



PUBLIC INFORMATION MEETING

DEKALB AVENUE CORRIDOR IMPROVEMENT PROJECT

April 18, 2018



DeKalb Avenue Corridor Improvement Project Public Meeting AGENDA April 18, 2018

- 6:30 p.m. – 7:00 p.m. Open House
 - Review Informational Boards
 - Ask Questions
 - Fill Out Comment Card
- 7:00 p.m. – 7:45 p.m. Project Overview Presentation
 - Public Polling & Survey Results – What you told us
 - Study Results
 - Next Steps: Improvement Plans
- 7:45 p.m. – 8:15 p.m. Questions and Answers
- 8:15 p.m. – 8:30 p.m. Review Informational Boards
 - Ask Questions
 - Fill Out Comment Card

Agenda

- 1 PROJECT, BOND, AND TSPLOST OVERVIEW
- 2 RESULTS OF PUBLIC POLLING
- 3 STUDY RESULTS & NEXT STEPS
- 4 QUESTIONS AND ANSWERS

Meeting Purpose

Share Information About:

- Identify preferences gathered at last meetings
- Study Results
- Next steps: DeKalb Ave. improvements and timelines

Obtain Input on:

- Concerns and questions

1 RENEW ATLANTA BOND, TSPLOST, AND PROJECT OVERVIEW



Key Accomplishments to Date

- Renew Atlanta from December 2015 to date:
 - From 90 to 509 projects active
 - From \$13.8M to \$172.1M under contract
- TSPLOST: \$15.2M under contract
- Increased competition
- \$98M partnership funding: GDOT
- Citywide Impact
 - Resurfacing: \$42.5M under contract/complete
 - Traffic management: \$23.3M under contract/complete
 - Safer Roads Challenge designation
 - Lead development of MARTA IGA
 - Governance – Multilayered internal and external, Project Control Board, City Council, Internal Audit, Infrastructure Stakeholder Committee, Finance and ACP Infrastructure Task Force
- Equity in Design
- Traffic signalization improvements, including
 - TSPLOST operational cost capitalization
- Quick start on TSPLOST

Program Snapshot

- 109 miles paved or underway
- 30,101 linear feet of repaired or new sidewalk complete or underway
- 2 bridges ready for construction
- 3 Bridges under design
- 54/900 signals improved /connected (includes TCC)
- 14 Complete Streets under design
- 9 facilities renovated
- 24 facilities underway
- 11 art projects underway
- 16 art pieces restored

Purpose & Need Statement

The purpose of DeKalb Avenue corridor improvement is to provide a **safe** corridor for all modes of users: pedestrians, cyclists, vehicular traffic, buses, and rail.

- **Pedestrians:** safe, improved sidewalks, updated pedestrian signals, crosswalks, and improved ADA accessibility
- **Cyclists:** safe, marked, and attractive facilities
- **Vehicular Traffic:** safe facility through resurfacing, improved signalization, left-turn lanes, and improved roadway signs
- **Buses:** improving ease of ridership through better access and facilities (bus shelter, lighting, crosswalks)
- **Rail:** improving ease of ridership through better access and facilities

DeKalb Avenue Corridor Improvements

- Project will be constructed in a phased approach
- Phase I (8 months to 1 year)*
 - Operational Improvements/Reversible Lane Removal
 - Resurfacing
 - Traffic Signal and Communication Upgrades
- Phase II (Less than 2 years)*
 - Complete Streets Improvements
 - Fiber Communication Installation

*contingent on weather and field conditions



2 RESULTS OF PUBLIC POLLING

Concerns

- Reversible Lanes
- Narrow Sidewalks
- Pedestrian and Bicycle Facilities
- High Speed
- Commercial Parking
- Pavement Condition
- Signal Timing
- Left Turns

Challenges

- Existing Right of Way
 - Potential Right of Way Acquisition
- Underground Utilities
 - Prior Rights
 - Potential Relocation Required
- Above Ground Utilities
 - Prior Rights
 - Potential Relocation Required
- MARTA and CSX Property Rights

Polling Results: What you told us!



