E. Roxboro 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

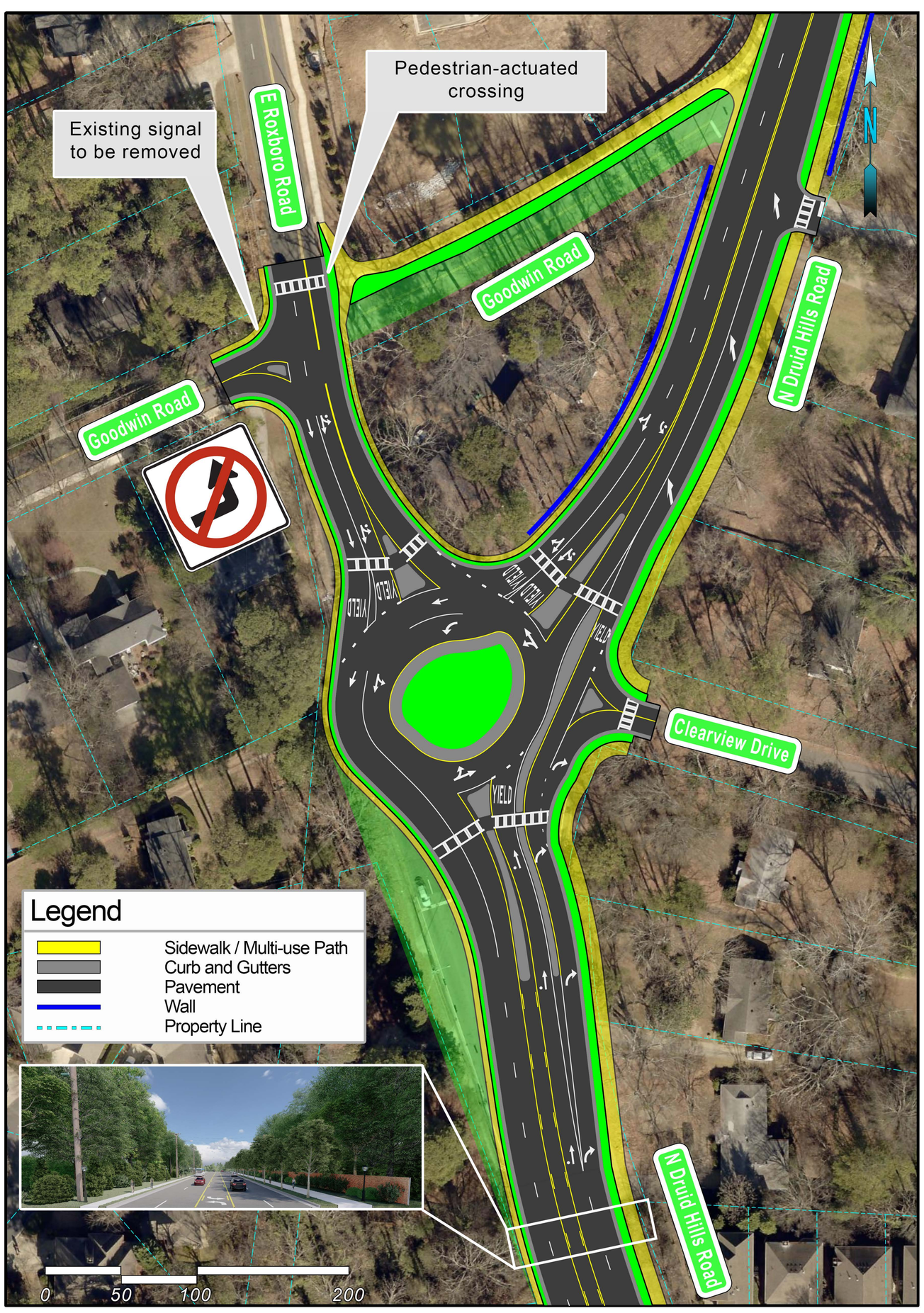
- Remove existing traffic signals at intersections of E Roxboro Rd at N Druid Hills Rd and E Roxboro Rd at Goodwin Rd
- Convert the existing intersection to a three-legged roundabout with a central landscaped island
- Add pedestrian-actuated crossing at E Roxboro Rd and Goodwin Rd
- Prohibit left turns from Goodwin Rd (west of E Roxboro Rd)
- Install new overhead directional signage to guide motorists to appropriate lanes for travel through roundabout
- Construct appropriate pedestrian and streetscape improvements based upon recommended typical cross-sections
- Improve pedestrian facilities, including new curb ramps and crosswalks

