Goodwin 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

- Remove the existing traffic signals at the Goodwin Rd intersections with E Roxboro Rd and N Druid Hills Rd
- Close Goodwin Rd between N Druid Hills Rd and E Roxboro Rd to vehicular traffic and maintain as a City-owned greenspace/greenway, and maintain property access to City right-of-way; turning traffic will be rerouted through roundabout
- Install a multi-use path along the north side of Goodwin Rd between N Druid Hills Rd and E Roxboro Rd in accordance with the City's Bicycle, Pedestrian, and Trail Plan
- Install a mid-block crossing just north of Goodwin Rd near Gail Dr
- 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

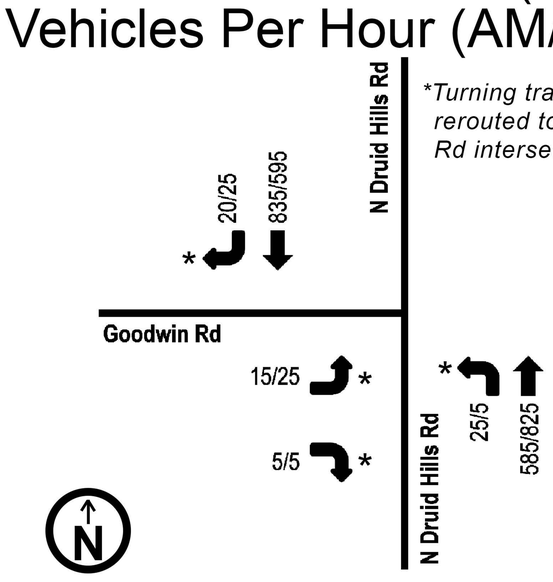
- Reduce traffic signal operations and maintenance costs for the City
- Reduce potential conflicts with turning vehicles from Goodwin Pl and Gail Dr
- Improve safety, capacity and operations
- Improve safety for people walking, biking, and using transit
- Improve access to public transportation and key destinations
- Provide opportunity for pedestrians to cross N Druid Hills Rd

POTENTIAL IMPACTS

- May require short retaining walls along the east side of N Druid Hills Rd

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)

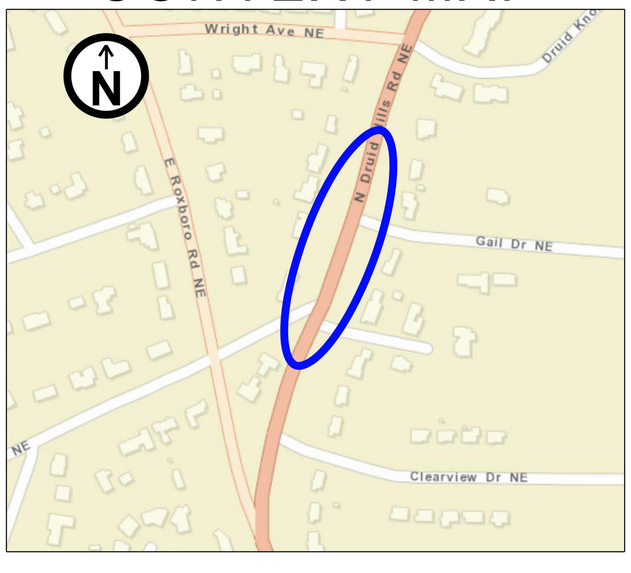


**Turning traffic will be rerouted to the E Roxboro Rd intersection.*

Note: Arrows represent vehicle movements, not lane configuration.

CAPACITY ANALYSIS

	2045 No-Build		2045 Build	
	AM	PM	AM	PM
Level of Service (LOS)	A	A	-	-
Delay (seconds)	2.2	3.5	-	-

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