Typical Cross Section 50' ROW Polling Options

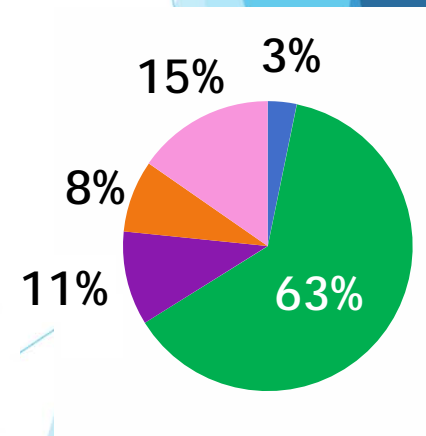
A 2 travel lanes with separated bike lane 3%

B 2 travel lanes, turn lane/median with separated bike lane 63%

C 2 travel lanes, turn lane/median with on-street bike lanes 11%

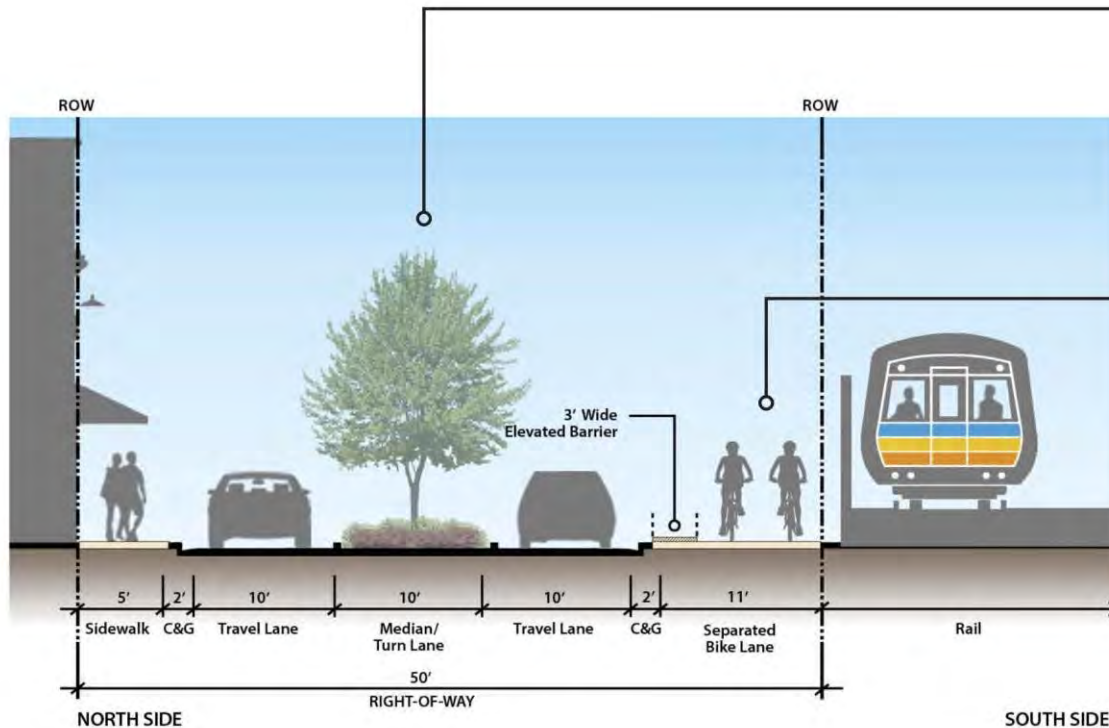
D 2 travel lanes with shared use path 8%

E 2 travel lanes, turn lane/median with no bike lanes 15%



Highest Ranked!

