

To: Ms. Marlo L. Clowers, P.E.
Senior Project Manager
Office of Innovative Delivery,
Georgia Department of Transportation
404.631.1713 office / 404.293.7406 cell
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CC: Russell McMurray Katelyn Digioia Byron Rushing
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Date: December 1, 2014

Subject: Separated Bike/Ped Facilities (Greenway/Multi-Use Trail) & On-Street Bicycle Facilities Design for Projects:
[I-285/SR 400 Interchange Reconstruction P.I. # 0000784](#)
[SR 400 Collector-Distributor \(CD\) Lanes P.I. # 721850](#)
[Combined Project Info](#)

Dear Ms. Clowers:

For the above mentioned projects, we strongly recommend and encourage the Georgia Department of Transportation to:

1. Provide accommodation within the project boundaries for dedicated separated bicycle/pedestrian facilities as a Multi-Use Trail / Greenway along both GA-400 & I-285. The GA-400 trail would eventually link to the south to the [PATH400](#) trail in Buckhead running along the GA-400 ROW (planned to connect to the Atlanta Beltline), and north into the Roswell & Alpharetta trail network. Along I-285, the trails will provide connectivity from the heart of Perimeter CID into their work-in-progress "Commuter Trail Plan" network where over 100,000 employees work each day; eastward to Dunwoody, Chamblee and the redevelopment-in-progress former GM plant in Doraville; south to Medical Center MARTA and Brookhaven; and west to the new Sandy Springs City Center and commuters from East Cobb. We are asking as a minimum to leave accommodation within each project space for a future Multi-Use Trail to be built.
2. Follow urban-setting best practices and context-sensitive bicycle facilities for on-street segments of the project areas, including all bridges. Insure facilities follow the [GDOT Complete Street Design Policy & Manual](#) and allow the use of the [NACTO Urban Bikeway Design Guide](#) (adopted by the City of Atlanta) for these facilities and minimize or eliminate the use of "Sidepaths", and instead use "Cycle Tracks" aka "Protected Bicycle Lanes". Refer to the "[Green Lane Project](#)" for use within the US.
3. Design sidewalks on both sides of streets along all segments
4. Hold planning review meetings with appropriate GDOT Staff, Engineers and Stakeholders to ensure these items are incorporated into each project's design and approved by GDOT Senior officials, as well as the respective jurisdictions.

Providing these safe accommodations will lead to increased commerce and jobs, reduce on-street motor vehicle congestion, increase adjacent residential property values, improve public health and attract & retain employee talent -- especially Millennials who insist on these amenities -- which will [comprise 75% of the workforce by 2025](#).

In Georgia, [81% of respondents](#) to a GOHS / UGA survey either strongly agreed or agreed that they would ride a bicycle more frequently if their community had better bicycle facilities such as bike lanes or multi-use paths.

The adjoining cities of Sandy Springs, Brookhaven and Dunwoody have a combined population of nearly 200,000 people. [Nearly fifty percent of all trips in metropolitan areas in the United States are three miles or less and 28 percent are one mile or less](#) – distances easily covered by foot or bicycle. SR-400 & I-285 are considered as barriers to many persons who may wish to choose a non-motorized transportation option to go to work in the Perimeter area each day. With even a single-digit percentage mode shift away from motor vehicle commuters to bicycle or pedestrian transportation, congestion mitigation can be attained.

These projects are in great part being built to accommodate future growth in a Transit Oriented Design region. Accordingly, the GDOT Complete Streets policy mandates accommodation of multi-use paths, sidewalks and bike lanes throughout. Applying safe Multi-Modal options for pedestrians and bicyclists last mile connectivity of “Safe Routes to Transit” with access to the three MARTA rail transit stations and get to their offices can ease on-street motor vehicle congestion. To build the project in the heart of a TOD without fully accommodating the alternative modes will greatly shortchange the project achieving its goals. In contrast, incorporating these alternative modes as we suggest will both achieve the project goals and serve as a national model.

Sincerely,

A handwritten signature in black ink that reads "Tracie Sanchez". The signature is written in a cursive, flowing style.

Georgia Trail Summit Executive Committee

Tracie Sanchez

Jim Langford

Charlotte Gillis

Lisa Frank

John Devine

Save the date June 4-6 for Georgia Trail Summit 2015 in Athens, GA www.georgiatrailsummit.com

Background Detail Sheet
SR-400 Collector-Distributor & I-285/400 Interchange Redesign Project
Multi-Use Trail & On-Street Facilities Request

December 1, 2014

By Joe Seconder

Vice President, [Georgia Bikes](#)

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On-Street Bicycle Facility Design

Follow the [GDOT Complete Street Design Policy & Manual](#)

Please apply the [NACTO Urban Bikeway Design Guide](#) (Adopted by the City of Atlanta)

Sidepaths have inherent difficulties in built-up urban areas. Need to consider transition areas at the project

boundaries. What facilities are existing & planned to connect to the project area? One-way or two-way?

Consider Cycle Tracks / Protected Bike Lanes per the "Green Lane Project" guidelines. See example on 10th Street in Midtown Atlanta.

Multi-Use Trail / Greenway / Separated Bicycle & Pedestrian Facility

Georgia Examples: PATH-400 Multi-Use Trail along SR-400 ROW & SR-166 in Carrollton

US Federal Highway References: I-70 in Colorado, west of Denver

FHWA Guidance: Under the United States Department of Transportation [Policy Statement on Bicycle and Pedestrian accommodation](#):

"The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide - including health, safety, environmental, transportation, and quality of life - transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."

Can't Afford Not to: Dedicated Bicycle & Trail Accommodations add value to local businesses & homes. Improve Health, Increase local transportation options. All adds up to an excellent long-term **Return on Investment**.

Safe Routes to Transit: Allow Non-Motorized access from MARTA stations to employment centers, providing a **SAFE transportation option**, relieving local motor vehicle rush-hour traffic.

Plan for the Future: **Bridges last 50+ years**. Millennials are looking for walkable, bikeable communities & will relocate their businesses & **create new jobs** where this infrastructure exists. This trend will increase.

Regional Connected Network: PATH400 Trail is being built northward along GA-400 up to the Sandy Springs city limits. Roswell trail system connects into Alpharetta with plans to connect into the Forsyth County trail network. is the **single point of access** between Perimeter CID, Dunwoody, Sandy Springs to cross the Chattahoochee River into Roswell, connecting into their trail & bike network and points beyond.

Supports Existing Plans: Perimeter CIDs Commuter Trail Plan, DeKalb County 2000 Trail Plan, Sandy Springs 2014 Bike/Ped Trail Plan, Dunwoody Comprehensive Land Use Plan and City of Brookhaven plans reference connection to regional trail networks. Chamblee & Dunwoody planning to conduct an LCI Study of the 285 corridor, including Multi-Modal transportation. Connectivity to Doraville former GM Plant for Live-Work-Play.