# Oglethorpe Avenue/Briarwood Road

## NORTH DRUID HILLS ROAD CORRIDOR STUDY

## DRAFT FINAL RECOMMENDATIONS: KEY INTERSECTION IMPROVEMENTS

Second Public Open House - March 11 and 14, 2019

## DESCRIPTION OF RECOMMENDATIONS

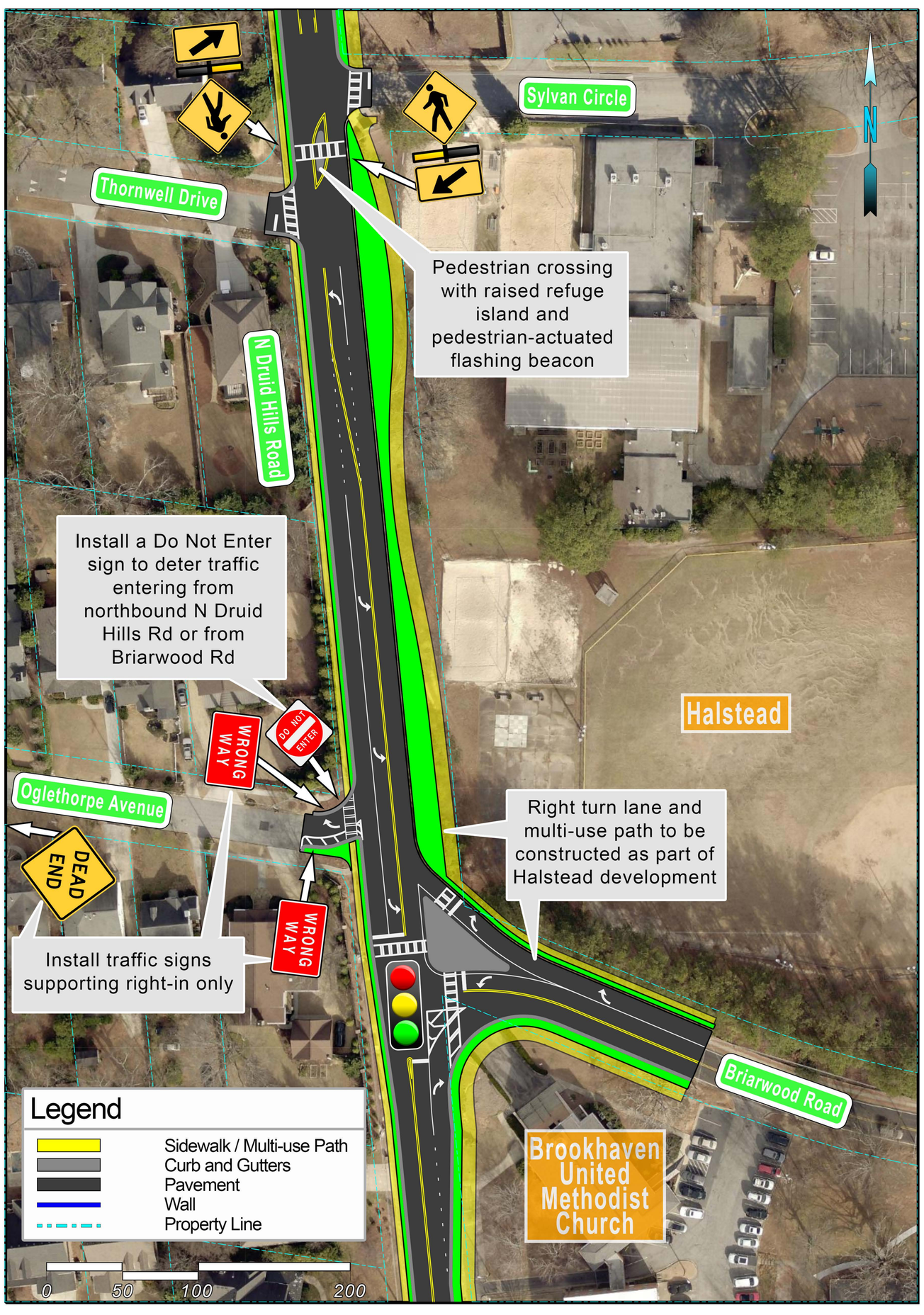
- Add a northbound right-turn lane from N Druid Hills Rd to Briarwood Rd
- Improve the turning radius of the northbound right-turn movement by channelizing the right-turn onto Briarwood Rd
- Extend the southbound left-turn lane on N Druid Hills Rd
- Improve the skew of the intersection by moving the westbound left-turn lane from Briarwood Rd to N Druid Hills Rd slightly south and expanding the raised island between the westbound right-turn lane and the westbound left-turn lane
- Install a mid-block crossing just north of Thornwell Dr
- Maintain AM left-turn prohibitions for Thornwell Dr
- Convert Oglethorpe Ave to a right-in only
- Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections
- Improve pedestrian facilities, including new curb ramps, crosswalks, and pedestrian signals