50B CROSS SECTION B: 2 TRAVEL LANES, TURN LANE/MEDIAN W/ SEPARATED BIKE LANE



Typical Cross Section 70' ROW Polling Options

A

2 travel lanes, with median/turn lane,
on-street parking and separate bike lane

5%

B

2 travel lanes, with median/turn lane, and
separate bike lane

58%

C

2 travel lanes, with median/turn lane and
on-street buffered bike lane

12%

D

4 travel lanes, with median/turn lane

25%

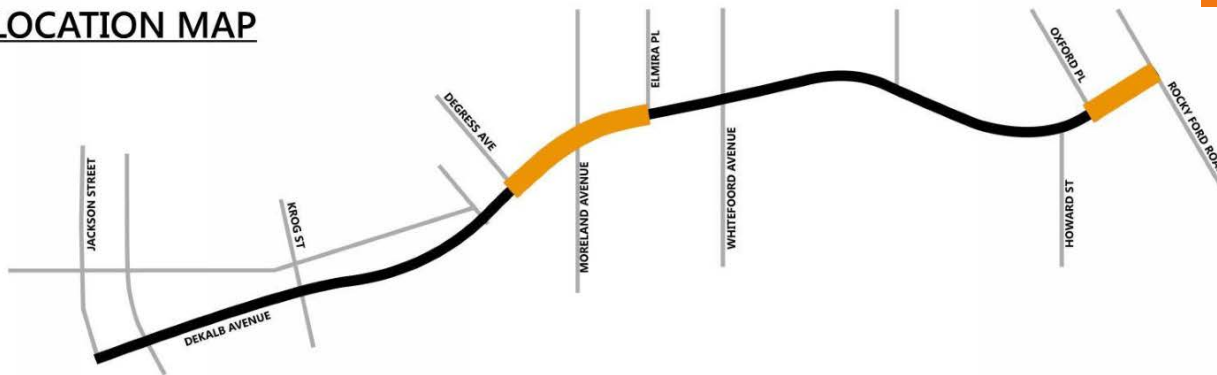
5%

25%

12%

58%

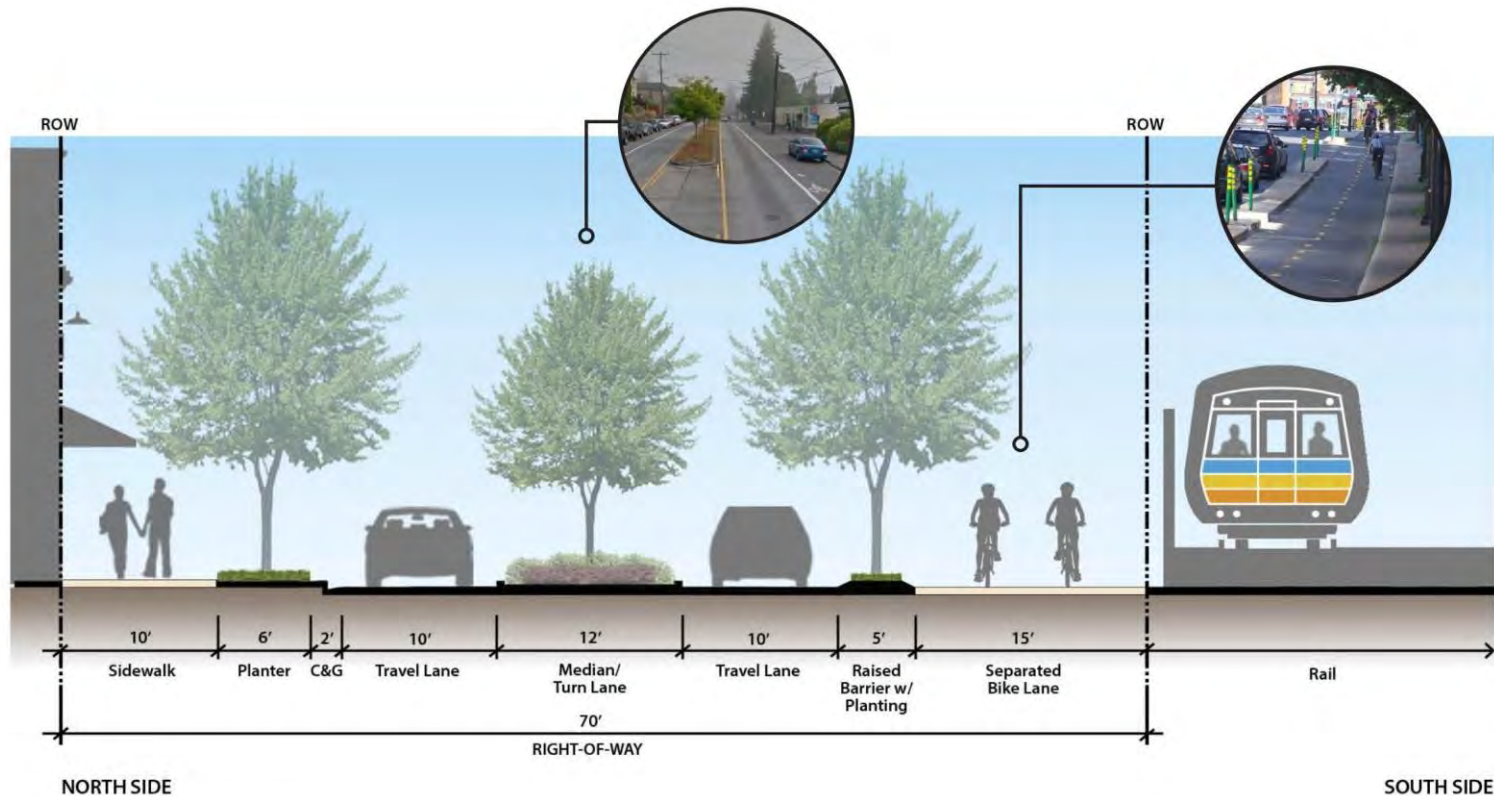
LOCATION MAP



Highest Ranked!

