

MARTA infill station study
appendix B

Access Enhancement Projects

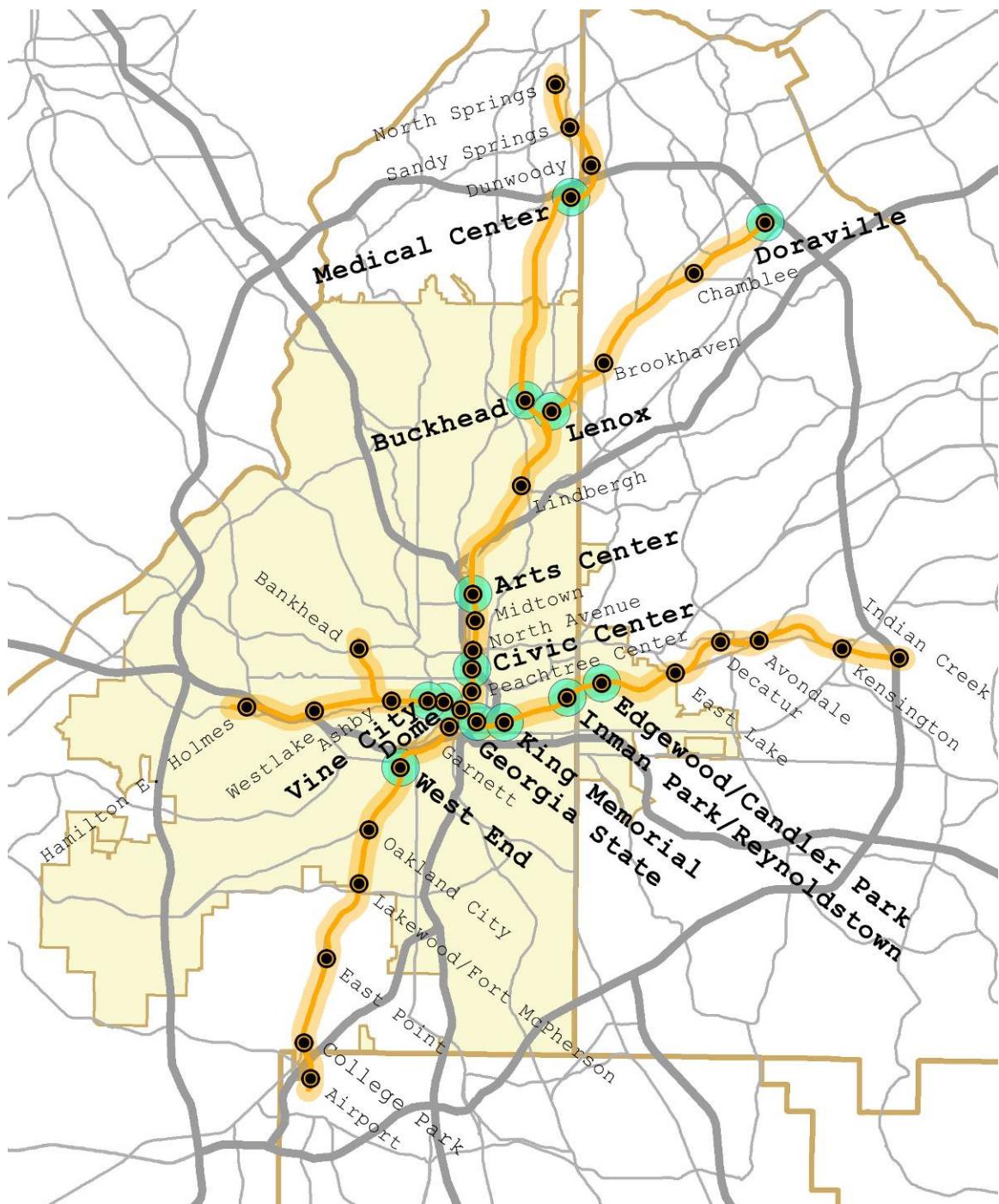


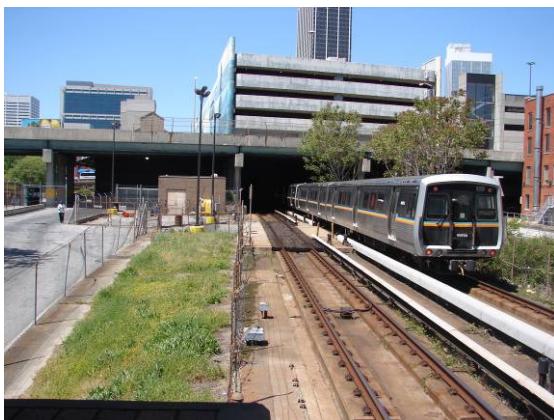
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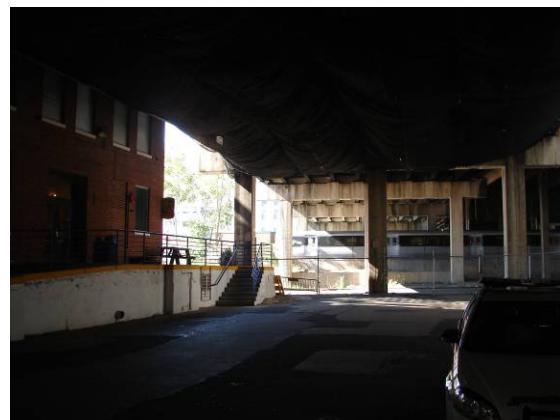
Legend*MARTA track and station**MARTA station platforms**access enhancement project**site of interest*

E1**Georgia State Station**

New access westward from the existing station platform ends to Courtland/Washington Street would greatly enhance access from the station to Georgia State University, Underground Atlanta and The Freight Room event facility operated by the Georgia Building Authority. Of particular relevance to this project is the planned 10,000 seat Convocation Hall by Georgia State University that would replace its current arena and potentially spill directly into the new station entrance.



a: view west to Courtland Street



b: view from Lower Courtland Street

project overview:

jurisdiction: Atlanta/Fulton

connection: western end of Georgia State Station platforms to upper and lower Courtland/Washington Street.

station type: **A1** (foot). The Georgia State Station provides convenient access to Piedmont Avenue and JW Dobbs Drive, but improved pedestrian access to the west is needed.

new Breeze gates required: yes.

physical description:

This project includes a simple Breeze entrance pavilion at street level, three stairs down to ground/track level and two walkways. Two stairs and the two walkways connect the Breeze pavilion to the eastbound and westbound platforms. The third stair would connect patrons over the CSX railroad tracks to access Lower Courtland Street which leads one block into the heart of the GSU campus. The new pavilion would also connect under Courtland/Washington Streets to Polk Plaza, the Freight Room, the old Coke museum and the eastern entrance to Underground Atlanta just one block away.

relevant notes:

- 100% of land required is owned by MARTA or another public entity.
- Development sites for both state offices and university facilities exist on both sides of the station and along Courtland Street.
- Logical partners for this project include Georgia State University, the State of Georgia, Underground Atlanta and Central Atlanta Progress.

E2**King Memorial Station**

As perhaps the highest MARTA station on the entire system, creating new entrances to an otherwise single-entry station is especially challenging. One significant improvement that is already being studied by MARTA would be a new pedestrian bridge connecting the station across the railroad to the south to new redevelopment properties and historic Oakland Cemetery.



a: view from parking lot to station



b: from station across to cemetery

project overview:

jurisdiction: Atlanta/Fulton

connection: pedestrian bridge south across CSX railroad toward MLK Jr. Drive and Oakland Cemetery

station type: **A2** (foot, bus). The King Memorial Station has a single center access point, but has particularly limited access to the south across the CSX railroad. The existing MARTA parking lot is being redeveloped as a TOD, allowing the station to be classified A2.

new Breeze gates required: no.

physical description:

A simple pedestrian bridge would connect from the station south across the railroad to an existing MARTA property that is planned to be redeveloped as transit-oriented development. A walkway or passageway would continue through the site and connect to ML King, Jr. Drive near the entrance to Oakland Cemetery, a local attraction. The station connection is difficult as there is limited clearance with the railroad to access the concourse level of the station.

limiting factors:

- Redevelopment of the MARTA property must include a public passageway to access the bridge from MLK Jr. Drive.

relevant notes:

- 100% of land required is owned by MARTA.

