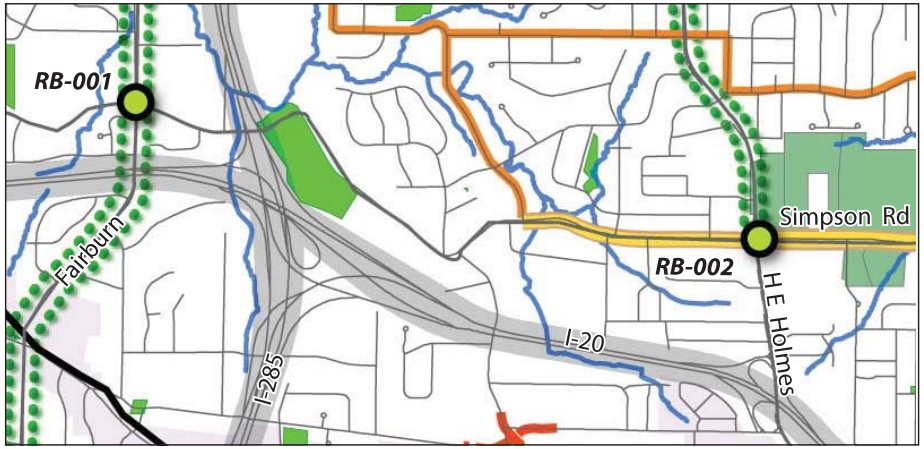
## 4.5 Westside Roundabouts

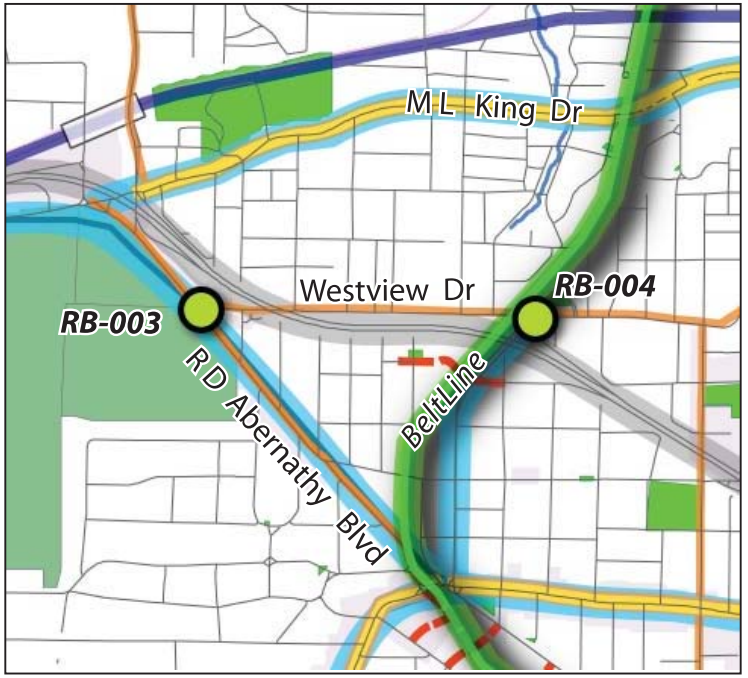
*Goal: Introduce safety and aesthetic enhancement to street projects on Atlanta's Westside*

These projects introduce roundabouts to the west side of Atlanta. Roundabouts are a relatively new form of intersection treatment in Atlanta, and as such should be understood not only as an expanded option for street design but also as an aesthetic opportunity though landscaping the center island. They have been introduced as part of a larger street enhancement program for the west side (see also the preceding section on complete streets) but can be implemented separately.

The projects for roundabouts identified here are located at intersections with a need for capacity improvement. Where a typical intersection widening and signal timing enhancement would likely address this issue, roundabouts have been selected primarily because of their cost and benefit: roundabout intersections can handle up to 30 percent additional capacity over a regular at-grade intersection and also cost less to install and maintain.

Of the four roundabouts discussed here, the Westview/Ralph David Abernathy intersection is discussed in greater detail in Concept 4.6.




**Key Projects for this Concept**

***RB-001:*** *Collier Drive and Fairburn Road*
***RB-002:*** *H.E. Holmes Drive and Simpson Road*
***RB-003:*** *Westview Drive and Ralph David Abernathy Boulevard*
***RB-004:*** *Westview Drive and Langhorn Street*

## 4.6 Ralph David Abernathy/Westview Drive

*Goal: Streamline and integrate an important intersection of local and collector streets, transit options and community land uses*