70B

**CROSS SECTION B:
2 TRAVEL LANES, W/ MEDIAN TURN LANE,
AND SEPARATED BIKE LANE**

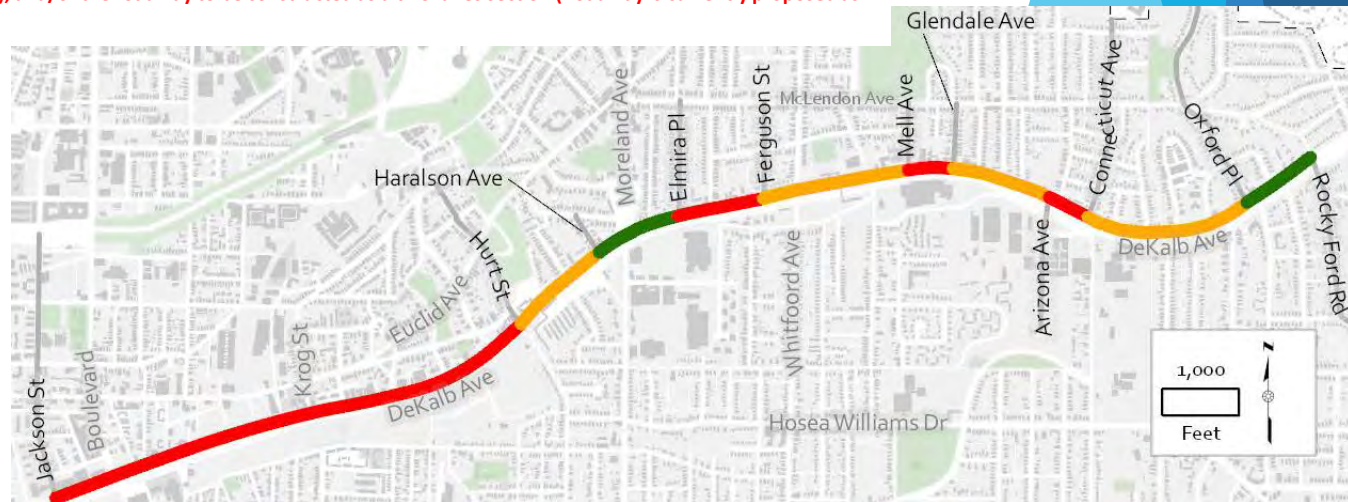


Proposed Separate Bike Facility Feasibility

	Street Name	From	To	Separate Bike Facility
1	DeKalb Avenue	Jackson Street	Hurt Street	Difficult
2	DeKalb Avenue	Hurt Street	Haralson Avenue	Challenging
3	DeKalb Avenue	Haralson Avenue	Elmira Place	Easy
4	DeKalb Avenue	Elmira Place	Ferguson Street	Difficult
5	DeKalb Avenue	Ferguson Street	Mell Avenue	Challenging
6	DeKalb Avenue	Mell Avenue	Glendale Avenue	Difficult
7	DeKalb Avenue	Glendale Avenue	Arizona Avenue	Challenging
8	DeKalb Avenue	Arizona Avenue	Connecticut Avenue	Difficult
9	DeKalb Avenue	Connecticut Avenue	Oxford Place	Challenging
10	DeKalb Avenue	Oxford Place	Rocky Ford	Easy

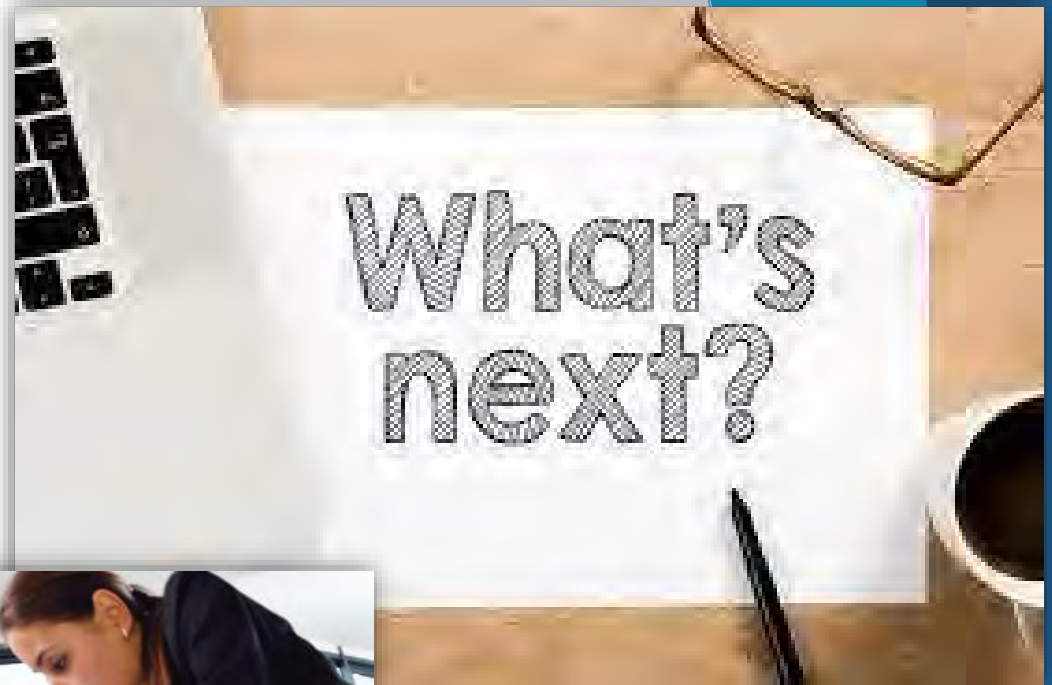
*Challenging installation – Will require survey data to determine the impacts

