analysis and recommendations.

STREETS

The streets of the city of Monrovia are in the majority hard surfaced streets. A few of the streets are in the process of being resurfaced at the present time and upon completion should add greatly to the comforts of motoring within the city.

Monrovia, by virtue of its diminutive nature, has no streets of any great length. The longest street, a combination of Fair Grounds Road and United Nations Drive, is only 2.7 miles in length. Fair Grounds Road starts on the east at the intersection of Camp Johnson Road and Tubman Boulevard and continues west to Center Street then a jog to the north on Center Street is the east end of Sekou Toure Avenue, west one block on this street to Randall Street, south one block on Randall Street where begins the east end of United Nations Drive. United Nations Drive continued west and circles around to the north, leaving the city over the Mesurado River Bridge.

Driving test of 20 to 50 miles per hour, and obeying traffic lights thereon, requires approximately seven and one-half minutes for the entire trip. Further, it requires only a matter of minutes to travel from one point to any other point within the city. With this knowledge, speed on the streets of Monrovia should not be the prevailing danger factor it has developed into.

With a few exceptions, the streets of Monrovia are narrow as having been designed and laid out before the advent of the motor vehicle in Liberia. The absence of a modern building code has, over the years, permitted houses and other structures to be built along the curb and, in some instances, built out over the street which now practically eliminates widening of the street to accommodate the concentration of vehicles that have appeared on the scene the past several years.

Unusually high curbs are prevalent on many of the streets. Curb heights from nine inches to two feet are to be found and this situation adds to the parking problems. The smaller cars are unable to open their doors with passengers making their exits on the sidewalk side when parked close to the curb.

Some of the streets have an unusually high crest where the center of the street is higher than the curb. This unusual situation presents

a dangerous driving problem as traffic from either direction prefers to drive more in the middle of the street upon the crest, than to drive upon their own side of a real, or imaginary center line.

A traffic count of sixteen hours per day, and projected over a period of one week, was conducted at the two entrances and exits to the city of Monrovia. The points of this traffic count were the intersections of Camp Johnson Road, Tubman Boulevard, Fair Grounds Road, and United Nations Drive at Mesurado River Bridge. The count revealed that approximately 2,000 vehicles enter and leave the city each hour at these two points. The division of this figure is also unusual. Each point averages 1,000 vehicles per hour, with fifty per cent travelling in each direction. This places at least 1,000 vehicles on the streets of Monrovia every hour, plus all the locally driven vehicles that have no contact with either point.

In many places the hard surfaced streets are pitted with broken pavement and deep holes which cause motorists to deviate from a straight line of driving to avoid these dangers. This creates confusion for when a motorist swerves to the left side of the street to avoid the holes, he swerves in the path of the oncoming cars and numerous head-on collisions have resulted.

A common practice of the motorist is that when his vehicle stalls or breaks down on the street, especially an incline, he immediately places cement blocks, rocks, or some other object behind all four wheels. When the repairs are made, or the vehicle towed away, he fails to remove the debris from the street. Thus, it becomes necessary for other motorists to maneuver around the objects to avoid damaging their own vehicle. No official authority has been extended to correct this hazard and even pedestrians have been noted to remove the objects -- at least to the curb.

A number of storm sewer "man holes" without a grate cover (protective screen), or with a broken grate, are to be found throughout the city. Several utility poles, set in the street out from the curb, are to be found on many streets throughout the city.

The approximate total length of existing traversable streets within Monrovia is 14.7 miles. The east-west streets total 9.4 miles, and the north-south streets total 5.3 miles.

THROUGH TRAFFIC STREETS

In the traffic pattern presented in this survey it now becomes important that the east-west streets be designated as primary or "through traffic" streets, and the north-south streets be designated as secondary streets.

Through traffic streets are so designated after a survey has been made of the number of vehicles traversing these streets. The mere designation of streets as "through traffic" streets does not give them absolute priority over cross streets unless they are marked by proper signs even though there be a traffic signal light at the intersection. A stop sign must be erected at all intersections and public alleys entering onto said through traffic street. An entrance from a private driveway need not be marked with a stop sign as it is the legal duty of a driver to come to a complete stop before entering or crossing any public street.

A through traffic street may further be defined as ...

..a street on which preference is given to the through movement of traffic, at the expense of cross traffic, by the utilization of stop signs and/or other control devices on intersecting streets, sometimes referred to as a "preferential street or boulevard"; also, every highway or portion thereof at the entrance to which vehicular traffic from intersecting highways is required, by law, to stop before entering or crossing the same when stop signs are erected.

OUTLINE OF STREETS

East-West Streets

<u>Street</u>	<u>Starts/Ends</u>	<u>Width Feet</u>	<u>Length Miles</u>
UN Drive	Randall Street east, runs west and north around city and exits over Mesurado River Bridge.	20	2.1
Fair Grounds Rd.	Camp Johnson Rd.-Tubman Blvd. east, and dead ends into Center Street on west.	24-40	0.7
Sekou Toure Ave.*	Center Street east, runs west to UN Drive.	30	0.7
Camp Johnson Rd.	Tubman Blvd.-Fair Grounds Rd. east to Warren Street on west.	29	0.5
Benson	Perry Street east to UN Drive on west.	35	1.3
Carey	Perry Street east to Newport on west.	35	0.9
Broad	Perry Street east to Ducor Hotel on west. (Boulevard).	28-20- 28	1.3
Ashmun	Johnson Street east to Nelson on west	47	0.7
Front	Buchanan Street east to Nelson on west.	35	0.6
Water	Johnson Street east to UN on west.	28-37	0.6
	TOTAL LENGTH		<u>9.4</u>

North-South Streets

<u>Street</u>	<u>Starts/Ends</u>	<u>Width Feet</u>	<u>Length Miles</u>
Perry	Broad Street north to Camp Johnson Rd. south. It is an unimproved road.		0.3
Clay	Broad Street north to Camp Johnson Rd., on south. Road.		0.3
McDonald	Broad Street north to Camp Johnson Rd., on south.	30	0.2
Warren	Broad Street north to Camp Johnson Rd., on south.	29	0.2
Lynch	Ashmun Street north to Fair Grounds Rd., on south.	28	0.6
Johnson	Ashmun Street north to Benson Street, on south.	28	0.3
Buchanan	Front Street north to Benson Street, on south.	28	0.3
Center	Ashmun Street north, Fair Grounds Rd., on south.	30-44	0.7
Gurley	Water Street north, Benson on south.	28	0.4
Randall	Water Street north, Atlantic Ocean on south.	56	0.9
Mechlin	Water Street north, Benson on south.	29	0.4
Newport	Carey Street north, UN Drive on south.	30	0.4

North-South Streets (Cont.)

<u>Street</u>	<u>Starts/Ends</u>	<u>Width Feet</u>	<u>Length Miles</u>
Roberts	Front Street north, Ashmun Street on south.	29	0.1
Nelson	Front Street north, Broad Street on south.	31	<u>0.2</u>
	TOTAL LENGTH		<u>5.3</u>
	TOTAL EAST-WEST/NORTH-SOUTH		<u>14.7</u>

Note: The mileage shown here is the approximate mileage of street surface available for vehicular traffic.

* 1/3/62: Formerly Duncan Alley.

UNITED NATIONS DRIVE

This street starts on the east of Randall Street and continues west and north, and out of the city on Mesurado River Bridge over the Mesurado River. It is a hard surfaced street, 2.1 miles in length, and an average width of 20 feet. The only curbing on this street is between the American Embassy and Water Street where United Nations Drive goes over the bluff.

Sekou Toure Avenue - Intersection

This is a three-way intersection at this point.

Recommendations:

1. Install stop sign on southeast corner of intersection on Sekou Toure Avenue
2. Paint white pedestrian lanes.

+ + +

Benson Street - Intersection

Benson Street is currently under construction at this point and the intersection should be opened to traffic in the near future. Proper control signs on Benson Street will present no further control measures here.

Recommendation:

1. Paint white pedestrian lanes.

+ + +

Water Street - Intersection

Water Street turns right here. To the left is a dirt road that

goes past a market place to a number of houses and several places of industry in that area. This intersection will be treated and analyzed under "intersections". Recommendations made here will be those pertaining to the flow of traffic on United Nations Drive.

Recommendations:

1. Install center hung, three-lens traffic light
2. Paint white pedestrian lanes.
3. Install no parking signs in the area of the intersection.

+ + +

Mechlin Street - Intersection

This is a three-way intersection. Mechlin Street to the right is a recently opened street and joins United Nations Drive at the south end of Mesurado River Bridge. Mechlin Street is a recommended one-way street that empties onto United Nations Drive at this point.

Recommendations:

1. Install stop sign on Mechlin Street at entrance to United Nations Drive.
2. Paint white pedestrian lanes.
3. Use yellow paint on curbing to prohibit parking.
4. Install "no right turn" sign on southeast corner of intersection, onto Mechlin Street.

+ + +

General Recommendation

1. Paint white center line for entire distance of United Nations Drive.

FAIR GROUNDS ROAD

Fair Grounds Road is designated as a primary street. It starts on the east at the intersection of Camp Johnson Road-Tubman Boulevard, and runs west to Center Street. At present, it is the only street coming from the east into Monrovia that carries two-way traffic. All traffic leaving Monrovia to the east must travel this street.

This street is approximately 0.7 miles in length. It varies in width from 24 to 40 feet. At one point, about 300 feet west of Camp Johnson Road-Tubman Boulevard intersection, is a small bridge of 28 feet in width. This bridge creates a bottle neck in the heavy flow of traffic on this street.

Between this bridge and Lynch Street to the west is located the military parade ground on the south side, and on the north side the Antoinette Tubman Stadium. Activities at either place procure a concentration of vehicles and all angle parking at the curb which reduces the usable portion of the street to less than half.

Lynch Street - Intersection

This street is the first street where an exist or entry can be made to Fair Grounds Road. A yard-arm type traffic light is suspended from the northwest corner.

Recommendations:

1. Remove two-lens type traffic light.
2. Install center hung three-lens type traffic light.
3. Install stop signs on northwest and southwest corners of intersection on Lynch Street.

4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

Center Street - Intersection

Fair Grounds Road ends at this intersection. There are several business establishments on the south side of the street between Lynch and Center. Improper parking at this point creates a traffic hazard at all hours of the day. Center street to the south at this intersection is a dirt road.

Recommendations:

1. Install stop sign on southeast corner of intersection on Center Street.
2. Install no parking signs in front of, and across from, business establishments.
3. Paint white pedestrian lanes.

SEKOU TOURE AVENUE

Sekou Toure Avenue is designated as a primary street. It is actually a continuation of Fair Grounds Road. Traffic going either way around the city uses this street as a connecting link between Fair Grounds Road and United Nations Drive.

This street begins on the east at Center Street and ends on the west at United Nations Drive. It is approximately 0.7 miles in length and 30 feet in width. The street has a jog of practically its entire width where it intersects with Randall Street.

This street was formerly Duncan Alley and, on the third of January, 1962, was renamed Sekou Toure Avenue.

Randall Street - Intersection

Yard arm type traffic light is suspended from the southeast corner.

Recommendations:

1. Remove two-lens type traffic light.
2. Install center hung three-lens traffic light.
3. Install stop signs on southwest and northeast corner of intersection on Sekou Toure Avenue.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.
6. Parking should be prohibited on south side of Sekou Toure Avenue, west of Randall Street, for length of four vehicles.

+

+

+

Newport Street - Intersection.

Recommendations:

1. Install stop signs on northwest and southeast corners of intersection on Newport Street.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

+ + +

United Nations Drive - Intersection

Sekou Toure Avenue dead ends at this intersection. Sidewalks on either side of Sekou Toure Avenue extend into the intersection, creating a hazard for traffic on either street.

Recommendations:

1. Remove ten feet from west end of south sidewalk.
2. Remove thirty feet from west end of north sidewalk.
3. Paint white pedestrian lanes.
4. Paint curbing yellow to prohibit parking.

According to future street improvement plans, United Nations Drive, when completed, will be the through highway at this point. When this change is completed, then the following recommendations should be considered:

Recommendations:

1. Remove stop sign from southeast corner of intersection on United Nations Drive.
2. Install stop sign on northeast corner of intersection on Sekou Toure Avenue.

General Recommendation

1. Paint white center line on the entire length of Sekou Toure Avenue.

CAMP JOHNSON ROAD

Camp Johnson Road is a primary or "through traffic" street. It starts at the intersection of Tubman Boulevard-Fair Grounds Road, runs northwest and ends at Warren Street.

This street is lined on both sides with shops and stores. Some two hundred shops are concentrated in a three to four block area. Equally as many sidewalk vendors use the sidewalk to display their wares from daylight to dark. About midway, the entire length of this street is an open market place. The pedestrian congestion around this area is overwhelming. Vehicle and pedestrian traffic presents a virtual tie-up most of the time.

There are no cross streets and no intersections on Camp Johnson Road that present any problems at this time.

Recommendations:

1. Camp Johnson Road should remain a one-way street.
2. Parking should be permitted on south side of street.
3. Uniform size parking stalls should be painted on the pavement.
4. Daytime parking should be prohibited on north side of the street.
5. The north side of street should be designated "Trucks loading and unloading from 5:30 PM to 8:00 AM, only."
6. Curb on north side of street should be painted yellow. Also, uniform "no parking" signs should be installed. These signs should carry a second sign stating the limitations given in No. 5.
7. A white center line should be painted the entire length of the street.

BENSON STREET

Benson Street is designated a primary street. It begins on the east at Perry Street. The first block is unimproved and is a road that serves houses in that area.

Clay Street

At this intersection Clay Street enters from the south and is a hard surfaced street. To the north is a dirt road.

Recommendations:

1. Install stop signs on northwest and northeast corner of intersection.
2. Paint white pedestrian lanes.
3. Curbing should be painted yellow to prohibit parking where curb is available.

+ + +

McDonald Street

At this intersection, McDonald Street is hard surfaced to the north. An unimproved road extends to the south.....

Recommendations:

1. Install stop sign on northwest corner of intersection.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

+ + +

Warren Street

A yard arm type traffic light is suspended from the northwest corner of the intersection.

Recommendations:

1. Remove two-lens type traffic light.
2. No traffic light is necessary at this intersection.
3. Install stop signs at northwest on Warren and on northeast corner on Benson.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking;

+ + +

Johnson Street - Intersection

This street is hard surfaced to the north and is a dirt alley to the south.

Recommendations:

1. Install stop signs on northwest and southeast corner of intersection.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

+ + +

Lynch Street - Intersection

A yard arm type traffic light is suspended from the northwest corner.

Recommendations:

1. Remove two-lens type traffic light.
2. Install center hung three-lens type traffic light.
3. Install stop signs on northwest and southeast corner of intersection.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

+ + +

Buchanan Street - Intersection

Recommendations:

1. Install stop sign on northwest corner.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

+ + +

Center Street - Intersection

A yard arm type traffic light is suspended from the northwest corner.

Recommendations:

1. Remove two-lens type traffic light.
2. Install center hung three-lens type traffic light.
3. Install stop signs on northwest and southeast corner of intersection.

4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

+ + +

Gurley Street - Intersection

A yard arm type traffic light is suspended from the northwest corner of the intersection. Hard surfaced street to north and a dirt alley to the south.

Recommendations:

1. Remove two-lens type traffic light.
2. No traffic light is necessary at this intersection.
3. Install stop sign on northwest corner of intersection.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

+ + +

Randall Street - Intersection

Currently, this intersection has a monument type two-lens traffic light situated in the center.

Recommendations:

1. Remove two-lens type traffic light.
2. Remove monument from center of intersection.
3. Install center hung three-lens type traffic light.

Benson Street from Newport intersection west and ends at United Nations Drive, is 0.5 miles in length. This stretch of street is now under construction and should be opened to traffic within the next several months. When it is opened to traffic, the following recommendations are made:

Recommendations:

1. Install stop sign on Benson street, northeast corner.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

+ + +

General Recommendations

1. Uniform parking stalls should be painted on this street wherever parking is permitted.
2. Parallel parking should be permitted only on this street.
3. A white center line should be painted the entire length of Benson Street.

+ + +

CAREY STREET

Carey Street is designated a primary street. It begins on the east at Perry Street. The first two blocks of Carey to McDonald Street is unimproved and is a dirt road that serves a number of houses in that area.

Owing to the trend of traffic on this street, the placing of regulatory signs may vary.

This street is approximately 0.9 miles in length and is an average width of 35 feet.

Clay Street - Intersection

Carey Street at this intersection is a dirt road and, therefore, no recommendations are in order at this time.

McDonald Street - Intersection

South of Carey Street is a hard surfaced street. To the north is a dirt road.

Recommendations:

1. Install stop sign on northwest corner on McDonald Street.
2. Install stop sign on northeast corner on Carey Street.
3. Paint white pedestrian lanes on hard surface.
4. Paint curbing yellow to prohibit parking.

Warren Street - Intersection

This is a four-way intersection with a yard arm type traffic light which is suspended from the northwest corner.

Recommendations:

1. Remove two-lens type traffic light.
2. No traffic light is necessary at this intersection.
3. Install stop signs on southwest and northeast corners on Carey Street.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

+ + +

Johnson Street - Intersection

A yard arm type traffic light is suspended from the northwest corner.

Recommendations:

1. Remove two-lens type traffic light.
2. No traffic light is necessary at this intersection.
3. Install stop signs on northwest and southeast corners on Johnson Street.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

+ + +

Lynch Street - Intersection

A yard arm type traffic light is suspended from the northwest corner.

Recommendations:

1. Remove two-lens type traffic light.
2. Install center hung three-lens type traffic light.
3. Install stop signs on northwest and southeast corners of intersection on Lynch Street.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

+ + +

Buchanan Street - Intersection

Recommendations:

1. Install stop signs on northwest and southeast corners of intersection on Buchanan Street.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

+ + +

Center Street - Intersection

A yard arm type traffic light is suspended from the northwest corner.

Recommendations:

1. Remove two-lens type traffic light.
2. Install center hung three-lens type traffic light.
3. Install stop signs on northwest and southeast corners of intersection on Center Street.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

+

+

+

Gurley Street - Intersection

Recommendations:

1. Install stop signs on northwest and southeast corners of intersection on Gurley Street.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

+

+

+

Randall Street - Intersection

A yard arm type traffic light is suspended from the northeast corner.

Recommendations:

1. Remove two-lens type traffic light.
2. Install center hung three-lens type traffic light.

General Recommendations

1. A white center line should be painted the entire length of the street.
2. Uniform size parking stalls should be painted on the street.
3. Permit parallel parking only.

BROAD STREET

Broad Street is designated a primary of "through traffic" street. It starts on the east at Perry Street and runs westward through the city and ends at the Ducor Palace Hotel, high on the bluffs on the west. Along with several government buildings, many of the better stores and shops are located on this street.

Broad Street carries the heaviest concentration of traffic within the city as all vehicles crossing town either proceed on this street or must cross it.

Lack of adequate sidewalks along Broad Street do present a pedestrian problem. Also, in certain blocks the pedestrians are not permitted the use of existing good sidewalks. Their presence in this street, as elsewhere, is dangerous to themselves and the motorist.

The approximate length of Broad Street is 1.3 miles. The width of the boulevard is 76 feet, divided as follows: two 28-foot traffic lanes, each on either side of a 20-foot row of center islands. The boulevard type of street ends on the west at the base of the bluff and a 20-foot street leads up to the hotel. All traffic to and from the hotel must use this street.

The islands on this boulevard type of street are very beautifully landscaped. However, most of the traffic lights are hidden from view from the motorist by the foliage. At Randall Street intersection a huge memorial monument conceals the view of the traffic light until one closely approaches the intersection.

Perry Street - Intersection

Recommendations: None

+

+

+



Children taking over street for playground. Both east and west traffic using other side of Boulevard. Broad street near Mechlin. Note Ducor Palace Hotel in background.



Street being used for garage and Arc welding shop. Benson street between Newport and Mechlin streets.

Clay Street - Intersection

Recommendations: None

McDonald Street - Intersection

McDonald, a paved street, enters Broad from the left. To the north is an unimproved dirt road that serves several houses in that area. A yard arm type traffic light is suspended from a pole set at the end of a boulevard island on the east side of the intersection.

Recommendations:

1. Remove two-lens type traffic light.
2. No traffic light is necessary at this intersection.
3. Install stop sign on southeast corner of intersection on McDonald Street.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

Warren Street - Intersection

Enters from the south and is a continuation of Camp Johnson Road. A yard arm type traffic light is suspended from the southwest corner.

