



RESOLUTION IN SUPPORT OF Trails, Walking and Bicycling Infrastructure for GDOT Projects:

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 "Project");

Whereas Governor Nathan Deal has stated the 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. . . ."

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.";

WHEREAS the Project construction will directly impact the cities of Dunwoody, Sandy Springs and Brookhaven, and the counties of DeKalb and Fulton, and more specifically the Perimeter Area;

WHEREAS the Perimeter Area impacted by the Project includes three MARTA transit stops, namely Medical Center, Dunwoody and Sandy Springs; which transit stops and surrounding areas are designated by MARTA and the Atlanta Regional Commission as Transit Oriented Design locations; system, multiuse paths and bike lanes (multiple modes of alternate transportation) that facilitate mobility within Perimeter. The third layer addresses connectivity between the various districts to the surrounding neighborhoods with multi-use paths for pedestrians, bikes and Neighborhood Electric Vehicles (NEVs) and a shuttle system.";

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;

WHEREAS the stated reason international and national corporations such as Mercedes Benz and State Farm have decided to locate to the Perimeter Area is to take advantage of the live, work and play lifestyle design standards to meet workforce demands;

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

WHEREAS the Perimeter Community Improvement Districts have developed a Commuter Trail Master Plan which states "is primarily focused on aiding commuter trips by increasing the utility of MARTA for Perimeter workers and residents, the improvements recommended herein will also benefit commercial trips by providing better non-motorized access to areas shops and restaurants. The network of bicycle and pedestrian facilities can serve recreational purposes as well, adding to the quality of life for Perimeter's increasing residential community and providing an amenity to help employers attract and retain top talent.";

WHEREAS the Sandy Springs / Perimeter Chamber of Commerce states "SSPC's vision is for Sandy Springs/Perimeter to become the leading community to live, work, learn and play in the Southeast, by 2020."

WHEREAS the Atlanta Regional Commission initiated Livable Communities study of the Perimeter area states its proposed plan "provides three layers of connectivity between the various activities within Perimeter and the surrounding neighborhoods. The first layer addresses connectivity within the connected districts (districts as established by PCIDs) that are centered around high intensity nodes with pedestrian improvements. The second layer addresses connectivity between the connected districts and Transit Villages with pedestrian walkways, shuttle

WHEREAS critical to the future success of the Perimeter Area is the construction of sidewalks and bike lanes as part of the Project where it impacts arterial and collector streets and affected surface streets, overpasses and underpasses, and inclusion of space set aside for the future construction of multiuse paths as part of the Project;

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

BE IT RESOLVED that the Sandy Springs / Perimeter Chamber of Commerce for the purpose of advancing job growth, business retention, business attraction, quality of life, and improved economic conditions, DOES HEREBY respectfully request the Georgia Department of Transportation incorporate in the Project sidewalks, context sensitive dedicated and separated bicycle lanes and set aside space for a future multiuse trail consistent with the foregoing goals, objectives and policies.

RESOLVED THIS 28th day of January 2015.

Tom Mahaffey

Tom

President/CEO
Sandy Springs Perimeter Chamber of Commerce