* Difficult installation with major impacts – May require the removal of existing sidewalk, right of way acquisition with relocations, utility relocations, building of retaining walls, building of bridge structure(s), and/or the roadway to be constructed as a two lanes section (Roadway is currently proposed as a two lanes section with Left turn lane).



3

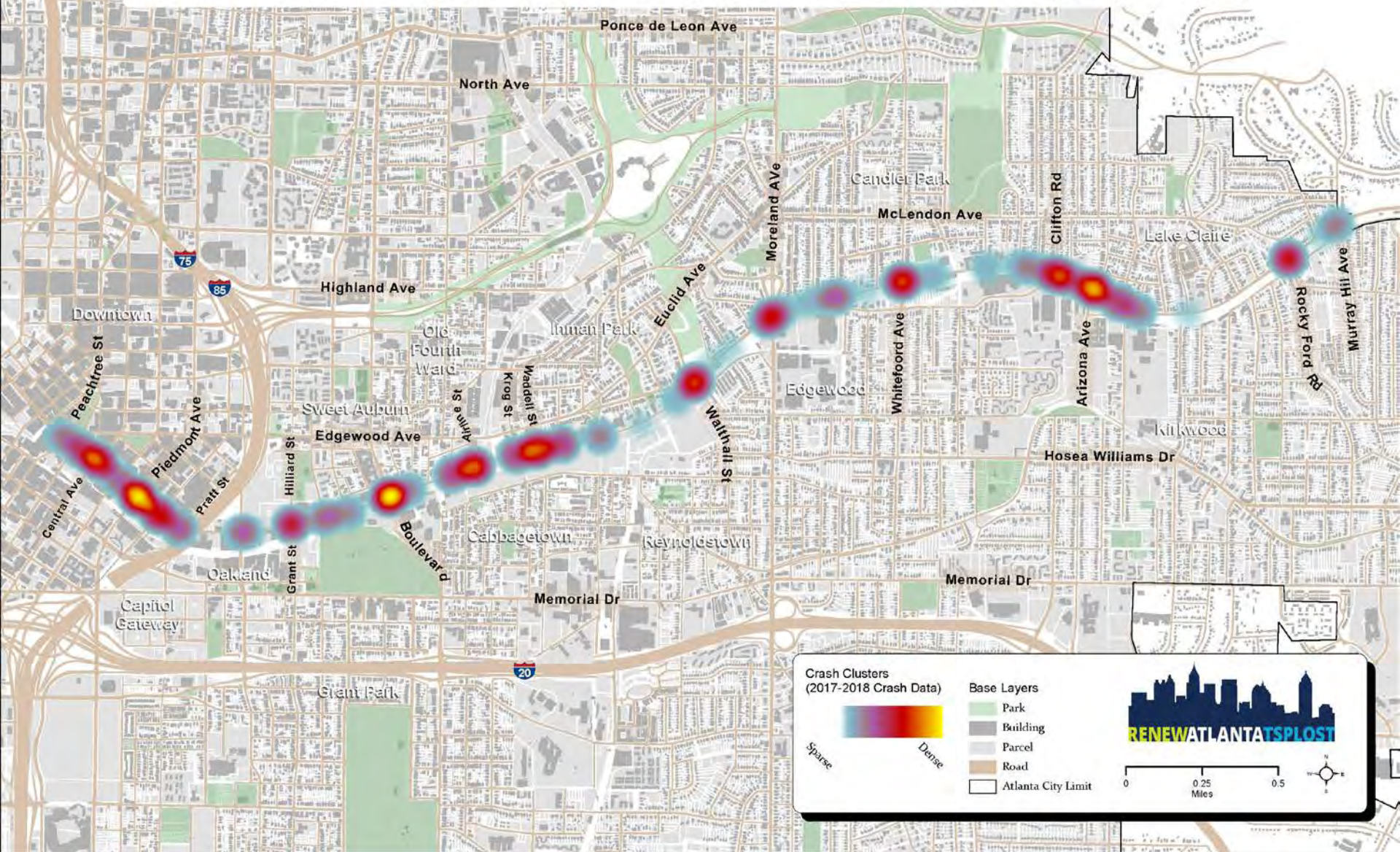
STUDY RESULTS & NEXT STEPS



Study Results & Next Steps

- Impacts of the removal of the reversible lane
 - Safety
 - Operational Improvements/Congestion
- Installation of Signal System Improvements
- Resurfacing of the roadway
- Installation of Turn Lanes