Recommendations:

1. Remove two-lens type traffic light.
2. No traffic light is necessary at this intersection.

3. Install two overhead, cable suspended, three-lens type traffic lights.
4. Install stop signs on northwest and southeast corners of intersection on Lynch Street.
5. Paint white pedestrian lanes.
6. Paint curbing yellow to prohibit parking.

+ + +

Buchanan Street - Intersection

Recommendations:

1. No traffic lights necessary at this intersection.
2. Install stop signs on northwest and southeast corners of intersection on Buchanan Street.
3. Paint white pedestrian lanes.
4. Paint curbing yellow to prohibit parking.

+ + +

Center Street - Intersection

This intersection has a monument type traffic light.

Recommendations:

1. Remove two lens type traffic light.
2. Remove monument type base.
3. Install two overhead, cable suspended, three-lens type traffic lights.
4. Install stop signs on northwest and southeast corners of intersection on Center Street.

6. Paint curbing yellow to prohibit parking.

+ + +

Newport Street - Intersection

Does not extend on either side of Broad Street. The intersection break in the traffic islands do serve as a turn around.

Recommendations: None

+ + +

Roberts Street - Intersection

Does not extend on either side of Broad Street. The intersection break in the traffic islands do serve as a turn around.

Recommendations: None.

+ + +

Nelson Street - Intersection

Nelson Street extends northward for two blocks. To the south is an unimproved road leading to several houses in that area.

Recommendations:

1. Paint white pedestrian lanes.
2. Paint curbing yellow to prohibit parking.

+ + +

The boulevard islands extend approximately one and one-half blocks farther, but no intersection or street leading from or to is involved. At this point the boulevard narrows to twenty feet and continues up to the Ducor Palace Hotel.

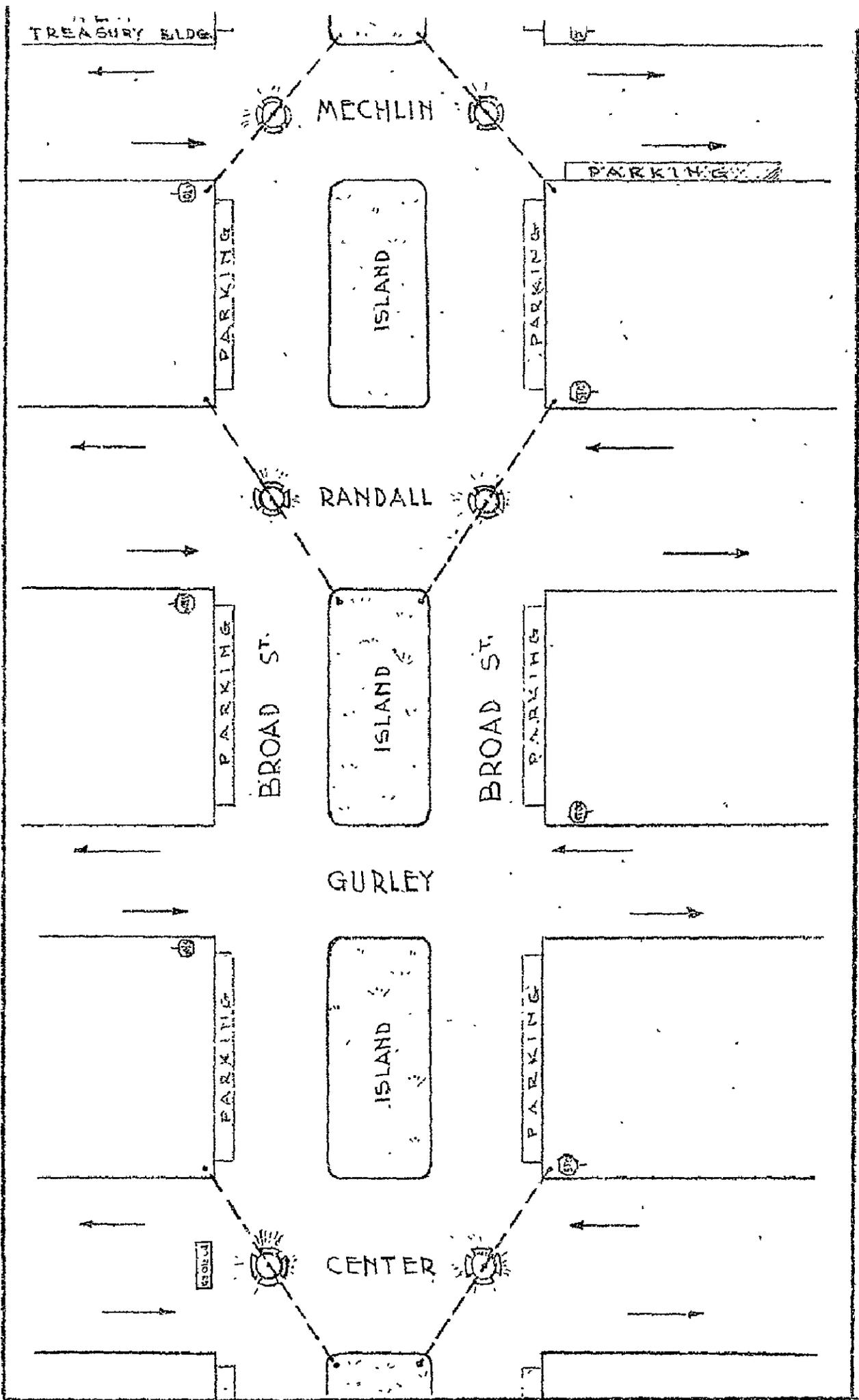
General Recommendations

1. Parallel parking should be permitted along outer curbs of Broad street.
2. Parking should be prohibited along boulevard islands.
3. Uniform size parking stalls should be painted on pavement where parking is permitted.
4. A white center line should be painted on each street, either side of the boulevard islands.
5. The time element of traffic light changes should be studied carefully to keep traffic flowing.
6. Traffic lights on Broad Street should be synchronized so that starting on the east a motorist could drive 22 MPH and have a full route of green lights without interruption.

+

+

+



NEW TREASURY
BUILDING

397 ←

MECHLIN

109 →

STREET

232 →

STREET

→ 536

234 ←

RANDALL

306 →

STREET

→ 530

STREET

→ 328

Figures indicate vehicle movement per hour

ASHMUN STREET

Ashmun Street starts on the east at Johnson Street and runs west to Nelson Street. Several government buildings face onto this street: Police Headquarters, Department of State, Executive Mansion, and Post Office.

The approximate length of Ashmun Street is 0.7 miles and is 46 feet in width.

Johnson Street - Intersection

This is a three-way intersection. From Ashmun Street, Johnson Street runs southward. To the north is Water Street which is a one-way going south into Johnson Street.

Recommendations:

1. Install two "Do Not Enter" signs on either side of Water Street parallel with north side of Ashmun Street.
2. Install cable mounted "one-way street, do not enter" on Water Street parallel with north side of Ashmun.
3. Paint white pedestrian lanes.
4. ~~Paint curbing yellow to prohibit parking.~~

Lynch Street - Intersection

A yard arm type traffic light is suspended from southwest corner.

Recommendations:

1. Remove two-lens type traffic light.

2. No traffic light is necessary at this intersection.

3. Install stop sign on southeast corner of intersection on Lynch Street.

4. Paint white pedestrian lanes.

5. Paint curbing yellow to prohibit parking.

+

+

+

Buchanan Street - Intersection

Police Headquarters is located on northeast corner.

Recommendations:

1. Install stop signs on northwest and southeast corners of intersection on Buchanan Street.

2. Paint white pedestrian lanes.

3. Paint yellow curbing to prohibit parking.

+

+

+

Center Street - Intersection

This is a three-way intersection with Center Street to the south. A memorial monument is situated in the center of this intersection.

Recommendations:

1. Remove monument from intersection.

2. Install stop sign on southeast corner on Center Street.

3. Paint white pedestrian lanes.

4. Paint curbing yellow to prohibit parking.

+ + +

Gurley Street - Intersection

A yard arm type traffic light is suspended from southwest corner of the intersection.

Recommendations:

1. Remove two-lens type traffic light.
2. No traffic light is necessary at this intersection.
3. Paint white pedestrian lanes.
4. Paint curbing yellow to prohibit parking.

+ + +

Randall Street - Intersection

A yard arm type traffic light is suspended from southwest corner.

Recommendations:

1. Remove two-lens type traffic light.
2. Install center hung three-lens traffic light.
3. Install stop signs on northwest and southeast corners of intersection on Randall Street.
4. Painted white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

+ + +

+ + +

+ + +

+ + +

+ + +

+ + +

Between Gurley and Randall Street intersections, vehicles park at a 90° angle against the curb on the north side of the street.

Mechlin Street - Intersection

Mechlin Street is a recommended one-way street with traffic flowing to the north at this intersection.

Recommendations:

1. Install stop sign on northeast corner of intersection on Ashmun street.
2. Install no left turn cable mounted sign over Ashmun Street, parallel with east side of Mechlin Street.
3. Install pole mounted one-way street signs at intersection.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

Between Mechlin and Randall Street intersections vehicles park at a 90° angle on the south side of Ashmun Street.

Roberts Street - Intersection

This is a three-way intersection with Roberts Street extending south.

Recommendations:

1. Install stop sign on southeast corner of intersection on Roberts Street.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

Nelson Street - Intersection

Ashmun Street ends at this intersection.

Recommendations:

1. Install stop sign on northeast corner of intersection on Ashmun Street.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

General Recommendations

1. Angle parking should be prohibited the entire length of this street.
2. A painted white center line the entire length of the street should be used.
3. Uniform size parking stalls should be painted on the street along the curb.

FRONT STREET

Front Street is designated a primary street. It begins on the east at Buchanan Street. Buchanan makes a left turn on Front Street and by virtue of the topography at this point, no extension of either street is possible.

This street is approximately 0.6 miles long and 35 feet in width, except where it passes over Randall Street.

Recommendation.

1. Curbing should be painted yellow to prohibit parking, both on the inside and outside of the curve.

Gurley Street -- Intersection.

At this point Front and Gurley Streets become a four-way intersection. Gurley is an important street, carrying traffic from and to Water Street.

Recommendations:

1. Install stop signs on northeast and southwest corners of the intersection, making Gurley a through traffic street at this point.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

Randall Street - Intersection

Front Street at this intersection crosses over Randall Street by a viaduct of 17 feet in width. It is a three-way intersection with only an arm of Randall Street, 23 feet in width, extending

south to the rise of Randall Street at the south end of the underpass.

Recommendations:

1. Install two "do not enter" signs on the south side of Front Street on either side of the arm of Randall Street.
2. No parking should be permitted on the north side of Front Street at this intersection.
3. Paint white pedestrian lanes.
4. Paint curbing yellow to prohibit parking.

Mechlin Street - Intersection

Mechlin Street at this intersection is an important street as it carries traffic north to Water Street at a four-to-one ratio.

Recommendations:

1. Install stop signs in the northeast and southwest corners of the intersection, making Mechlin a through traffic street at this point.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

Roberts Street - Intersection

Roberts Street enters Front Street from the south. There is no continuation to the north.

Recommendations:

1. Install stop sign on southeast corner on Roberts Street.
2. Paint white pedestrian lanes.
3. Paint curbing yellow to prohibit parking.

Nelson Street - Intersection

Front Street ends here with a left turn only on Nelson Street. Front Street narrows at this point and a concrete divider has been installed to channel traffic. Owing to the design of the street, little, if any, changes can be made to improve the flow and safety of traffic.

Recommendations: None.

General Recommendation

1. Paint white center line the entire length of the street.



Large ungrated manhole in street. Front street near
Mechlin street.



Utility pole stands in street beyond curb line. Lynch
street at Fair Grounds Road.

WATER STREET

Water Street begins at United Nations Drive on the west, extends east and makes a right angle turn into Johnson Street at Ashmun Street. Water Street, or more commonly known as "Waterside", is lined on both sides of the street with shops and stores. Some 200 shops are concentrated in about a three and one-half block area. This number and perhaps many more sidewalk vendors use the sidewalk area to display their wares from daylight to dark. Vehicle and pedestrian traffic constitutes a virtual tie-up most of the time. If the traffic recommendations are accepted and enforced, much of the congestion can be eliminated.

Water Street from United Nations Drive to Mechlin Street is a hard surfaced road 20 feet in width. From Mechlin to Gurley (2 blocks) 37 feet in width; from Gurley to Center, 28 feet; from Center to Buchanan, 29 feet; from Buchanan around to Johnson, 37 feet.

Narrow sidewalks on the south side of the street between Gurley and Center compel pedestrians to make use of the street. Several utility poles are set in the street out from the curb.

Water Street is approximately 0.6 miles in length:

Mechlin Street - Intersection

This is a four-way intersection with a yard arm type traffic light suspended from the southeast corner.

Recommendations:

1. Remove two-lens type traffic light.
2. Install center hung three-lens traffic light.
3. Install stop sign on southeast corner of intersection on Mechlin Street

4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

Randall Street - Intersection

This is a four-way intersection with pavement to the south. To the north, for a short block, extends a dirt street. A yard-arm type traffic light is suspended from the southwest corner.

Recommendations:

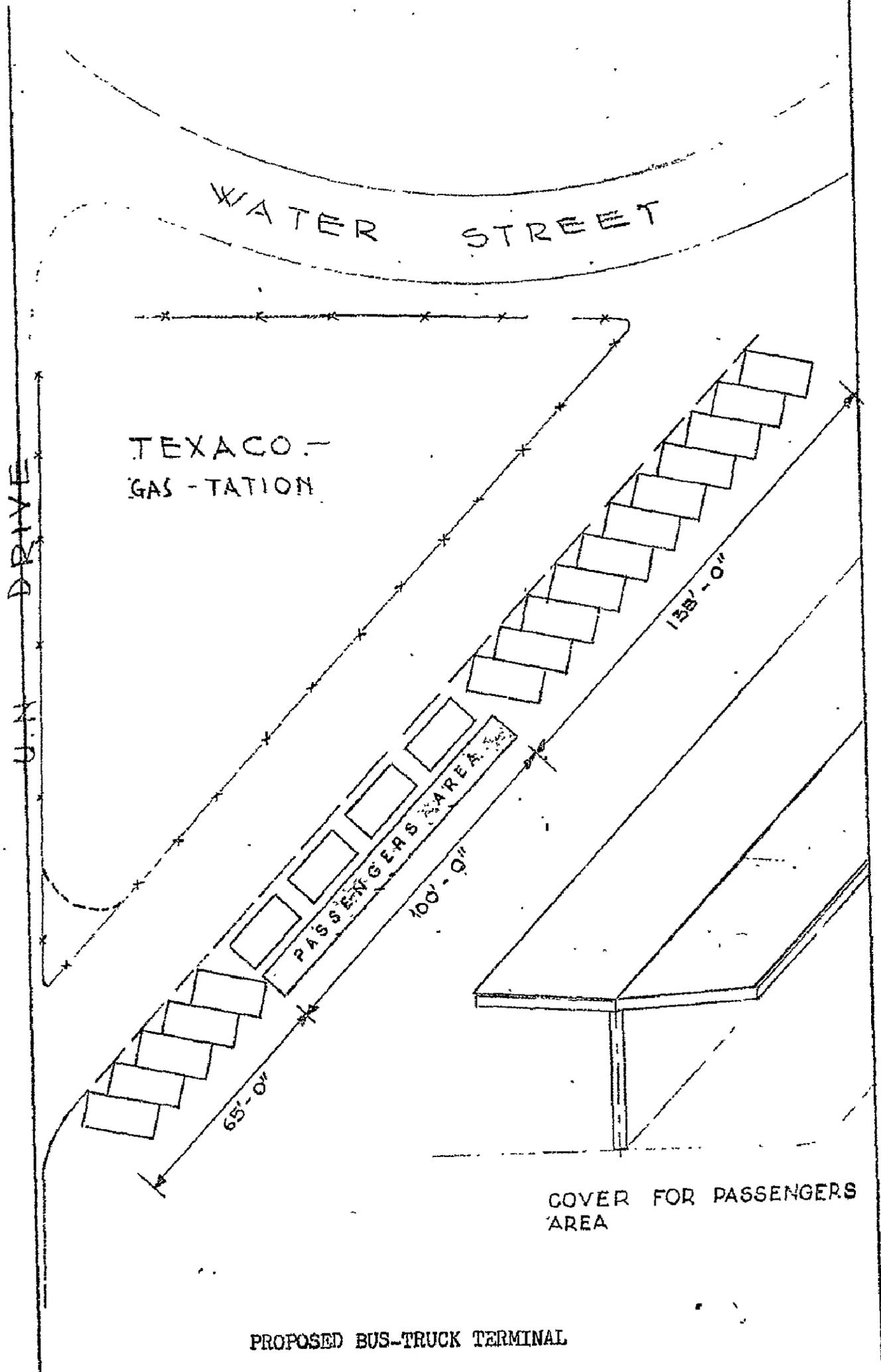
1. Remove two-lens traffic light.
2. Install center hung three-lens traffic light.
3. Install stop sign on southeast corner of intersection on Randall Street.
4. Paint white pedestrian lanes.
5. Paint curbing yellow to prohibit parking.

Gurley Street - Intersection

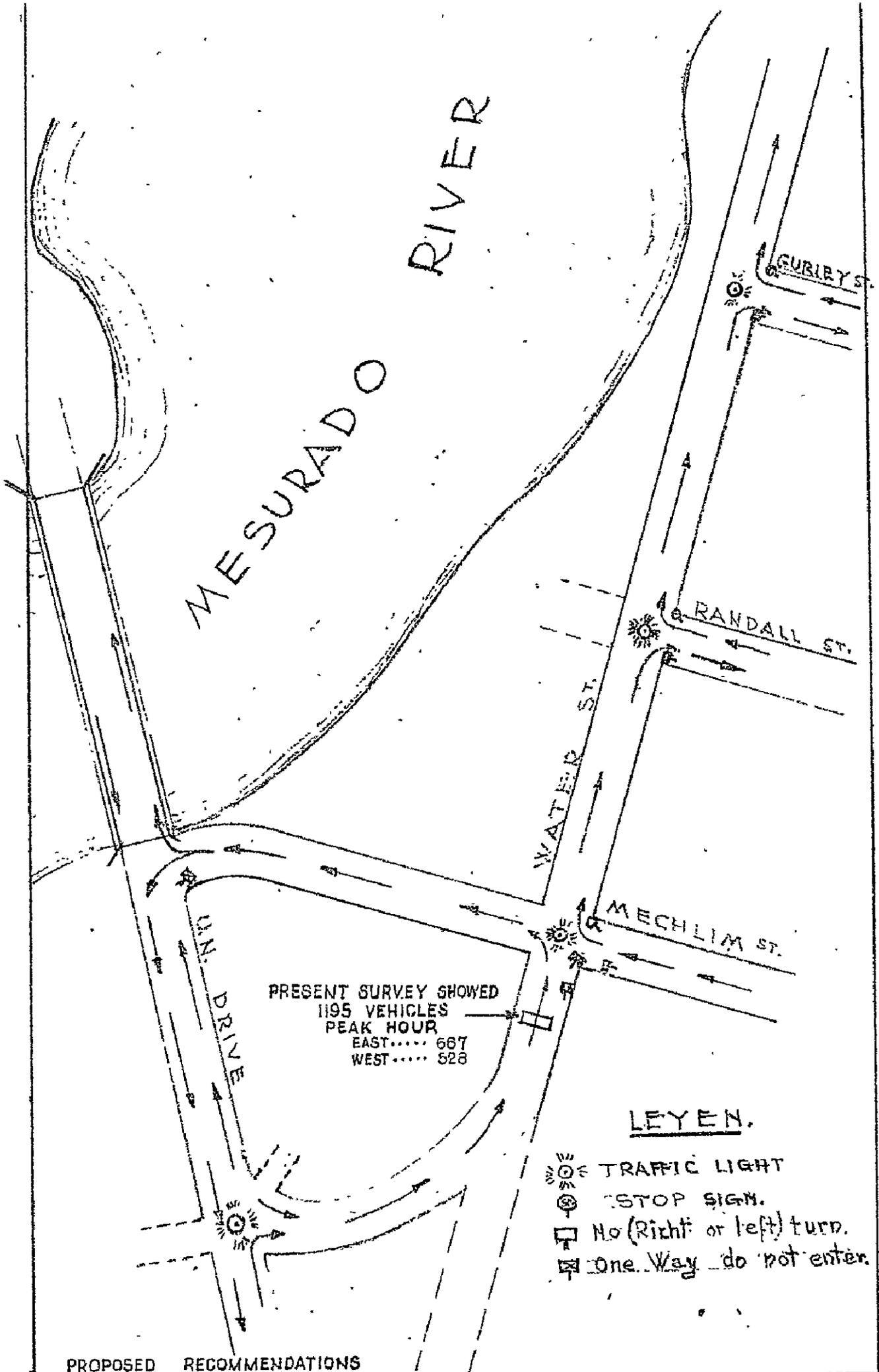
This is a three-way intersection and extends to the south. A yard-arm type traffic light is suspended from the southeast corner.