E3**Inman Park/Reynoldstown**

New access eastward from the station would shorten the walking distance to Moreland Avenue and the new Edgewood Retail District from 2,200 feet (over five blocks) feet to only 850 feet (two blocks), making it much more likely that people will use MARTA to get there. Ideally, this project would have been included as part of the Edgewood Retail District, which opened in 2005 and includes over 600,000 square feet of retail (Target, Lowe's, Kroger, Best Buy, etc.) and over 300 housing units.



a: existing pedestrian bridge



b: new bridge site to Seaboard Avenue

project overview:

jurisdiction: Atlanta/Fulton

connection: pedestrian access from station platforms south to Seaboard Avenue and east to Moreland Avenue

station type: **A4** (car, bus). The Inman Park/Reynoldstown Station has a single central access point which allows convenient access by car or bus, but pedestrian access is severely lacking. At the same time, demand for pedestrian access to the station is growing and likely to grow even more, particularly from the Moreland Avenue corridor. With this and other access enhancements, the station type may change to A3.

new Breeze gates required: yes (not required with alternate).

physical description:

A new pedestrian bridge would connect the eastern ends of both platforms south across the CSX railroad to Seaboard Avenue. A new Breeze pavilion would then connect down to street level and improved sidewalks would connect east to Moreland Avenue.

relevant notes:

- MARTA would need to partner with Georgia Power, (the adjacent property owner), to widen the sidewalk along Seaboard Avenue at the intersection with Moreland.
- Unfortunately, existing development prevents new access to the north side of DeKalb Avenue. This would significantly improve pedestrian access to Little Five Points.

alternatives:

- Instead of installing new Breeze gates and a new pedestrian bridge, a simple stair could connect down from the existing bridge. This alternate has already been examined by MARTA. It would shorten the trip to the Edgewood Retail District and Moreland Avenue to 1,400 feet (three and a half blocks).
- At a minimum, MARTA needs to provide signage at the intersection of Moreland and Seaboard to let potential riders at Edgewood Retail know that the station exists.

E4**Edgewood/Candler Park**

With substantial redevelopment potential on both sides of the MARTA track, this project would provide improved pedestrian access to the east, and transform a bus and car-oriented station to one that better serves its changing district.



a: view east from platform



b: station from DeKalb Avenue

project overview:

jurisdiction: Atlanta/DeKalb

connection: pedestrian access from station platform east to redevelopment sites on both sides of track.

station type: **A4** (car, bus). The Edgewood/Candler Park Station has a single central access point which connects both north and south of the parallel CSX railroad and DeKalb Avenue. This allows convenient access by car or bus, but pedestrian access is severely lacking. At the same time, demand for pedestrian access to the station is growing and likely to grow even more. With this and other access enhancements, the station type may change to A3.

new Breeze gates required: yes.

physical description:

A new walkway would extend from the center platform to the east and connect to a new Breeze pavilion and pedestrian bridge that would then connect both north across DeKalb Avenue and south across the CSX railroad.

limiting factors:

- Because the larger development opportunity is on the south side of the tracks, this investment makes the most sense only if/when that property is redeveloped into a dense, mixed-use project.
- In addition to limited station access due to the design of the station, the sidewalks along DeKalb Avenue are narrow and hazardous. Complementary improvements to sidewalks by the City of Atlanta are also needed.

relevant notes:

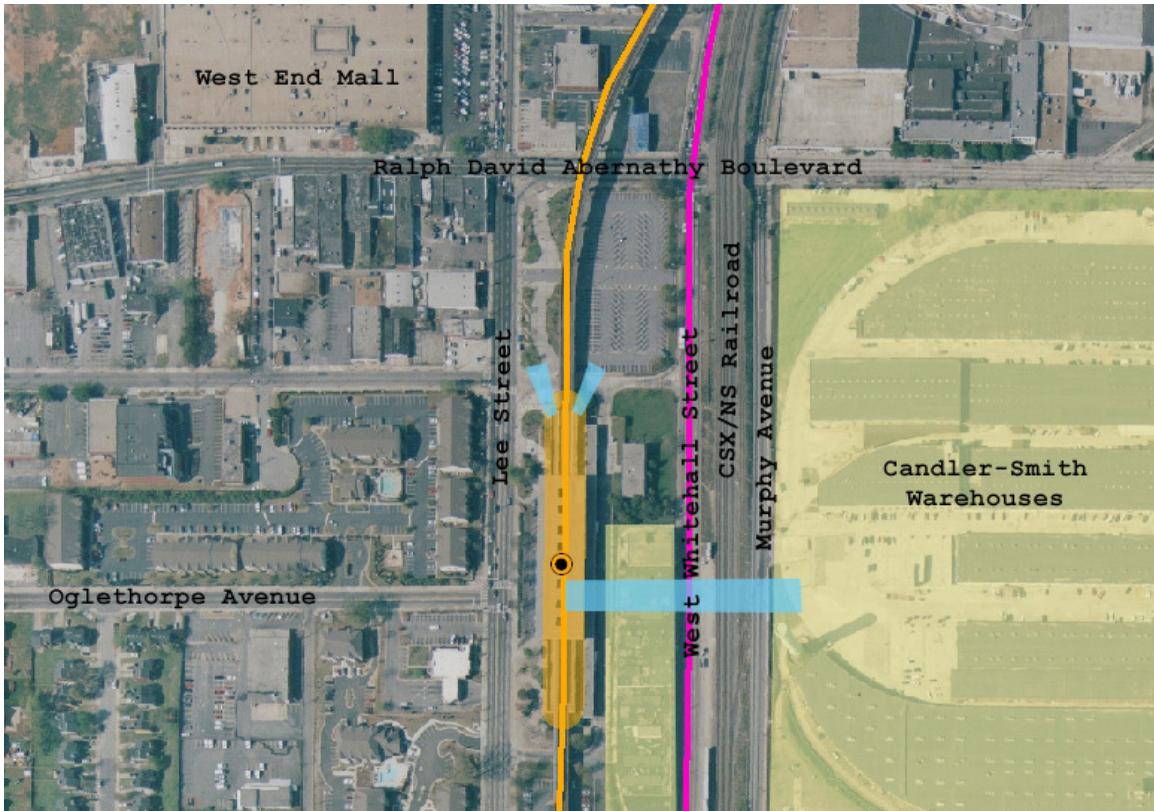
- Some property acquisition (or a development partnership) is required for structural support and an access point on north side of DeKalb Avenue. With lots of townhouse and other developments coming to the relatively small parcels along DeKalb Avenue, it would be prudent for MARTA to go ahead and preserve this connection point now.

alternatives:

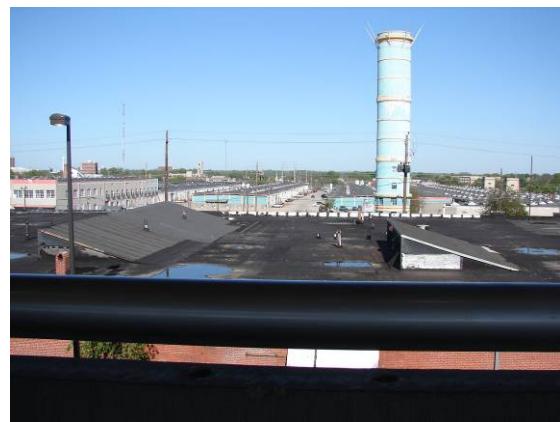
- The access point could be moved closer to the platform end and use property already owned by MARTA for its access on the north side of DeKalb Avenue.