POTENTIAL BENEFITS

- Create a visual cue for traffic coming from SR 13/Buford Hwy that N Druid Hills Rd is a multimodal, community-oriented corridor
- Improve safety, capacity and operations
- Improve safety for people walking, biking, and using transit
- Improve access to public transportation and key destinations

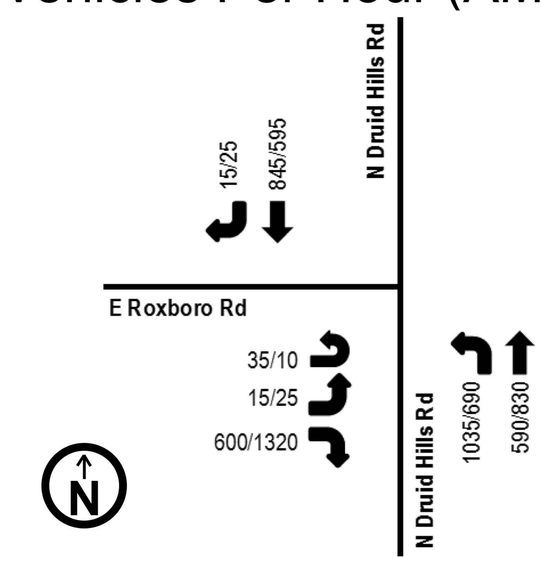
POTENTIAL IMPACTS

- Would require additional right-of-way from the parcel north of the intersection between E Roxboro Rd and N Druid Hills Rd
- Would require reconfiguration of Clearview Dr to right-in / right-out
- Would require the removal of a few trees
- May require short retaining walls along the east and west sides 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).

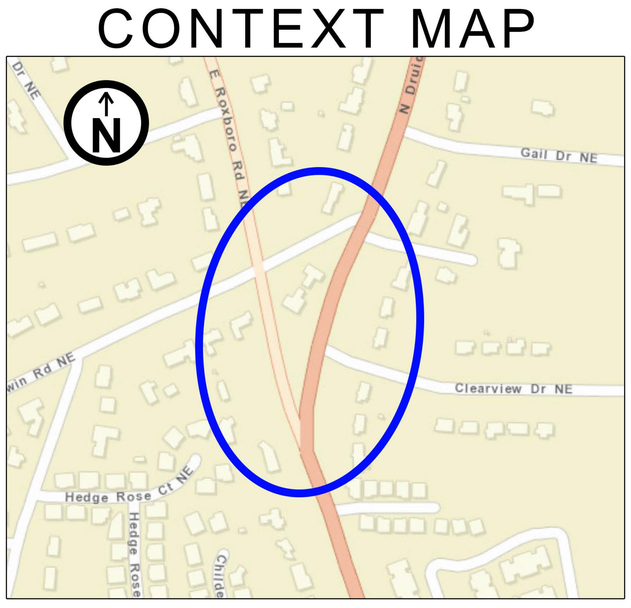
TRAFFIC VOLUMES (2045)
Vehicles Per Hour (AM/PM)



Note: Arrows represent vehicle movements, not lane configuration.

CAPACITY ANALYSIS

	2045 No-Build		2045 Build	
	AM	PM	AM	PM
Level of Service (LOS)	C	B	A	A
Delay (seconds)	25.0	17.2	10.9	3.0

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