Recommendations:

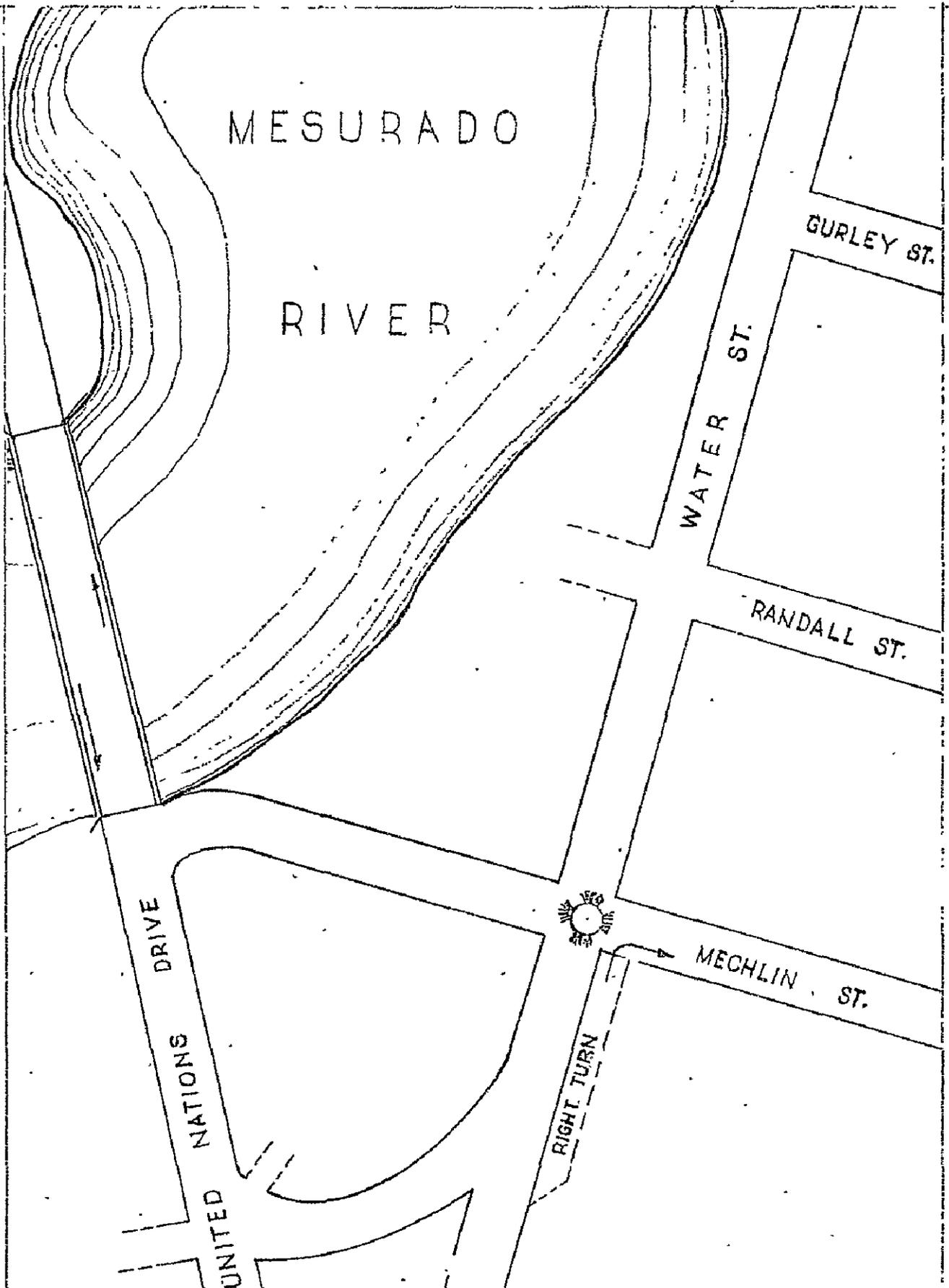
1. Remove two-lens type traffic light.
2. Install center hung three-lens type traffic light.
3. Install stop sign on southeast corner on Gurley Street.



PROPOSED BUS-TRUCK TERMINAL



PROPOSED RECOMMENDATIONS



In the event of a parade, or, other temporary traffic tie-ups demanded re-routing, this Police directed proposal could be put into immediate operation.



Trucks and busses loading along United Nations Drive at Water Street.



Vehicle congestion while loading and unloading along United Nations Drive at Water street.



Traffic and Pedestrian congestion at United Nations Drive and Water street.



Truck and Bus parking area at United Nations Drive and Water street on Sunday morning. Note litter and debris scattered throughout area.

4. Paint white pedestrian lane .
5. Paint curbing yellow to prohibit parking.

+ . . . +

General Recommendations

1. Parking should be permitted on north side of Water Street.
2. Uniform size parking stalls should be painted on the street.
3. Parking should be prohibited on the south side of Water Street between Mechlin and the area designated as Buchanan Street.
4. The south side of the street should be designated "trucks loading and unloading from 5:30 PM to 8:00 AM, only".
5. Curb on south side of street should be painted yellow. Also, uniform "no parking" signs should be installed. These signs should carry a second sign stating the limitations given in No. 4.

From the designated area of Buchanan Street around to Ashmun Street, parking regulations are the only requirements at this time.

1. Paint white center line the entire length of the street.

NORTH & SOUTH "SECONDARY" STREETS.

The north-south streets listed here are designated as secondary streets. In the recommended survey of the east-west, or "primary" streets, the recommendations are stated as such: little, if any, engineering or additions are necessary.

These streets will be listed in sequence, starting at the east end of the city and listing westward. Any street that is recommended for remodification will be analyzed separately under the heading of the specific street.

Should any of these streets require traffic supervision and control in the future, such control can be added to the traffic pattern without interference with, or from, recommendations made in the traffic survey.

Perry Street - No Recommendation

Clay Street - No Recommendation

McDonald Street - No Recommendation

Warren Street

No parking on either side of this street from Camp Johnson Road to Benson Street.

Lynch Street

See analysis and recommendations under Lynch Street.

Johnson Street - No Recommendation

Buchanan Street - No Recommendation

Center Street

See analysis and recommendations under Center Street.

NORTH & SOUTH "SECONDARY" STREETS

The north-south streets listed here are designated as secondary streets. In the recommended survey of the east-west, or "primary" streets, the recommendations are stated as such: little, if any, engineering or additions are necessary.

These streets will be listed in sequence, starting at the east end of the city and listing westward. Any street that is recommended for remodification will be analyzed separately under the heading of the specific street.

Should any of these streets require traffic supervision and control in the future, such control can be added to the traffic pattern without interference with, or from, recommendations made in the traffic survey.

Perry Street - No Recommendation.

Clay Street - No Recommendation

McDonald Street - No Recommendation

Warren Street

No parking on either side of this street from Camp Johnson Road to Benson Street.

Lynch Street

See analysis and recommendations under Lynch Street.

Johnson Street - No Recommendation

Buchanan Street - No Recommendation

Center Street

See analysis and recommendations under Center Street.

Gurley Street - No Recommendation

Randall Street

See analysis and recommendations under Randall Street.

Mechlin Street -

See analysis and recommendations under Mechlin Street.

Newport Street - No Recommendations

Roberts Street - No Recommendations

Nelson Street - No Recommendation

A white center line painted on these streets would assist in channelizing the flow of traffic.

LYNCH STREET

Lynch is a secondary street that carries a heavy flow of traffic across the city. It starts on the south at Fair Grounds Road; runs north, and ends at Ashmun Street.

Lynch is 0.7 miles in length and 28 feet in width.

Recommendations:

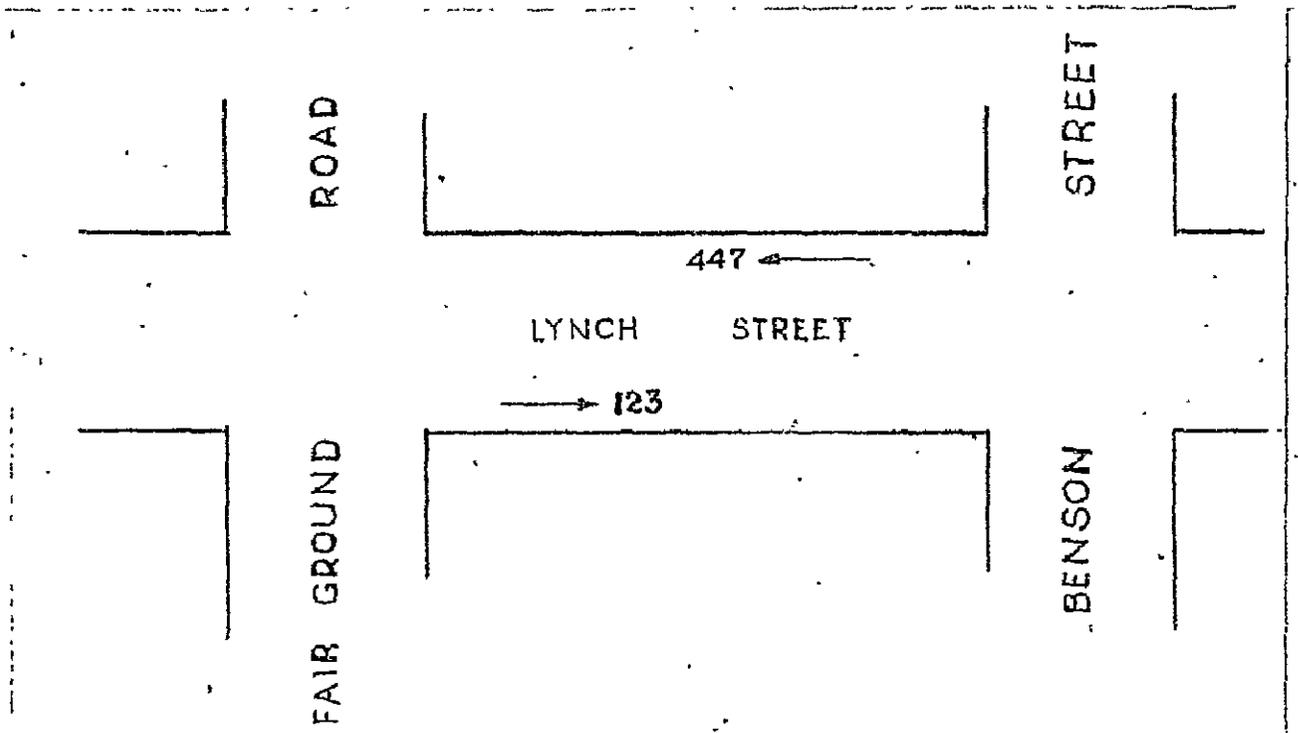
1. Between Fair Grounds Road and Benson Street it should be designated a one-way street with traffic to the south. There are no intersections between these two streets. The distance is 0.4 miles.
2. A cable suspended "one-way traffic, do not enter" sign should be hung across Lynch Street parallel with the north side of Fair Grounds Road.
3. A cable suspended "one-way traffic" sign should be hung on Lynch Street parallel with the south side of Benson Street.
4. Parking should be permitted on the east side of the street.
5. Uniform size parking stalls should be painted on pavement where parking is permitted.
6. A white center line should be painted the entire length of the street.

Continuing intersections northward:

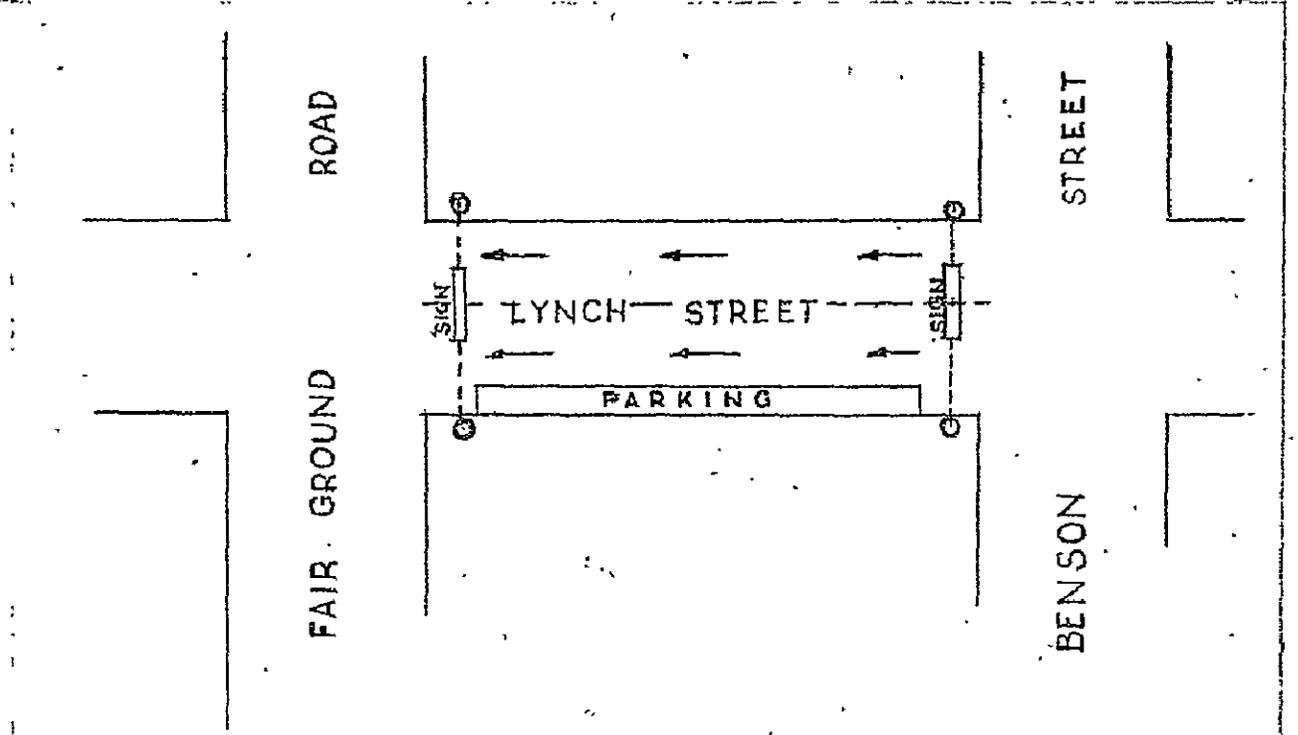
Carey Street

Broad Street

Ashmun Street



Figures indicate vehicle movement peak hour



Recommended changes

Analysis and recommendations for these intersections are carried in the reports covering the individually named street.

Any future demand type of control between these intersections can be instituted at that time.

RANDALL STREET

Randall Street is a secondary street which starts on the south at the Atlantic Ocean and runs north to a short distance across Water Street. This street carries the heaviest flow of traffic across the city.

Between Sekou Toure Avenue and Benson Street there has recently been installed three boulevard type islands. Parking is prevalent on both sides of this street and these islands severely hinder the flow of traffic thereon.

Accidents are observed almost daily in the area of Randall Street where the islands are located.

Intersections

United Nations Drive	See United Nations Drive report.
Sekou Toure Avenue	See Sekou Toure Avenue report.
Benson Street	See Benson Street report.
Carey Street	See Carey Street report.
Broad Street	See Broad Street report.
Ashmun Street	See Ashmun Street report.
Front Street	See Front Street report.
Water Street	See Water Street report.

Randall Street

Specific Recommendations:

1. Remove islands and resurface street.



Commissioner Nathan Ross of Monrovia inspecting low overhead viaduct on Randall street at Front street.



Randall Street looking north from Sekou Toure Avenue

2. Parking should be permitted on both sides of street to Front Street.
3. Parking should be prohibited on both sides of the street between Front and Water Streets.
4. Parallel parking only where parking is permitted.
5. Uniform size parking stalls should be painted on pavement where parking is permitted.
6. A white center line should be painted the entire length of the street.

CENTER STREET

Center is a secondary street that carries a reasonable flow of traffic across town. It starts on the south at Fair Grounds Road, runs north and ends at Ashmun Street. A short distance north of Fair Grounds Road intersection is the intersection of Sekou Toure Avenue which runs west.

Center Street is 0.7 miles in length and 30-44 feet in width.

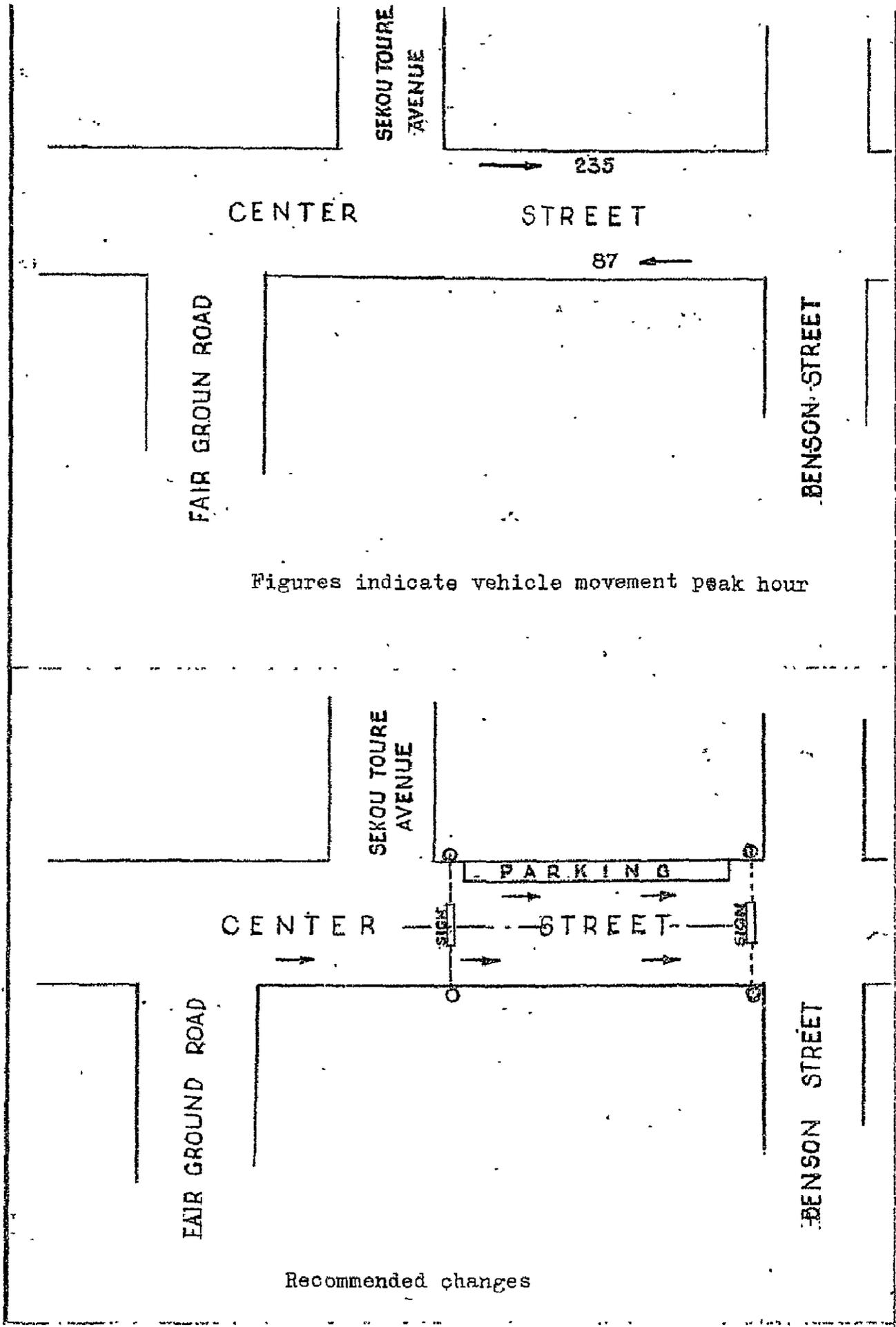
Recommendations:

1. Between Sekou Toure Avenue and Benson Street, it should be designated a one-way street with traffic to the north. There are no intersections between these two streets. This distance is 0.4 miles.
2. A one-way street sign, either cable or pole mounted, should be placed on Center Street parallel with the north side of Sekou Toure Avenue.
3. A cable suspended "one-way traffic, do not enter" sign should be hung across Center Street parallel with the south side of Benson Street.
4. Parking should be permitted on the west side of Center Street.
5. Uniform size parking stalls should be painted on pavement where parking is permitted.
6. A white center line should be painted the entire length of the street.

