



December 3, 2014

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  
[mclowers@dot.ga.gov](mailto:mclowers@dot.ga.gov)

cc: Russell Mc Murray, Chief Engineer, GDOT  
Katelyn Digiolia, Bicycle and Pedestrian Coordinator, GDOT  
Byron Rushing, Bicycle and Pedestrian Planner, Atlanta Regional Commission

Re: Separated Bike/Ped Facilities (Greenway/Multi-Use Trail) for

- [I-285/SR 400 Interchange Reconstruction P.I. # 0000784](#)
- [SR 400 Collector-Distributor \(CD\) Lanes P.I. # 721850](#)

Dear Ms. Clowers:

Pedestrians Educating Drivers on Safety, Inc. (PEDS) is dedicated to making the Atlanta region a great place to walk. As President & CEO of PEDS, I am writing to encourage the Georgia Department of Transportation to design and operate the I-285/SR 400 Interchange Reconstruction project and SR 400 Collector-Distributor Lanes in ways that meet the needs of cyclists and pedestrians. In particular, I recommend that the Department:

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.

In the years ahead, the GA-400 trail will link to a growing network of trails, including:

- PATH400 trail in Buckhead running along the GA-400 ROW and will connect to the Atlanta Beltline
- Roswell & Alpharetta trail network
- “Commuter Trail Plan” network that will serve the Perimeter Community Improvement District, Dunwoody, Chamblee and the former GM plant in Doraville, the Medical Center MARTA station, the City of Brookhaven, the new Sandy Springs City Center and commuters from East Cobb.

At a minimum, this project should include space that accommodates future construction of a multi-use trail.

2. Design and install sidewalks on both sides of streets along all segments
3. Design and install safe crossing treatments at all transit stations and bus stops as well as at pedestrian generators such as multi-family housing, commercial areas and job centers.
4. Hold planning review meetings where stakeholders can meet with GDOT planners and engineers to ensure these items are incorporated into each project's design and approved by GDOT senior officials, as well as jurisdictions where these projects are located.

Research by the Atlanta Regional Commission found that 72 percent of transit trips begin with walking trips – and 80 percent end with walking trips. Research also found that 22 percent of all pedestrian-vehicle collisions occur within 100 feet of transit stops. Nearly half occur within 300 feet of transit stops. Pedestrians account for 15 percent of all traffic fatalities in Georgia.

Providing safe pedestrian access to transit is plays an essential role in heling the state achieve its vision of Toward Zero Deaths.

Incorporating safe accommodations for pedestrians and cyclists in these projects will save lives, support transit-oriented development and promote a prosperous economy. And by encouraging people to bicycle and walk more, it will improve public health and quality of life in the Atlanta region.

Thank you for considering these recommendations.

Sincerely,



Sally Flocks