



## RESOLUTION

**WHEREAS**, the State of Georgia and Georgia Department of Transportation are investing approximately \$1.05 billion in two projects to improve the Interstate 285 and Georgia 400 interchange and collector and distributor road system serving the interchange and surrounding area (collectively the "285/400 Project"); and

**WHEREAS**, Governor Nathan Deal has stated the 285/400 Project "is a crucial economic engine, providing valuable access to jobs, supporting business growth, and expanding Georgia's role as a major logistics hub for global commerce. When built, the reconstructed interchange will serve to preserve our quality of life by increasing mobility in the corridor. . . ."; and

**WHEREAS**, the Georgia Department of Transportation has adopted its Complete Streets Policy, which states in part "[t]he Complete Streets Program is designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. This program makes it easy for the public to cross the street, walk to shops, and bicycle to work. It also allows buses to run on time and make it safe for people to walk to and from train stations."; and

**WHEREAS**, the 285/400 Project construction will directly impact access to the Buckhead Community; and

**WHEREAS**, the PATH Foundation has recommended the Project accommodate the future construction of a multi-use path which would connect to future expansion of the PATH Foundation network in the Perimeter Area and beyond; and

**WHEREAS**, the reasons stated for the 285/400 Project improvements include congestion relief, improved traffic flow, safety improvements, and economic benefit for the Metro Atlanta region and the State of Georgia; and

**WHEREAS**, the Buckhead Community Improvement District and the Buckhead Area Transportation Management Association developed the "Buckhead Collection Greenspace Plan" in 2010 which identifies the GA400 corridor as the spine of the Buckhead greenspace system and designates it for the construction of a multiuse trail; and

**WHEREAS**, the City of Atlanta has adopted the "Buckhead Collection Greenspace Plan" into its comprehensive plan; and

**WHEREAS**, the Buckhead Community Improvement District has partnered with the PATH Foundation and Livable Buckhead to design a 5.2-mile multiuse trail ("PATH400 trail") identified in the "Buckhead Collection Greenspace Plan" providing connectivity from the Atlanta BeltLine up the GA400 corridor to Buckhead and the City of Atlanta limits; and



WHEREAS, the Buckhead Community Improvement District has contributed \$580 thousand toward the feasibility study and design of the PATH400 trail; and

WHEREAS, the Buckhead Community Improvement District has contributed \$2 million and attracted an additional \$750 thousand from the Georgia Transportation Infrastructure Bank to construct the PATH400 trail; and

WHEREAS, the first phase of the PATH400 trail has been constructed and the second phase is under construction; and

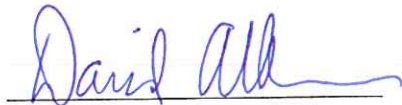
WHEREAS, the PATH400 trail provides direct access to MARTA's Lenox and Buckhead Stations and could connect to the Sandy Springs and Medical Center Stations if extended; and

WHEREAS, the 285/400 Project, if not designed to accommodate the continuation of the PATH400 trail, will have created a permanent barrier to providing a regional bicycle linkage in this corridor; and

WHEREAS, the initial design phase of the 285/400 Project does not currently include adequate sidewalks, context-sensitive dedicated and separated bike lanes, nor accommodate future multiuse paths;

**THEREFORE BE IT RESOLVED** by the Buckhead Community Improvement District to respectfully request the Georgia Department of Transportation incorporate in the 285/400 Project accommodations for the continuation of the PATH400 trail to not preclude future expansion of the regional trail network to communities including Sandy Springs, Dunwoody and those further north along GA400.

RESOLVED THIS 27th day of January 2015.



David Allman, Chairman