Continuing intersections northward:

Carey Street

Broad Street



CENTER STREET

SEKOU TOURE AVENUE

235

87

FAIR GROUND ROAD

BENSON STREET

Figures indicate vehicle movement peak hour

SEKOU TOURE AVENUE

PARKING

CENTER STREET

STREET

SIGN

SIGN

FAIR GROUND ROAD

BENSON STREET

Recommended changes

Ashmun Street

Analysis and recommendations for these intersections are carried in the reports covering the individually named street.

Any future demand type of control between these intersections can be instituted at anytime!

MECHLIN STREET

Mechlin is a secondary street which starts at Benson on the south, runs north, and ends at United Nations Drive at the south end of Mesurado River Bridge.

Intersections:

Benson Street	See Benson Street report.
Carey Street	See Carey Street Report.
Broad Street	See Broad Street report.
Ashmun Street	See Ashmun Street report.
Front Street	See Front Street report
Water Street	See Water Street report.
United Nations Drive	See UN Drive report.

Mechlin Street

Recommendations:

1. Parking should be prohibited on both sides of the street between Carey and Broad Streets.
2. This street should be designated a one-way street between Broad and United Nations Drive. Traffic to the north.
3. Parking should be permitted on west side of the street between Broad and Front Streets.

4. Parking should be prohibited on both sides of the street between Front and United Nations Drive.
5. Uniform parking stalls should be painted on the pavement where parking is permitted.
6. Uniform pole and/or cable hung "one-way street" signs should be placed at intersections of Broad, Ashmun and Front Streets.
7. Install two "no right turn" signs on Mechlin Street parallel with south side of Water Street.
8. Install cable hung "one-way street, do not enter" sign on Mechlin Street parallel with south side of Water Street.
9. Install cable hung "one-way street, do not enter" sign on Mechlin Street parallel with east side of United Nations Drive.
10. Paint white center line the entire length of the street.

INTERSECTIONS

Intersection control, or lack of it, adds materially to the traffic problems in Monrovia. Very few intersections are marked and, therefore, it is the accepted opinion that the car to the right has the right-of-way. This means, however, that at any given intersection the right-of-way constantly changes, depending upon the direction of travel of the vehicle. This is particularly confusing at busy intersections when there are vehicles approaching from all directions. Some motorists, by usage and custom, have officially decided that certain streets are preferential and drive accordingly. In the event of an accident, however, the police have no choice but to apply the theory of "the vehicle to the right" which may result in the driver on the thoroughfare whom he assumed had the right-of-way, being held liable for the accident.

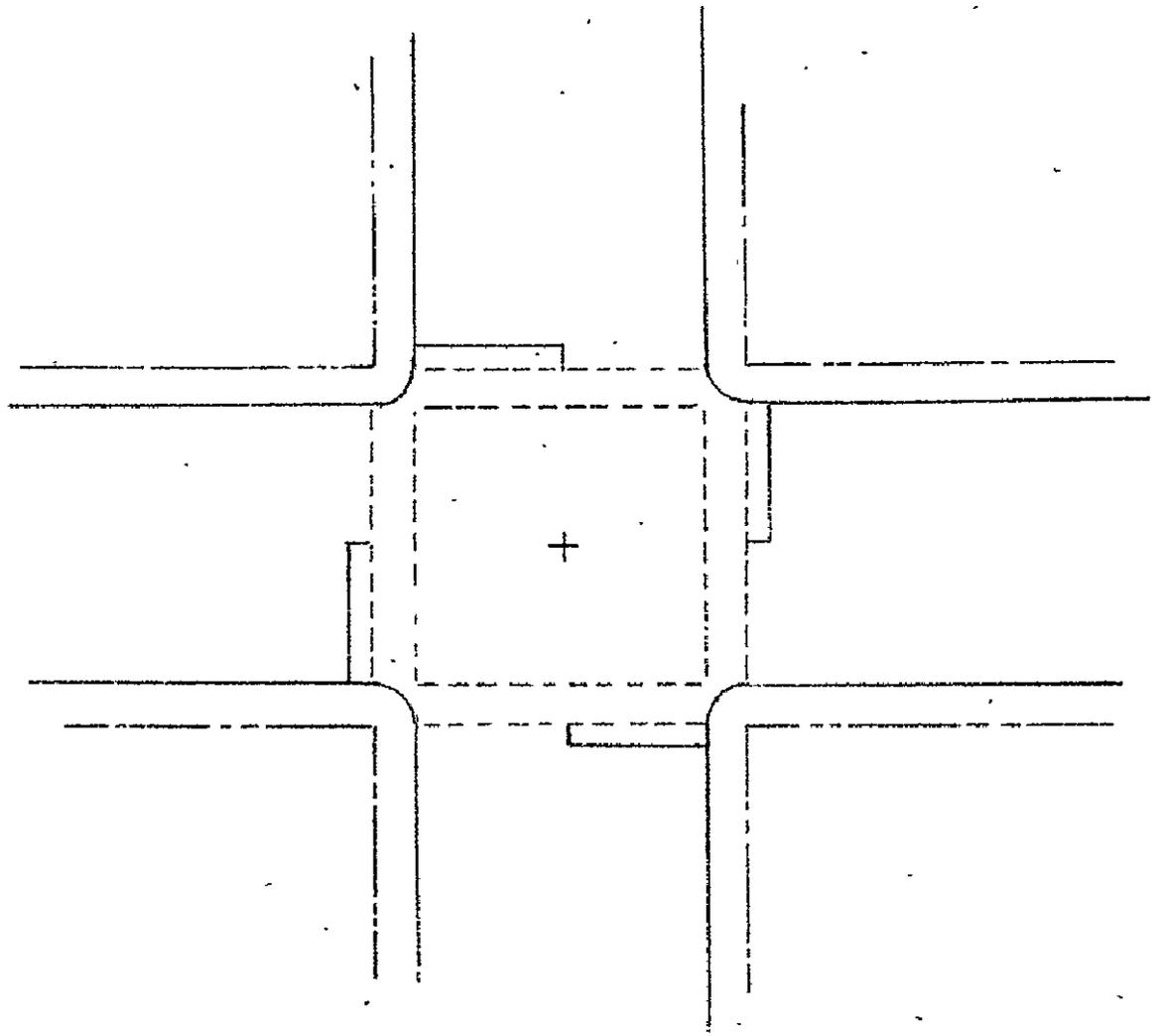
The ancient philosophy that the vehicle on the right has the right-of-way has no legal standing in modern-day motoring. This theory is abused and the argument resorted to in the majority of cases when an accident occurs at an intersection.

It should be of interest to members of the enforcement fraternity to understand what the various courts have held with respect to intersection accidents. The following is quoted for enlightenment on the court's decision:

Whenever certain streets are designated as "through traffic streets" and, therefore, as such enjoy priority over other streets entering onto, or intersecting therewith, it would be improper and illegal to designate such streets as having the right-of-way without first installing proper markings, warning signs, traffic lights, or other devices at the entrance to said through traffic streets.

The courts have also held, with regards to accidents occurring at unmarked intersections, that the car on the right has the right-of-way. To be substantially correct, when all extenuating factors are comparable --

When two vehicles enter the intersection at the same time, and arrive at an equal point simultaneously, speed and all other driving factors being equal, it



--- PEDESTRAIN LANE

— VEHICLE STOP LINE

is presumed the vehicle on the right has the right-of-way. However, the courts have held, notwithstanding to the contrary that when the driver of either vehicle is in violation of a regulation, statute, or law, he forfeits all claims to legal immunity and is prima-facie guilty of a traffic law violation, and/or a criminal offense, if one has been committed, as well as being held responsible for his unlawful acts in any civil proceedings that may follow.

This opinion, as handed down by the courts, is the LAW and not merely a "rule of thumb" procedure. If any other interpretation was to be extracted, then in most cases the innocent, safe, and responsible driver would be held accountable for the illegal actions of the irresponsible driver.

On some intersections within the city, the sidewalk, or in the absence of a sidewalk the curb, extends unduly far into the street. This causes vehicles, when making a right turn, to swing out over the center line to keep from bumping the curb. This movement often causes traffic tie-ups if a vehicle is standing on the street being entered.

- INTERSECTION -
CAMP JOHNSON ROAD-TUBMAN BOULEVARD-
FAIR GROUNDS ROAD

All traffic in and out of Monrovia on the east must pass through this intersection. Tubman Boulevard from the east ends here. Camp Johnson Road is a one-way street starting at this intersection for traffic using this street into the city. All traffic leaving Monrovia to the east must now leave over Fair Grounds Road and Tubman Boulevard.

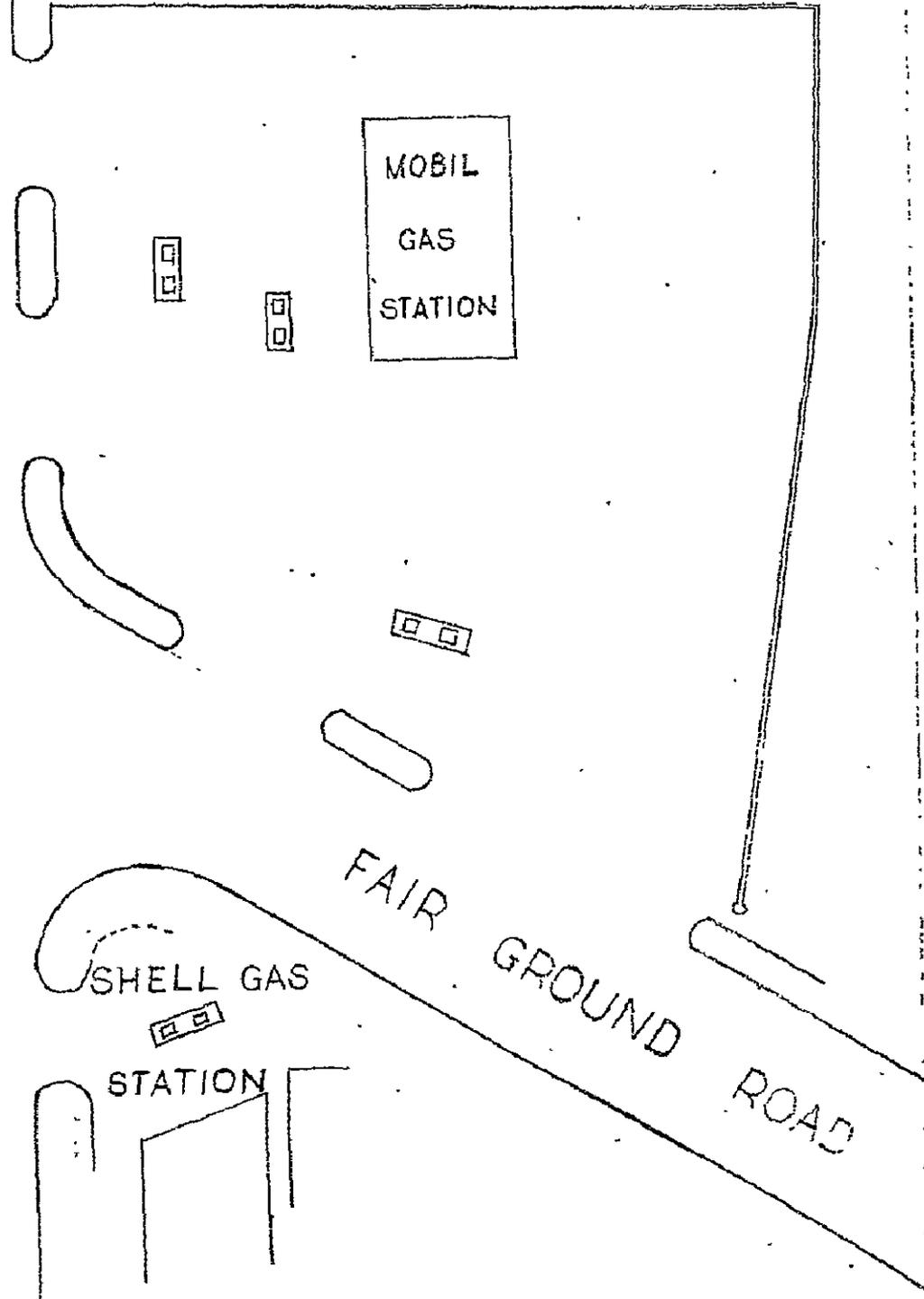
RECOMMENDATIONS

1. A through traffic lane should be painted on the north side of Tubman Boulevard and Camp Johnson Road for through traffic coming into the city over these streets.
2. A center lane should be painted on Tubman Boulevard for left turn vehicles onto Fair Grounds Road.
3. Install a ten-foot lane of pavement on south side of Fair Grounds Road from a point 300 feet west of the intersection to the east end of the Mobil gas station property at Tubman Boulevard.
4. Remove the islands and existing curb on the Mobil gasoline station property back a distance of twenty feet from their present location. This would effect a gradual curve here and through traffic proceeding out of town could move more freely and uninterrupted.
5. A center lane should be painted on Fair Grounds Road for vehicles making a left turn onto Camp Johnson Road.
6. Remove the existing curb at the Shell gas station property back a distance of ten feet. This would effect a gradual curve for vehicles making a left turn onto Camp Johnson Road.

CAMP

JOHNSON

ROAD



CURRENT DIAGRAM OF THIS INTERSECTION

THROUGH

LEFT TURN

LANE

TRAFFIC

THROUGH

MOBIL
GAS
STATION



NO

LEFT TURN

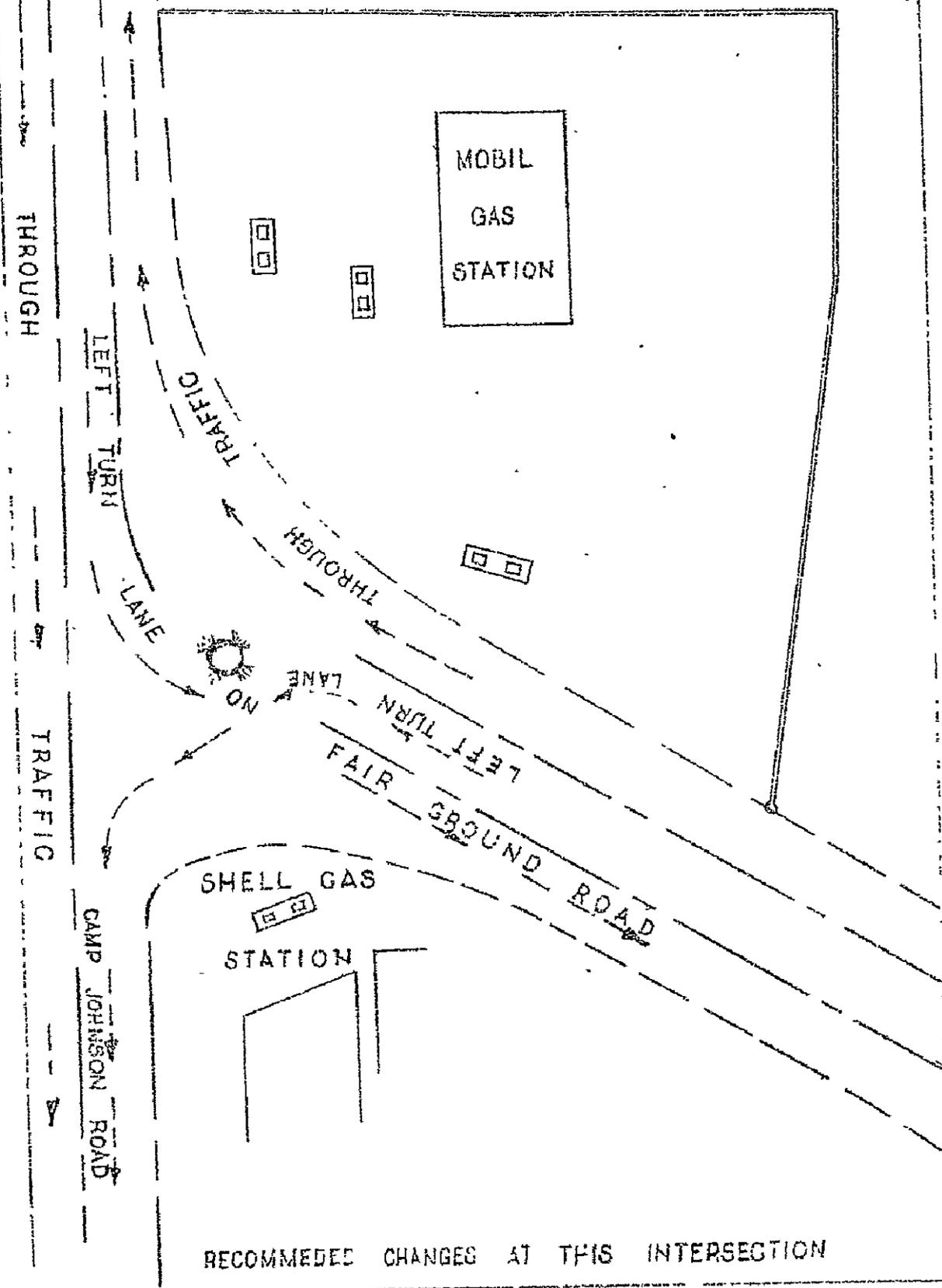
FAIR GROUND ROAD

TRAFFIC

CAMP JOHNSON ROAD

SHELL GAS
STATION

RECOMMENDED CHANGES AT THIS INTERSECTION





View of intersection of Camp Johnson Road - Fair Grounds Road and Tubman Boulevard. Curb extends into street creating a dangerous traffic situation.



Scene from Tubman Boulevard looking west at intersection of Camp Johnson Road and Fair Grounds Road. Narrow streets and sharp turns causes daily traffic tie-ups.

7. Paint white pedestrian lanes.
8. Prohibit parking within, and a designated distance from, the intersection area.
9. Install two flashers, one on each of the outside lanes for the through traffic vehicles.
10. Install center cable suspended three-lens type traffic light.

- INTERSECTION -
UNITED NATIONS DRIVE - WATER STREET

This is a heavily travelled intersection. Until recently, all traffic coming in and out of Monrovia over the Mesurado River Bridge used this intersection. The opening of Mechlin Street onto United Nations Drive has, in a small way, removed some of the traffic from this point.

As stated in the United Nations Drive report, a traffic light is recommended for this intersection.

RECOMMENDATIONS

1. A ten-foot lane of pavement be installed on the west side of United Nations Drive from the south end of Mesurado River Bridge to a point 200 feet south of the intersection.
2. Parking be prohibited in the area of the intersection.
3. White pedestrian lanes should be painted.

With reference to the first recommendation, this lane would carry through south bound vehicles -- the center lane between the bridge and intersection for vehicles making a left-hand turn on to Water Street only.

The traffic light should be properly phased so as to hold north bound traffic while vehicles desiring to make a left-hand turn could execute their maneuver, then the light would recycle in favor of the north bound vehicles.

The short alley running between United Nations Drive and Water Street, and behind the Texaco gas station, should be hard topped and used for truck and bus parking, loading and unloading. (See drawing of intersection next.)

Traffic lanes in this area should be marked out and painted white.

ONE-WAY STREETS

One-way streets are those on which traffic is permitted to move in one direction only. One-way streets are designed as such only after an exhaustive survey of the conditions has been made. The predominant direction of the flow of traffic thereon; the pattern of usage of the streets; and the desire of the majority of motorists using the street is taken into consideration in such a recommendation.

Results indicate that properly designated and controlled one-way streets will improve the operation of vehicular traffic by:

1. Increasing the capacity of vehicles in the street.
2. Increasing the movement of traffic in a safe and uniform pattern.
3. Reducing most types of accidents.
4. Increase pedestrian movement.
5. Avoids necessities for large expenditures on new facilities.
6. Reduces amount of police enforcement necessary.

