

LANGHORN STREET ROAD DIET

Atlanta, Georgia



Langhorn Street, on Atlanta's west side, was widened in the 1960s to accommodate a proposed arterial street that was never completed. Today, its six lanes carry only 12,000 vehicles per day. A TSW-designed road diet would make better use of this public street, reduce the barrier that it forms between the West End and Westview neighborhoods, improve safety, and support proposed redevelopment, transit service, and park improvements associated with the Atlanta BeltLine.

The Langhorn Street road diet, designed in conjunction with the BeltLine Sub-area 1 Master Plan and Enota Park, will transform this dangerous, unsightly, and unnecessarily wide road into a comfortable urban street. The number of lanes will be reduced from six to two between I-20 and Ralph David Abernathy Boulevard, with a center turn lane where needed.

Lane width will remain at 12 feet to accommodate bicycles and truck traffic, while new parallel parking, tree plantings, pedestrian lighting, crosswalks, stoplights, and wider sidewalks will make Langhorn a safer street for drivers, cyclists, and those on foot. Improvements at the intersection of Langhorn Street and Sells Avenue will provide safer access to Enota Park and the proposed transit stop, while also allowing traffic to access I-20.

The road diet will free up valuable public land for development and also make existing privately owned parcels suitable for development. Proposed residential buildings would front widened sidewalks and enjoy views into the park. Revenue from the sale of public land for development could help fund the proposed improvements.

above right: Aerial view of the road diet at Langhorn Street and Lucile Avenue
right: Improvements will stretch from I-20 south to R.D. Abernathy Boulevard
below: The number of lanes will be reduced from six to two, to accommodate wider sidewalks, tree plantings, parallel parking, and redevelopment