## POTENTIAL BENEFITS

- Reduce congestion and minimize backups along N Druid Hills Rd and Briarwood Rd
- Improve safety, capacity and operations
- Improve turning radius and streamline turning movements for buses and larger emergency vehicles
- Improve safety for people walking, biking, and using transit
- Improve access to public transportation and key destinations
- Provide opportunity for pedestrians to cross N Druid Hills Rd

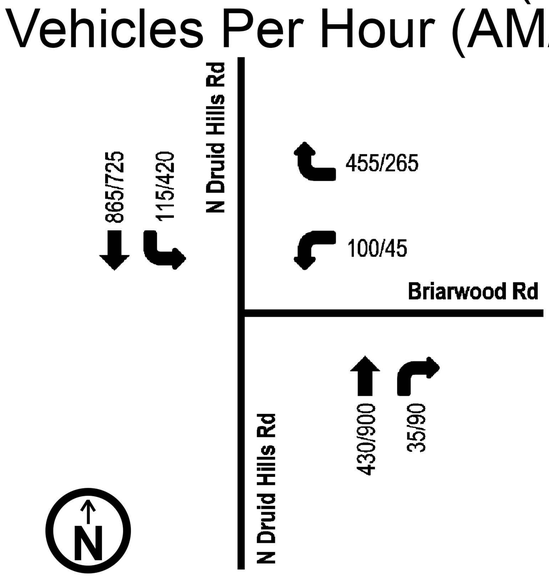
## POTENTIAL IMPACTS

- Will require minimal right-of-way from church driveway in the southeast quadrant of the intersection
- Will require removal of parking spaces immediately adjacent to N Druid Hills Rd at Brookhaven United Methodist Church




*This image is a conceptual representation of how the draft final intersection improvement recommendations may look in the future. Precise design and specific details will be worked out during the design phase of the project(s).*

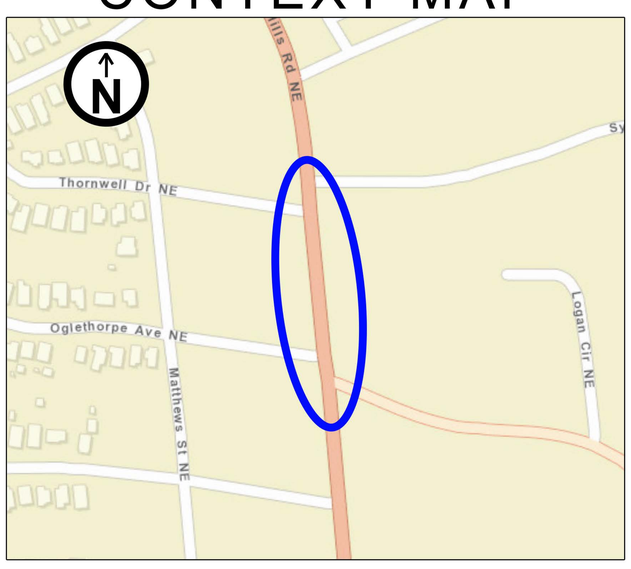
## TRAFFIC VOLUMES (2045)
## Vehicles Per Hour (AM/PM)




*Note: Arrows represent vehicle movements, not lane configuration.*

## CAPACITY ANALYSIS

| | 2045 No-Build | | 2045 Build | |
|---|---|---|---|---|
| | AM | PM | AM | PM |
| Level of Service (LOS) | C | E | C | C |
| Delay (seconds) | 21.7 | 58.9 | 20.1 | 32.6 |

*Level of service (LOS) is an indicator of the degree of service on a roadway based on operational characteristics. It is measured on a scale of A (free flowing) to F (congested).*

## CONTEXT MAP