At the present time there are three one-way streets in the city of Monrovia.

1. Camp Johnson Road - From the intersection of Tubman Boulevard-Fair Grounds Road to Warren Street.
2. Warren Street - From Camp Johnson Road to Benson Street.
3. Water Street - From Mechlin Street to Johnson Street at intersection of Ashmun.

It is the recommendation that these streets be continued as one-way streets. The following streets, or sections thereof, are recommended in this survey to be designated "one-way" streets:

1. Mechlin Street - From Broad Street to United Nations Drive at the south end of the Mesurado River Bridge (north bound).
2. Lynch Street - From Benson Street to Fair Grounds Road (south bound).
3. Center Street - From Sekou Toure Avenue to Benson Street (north bound).

TRAFFIC LIGHTS

With the installation of a traffic light, or series of such lights, the motorist and pedestrian are assured of receiving their fair share of time allocated to free and uninterrupted movement. Today, after many years of experience in the field of traffic signals, the traffic light, or silent policeman, is designed to carry multitudes of vehicles along the street in a safe and expedient manner.

Proper planning should be projected forward to cover future, as well as current needs. Where a flashing beacon may satisfy today's requirements, the build-up of an urban area, erection of a plant or apartment building may change the traffic picture for the entire suburb.

A traffic light is installed at an intersection only after an exhaustive traffic survey has indicated its needs. (The number of vehicles and pedestrians determines the needs.) The number of vehicles and pedestrians, and their direction of travel, determines the time allocated to changes of the light. If possible, lights should be wired in sequence so that traffic starting with the first light can maintain a legal speed and continue through the entire series without interruption.

At the present time there are twenty-seven traffic lights at various intersections in Monrovia: six are mounted on monument type construction placed in the center of the intersection and twenty-one are suspended from a short "yard arm" type of suspension extending from a pole set on the corner of the intersection.

With one exception, the intersection of Camp Johnson Road-Tubman Boulevard-Fair Grounds Road which has a three-lens type traffic light, all other traffic lights are the two lens type. The two-lens traffic light has long been outmoded as a signal regulating the flow of traffic. It is no longer accepted or approved as being sufficient to cope with today's massive flow of automobiles in an adequate and safe manner.

The two-lens type of traffic light operates with only two colors: RED and GREEN. When such a light is in operation, a mandatory change in the flow of traffic is denoted when the light in both lenses have

extinguished. Many times the driver is confused as to whether he should continue on or stop. He does not know which is proper until the controls complete their cycle.

The three-lens type traffic light has taken precedence in the field of traffic signals because of its clarity and specific continuing instructions to the public.

The colors used in this type light are:

GREEN which means PROCEED.

YELLOW which means CAUTION. When shown in conjunction with the green light, it means prepare to stop as red will show next.

RED which means STOP. The motorist shall remain stopped until the green light again shows.

Pedestrians are supposed to proceed on the GREEN light and when the YELLOW light shows, remain on the sidewalk while those already in the intersection continue on. Thus, when the green light reflects to the motorists, he has a clear intersection in which to proceed.

TRAFFIC LIGHTS - SPECIFICATIONS

<u>Location</u>	<u>Number Lights</u>	<u>Type Hanger</u>	<u>Type Lens</u>	<u>Recommen- dation</u>
Benson-Warren	1	Arm	2	Remove
- Lynch	1	"	2	Install 1
- Center	1	"	2	"
- Gurley	1	"	2	Remove
- Randall	1	Mon't	2	Install 1
- Mechlin	1	Arm	2	" 1
Carey - Warren	1	"	2	Remove
- Johnson	1	"	2	"
- Lynch	1	"	2	Install 1
- Center	1	"	2	" 1
- Randall	1	"	2	" 1
Fair Grounds Road - Camp Johnson Road, Intersection	1	"	3	" 1
Fair Grounds Road - Lynch	1	"	2	" 1
Sekou Toure Avenue - Randall	1	"	2	" 1
Broad - McDonald	1	"	2	Remove
- Warren	1	"	2	"
- Johnson	1	Mon't	2	Install 2
- Lynch	1	"	2	" 2
- Center	1	"	2	" 2
- Randall	1	"	2	" 2
- Mechlin	1	"	2	" 2
Ashmun - Lynch	1	Arm	2	" 1
- Gurley	1	"	2	Remove
- Randall	1	"	2	Install 1
Water - Mechlin	1	"	2	" 1
- Randall	1	"	2	" 1
- Gurley	1	"	2	" 1
United Nations Drive - Water Street	0			" 1

Note: "Mon't" refers to Monument and "arm" to Yard Arm.

PARKING

The 14.7 miles of streets within Monrovia does not reflect the actual picture when considering the parking situation. Several miles of streets are away from any business or congested area and are not used for parking facilities. With one exception, there appears to be no area available for off-street parking.

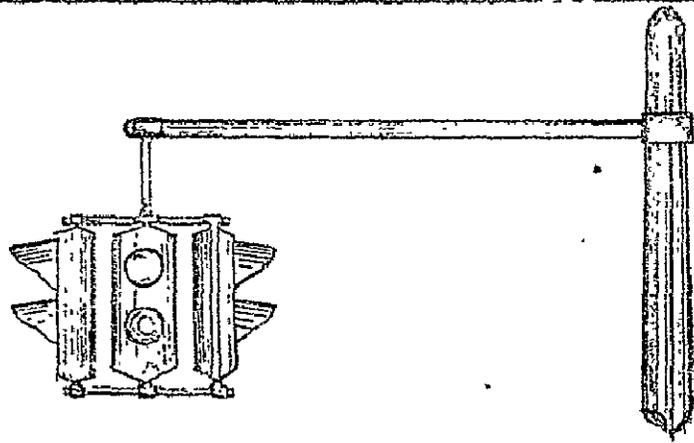
At the north end of Center Street, across Ashmun is a generously sized area that could be converted into an off-street parking lot. Utilization of this lot could eliminate angle and double parking in that vicinity. If used, it would be especially helpful in eliminating the parking congestion that is now prevalent on the southwest corner of the intersection around the State Building.

Parking is not controlled and the regulations are not enforced. Drivers park their vehicles several feet from the curb. (Distances as far as four feet from the curb have been observed.) Angle parking is mixed with parallel parking and on most streets parked cars may be found on a 45 to 90 degree angle next to a car parked parallel to the curb. Double and triple parking is a common practice. Many persons attending the local theater will double park their vehicles, making the individual whom they are blocking wait until the movie is over. The majority of these violators are operating vehicles with official tags. This abnormal parking situation on the narrow streets causes undue traffic tie-ups for the motorist wishing to proceed, and the insistent blowing of horns obviously engenders the patience of the motorist.

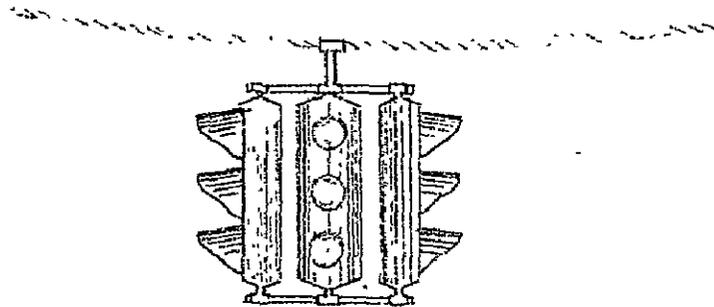
Taxi drivers have been observed to stop in the center of an intersection, solicit or unload passengers, carry on conversations, and remain there throughout one or more changes of the traffic light. Then, it is not unusual to see them reverse their direction and drive backwards for several blocks.

Official vehicles are derelict in their duties by failing to set an example for the uneducated motorist, as their vehicles are often observed parked in the many positions that constitute illegal and hazardous parking.

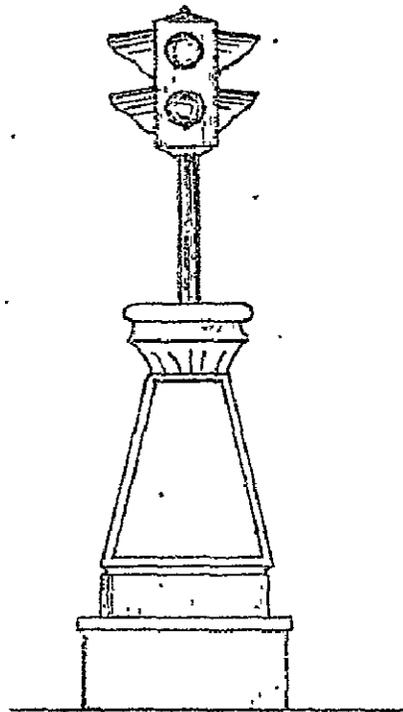
Owing to the narrow width of many streets, it is important that parking stalls be painted along the curb where it is proper and legal to permit parking; also, a white center line should be painted



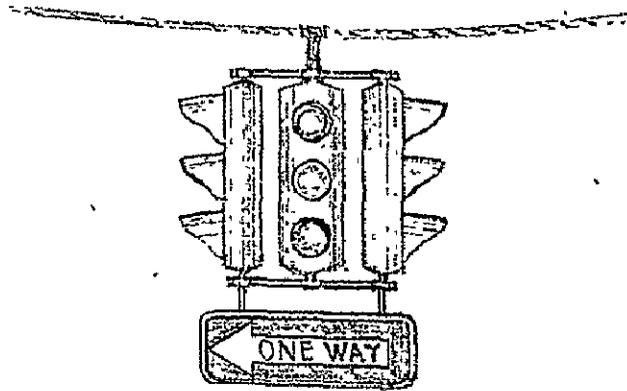
Yard arm suspended two lens type traffic light



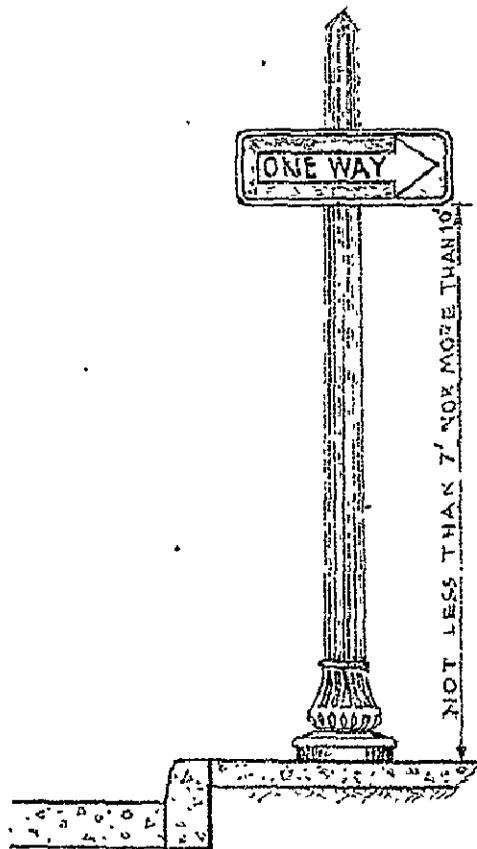
Cable suspended three lens traffic light



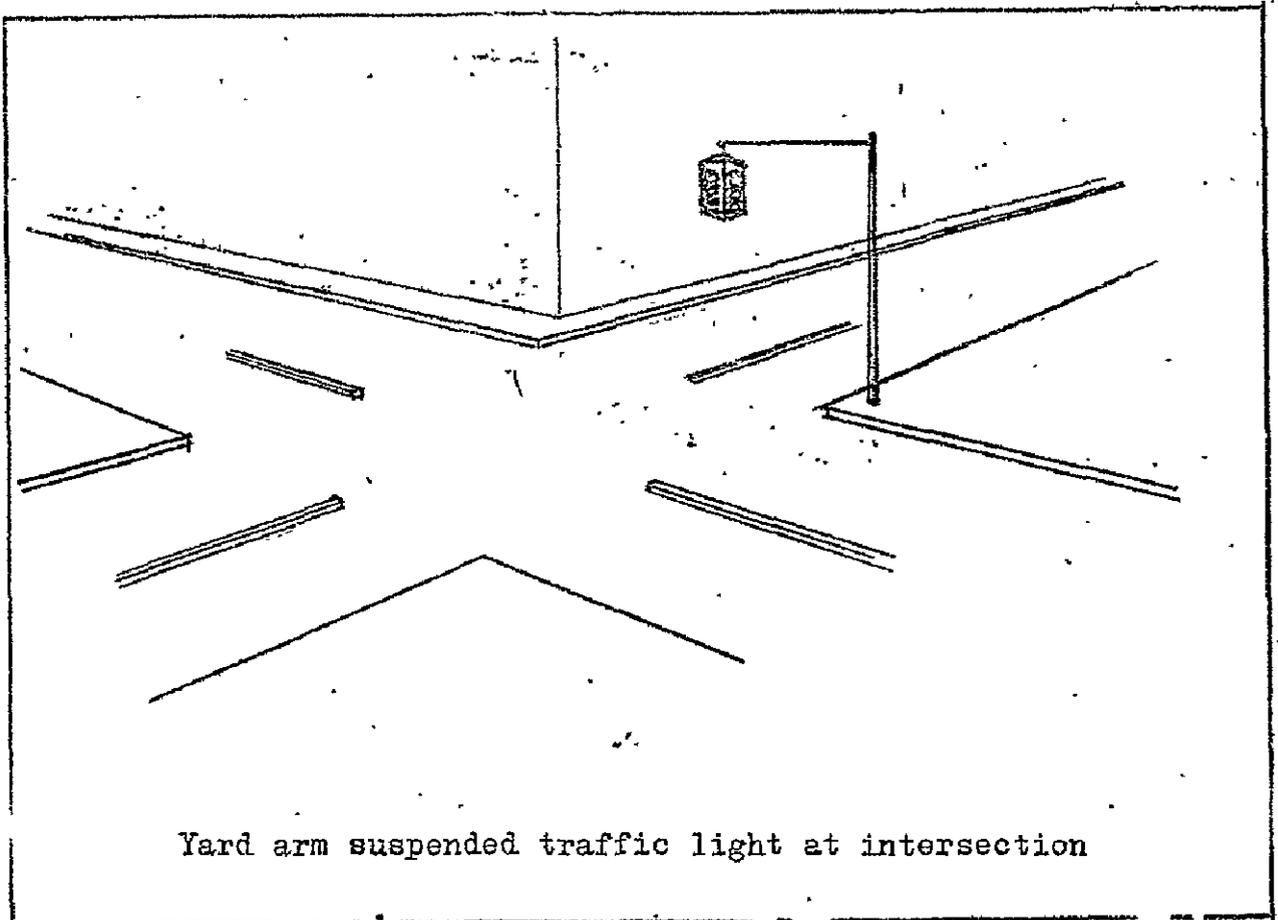
Monument type mounted two lens traffic light



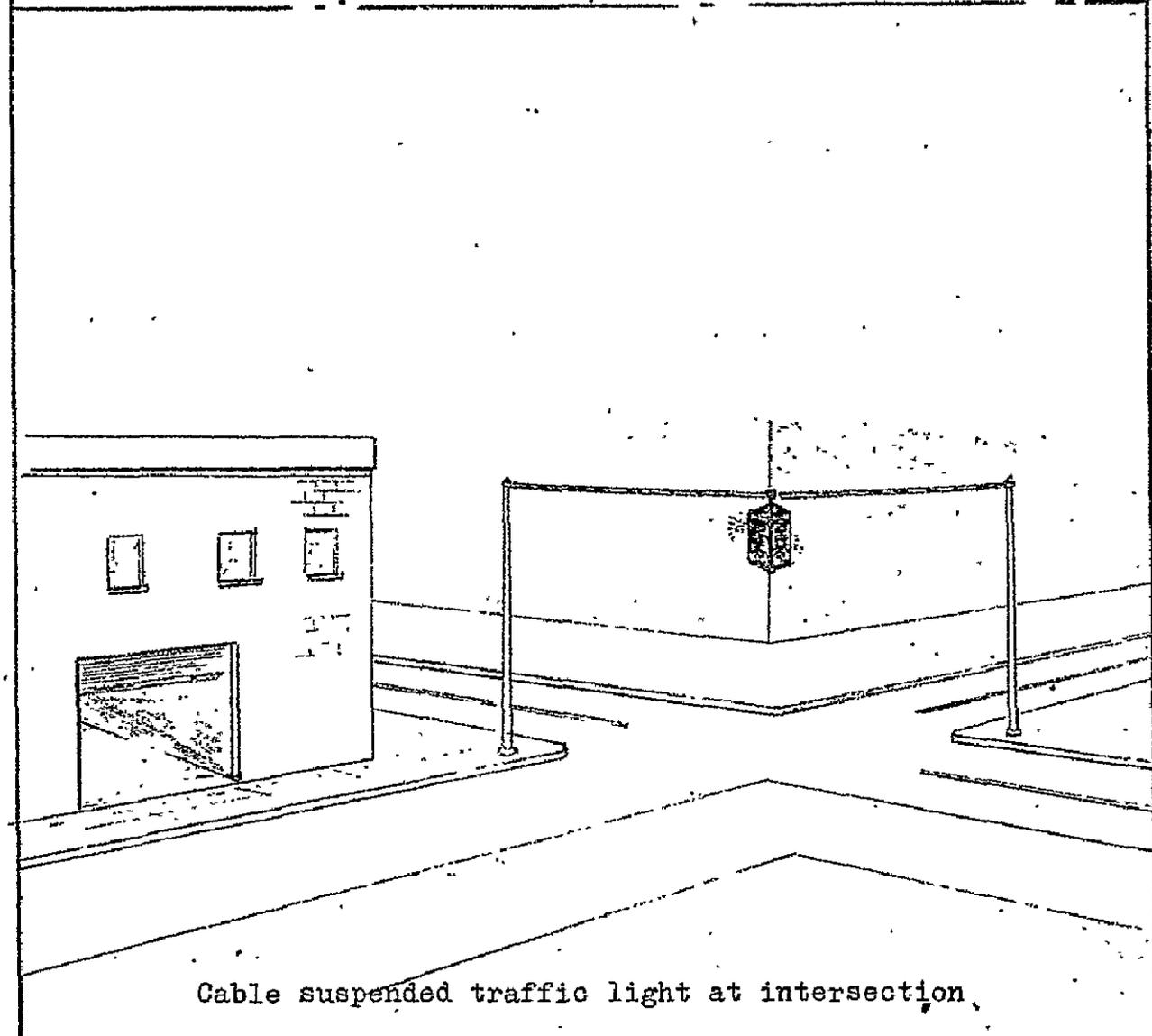
Cable hung three lens traffic light with directional sign



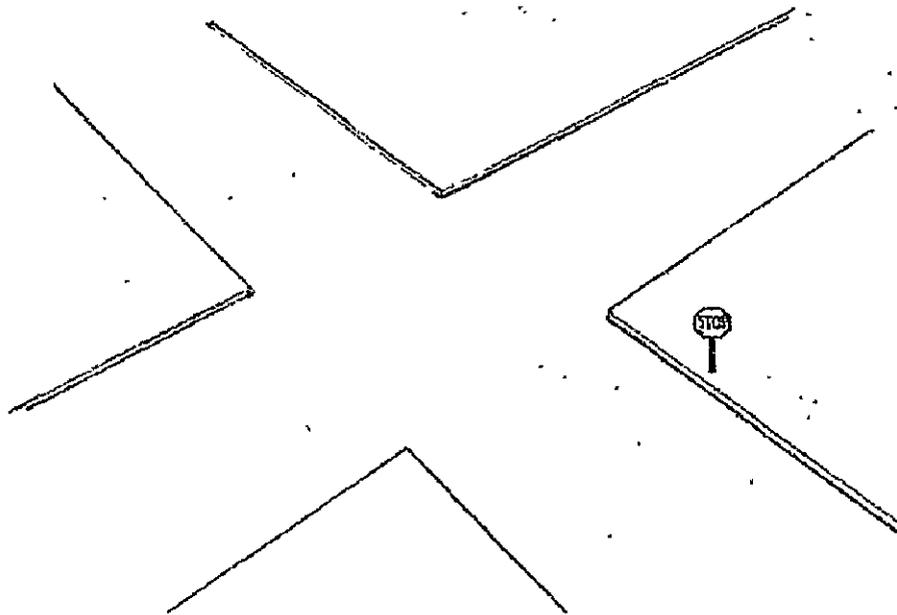
Directional sign mounted on pole



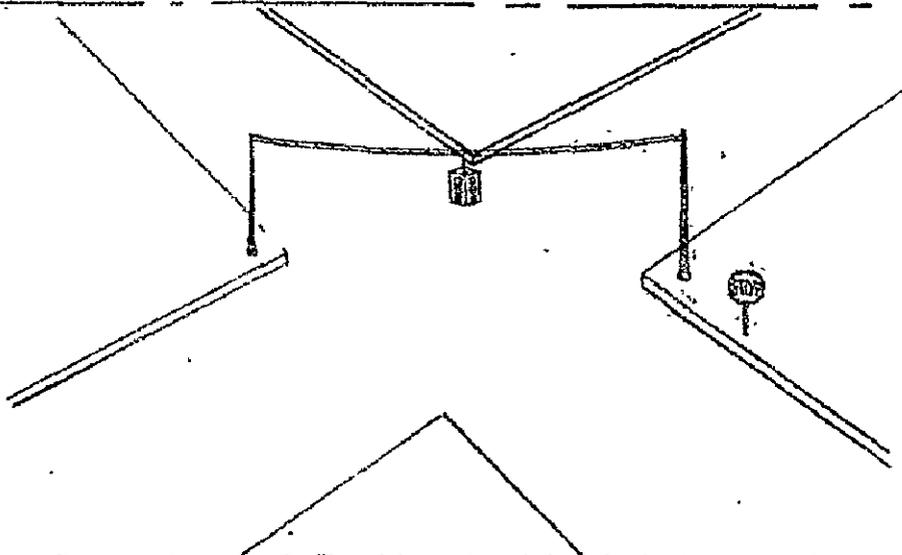
Yard arm suspended traffic light at intersection



