



PATH NEWS

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A Non-profit Organization Dedicated to Planning and Building Greenway Trails

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DOWNTOWN TRAILS ON THE WAY

PATH has been pursuing a trail connection into the heart of Atlanta since 1992. Connecting the venue around Centennial Olympic Park with the proposed BeltLine Trail and the rest of our trail system has always been high on our to-do list.

In January, PATH and the City agreed in concept to build a linear park and trail on the Harris Street right-of-way between Piedmont Avenue and Centennial Park. PATH has hired **Glating-Jackson**, community planners based in Orlando, to perform engineering, survey and design work for the project. PATH will coordinate stakeholder review with **Central Atlanta Progress** and the City. The Design and engineering phase of the project should be finalized later this year.

Residents of east Atlanta, Decatur, and Stone Mountain will be able to take the Stone Mountain and Freedom Park Trail to the Aquarium, the World of Coke and the Civil Rights Museum. Visitors to downtown will be able to ride from their hotel to Freedom Park, the Carter Center, the MLK Historic site, and the BeltLine. Bicycling commuters will be able to travel to the center of the city without using the street.



PATH plans to bring greenspace and a trail across downtown using a portion of the Harris Street right-of-way. (Insert: Existing condition)

A portion of Harris Street will become a landscaped park with a dedicated trail for bikes, pedestrians and other non-motorized travelers. This “roads-to-trails” idea has been successfully launched in Portland, Vancouver, and New York City, where two lanes of Broadway in Manhattan were converted to a park and trail (see pictures below). Without a river or abandoned railroad downtown, we believe this is the only way we will ever have a trail into downtown Atlanta and Centennial Park.

PATH will begin a fundraising effort for this project later this year. With any luck, we will have a completed trail to downtown Atlanta during 2010.



If Manhattan can afford to lose two lanes of Broadway (left), surely Atlanta can spare some room on Harris Street.

Traffic Signals with bicyclists in mind are common place in the big apple (right).

