



Dekalb Avenue Safety Improvements Project

FREQUENTLY ASKED QUESTIONS (FAQs)

Safety

Are safety improvements being made or considered for pedestrians? For bicycles? For vehicles?

Yes. Sidewalk and ADA improvements will provide safety improvements for pedestrians, and the addition of bike lanes will provide safety to pedestrians in the form of a buffer between the sidewalk and the vehicle travel lanes. Safety improvements for bicycles include the new buffered cycle track, bike lanes, as well as bike signals and signage. The removal of the reversible lane and the addition of left-turn lanes at signalized intersections will improve safety for all.

Will there be overnight work during the Dekalb Avenue Safety Improvements construction?

There will be limited overnight work as traffic signals are installed, but no other planned construction activities.

Pedestrians

What improvements are being made or being considered for pedestrians?

Sidewalks will be repaired/installed, and ADA accessibility improved from Jackson Street to Ridgecrest Road as a part of this project. In addition, two (2) rapid rectangular flashing beacon will be installed.

How are sidewalks being improved?

As a part of this project, all sidewalks with cracks exceeding 1/4 inch will be replaced, all ADA ramps will be installed/replaced, truncated dome pads will be added, and all crosswalks will be restriped.

Will driveway access for residences and/or businesses be restricted during sidewalk repairs/installation?

Yes, in some cases, access will be restricted for 24 to 48 hours to allow the concrete to dry and settle properly. Notices alerting property owners to upcoming work will be distributed at least 72 hours prior to the start of driveway construction.

Roadway

Is the reversible lane being eliminated?

The reversible lane will be eliminated as part of this project.

Are the vehicle travel lanes being narrowed as part of this project?

The vehicle travel lanes will not be narrowed. The vehicle travel lanes will be 11 feet wide, and the center/left-turn lane will be 10 feet wide.

Will the middle lane be changed or removed?

The middle lane will become dedicated left-turn lanes at the six signalized intersections (Krog, Moreland, Oakdale, Clifton, Arizona, Rocky Ford), and will become a center/left-turn lane for much of the remaining corridor.

How will traffic be impacted if a travel lane is removed, or if the lane is no longer reversible?

Safety for motorists, bicyclists, and pedestrians will be greatly improved when the reversible travel lane is removed. Travel times in the non-peak direction (eastbound in the AM, and westbound in the PM) will be improved as queuing at intersections will be decreased with the addition of dedicated left-turn lanes and signal turn phases. With this project, peak-hour vehicle travel time in the peak direction (westbound in the AM, and eastbound in the PM) will increase between Jackson Street and Ridgecrest Road.

I've heard there will be restriping and repaving on Dekalb Avenue. What does that mean and what functions will it provide?

Dekalb will be resurfaced and restriped from Jackson Street to Ridgecrest Road. This will improve the pavement condition and safety of the roadway.

Can dedicated left-turn lanes be created?

Dedicated left-turn lanes will be created at the signalized intersections as part of this project. Signal phasing allowing green time solely for left turners will be added as part of the signal upgrades and timing. The signalized intersections include Rocky Ford Road, Arizona Avenue, Clifton Road, Oakdale Road, Moreland Avenue, and Krog Street. A center turn lane will be provided for most of the corridor. The only side street that will not have a left turn lane is Battery Place. The existing pavement width does not allow both a center turn lane and the cycle track.

Will traffic signals be synced?

New upgraded signal equipment allowing for signal synchronization to optimize flow on Dekalb Avenue will be implemented as part of this project.

Will drainage be improved as part of the project?

As part of the resurfacing, the cross-slope of the road will be improved, and a trench drain between Josephine Street and Elmira Place (in front of the Fox Bros. restaurant) will be installed. In addition, the Department of Watershed Management (DWM) will be installing a new drainage system at the intersection of Dekalb Avenue and Krog Street. This work will coincide with the Dekalb Avenue Safety Improvements project, but will be planned and implemented by DWM.

I hear that bike lanes are no longer an option on Dekalb Avenue as part of the Renew Atlanta project. Is that true?

This project will include several bike improvements, including the addition of a two-way cycle track on the north side of Dekalb Avenue between Hurt Street and Elmira Place as well as bike lanes between Nelms and Arizona avenues on either side of Dekalb Avenue. Bicycle lane striping will also be installed along Whitefoord Avenue between Dekalb Avenue and LaFrance Street.

How will the bike facilities be separated from traffic?

The two-way cycle track will be located on the north side of Dekalb Avenue between the existing curb and the westbound vehicle traffic lane. The 10-foot-wide cycle track will provide a minimum eight-foot bi-directional bikeway with two-foot buffer. The cycle track will be separated from the vehicle travel lane with pavement striping and flex-post bollards, or short posts. The five-foot painted bike lanes on either side of Dekalb Avenue

between Nelms Avenue and Arizona Avenue will not include any buffer or vertical bollards. The five-foot painted bike lanes on either side of Whitefoord Avenue will include a two-foot buffer.

What options are there for bike connectivity at the western end of the cycle track at Hurt Street?

The new cycle track on Dekalb Avenue will connect to the existing bike lanes on Edgewood Avenue through a bike lane and sharrows on the one-block section of Hurt Street.

What options are there for bike connectivity at the eastern end of the cycle track at Elmira Place?

Bikes can either connect to/from shared lanes on Elmira Place or Dekalb Avenue, or dismount and use the existing multi-use path on the north side of Dekalb Avenue to connect to a shared lane on Candler Street.

Neighborhoods

Will improvements/changes cause additional traffic to travel through neighborhoods?

As with any roadway improvement/change to travel lanes, some users will choose to alter their travel pattern. This may include a new mode, a new time of day, and/or a new route.

What mitigation strategies are available to improve safety in neighborhoods and avoid additional traffic once this project is complete?

As with any roadway improvement/change to travel lanes, some users will choose to alter their travel pattern and use other public roads nearby. ATLDOT does not plan to implement detours or permanent closures directing traffic onto side streets. Therefore, no traffic mitigation strategy is being implemented at this time.

Transit

How could better connections be made between Edgewood/Candler Park and Inman Park/Reynoldstown MARTA stations?

The roadway has excess width in this section that allows for a two-way cycle track to be installed between Hurt Street (adjacent to the Inman Park/Reynoldstown Station) and Elmira Place (adjacent to the Edgewood/Candler Park Station).

More information

How can you stay informed about the progress of the Dekalb Avenue Safety Improvements project?

Project information is available via the following platforms:

- ☐ **Website:** www.atldot.atlantaga.gov
- ☐ **Twitter:** @ATLDOT
- ☐ **Email:** ATLDOT@AtlantaGa.Gov
- ☐ **Instagram:** @ATL.DOT
- ☐ **Nextdoor:** City of Atlanta Department of Transportation