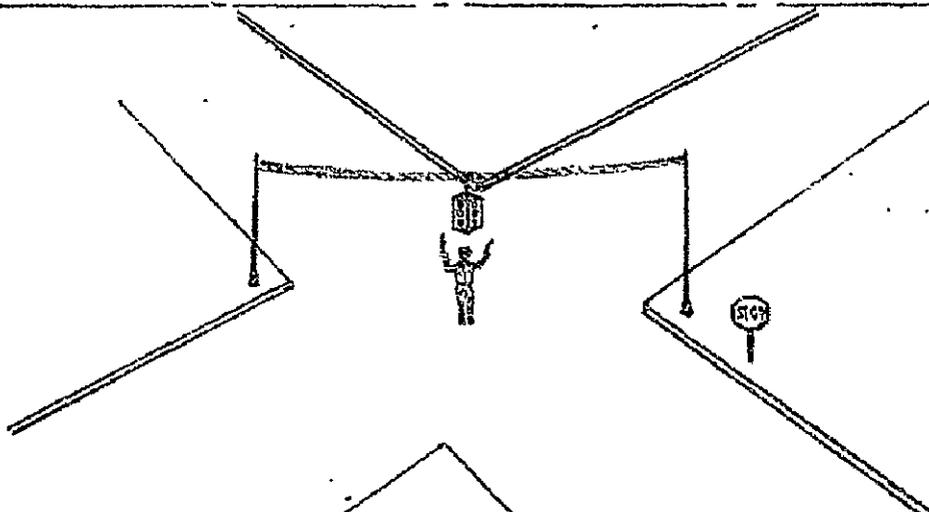
Cable suspended traffic light at intersection



Stop sign designates authority at intersection



Stop sign and Traffic light at intersection. Traffic light when operating designates authority.



Stop sign, Traffic light and Policeman at intersection. Policeman designates authority.

WHITE
Vehicles drive on
right side of this
line

CENTER

YELLOW LINE

LINE

YELLOW LINE

No passing: Do not
cross over yellow line.

YELLOW LINE

No passing: From
either direction.

①
WHITE CENTER LINE

②
WHITE CENTER LINE

YELLOW LINE

③
YELLOW LINE
WHITE CENTER LINE
YELLOW LINE

on the street to channel the flow of traffic. On two-way streets this line is necessary to keep the driver on his own side of the travelled portion of the street.

To project a further analysis of the parking situation in Monrovia, this, then, is about the facsimile presented: The streets that are never used for parking, intersections, private and public driveways, no parking areas, and other areas where, from time to time, parking is prohibited, we would find that about one-third of the total street mileage is available and used for parking by the motoring public. If the 1,000 vehicles entering Monrovia hourly, plus 25 per cent additional for locally driven vehicles, were to park simultaneously, they would demand, figuratively, an average of 25 feet for each vehicle which would require 31,250 feet or 5.91+ miles, to accommodate them.

PEDESTRIANS

The population of the city of Monrovia is estimated to be between fifty and sixty thousand persons. However, this figure is strictly an estimate and may well vary several thousand either way as no population census has been completed within the city.

The first rule of pedestrianism might be expressed as "never interfere with the normal flow of traffic." A walker should make certain that he will not interfere with the progress of any oncoming cars before he steps into the roadway. Many accidents in cities and on the highways are due to sudden and unexpected acts of the pedestrian.

The pedestrian activity on the streets of Monrovia present an adventure in motoring. Pedestrians, as well as motorists, must be educated to the fact that they have an obligation to perform when using the streets, and a definite responsibility to act in accordance with prescribed rules and regulations as set forth in a modern traffic code. Even in the absence of a well defined traffic code they are expected to show a degree of cooperation. The rule of self-preservation should tell them not to commit such dangerous maneuvers as "jay walking, crossing intersections diagonally, total disregard of the traffic lights, and the command of traffic policemen when assigned to control and expedite traffic at an intersection."

A survey of the pedestrians on the streets of Monrovia shows they act in total disregard of any right or safety to themselves or others. They not only walk aimlessly in the streets, but seem to roam anywhere, at any time their feet perchances to carry them. The walkers pursue their hourly activities of visiting, setting, bartering, sleeping, tending to their personal necessities, and standing in defiance with total disregard of the motorists also using the streets. Juveniles have been observed running up over the lid, top, hood, and sliding off to the street as if playing some game. From the walker's viewpoint, sidewalks are secondary in their trend of movement. Adequate sidewalk facilities for use of the growing pedestrian public are now under construction.

Many sidewalk hazards have been noted throughout the city. These, by virtue of their existence, suggest a major contribution to the lack of pedestrian usage and respect.

Pedestrian education, equally as important as driver training education, must begin in the homes and schools. Major improvements in



Building material dumped on sidewalk area sans sidewalk. Pedestrians walk between parked cars and curb. Carey St.



House with steps built over street area. Intersection of Benson and Randall streets.



Garbage casket placed on sidewalk obstructing pedestrian traffic. Dark spot in foreground shows huge hole here in sidewalk. Randall Street.



Garbage casket uses entire width of sidewalk. Photo shows pedestrian walking around casket. Intersection of Johnson and Broad streets.



Pedestrians using the street. Scene at northeast corner Carey and Randall streets.



Scene at southwest corner Carey and Randall streets.



D. P. W. & U. truck loading garbage casket. Throughout this movement truck blocks traffic on street. Center street.



The usural type of sidewalk construction. Continuous pit-falls encourages pedestrians to use the street. Newport st.

pedestrian conditions will be largely through more and better traffic education.

1. There should be education as to important pedestrian facts, what they mean, and what should be done about them by the individual.
2. The rules for cooperative street use need to be sold to the public.
3. Education should, in a large measure, be selective and directed towards areas of major needs such as the juvenile, elderly, nondrivers, uneducated, and against those practices which constitute the most pedestrian hazards.

There are many ways to get the message of safety to the people. Services that are available through the radio and newspapers are not to be overlooked. The showing of short film strips on various methods of driving and pedestrian safety in theatres give valuable assistance in educating the public. Safety classes should be included in the basic curriculum of all elementary schools.

TRAFFIC SIGNS

Signs fall into three general classifications, according to use, as follows:

Regulatory Impose legal restrictions applicable at particular locations and usually enforceable in the absence of such signs.

Warning Call attention to hazardous conditions that otherwise would not be immediately apparent.

Guide Include route markings, directional and informational signs.

Regulatory and warning signs should be used sparingly and only where needed so that their effectiveness will not be destroyed by excessive frequency. Guide signs, however, should be used freely whenever they contribute to the convenience and facilitation of traffic.

SHAPES OF SIGNS

Regulatory signs are generally rectangular with the longer dimensions vertical.

Warning signs, with few exceptions, are diamond shaped.

Guide signs are ordinarily rectangular with the longer dimensions horizontal.

Some exceptions are:

Stop sign (regulatory) is octagonal.

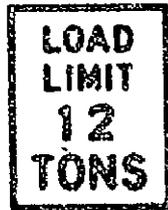
One-Way sign (regulatory) is a horizontal rectangle.

Railroad advance warning sign (warning) is circular.

TRAFFIC SIGNS

REGULATORY SIGNS

impose legal restrictions applicable at particular locations—restrictions, which usually would be unenforceable in the absence of such signs



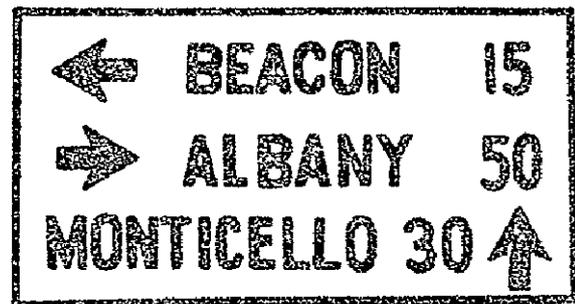
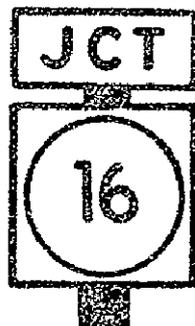
WARNING SIGNS

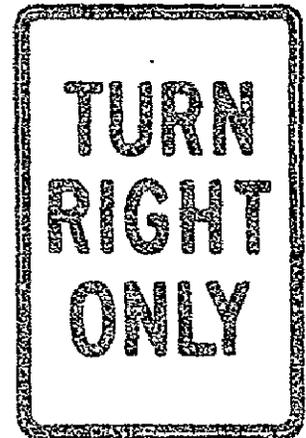
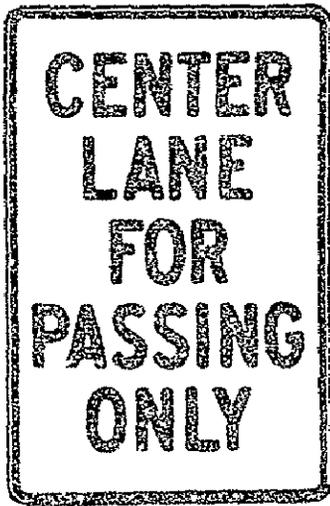
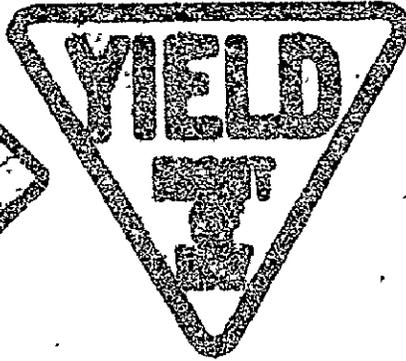
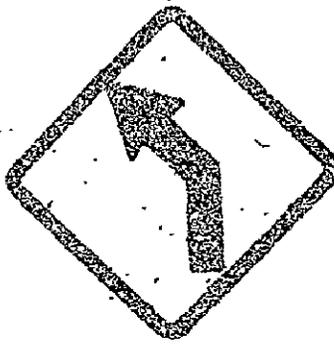
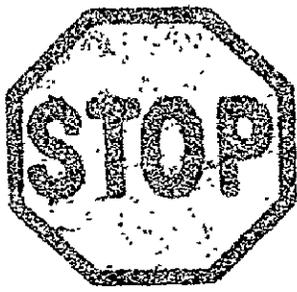
call attention of the motorist to hazardous conditions that otherwise might not be immediately apparent to him



GUIDE SIGNS

include route-marking, directional, and informational signs to aid the motorist

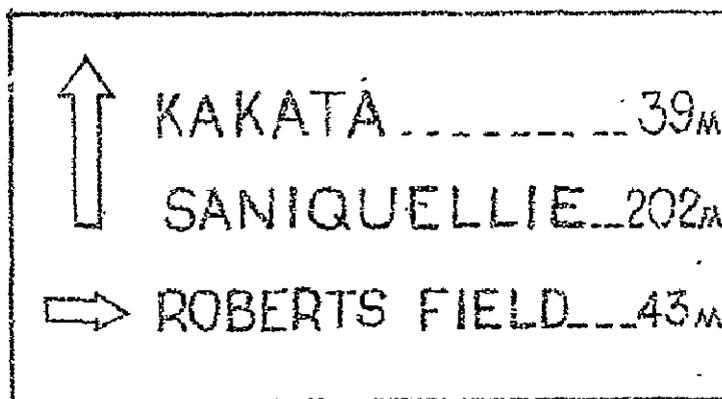
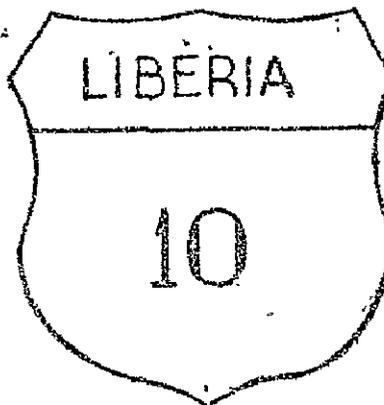
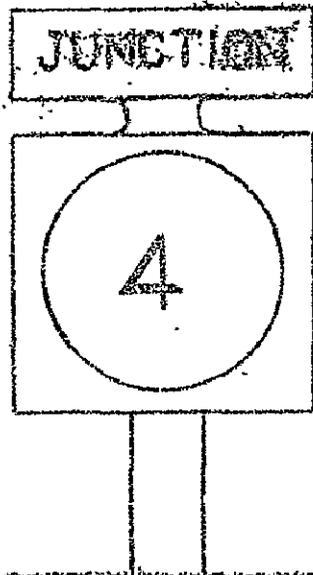






GUIDE SIGNS:

Include route markings, directional, and informational signs to aid the motorist.



ONE WAY
DO NOT ENTER

BACK OF SIGN AS SEEN
FROM WATER STREET

NO LEFT TURN

FRONT OF SIGN AS
SEEN FROM MECHLIN ST.

BEGIN
ONE WAY STREET

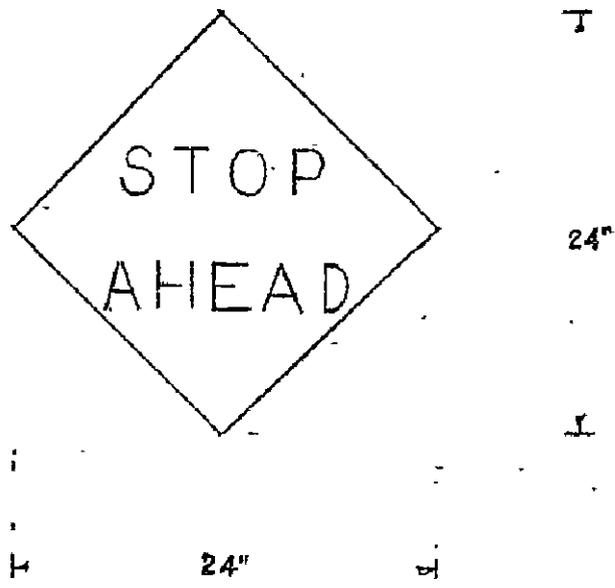
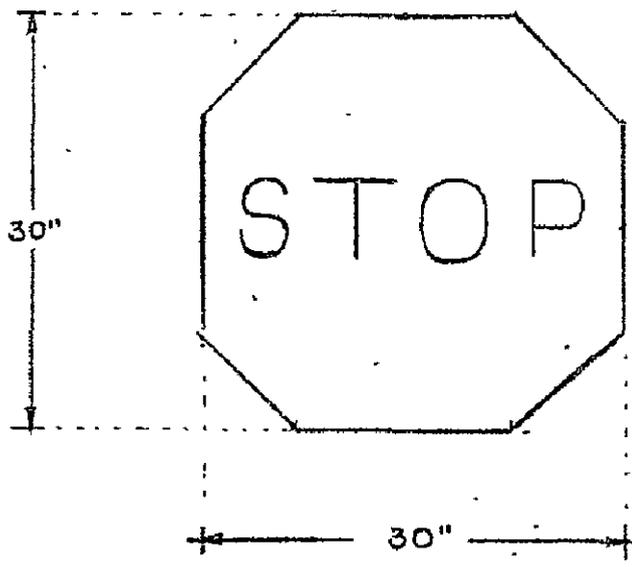
EXAMPLE:
MECHLIN ST. AT BROAD ST.

EXAMPLE:
UNITED NATIONS DRIVE
AT MECHLIN STREET

NO RIGHT TURN

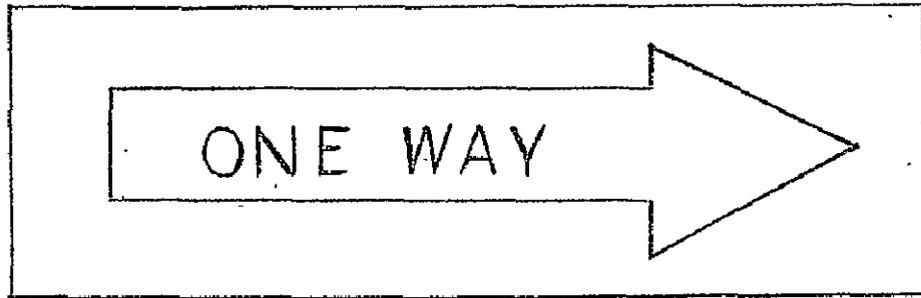
NO LEFT TURN

EXAMPLE: SUSPENDED SIGN
RANDALL ST. AND GURLEY
ST. AT WATER ST.



