



DeKalb Avenue Corridor Improvements

Fact Sheet

Project Length: 4.4 miles
Status: Analyzing Concepts
Budget: \$4,575,429
Posted Speed: 30 mph
Design Speed: 35 mph

Description:

DeKalb Avenue is a major East-West corridor linking the City of Atlanta and the City of Decatur. The limits of the proposed project are from Peachtree Street to the Atlanta City Limits. This corridor serves several adjoining residential neighborhoods from Downtown Atlanta to Kirkwood. Along this section of DeKalb Avenue there are six MARTA rail stations: Five Points, Georgia State, King Memorial, Inman Park-Reynoldstown, Edgewood Candler Park, and Eastlake. The corridor also serves numerous destinations such as Georgia State University, Lake Claire Pool, Krog Street Market, Candler Park, Little Five Points, Grady Hospital, Historic Oakland Cemetery, and several retail and entertainment areas.

The corridor is designated as a major arterial that parallels I-20. Traffic volumes range from 10,000 to 11,000 vehicles per day. Sidewalks are present on the majority of the corridor. Bicycle lanes are located on the western segment of the corridor from Jesse Hill Jr. Drive to Jackson Street. There is also parallel bicycle lanes on Edgewood Avenue.

Status:

Developing possible typical sections for the corridor based on comments from the public meeting.

Ultimately, the safety of commuters (vehicular, cyclist, and pedestrian), is of the utmost importance as we begin the design of DeKalb Avenue Corridor.

Next Public Meeting: March 30, 2017, from 6:00 p.m. to 8:00 p.m. at Liberty Baptist Church, 395 Chamberlain Street, S, Atlanta, Georgia 30312

What we heard

Speed

- slow down traffic
- cars drive fast

Traffic

- high traffic volume
- do not force traffic into neighborhoods
- utilize traffic calming devices

Turn lanes

- dedicated left turn lanes are needed
- get rid of middle lane and make longer left turn lanes

Safety and Pedestrians

- design a safer roadway for all users
- pedestrian safety is critical
- better lighting would help the corridor

Bike Lanes

- add bike friendly lanes
- use McLendon and Edgewood as bike routes

Complete Street

- top priority is a safe corridor
- Complete Streets should include left turn lanes, bike lane, sidewalk, and easy access to public transportation
- support Complete Street, however, the implementation maybe difficult to obtain
- think of the future transportation needs and trend

Reversible Lanes

- confusing and end abruptly
- unsafe
- keep reversible lanes and adjust the traffic signals
- concerned that travel time will get worse if reversible lane is removed
- removal of reversible lane will cause congestion
- traffic volume is high on roadway

Infrastructure Conditions

- sidewalk and roadway in bad condition
- drainage issues
- need resurfacing