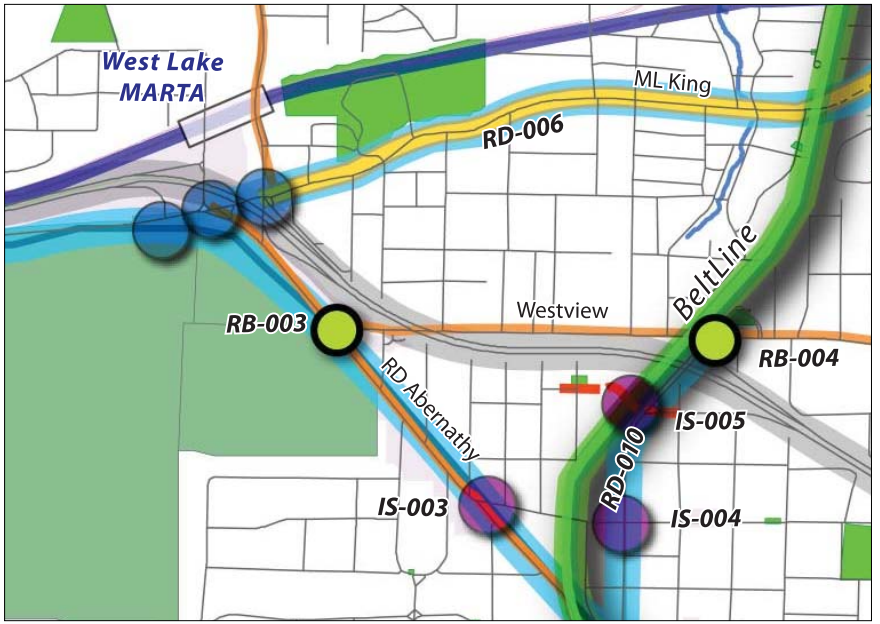
This area, near the intersection of Ralph David Abernathy and Martin Luther King, is an important confluence of routes and travel options, yet they are currently disconnected: in terms of both street network and potential for transfer between travel modes. Interstate 20 offers access to West Lake Drive and Ralph David Abernathy Boulevard. The access ramps and traffic engineering to facilitate this access have compromised the walkability of the area, which is especially important due to the location of the West Lake MARTA rail station immediately north of I-20.

Ralph David Abernathy, Martin Luther King Drive and Langhorn Street are large streets that have been built with more vehicle capacity than traffic volumes require. They are recommended here for lane reductions: Martin Luther King as a restriping project to change four travel lanes to three lanes (including a center turn lane) with on-street bicycle lanes and Langhorn as a conversion from today's six-lane section to two travel lanes with a landscaped median.

Also notable is the series of projects involving Westview Drive. This is a low-traffic street (under 1,000 vehicles per day) yet has been built with wide travel lanes and a bridge separating it from Langhorn Street. This grade-separation was first constructed when Langhorn was envisioned as a high-capacity, limited access highway providing in-town vehicle mobility. As it was not finished for this purpose, future replacement of the Westview bridge should be declined, using an at-grade intersection instead. A roundabout is recommended for capacity and aesthetic reasons.

### Key Projects for this Concept

***RB-003**: Roundabout at Ralph David Abernathy and Westview Drive*
***RB-004**: Langhorn and Westview Roundabout*
***RD-010**: Langhorn Street Road Diet*
***IS-003**: Ralph David Abernathy/Lucile Street Signal Addition*
***IS-004**: Langhorn Street/Lucile Street Signal Addition*
***IS-005**: Langhorn Street/Sells Street Signal Addition*



# Chapter 4

## 4.7 West End and Adair Park

*Goal: Provide connections across railroads*

These projects are mainly connections across the BeltLine corridor, promoting neighborhood connectivity and access in an area where the City is already investing in valuable public amenities. The principal connections recommended here constitute continuing major streets: Sylvan Road across Lee Street and connecting to Joseph P. Lowery Boulevard (these two streets already share the same north-south alignment) and University Avenue across an active freight railroad to connect to Avon Avenue.

The BeltLine crossing projects are generally all envisioned as public/private partnerships to be pursued in the event of redevelopment of the land in which the BeltLine is presently aligned. Given the presence of the BeltLine in this community, additional multimodal connections are especially important. Secondary bicycle connections are proposed on Avon Avenue, Oakland Drive, Beecher Street and Lawton Street, using BeltLine crossings at Lawton and an extension of Beecher to reach park and trail facilities.

The next page illustrates the Sylvan-Lowery connection (NS-013) in greater detail.

### Key Projects for this Concept

***NS-013**: Lowery Blvd and Sylvan Road connection*
***NS-014 (also referred to as PS-NS-014)**: Extension of University Avenue to Avon Avenue*
***NS-021**: Peeples Street Extension*
***NS-022**: Richland Road Extension*
***NS-023**: Allegheny Street Extension*
***NS-024**: Bernice Street Extension*
***Core bicycle connections** on Ralph David Abernathy Boulevard, Joseph E. Lowery Boulevard and Murphy Street*
***Secondary bicycle connections** on Beecher Street, Oakland Drive, Allene Avenue, Lawton Street and Avon Avenue*

# Chapter 4

The illustration to the right provides detail on a proposed connection of Sylvan Road and Joseph E. Lowery Boulevard. The present crossing of Murphy Avenue, Lee Street and the East Point Railroad tracks should be maintained to be perpendicular to Lee (1), and then should continue to curve northward (3), crossing Donnelly Avenue, the BeltLine and White Street parallel to Lee (4). This would involve a realignment of Dimmock Street to intersect with the Sylvan extension at a right angle (2).

Realignment projects such as this are useful because they extend development beyond the barriers that are caused by railroads and MARTA infrastructure. They also enhance safety for bicycle, pedestrian and vehicular crossings.