NOTE:

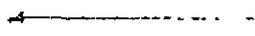
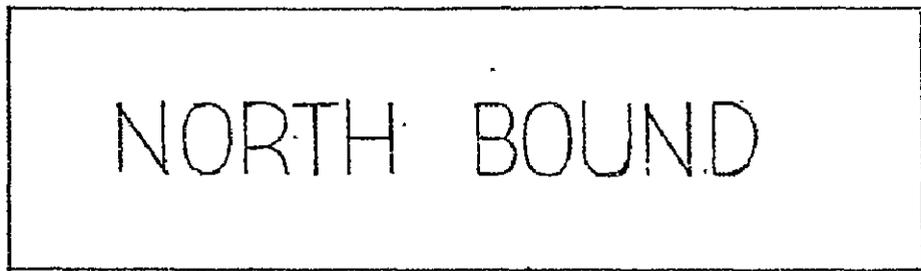
LETTERS ARE MINIMUM 6"



24"



18"



24"



18"



NOTE:

LETTERS ARE MINIMUM

6"

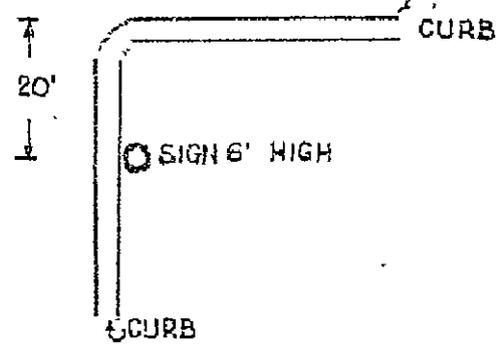
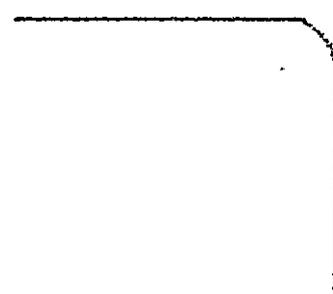
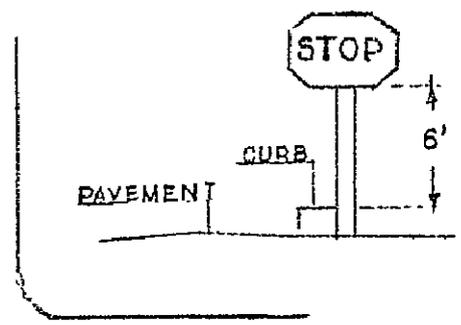
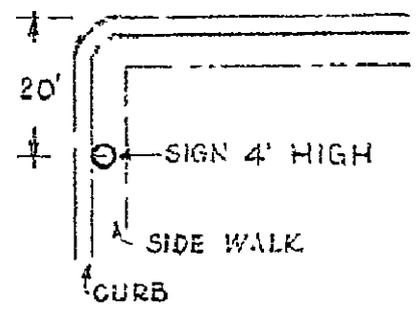
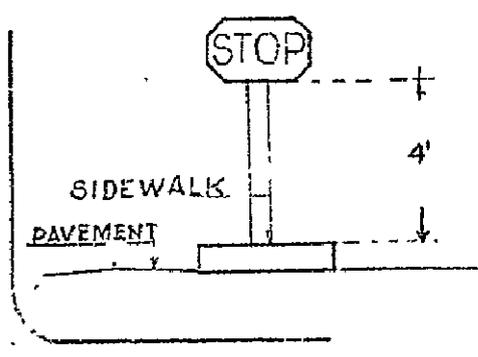
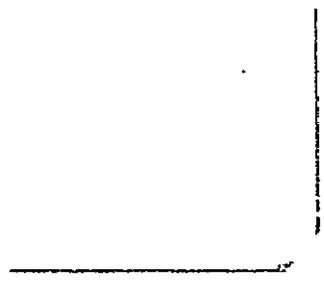


24"



18"

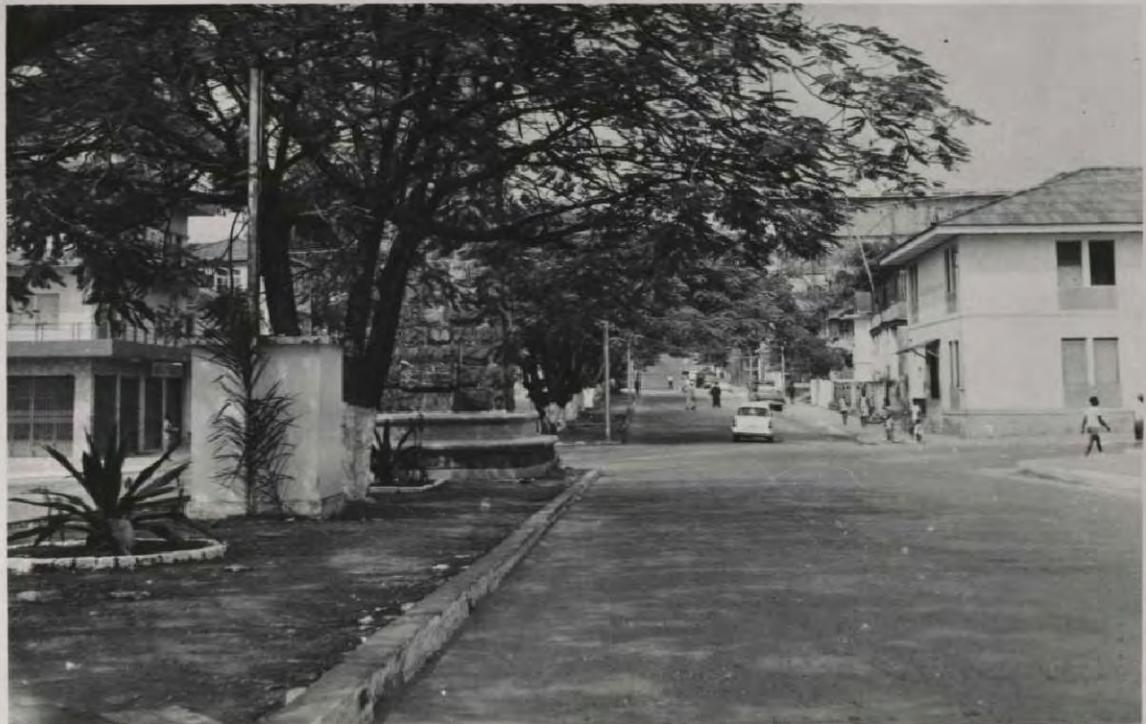




Uniform placement of signs



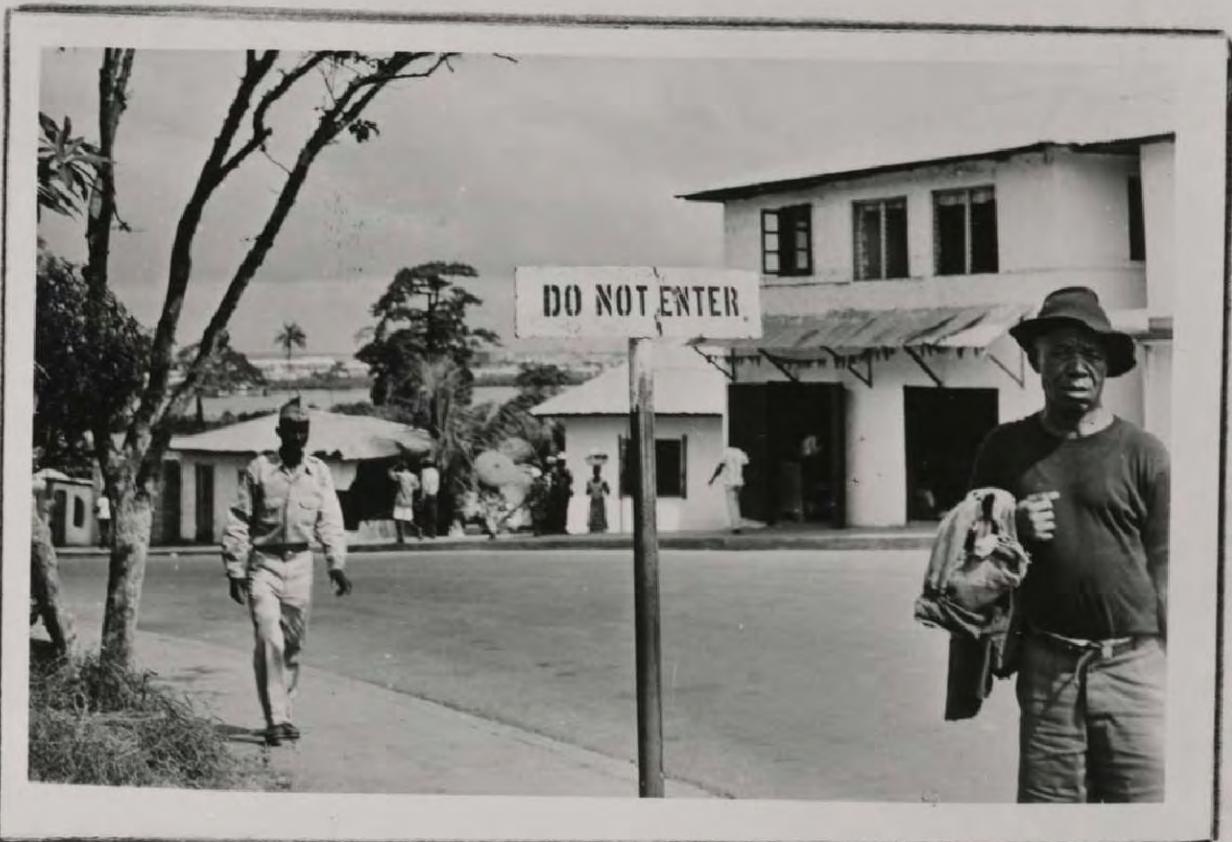
Looking west on Broad street. Traffic light lens are completely hidden by foilage.



Broad street looking west at Randall street intersection. Monument type traffic light is completely hidden from view by large memorial monument.



Type of street sign in use. "Do not enter" Improperly placed. Northwest corner Ashmun and Water streets.



Damaged traffic sign, "No left turn", improperly placed. Southwest corner Ashmun and Water Streets.



"No parking sign" improperly placed and parallel with curb and street. Northwest corner Carey and Lynch streets.



Damaged "do not enter" sign and broken guard rails. Randall street between Ashmun and Front streets.



Commissioner Nathan Ross of Monrovia inspecting "Black-topping" job on Randall Street.



Street being torn up. Note lack of warning signs or barricades. Center at Benson street intersection.

Railroad cross sign (warning) is a crossbar.

Route marker (guide) for governmental highways is a shield.

The street signs now in use in Monrovia are the homemade type and vary in size and height, red being the background color with white lettering. One regulation stop sign is to be found at the north-west corner of the intersection of Gurley and Broad. Pictures of modern "western" and international signs are to be found in this manual.

DEFINITION OF PAINT COLORS

White paint is used to paint a center line on pavement. Drivers should drive on their right side of this white line except when overtaking and passing, and only when oncoming traffic permits. Also, this color of paint is used to outline parking stalls along curbs and wherever vehicles are permitted to park.

Yellow paint is used as a regulatory color. Yellow paint on a curb denotes "no parking." When it is used along side of the white line it means "no overtaking and passing" from the side of the street on which the yellow line is painted. When a yellow line is painted on both sides of a white line it means "no passing from either direction."

For "yellow painting" the curb around intersections, the recommended distance is twenty (20) feet, or the length of one vehicle back from the corner. However, there may be conditions at certain intersections where the "no parking" should be extended more than the distance given. For example, on the south side of Sekou Toure Avenue, west of Randall Street, "no parking" should be in effect for the distance of at least four vehicles.

REVIEW OF RECOMMENDATIONS

A consolidated report on the "Review of Recommendations" is presented herewith. It may occasionally be repetitious, but as such is intended to serve as a ready-reference in enlightening the reader to a condensed analysis without a prolonged study of a certain chapter for specific information.

Street Lighting

In general, the city of Monrovia is well lighted. However, perhaps due to faulty electrical circuits, oftentimes a street is without adequate street lighting. For example, Randall Street has not been fully lighted for several months. Nothing compares with good street lighting in connection with personal security and motoring pleasure after dark. When a street is lighted thoroughly, both crime and accidents will be greatly reduced.

Speed

Much has been said about speed as the basic cause of accidents. Speed, regardless of the miles per hour a vehicle is travelling, is the contributing factor in nearly every accident, be it a property damage or personal injury type of accident. Accidents don't just happen: accidents are caused. They may result from one factor in the operation of the vehicle, and a combination of many factors are to be found in the majority of accidents when properly and thoroughly investigated.

A modern traffic code, in addition to setting forth specific speed limits, should also include the following:

"No person shall drive, operate, or propel a vehicle along or upon the highway at a greater speed than is reasonable and prudent under the conditions, and having regard to the actual and potential hazards then existing."

In any event, speed shall be so controlled as may be necessary to avoid colliding with any person, vehicle or other conveyance operating along and upon, or entering the highway in compliance

with the legal requirements, and it shall be the duty of all persons to use due care.

The general layout, length, width, and other contributing factors of the streets of Monrovia tends, in themselves, to prohibit vehicles from operating at an excessive speed. It is recommended a speed limit, with noted exceptions, of 25 MPH be posted on the streets of Monrovia. The exceptions (Water Street and Camp Johnson Road), by virtue of extreme congestion, should be posted at 15 MPH. Tubman Boulevard from the intersection of Camp Johnson Road and Fair Grounds Road, east for one mile past the USAID building, be posted an absolute 35 MPH. This is a distance of 2.6 miles.

Undoubtedly, there may be some excellent drivers within the country; however, they are repeatedly, perhaps unconsciously, violating any common sense rules of good driving. Therefore, these individuals, through lack of trained driving experience, exhibit poor driving judgment, or possess bad driving attitudes.

Parking

It is recommended that parking stalls be painted on the pavement throughout the so-called congested area of the city. Others could be added later when the need demands such regulations. Parking stalls are, in general, 8 x 20 feet in size. At every intersection parking should be prohibited, at least the length of one vehicle, or twenty feet. Other prohibited areas should include fire hydrants, public alleys, and, in most cases, at the entrance to public buildings.

Traffic Signs

All traffic signs should be of uniform size, color, height, and placement of locations. Signs, as are traffic lights, are referred to as "silent policemen". Uniform placement and size of signs are to be found elsewhere in this report.

Yellow Paint

Yellow paint has many times been referred to throughout the recommendations contained herein. "Yellow" is recognized as a prohibitive measure and its importance cannot be stressed too lightly. It also is referred to as a "silent policeman". Much care and caution should be used in exercising its authority and when installed should be followed through with strict enforcement.

Intersections

Intersections being the focal point of all traffic using the streets, must be correctly marked and pedestrians and motorists must be educated in the proper use of them. From an engineering standpoint, abusive curbs and sidewalks must be corrected to provide an uninterrupted movement of traffic.

Blowing of Horns

It appears that all drivers in Monrovia try to obtain the right-of-way by excessive blowing of their horns. The drivers have resorted to this noisy tactic as a "panacea for all driving ills". A horn is a valuable and important part of the vehicle. However, the horn's use should be restricted to its designated purpose: emergency purposes only. If vehicles were driven at safe and sane speeds, little use of the horn would be necessary. The traffic code should be designed to control this particular phase of operation.

Traffic Lights

While seemingly expensive from an economic factor, traffic lights repay their cost, many times over, by the sole expediency of vehicles and pedestrians at their intersections. The purpose of a traffic light at an intersection, or elsewhere when an evaluation for their necessity has been determined, is not an obstacle to impede the flow of traffic. Their sole purpose is to expedite the flow of traffic on an equal basis, in their

desired direction, with the least interference. Today, traffic lights must be properly located within the intersection if they are to give sufficient and clear warning to all traffic. Traffic lights on a main thoroughfare should be wired in sequence. They should be timed to give priority to the heaviest flow of traffic. Seldom is traffic of such a uniform nature as to require equal cyclic time in its free and uninterrupted movement.

Currently, it is this consultant's recommendation that all traffic lights within Monrovia be turned off at 10:00 p.m. and returned to operation at 6:00 a.m.

The two intersections, United Nations Drive-Water Street and Camp Johnson Road-Fair Grounds Road-Tubman Boulevard, may be exceptions. Their continuous operation should be determined after installation.

Sidewalks

Sidewalks today have become equally as important to the safe movement of pedestrians, as have modern streets to the motorist. Broad, smooth sidewalks cannot be overlooked in the current and future planning of the city.

It is entirely possible that somewhere, in reporting this survey, a sign has been omitted, a given distance may vary, or the location of a sign misplaced. If so, I ask the readers to excuse the error and respectfully seek the indulgence of the engineers in using their ingenuity in making the exact corrections.

BROAD & MECHLIN INTERSECTION

Wednesday - January 3, 1962

Hour	Vehicular Movement				Total		Hr. Ave
	East	West	North	South	Per Hr	12 Hrs	
6:00 AM	40	21	70	32	163		
7:00	101	204	143	171	619		
8:00	124	338	118	279	859		
9:00	113	456	148	265	982		
10:00	183	277	282	288	1,030		
11:00	111	96	252	94	553		
12:00 PM	134	95	303	308	840		
1:00	102	91	280	201	674		
2:00	143	101	347	279	870		
3:00	120	152	331	240	843		
4:00	116	220	209	278	823		
5:00	112	115	290	310	827		
	<u>1,399</u>	<u>2,166</u>	<u>2,773</u>	<u>2,745</u>		<u>9,083</u>	<u>757</u>

Thursday - January 4, 1962

6:00 AM	15	20	99	80	214		
7:00	80	73	387	294	834		
8:00	103	157	408	363	1,031		
9:00	79	120	513	402	1,114		
10:00	152	149	351	378	1,030		
11:00	158	121	357	360	996		
12:00 PM	157	138	275	336	906		
1:00	124	99	270	262	755		
2:00	98	103	334	233	768		
3:00	86	100	340	289	815		
4:00	87	86	310	296	779		
5:00	70	84	345	298	797		
	<u>1,209</u>	<u>1,250</u>	<u>3,989</u>	<u>3,591</u>		<u>10,039</u>	<u>837</u>

Sunday - January 7, 1962

I

Hour	Vehicular Movement				Total		Hr. Ave
	East	West	North	South	Per Hr	12 Hrs	
6:00 AM	14	47	77	87	225		
7:00	38	74	133	153	398		
8:00	50	113	187	251	601		
9:00	75	139	167	245	626		
10:00	70	107	195	207	579		
11:00	59	77	131	160	427		
12:00 PM	78	104	103	101	386		
1:00	28	59	102	70	259		
2:00	54	79	143	156	432		
3:00	50	47	133	146	376		
4:00	46	76	175	183	480		
5:00	70	115	189	232	606		
	<u>632</u>	<u>1,037</u>	<u>1,735</u>	<u>1,991</u>		<u>5,395</u>	450

Monday - January 8, 1962

6:00 AM	19	16	111	79	225		
7:00	62	78	306	225	671		
8:00	137	188	282	264	871		
9:00	109	232	536	397	1,274		
10:00	109	115	286	336	846		
11:00	197	140	329	401	1,067		
12:00	184	180	410	392	1,166		
1:00	82	97	271	192	642		
2:00	95	120	305	279	799		
3:00	83	102	320	311	816		
4:00	72	127	329	208	736		
5:00	86	120	351	390	947		
	<u>1,235</u>	<u>1,515</u>	<u>3,836</u>	<u>3,474</u>		<u>10,060</u>	838

Tuesday - January 9, 1962

I

Hour	Vehicular Movement				Total		Hr. Ave
	East	West	North	South	Per Hr	12 Hrs	
6:00 AM	20	30	117	116	283		
7:00	65	77	270	190	602		
8:00	125	163	377	301	966		
9:00	136	146	310	323	915		
10:00	105	160	360	292	917		
11:00	150	192	380	305	1,027		
12:00 PM	127	175	384	420	1,106		
1:00	105	121	299	245	770		
2:00	115	105	329	269	818		
3:00	76	104	252	265	697		
4:00	82	81	295	282	740		
5:00	99	133	311	280	823		
	1,205	1,487	3,684	3,288		9,664	805

GURLEY & WATER-FRONT STREETS

Saturday - January 6, 1962

II

Hour	Vehicular Movement		Total		Hr. Ave.
	North	South	Per Hr	12 Hrs	
6:00 AM	5	13	18		
7:00	48	60	108		
8:00	74	105	179		
9:00	89	117	206		
10:00	73	120	193		
11:00	88	123	211		
12:00 PM	54	117	171		
1:00	60	82	142		
2:00	66	64	130		
3:00	52	68	120		
4:00	55	74	129		
5:00	48	43	91		
	<u>712</u>	<u>986</u>		<u>1,698</u>	142

Sunday - January 7, 1962

6:00 AM	3	5	8		
7:00	7	10	17		
8:00	23	18	41		
9:00	27	25	52		
10:00	26	25	51		
11:00	27	30	57		
12:00 PM	22	25	47		
1:00	16	17	33		
2:00	15	10	25		
3:00	20	16	36		
4:00	23	17	40		
5:00	<u>22</u>	<u>28</u>	<u>50</u>		
	231	226		<u>457</u>	38

Monday - January 8, 1962

II

<u>Hour</u>	<u>Vehicular Movement</u>		<u>Total</u>		<u>Hr. Ave</u>
	<u>North</u>	<u>South</u>	<u>Per Hr</u>	<u>12 Hrs</u>	
6:00 AM	5	13	18		
7:00	51	55	106		
8:00	62	76	138		
9:00	66	70	136		
10:00	61	107	168		
11:00	74	116	190		
12:00 PM	56	96	152		
1:00	50	47	97		
2:00	76	89	165		
3:00	51	104	155		
4:00	57	88	145		
5:00	28	60	88		
	637	921		1,558	129

Tuesday - January 9, 1962

6:00 AM	7	13	20		
7:00	52	64	116		
8:00	72	88	160		
9:00	68	98	166		
10:00	99	103	202		
11:00	74	133	207		
12:00 PM	44	86	130		
1:00	51	68	119		
2:00	67	127	194		
3:00	69	131	200		
4:00	46	201	247		
5:00	38	87	125		
	687	1,199		1,886	157

WATER STREET
BETWEEN
UNITED NATIONS DRIVE & MECHLIN STREET

III

Wednesday - January 3, 1962

<u>Hour</u>	<u>Vehicular Movement</u>		<u>Total</u>		<u>Hr. Ave</u>
	<u>East</u>	<u>West</u>	<u>Per Hr</u>	<u>12 Hrs</u>	
6:00 AM	129	118	247		
7:00	380	377	757		
8:00	473	385	858		
9:00	349	342	691		
10:00	367	305	672		
11:00	422	342	764		
12:00 PM	442	462	904		
1:00	361	409	770		
2:00	451	565	1,016		
3:00	495	533	1,028		
4:00	277	497	774		
5:00	463	383	846		
	<u>4,609</u>	<u>4,718</u>		<u>9,327</u>	<u>777</u>

