

Dekalb Avenue Safety Improvements Project

FREQUENTLY ASKED QUESTIONS (FAQs)

As of March 9, 2023

Scheduling

What is the anticipated completion date of the Atlanta Department of Transportation Dekalb Avenue Safety Improvements project?

Construction is currently scheduled for completion in Fall 2023.

When will the reversible lane be eliminated?

The reversible lane will be removed and replaced with permissible or dedicated left turn lanes in Quarter 3 of 2023.

Why has design and construction of this project been delayed for several years?

The design of the Dekalb Avenue Safety Improvements was delayed to expand the scope of this project. Additional community outreach, analysis, and evaluation were required before the design was finalized. Construction activities were scheduled to ensure the quality and longevity of the resulting roadway and drainage improvements.

Are the design plans for the Dekalb Avenue Safety Improvements project available for public review?

Yes, the design plans, and all project updates and information shared in past open houses and community meetings, are available for review on the ATLDOT website at:

<https://atl.dot.atlantaga.gov/projects/dekalb-ave-safety-improvements>.

Will the 2023 Inman Park Festival and Tour of Homes be impacted by lane closures to accommodate Dekalb Avenue construction?

ATLDOT will coordinate with the Inman Park Neighborhood Association to ensure Dekalb Avenue will be fully accessible during the festival.

Roadway

Will dedicated left-turn lanes be created as part of the project?

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. Leading and lagging phasing will be identified as part of the traffic timing study. 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.

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.

What is appropriate driver behavior until the reversible lanes are fully removed?

Drivers should follow the signs as displayed.

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 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'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.

Is it true that bike lanes are no longer an option on Dekalb Avenue as part of the Renew Atlanta/TSPLOST 1.0 project?

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 on the south side between Rocky Ford Road and City of Atlanta limits (Ridgecrest Road). In addition, bike lanes between Clifton and Arizona avenues will be installed 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?

There will be two segments of two-way cycle track constructed as part of this project. One will be located on the north side of Dekalb Avenue between Hurt Street and Elmira Place. The second segment will be located on the south side between Rocky Ford Road and City of Atlanta limits (Ridgecrest Road).

Each 10-foot-wide cycle track will provide a minimum eight-foot bi-directional bikeway with two-foot buffer. The cycle tracks will be separated from the vehicle travel lane with pavement striping and flex-post bollards and/or “zebra” pavement markings. 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.

Why was a left-turn lane prioritized over a continuation of the cycle track to Candler Street?

Based on the traffic counts and analysis, it was determined that providing a left-turn lane from Dekalb Avenue eastbound to Candler Street northbound is the safest option for all users in this phase of Dekalb Avenue improvements.

Was the left-turn signal at Oakdale Road and the number of drivers who use it considered when adding a left-turn lane at Candler Street?

Yes, the existing signal at Oakdale Road was included in the analysis.

How is the two-way cycle track envisioned for the Dekalb Avenue/Decatur Street protected bike lane in the Dekalb Avenue Complete Street (Phase II) design?

The concept for the Dekalb Avenue Complete Street (now called “Safe Street”) is currently in development. The placement of the cycle track is being evaluated. The proposed bicycle facilities will be presented in a future meeting.

Safety

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

Yes. Sidewalk and ADA improvements have been installed to improve safety for pedestrians. In addition of bike facilities will be installed at key locations throughout the project limits. 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?

At this time, overnight work is not anticipated. However, the public will be notified should non-emergency overnight work be required.

Pedestrians

What improvements are being made or being considered for pedestrians?

Sidewalks have been 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 at Degress Avenue and Boulevard NE.

How have sidewalks been improved?

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

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

Dekalb Avenue Safety Improvements project information is available via the following platforms:

- ❑ **Website:** www.atldot.atlantaga.gov
- ❑ **Website:** www.atlantawatershed.org
- ❑ **Twitter:** @ATLDOT
- ❑ **Twitter:** @ATLWatershed
- ❑ **Email:** ATLDOT@AtlantaGa.Gov
- ❑ **Instagram:** @ATLDOT
- ❑ **Instagram:** @ATLDOTWatershed
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