S2**West End Station**

New access eastward from the station would connect a major redevelopment opportunity and provide frontage to West Whitehall which the City of Atlanta intends to rebrand as Peachtree Street, including electric streetcar service. By connecting all the way to Murphy Avenue and the Candler Warehouses, MARTA would significantly improve a dangerous at-grade crossing used by pedestrians and some MARTA patrons. New access northward from the platform ends would also shorten the walking distance to West End Mall and Ralph David Abernathy Boulevard.



a: platform extension access to RDA



b: view across to Candler-Smith

project overview:

jurisdiction: Atlanta/Fulton

connection: pedestrian access from station east to West Whitehall Street (future Peachtree) and further across railroad to major redevelopment sites on Murphy Avenue.

station type: **A4** (car, bus). The West End Station has a single central access point which is limiting for pedestrian access. With these and other access enhancements, the station type may change to A3.

new Breeze gates required: yes. Note: it is possible to do this improvement without new gates; however, a new Breeze gate providing direct access to the northbound platform would significantly improve convenience by not requiring patrons to go down to the gates and back up to the platform.

physical description:

Redevelopment of the property adjacent to the West End Station fronting West Whitehall Street would provide both a new Breeze entrance to the station and bridge support for the western end of the bridge. This new pedestrian bridge would span over West Whitehall and the shared CSX/NS railroad to Murphy Avenue and the Candler-Smith warehouses.

limiting factors:

- It is logical that this connection would not be made until the West Whitehall (Peachtree) frontage is redeveloped and/or the Candler-Smith warehouses are redeveloped in order to engage partners to help fund the improvements.

relevant notes:

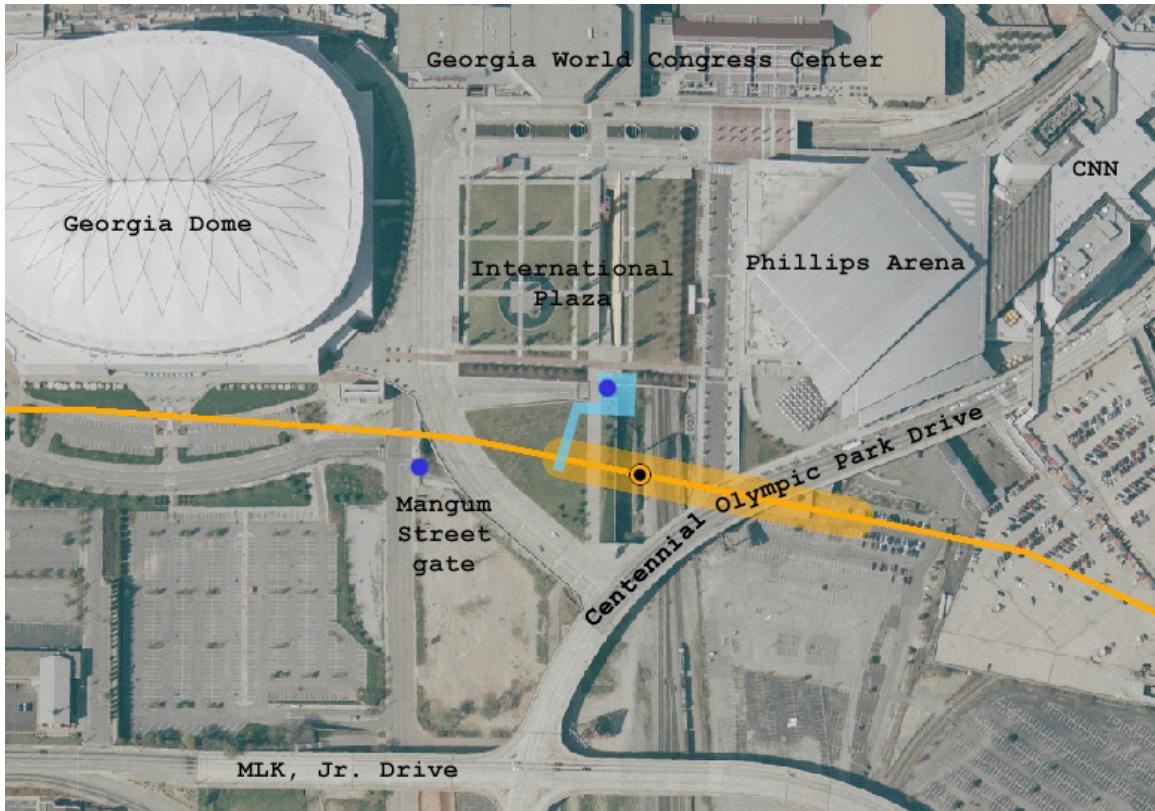
- This railroad corridor is very active and pedestrian crossings are unsafe. For public safety, the railroad crossing should be open to the public, not just MARTA patrons.
- In addition to the owners/developers of the West Whitehall property and Candler-Smith warehouses, MARTA could partner with the City of Atlanta, GDOT and both railroad companies who all have an interest in improving safety at this dangerous rail crossing.