Thursday - January 4, 1962

6:00 AM	186	197	383		
7:00	460	453	913		
8:00	513	503	1,016		
9:00	515	484	999		
10:00	314	312	626		
11:00	550	504	1,054		
12:00 PM	489	440	929		
1:00	420	409	829		
2:00	522	463	985		
3:00	493	444	937		
4:00	414	340	754		
5:00	406	371	777		
	<u>5,282</u>	<u>4,920</u>		<u>10,202</u>	<u>850</u>

Friday - January 5, 1962

III

Hour	Vehicular Movement		Total		Hr. Ave
	East	West	Per Hr	12 Hrs	
6:00 AM	166	194	360		
7:00	425	450	875		
8:00	549	450	999		
9:00	493	456	949		
10:00	553	510	1,063		
11:00	411	340	751		
12:00 PM	413	447	860		
1:00	420	416	836		
2:00	520	540	1,060		
3:00	529	423	952		
4:00	514	423	937		
5:00	487	429	916		
	<u>5,480</u>	<u>5,078</u>		<u>10,558</u>	880

Sunday - January 7, 1962

6:00 AM	105	109	214		
7:00	223	215	438		
8:00	350	330	680		
9:00	310	270	580		
10:00	229	236	465		
11:00	285	297	582		
12:00 PM	247	265	512		
1:00	185	175	360		
2:00	185	165	350		
3:00	230	240	470		
4:00	235	210	445		
5:00	320	260	580		
	<u>2,904</u>	<u>2,772</u>		<u>5,676</u>	473

Saturday - January 6, 1962

Hour	Vehicular Movement		Total		Hr. Ave
	East	West	Per Hr	12 Hrs	
6:00 AM	216	234	450		
7:00	515	499	1,014		
8:00	667	528	1,195		
9:00	530	585	1,135		
10:00	522	474	996		
11:00	546	530	1,076		
12:00 PM	336	384	720		
1:00	402	448	850		
2:00	407	415	822		
3:00	487	418	905		
4:00	450	364	814		
5:00	420	462	882		
	<u>5,498</u>	<u>5,341</u>		<u>10,839</u>	903

Monday - January 8, 1962

6:00 AM	169	170	339		
7:00	432	439	871		
8:00	563	519	1,082		
9:00	542	528	1,070		
10:00	506	426	932		
11:00	472	447	919		
12:00 PM	424	366	790		
1:00	391	381	772		
2:00	552	482	1,034		
3:00	504	532	1,036		
4:00	455	420	875		
5:00	530	396	926		
	<u>5,540</u>	<u>5,106</u>		<u>10,646</u>	887

Tuesday - January 9, 1962

<u>Hour</u>	<u>Vehicular Movement</u>		<u>Total</u>		<u>Hr. Ave</u>
	<u>East</u>	<u>West</u>	<u>Per Hr</u>	<u>12 Hrs</u>	
6:00 AM	170	204	374		
7:00	450	420	870		
8:00	560	450	1,010		
9:00	525	476	1,001		
10:00	495	412	907		
11:00	560	572	1,132		
12:00 PM	465	441	906		
1:00	379	473	852		
2:00	494	527	1,021		
3:00	527	595	1,122		
4:00	444	330	774		
5:00	490	420	910		
	5,559	5,320		10,879	907

RANDALL STREET
BETWEEN
WATER & FRONT STREETS

IV

Wednesday - January 3, 1962

<u>Hour</u>	<u>Vehicular Movement</u>		<u>Total</u>		<u>Hr. Ave</u>
	<u>North</u>	<u>South</u>	<u>Per Hr</u>	<u>12 Hrs</u>	
6:00 AM	6	7	13		
7:00	62	55	117		
8:00	41	76	117		
9:00	32	79	111		
10:00	13	88	101		
11:00	20	83	103		
12:00 PM	32	87	119		
1:00	60	59	119		
2:00	65	112	177		
3:00	70	102	172		
4:00	35	63	98		
5:00	8	62	70		
	<u>444</u>	<u>873</u>		<u>1,317</u>	109

Thursday - January 4, 1962

6:00 AM	14	20	34		
7:00	83	73	156		
8:00	67	85	152		
9:00	27	89	116		
10:00	75	98	173		
11:00	95	122	217		
12:00 PM	43	101	144		
1:00	70	57	127		
2:00	105	104	209		
3:00	79	104	183		
4:00	64	130	194		
5:00	<u>49</u>	<u>75</u>	<u>124</u>		
	771	1,058		<u>1,829</u>	152

Friday - January 5, 1962

IV

<u>Hour</u>	<u>Vehicular Movement</u>		<u>Total</u>		<u>Hr. Ave</u>
	<u>North</u>	<u>South</u>	<u>Per Hr</u>	<u>12 Hrs</u>	
6:00 AM	12	21	33		
7:00	77	79	156		
8:00	80	100	180		
9:00	118	119	237		
10:00	66	132	198		
11:00	74	105	179		
12:00 PM	31	75	106		
1:00	73	46	119		
2:00	80	93	173		
3:00	98	216	314		
4:00	71	121	192		
5:00	43	70	113		
	823	1,177		2,000	167

CONCLUSION

Print is dangerous stuff to handle, even more powerful than high explosives. It lets loose all kinds of ideas people haven't had before, and, sometimes, reading something one may discover he has been living in a cage of misconception. When one learns about the world of thought he may wish to go on exploring, and this often upsets those who are welded to the set of ideas accepted long ago as the only valid ones. There are those who may cry out in anguish, ruing the day they juxtapose the book that contains these ideas.

This report embodies the comments and recommendations that were made to the authorities by the consultant. It is a summary of nearly four month's of study and discussion of the traffic and pedestrian problems in Monrovia and has been prepared with the intention that it will serve to restate the conditions and proposed solutions, rather than to introduce any new concepts or solutions in the engineering field. The economy factor has been given concurrent consideration in all recommendations and, in some instances, may have been given precedent in presenting recommendations to the extreme. Throughout the survey it has been the desire to present "responsible progress" and "reject extremes". It has appeared significant to recommend a type of program wherein improvements can be immediately started.

It will take wise planning to meet the traffic problems of the future. Through the construction of safer highways and the improvement of traffic operations, engineers will make this country of complex traffic a better place in which to drive. To get full benefit from improvements, drivers and pedestrians must use traffic facilities with intelligence.

In Liberia, as elsewhere, the traffic engineer and the highway engineer must work together to make up a team that applies science to the construction and operation of traffic facilities. The highway engineer, a member of a profession as old as road building itself, deals with the problems of highway design and construction. The traffic engineer works with the highway engineer on planning and design problems and is primarily concerned with making the most effective operational use of existing streets and highways;

neither should attempt to usurp the other's responsibility. Construction in these fields should be performed cooperatively with the police authorities, as upon their shoulders rests the responsibility of present and future enforcement.

The police are considered a country's first line of defense! It has often been said, "As the police go, so goes the country". Any program is only as effective as its character and degree of enforcement. A school program would be of little consequence if the lessons were not properly prepared and presented in keeping with today's trend of progress. A boy scout program would be a failure, a loss of time and energy, if the leaders failed to provide suitable encouragement and leadership. A boat would rapidly sink to the bottom of the sea if it were not properly constructed and, if proper construction were in evidence, its master must possess and exhibit proper knowledge to evade a stormy water, or ride the crest of a stormy sea to safety.

Genuine, honest and legal performance of duty is the key to the solution of effective enforcement. Honest enforcement builds respect for an organization. True legal procedure followed in every violation and arrest constitutes the inherent democratic right guaranteed every individual.

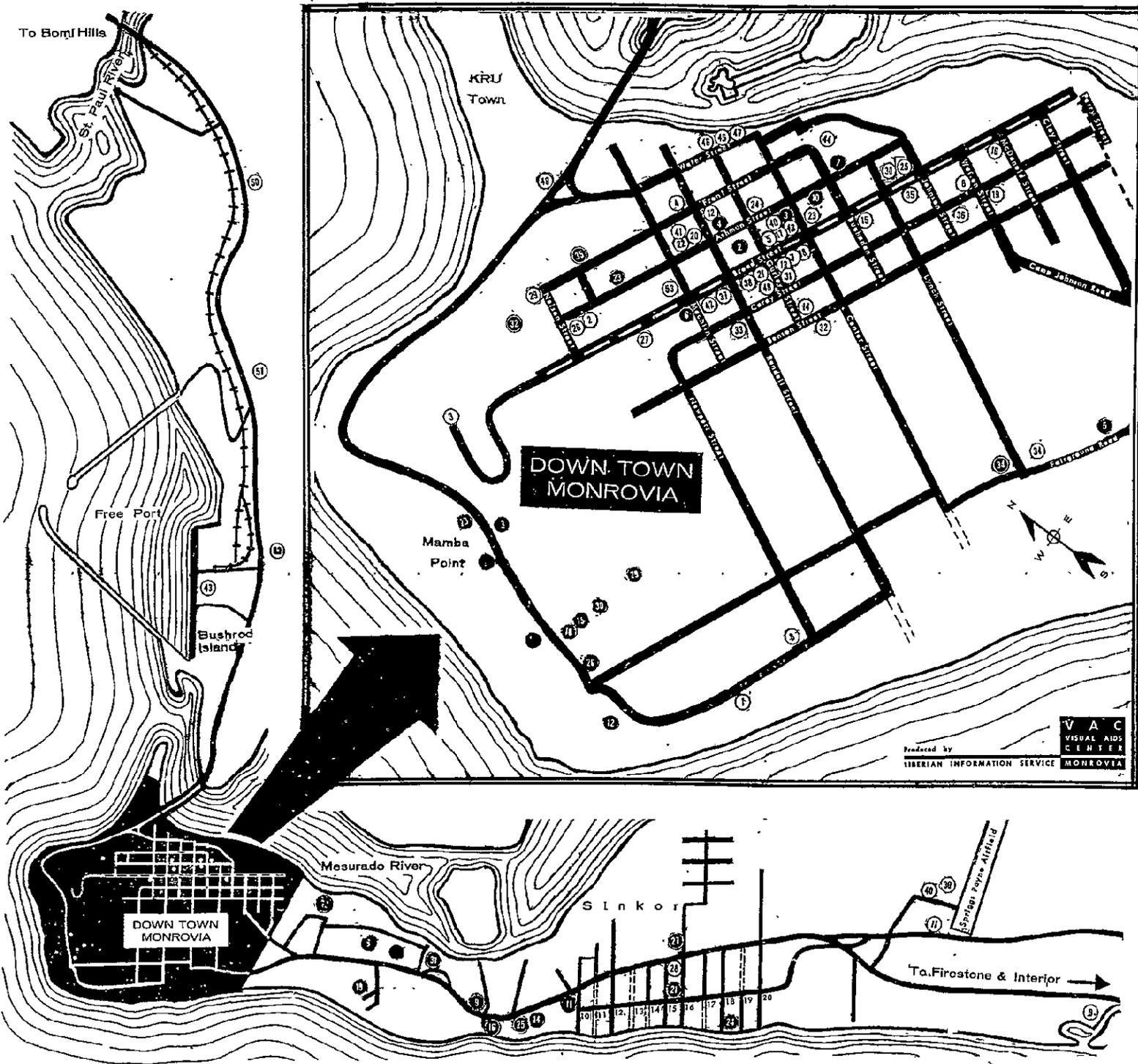
As a final summation to this report, I quote: "Pro bo no Publico."

IN APPRECIATION

To the many government officials, members
of the police department, the Department
of Public Works and Utilities, and laymen
who so generously contributed their thoughts,
ideas, and efforts during this survey. I
extend to them my unrelenting appreciation
for their personal interest and cooperation.

TRAFFIC COUNT
CAMP JOHNSON ROAD--TUBMAN BOULEVARD--FAIR GROUND ROAD
MONROVIA LIBERIA R.I.

	SUNDAY				MONDAY				TUESDAY				WEDNESDAY				THURSDAY				FRIDAY				SATURDAY					
	FAIR GROUND ROAD		CAMP JOHNSON ROAD		FAIR GROUND ROAD		CAMP JOHNSON ROAD		FAIR GROUND ROAD		CAMP JOHNSON ROAD		FAIR GROUND ROAD		CAMP JOHNSON ROAD		FAIR GROUND ROAD		CAMP JOHNSON ROAD		FAIR GROUND ROAD		CAMP JOHNSON ROAD		FAIR GROUND ROAD		CAMP JOHNSON ROAD			
	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH	L. TURN	THROUGH		
0600	63	128	43	75	105	234	138	118	104	199	100	135	128	278	112	214	106	234	90	152	127	121	102	232	78	116	63	91		
0700	92	206	86	101	149	421	319	346	162	414	260	286	169	288	246	280	153	110	100	520	259	461	350	330	155	276	189	204		
0800	118	287	89	132	186	447	252	144	194	503	236	297	197	361	188	259	194	438	238	298	132	384	180	256	153	282	141	185		
0900	117	227	118	140	156	465	141	312	189	397	168	224	198	371	205	261	174	510	213	280	168	420	153	288	165	392	192	246		
1000	123	249	130	148	240	493	203	320	190	453	174	258	619	311	245	408	168	252	164	400	166	258	144	378	187	276				
1100	99	207	95	147	203	439	181	279	256	354	204	252	50	630	344	46	222	385	191	236	179	415	155	249	16	544	207	247		
1200	125	228	107	171	191	476	178	308	281	503	167	210	809	574	249	494	173	241	152	513	163	252	32	602	151	224				
1300	104	203	112	132	239	558	169	261	218	391	214	273	840	447	223	397	231	292	248	511	143	248	161	487	135	230				
1400					234	384	246	244	182	708	192	236	149	365	434	193	411	209	253	211	400	194	249	174	429	141	175			
1500					152	210	93	149	199	352	139	244	152	459	390	209	387	207	241	137	387	156	195	168	443	192	234			
1600					215	311	92	184	196	619	174	273	169	692	453	219	529	218	489	222	410	210	257	162	308	401				
1700					231	381	157	265	214	569	189	281	196	684	507	197	489	203	387	170	374	141	262	192	540	129	380			
1800					221	338	122	213	160	592	264	279	170	528	386	239	432	212	403	204	350	96	196	136	281	77	165			
1900					305	381	161	258	226	589	216	297	144	372	132	264	188	381	194	391	210	481	180	281	200	378	95	217		
2000					203	295	131	187	207	304	162	231	203	233	105	189	104	199	100	135	186	442	165	224	156	351	109	193		
2100					198	262	99	143	176	338	126	220	123	142	58	118	162	214	260	236	192	396	171	258	153	259	86	136		
2200					146	177	61	109	147	372	91	208	81	133	48	80	194	229	236	297	146	303	169	239	143	264	111	157		
2300					84	142	54	109	67	152	52	87	47	129	36	70	57	131	140	187	92	403	141	207	63	161	52	107		
2400					41	131	46	80	51	108	30	68	42	117	41	83	60	127	139	186	90	207	139	199	72	158	61	112		



- HOTEL, NIGHT CLUBS, RESTAURANTS**
- 1 Ambassador Hotel - United Nations Dr.
 - 2 Thelma Restaurant (Liberian Style Food) - Ashmun St.
 - 3 Ducor Palace - Broad St.
 - 4 Hotel de France - Front St.
 - 5 Johnson's Hotel - Broad St.
 - 6 St. George's Hotel - Broad St.
 - 7 Monrovia City Hotel - Broad St.
 - 8 Blue Saloon - Broad St.
 - 9 Mark's Snack Bar - Warren St.
 - 7 Rooky Night Club - Broad St.
 - 8 Saturday Afternoon Club - United Nations Dr.
 - 9 Lagoon Beach (Swimming) - Stakor
 - 10 Studor Hotel - Benson St.
 - 11 Village Africana - Spriggs Payne Airfield
 - 12 Pavilion Mamarinna - Kendall St.
 - 13 The Country Club - Gurley St.
 - 14 Pepper Blvd - Gurley St.
- CINEMAS**
- 15 Centennial - Broad St.
 - 16 Crown Hill - Broad St.
 - 17 Gabriel - Broad St.
 - 18 Roky - Broad St.
- BANKS**
- 19 Bank of Liberia - Warren St.
 - 20 Bank of Monrovia - Broad/Ashmun Sts.
 - 21 International Trust Company - Broad St.
 - 22 Tradeveco - Ashmun St.
- CHURCHES**
- 23 The First Baptist - Broad St.
 - 24 The First Methodist - Ashmun St.
 - 25 The First Presbyterian - Broad/Johnson Sts.
 - 26 Sacred Heart Roman Catholic - Ashmun St.
 - 27 Trinity Pro-Cathedral Episcopal - Broad St.
 - 28 Lutheran - Tubman Blvd. - Sinkor
- CABLE-TELEGRAPH STATIONS**
- 29 French Cable Station - Front St.
 - 30 Liberian Radio Station - Lynch St.
- CLEANING**
- 31 City Laundry - Gurley St.
 - 32 Odette's Dry Cleaning - Benson St.
 - 33 Powell's Dry Cleaning - Carey St.
- STADIUM**
- 34 Anniabette Tubman - Fairgrounds Rd.
 - 35 Sport Commission (Tennis etc) - Broad St.
- NEWS PAPERS**
- 36 The Liberator Age - Carey St.
 - 37 The Daily Listener - Johnson St.
- AIRLINE OFFICES**
- 37 Air France - Broad St.
 - 38 Pan American Airways - Broad St.
 - 39 Ethiopian Airlines - Broad St.
 - 39 Liberian Air Taxi - Spriggs Payne Airfield
 - 40 DOT Air Taxi - Spriggs Payne Airfield
 - 40 Libian National Airways - Spriggs Payne Airfield
 - 40 Scandinavian Airline (SAS) - Broad St.
 - 41 KLM (Tradeveco Bldg) - Ashmun St.
 - 42 Ghana Airlines - Broad St.
- SHIPPING LINE OFFICES**
- 43 Free Port - Bushrod Island
 - 44 Ferrell Lines - Front St.
 - 45 Delta Lines - Broad St.
 - 46 Elmer Dampter Lines - Water St.
 - 47 Holland West African Lines - Water St.
 - 48 Monrovia Industrial Maritime - Gurley St.
 - 49 Wamann Lines - Ktv Town
 - 50 Monrovia Stevedory - Bushrod Island
 - 51 Artek & Iile Company - Bushrod Island
 - 52 Fishing Company - Bushrod Island
- SIGHT SEEING**
- 53 Travel And Tour Service - Broad St.
- PUBLIC BUILDINGS**
- 54 Capitol - Tubman Blvd.
 - 54 Executive Mansion & Pavilion - Ashmun St.
 - 54 State Department - Ashmun St.
 - 54 Post Office - Ashmun St.
 - 54 Immigration & Naturalization - Fairgrounds Rd
 - 54 Treasury Department - Broad St.
 - 54 National Police Headquarters - Buchanan St.
 - 54 Liberian Information Service - Tubman Blvd.
 - 54 City Hall - Tubman Blvd.
 - 54 Centennial Pavilion - Ashmun St.
 - 54 ICA - Stakor
- EMBASSIES, LEGATIONS**
- 54 British Embassy - Mamba Pt.
 - 54 French Embassy - Mamba Pt.
 - 54 German Embassy - Sinkor
 - 54 Italian Embassy - Mamba Pt.
 - 54 Spanish Embassy - Sinkor
 - 54 United States Embassy - Mamba Pt.
 - 54 U. A. R. Embassy - Mamba Pt.
 - 54 Netherlands Embassy - Tubman Blvd.
 - 54 Ghana Embassy - Mamba Pt.
 - 54 Israeli Embassy - Sinkor
 - 54 Italian Embassy - Mamba Pt.
 - 54 Guinea Embassy - Sinkor
 - 54 Ethiopian Embassy - Sinkor
 - 54 Nigerian Embassy - Sinkor
 - 54 Lebanese Legation - Mamba Pt.
 - 54 Chinese Legation - Tubman Blvd.
 - 54 Swedish Embassy - Sinkor
 - 54 Swiss Legation - Mamba Pt.
 - 54 Vatican Legation - Mamba Pt.
- COLLEGE**
- 54 University of Liberia - Tubman Blvd.
- HOSPITALS**
- 54 Government Hospital - Nelson St.
 - 54 Maternity Center - Basso Community
 - 54 National Public Health Service - Fairgrounds Rd
- GOVERNMENT REST HOUSE**
- 54 Ducor Hall - Front St.

Produced by
LIBERIAN INFORMATION SERVICE MONROVIA