DeKalb Avenue/Decatur Street: Annual Crash Clusters (2017 - 2018)



Study Results – Intersection Delay

RenewAtlanta / TSPLOST Intersection Analysis - DeKalb Avenue

		AM Peak Hour		PM Peak Hour	
		Delay (mins/veh)		Delay (mins/veh)	
		No Build	Build	No Build	Build
Intersection	Approach				
DeKalb Ave at Krog Street	Intersection	0.4	0.7	0.5	0.6
DeKalb Ave at Moreland	Intersection	0.0	0.1	0.3	0.4
DeKalb Ave at Moreland	Intersection	0.2	0.3	0.1	0.1
DeKalb Ave at Oakdale	Intersection	0.6	0.5	0.5	0.5
DeKalb Ave at Clifton	Intersection	0.1	0.2	0.4	0.7
DeKalb Ave at Arizona	Intersection	0.5	0.8	0.3	0.3
DeKalb Ave at Rocky Ford	Intersection	0.5	0.7	0.5	0.6

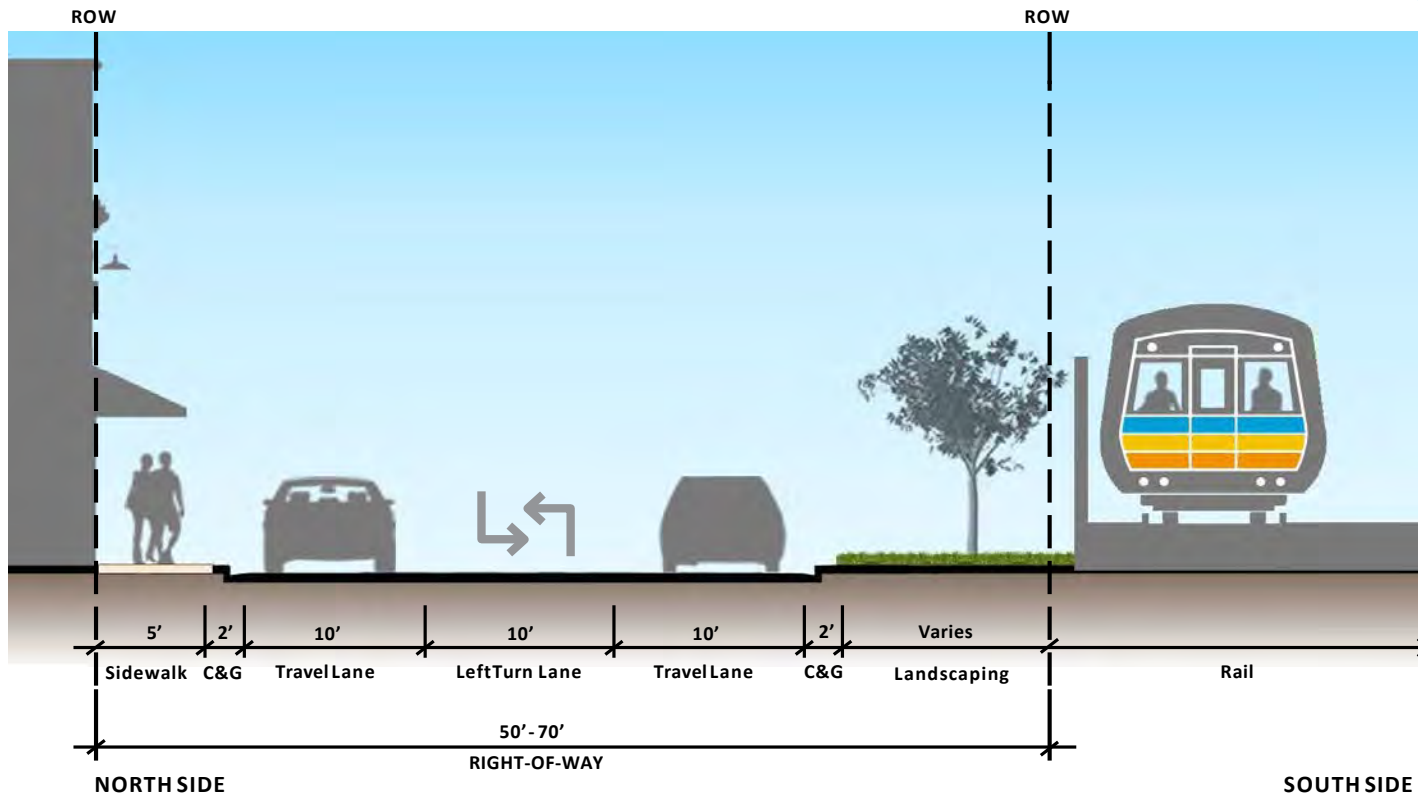
Analysis:

1. The road diet (i.e. losing one lane of travel in the peak direction) - leads to increased vehicle queues at the peak direction approaches.
2. Despite the increase in vehicle queues, through optimized signal timings, the EB/WB approaches maintain similar delays/LOS as the NB scenario.
3. The optimized signal timing to achieve overall optimal LOS, comes at the expense of less green time for the side-street approaches, which show significant increases in vehicle delay/LOS.

Study Results – Projected Impacts to Neighborhood Streets during Peak Hours (7:45-8:45 am and 5:00 – 6:00 pm)

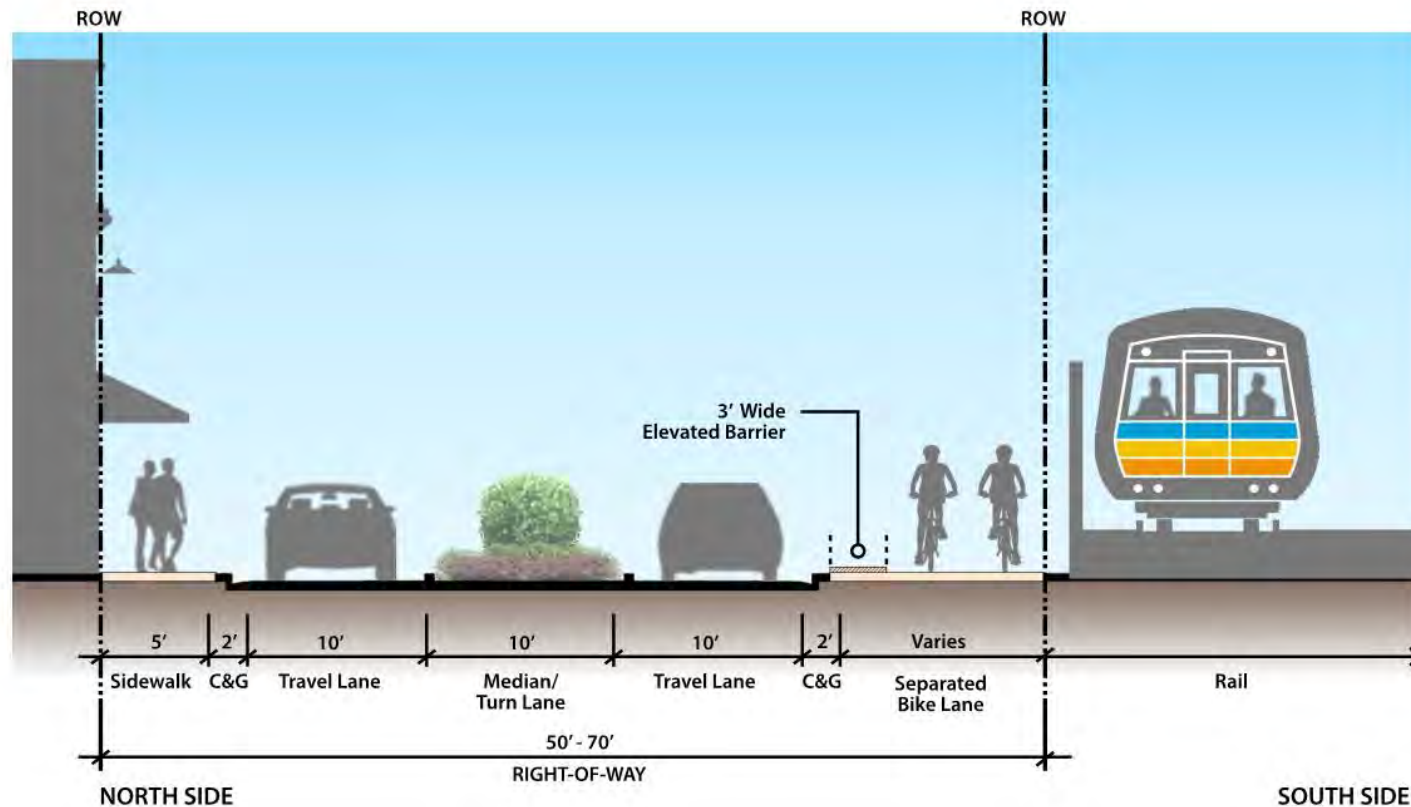
Alt Route		From		Avg Peak Hour Volume Increase AM Peak	Avg Peak Hour Volume Increase PM Peak	Average Volume Change	
						AM Peak	PM Peak
East - West	E. Ponce de Leon Ave	Moreland Ave	Clifton Rd	210	275	6%	7%
	McLendon Ave	Moreland Ave	Dekalb Ave	70	105	11%	12%
	Hosea Williams Dr	Moreland Ave	Rocky Ford Rd	5	10	2%	3%
	Memorial Dr	Moreland Ave	Howard St	75	105	3%	4%
	La France St	Whitefoord Ave	Arizona Ave	30	50	9%	10%
North - South	Moreland Ave	E. Ponce de Leon Ave	Memorial Dr	20	65	1%	2%
	Oakdale Rd	E. Ponce de Leon Ave	Dekalb Ave	65	80	9%	10%
	Clifton Rd	E. Ponce de Leon Ave	Dekalb Ave	90	110	8%	9%
	Rodgers St	Dekalb Ave	Hosea Williams Dr	70	100	9%	10%
	Rocky Ford Rd	Dekalb Ave	Hosea Williams Dr	40	50	10%	10%
	Whitefoord Ave	Dekalb Ave	Memorial Dr	70	80	9%	9%
TOTAL						5%	6%

PHASE 1: SIGNAL IMPROVEMENTS, RESURFACING, REMOVAL OF REVERSIBLE LANE & TURN LANE INSTALLATION



- Phase 1 Construction
 - Signal Improvements
 - Resurfacing Roadway
 - Removal of Reversible Lane
 - Pavement Marking (Left Turn Lane Installation)

PHASE 2: CORRIDOR AND PEDESTRIAN IMPROVEMENTS, & BIKE FACILITY



- Phase 2 Design
 - Initiate Preliminary Engineering Design
 - Start Right of way and Utility Coordination
 - Finalize Engineering Design
 - Public Meeting #4
- Phase 2 Construction
 - Sidewalk, Pedestrian Crossings and ADA Improvements
 - Bike Facility Installation
 - Streetscape Improvements

Schedule	2016		2017				2018				2019				2020			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Review Prior Plans/Studies & Collect Data		★																
Develop & Test Improvement Options			★															
Finalize Concept Recommendations								★										
Phase I (8 Months to 1 Year) Resurfacing Traffic Signal Upgrade																		
Design										★								
Construction																		
Phase 2 (Physical CST is less than 2 Years) Complete Street Improvements Fiber Communication Installation																		



Community Engagement

Next Steps – Phase II

- Conduct survey of project limits
- Develop Preliminary Plans for Complete Street Improvements, Drainage Repairs, and Fiber Installation
- Begin Right of Way and Utility Coordination
- Develop Final Plans
- Host Final Public Meeting
- Construction

Feedback



Public Meeting Comment Card DeKalb Avenue Corridor Improvements April 18, 2018

Please print responses.

Name _____

Address _____

Do you support the project? ☐ For ☐ Against ☐ Conditional ☐ Uncommitted

How did you hear about this meeting? ☐ Postcard ☐ Newspaper ☐ Signs

☐ Word of Mouth ☐ Other _____

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please list additional comment/questions you may have (Feel free to use the back of this sheet for additional space):

Please share your suggestions on improving the way the Renew Atlanta team conducts public meetings:

Comments Cards will be accepted until May 18, 2018.

Your comments can be submitted by any of the following ways:

1 – Complete this form and give it to a Renew Atlanta representative.

2 – Complete this form and mail to:
Brandi Peck, Project Manager
Renew Atlanta Bond Program
City of Atlanta
55 Trinity Avenue, SW Suite 4350
Atlanta, GA 30303

3 – Email your comments to renewatlanta@atlantaga.gov

Feedback



Website: www.RenewAtlantaBond.com



Twitter: @RenewATL2015, #RenewATL



Email: RenewAtlanta@AtlantaGa.Gov



Program Updates & Event Notifications



4 QUESTIONS AND ANSWERS

- ✓ Visit informational boards & discuss with City of Atlanta representatives
- ✓ Complete a comment card