alternatives:

- The connection could be moved north so that it sits on MARTA property that fronts West Whitehall rather than on private property. The drawback of this location is that it cannot take advantage of the high point on Murphy Avenue for the eastern end of the pedestrian bridge.

W1**Dome Station**

New vertical access to the International Plaza that sits above multi-story parking garages between the Georgia Dome and Philips Arena would improve visibility and pedestrian access to the station from the Georgia World Congress Center. Additionally, the Mangum Street entrance at the western end of the Dome Station should remain open at non-game times. This requires very modest physical improvements, but will make the station much more accessible to the Castleberry Hill community and major mixed-use redevelopment opportunities to the south.



a: opening from below plaza



b: access site on top of plaza

project overview:

jurisdiction: Atlanta/Fulton

connection: vertical pedestrian access from station up to the International Plaza.

station type: A1 (foot). While the Dome Station has good access to Philips Arena and the Georgia Dome, it lacks pedestrian access to the plaza that sits between the two, and to the Castleberry Hill community directly to the south.

new Breeze gates required: no.

physical description:

The Breeze entrance that was built for the Georgia Dome at the western end of the station platforms would remain open at non-game times. Modest physical improvements would better link the entrance directly to Mangum Street. From the existing Breeze gates, a new walkway would also connect north below the International Plaza to an existing opening in the plaza above. From this point, an elevator and stairway would extend up to plaza level.

relevant notes:

- By encouraging fans and conventioneers to walk across the Plaza to access the station, the Plaza is better positioned to be a venue for pre and post-game events that maximize fans' experience and enhance revenue opportunities for the GWCC.
- A logical partner for this project is the Georgia World Congress Center Authority.
- In addition to the new access point, it should be noted that there is a large space under the plaza between the parking garages and the MARTA station. This could provide a unique opportunity for a new event space associated with the Dome that is protected from the weather. A new floor would be built just above the garage access drives and MARTA maintenance buildings and would connect the western end of the Dome access walk to the new vertical connection.

W2**Vine City Station**

This project would create direct access from the station to Herndon Stadium through an existing tunnel between the inbound and outbound MARTA track. The new entrance would also provide significantly improved access to Morris Brown College, Interdenominational Theological Center and Clark Atlanta University campuses, the historic Herndon House and the surrounding Vine City neighborhood via Vine Street.



a: view west from station platform



b: east gate of Herndon Stadium

project overview:

jurisdiction: Atlanta/Fulton

connection: pedestrian access from the western end of the center platform west to Vine Street

station type: **A1** (foot). The Vine City Station is generally open to pedestrians, but the surrounding street framework and topography limit pedestrian accessibility, particularly to the west.

new Breeze gates required: yes.

physical description:

The eastbound and westbound MARTA tracks are separated at the station in order to allow a center platform. As the tracks head west, this separation continues into a tunnel. An unused center tunnel separates the eastbound and westbound track for several hundred feet beyond the tunnel head. By utilizing this tunnel and then connecting up to street level with escalators, direct access can be made all the way from Vine City Station to Herndon Stadium. A new Breeze pavilion would sit at Vine Street.

limiting factors:

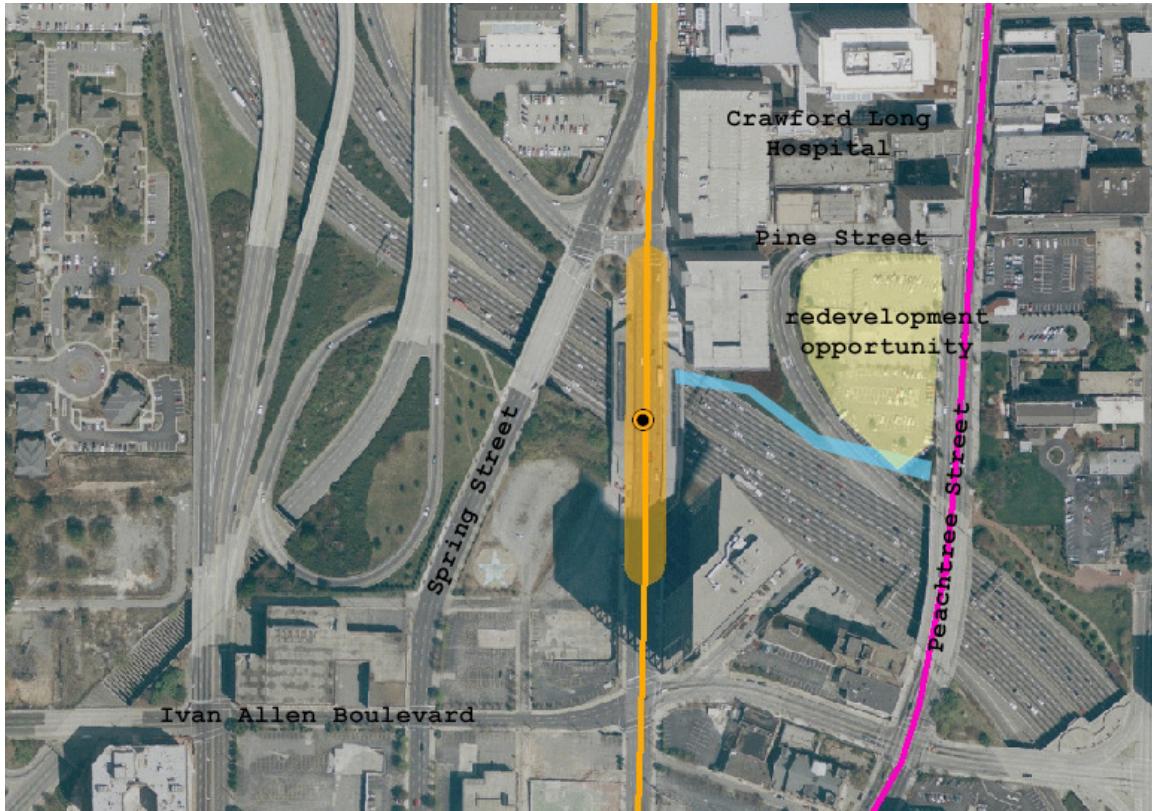
- Further engineering is required for tunnel use and ability to connect up through hillside to street level.

relevant notes:

- A logical partner for this project is the Atlanta University Center and Herndon Stadium.

N2**Civic Center Station**

Improved east/west access to the Civic Center Station would greatly enhance its visibility and usage. Its connection to Peachtree Street is especially viable in partnership with private sector development opportunities.



a: view west to station



b: view north at Peachtree Street

project overview:

jurisdiction: Atlanta/Fulton

connection: pedestrian access east to Peachtree Street.

station type: **A1** (foot). The Civic Center Station is open to pedestrians arriving from the north or south, but the surrounding street framework and I-75/85 severely limit pedestrian accessibility from the east and west.

new Breeze gates required: no.

physical description:

From either platform level or street level (or both), a new pedestrian walkway would begin from the northern end of the station just adjacent to an existing parking garage at the edge of the interstate highway below. It would extend east and elevated over the Peachtree/Pine exit ramp and connect directly to Peachtree Street. Conveniently, the existing configuration of the station does not require new Breeze gates, even when connecting directly to the platform level.

limiting factors:

- It is logical that this connection would not be made until the vacant lots facing Peachtree Street are redeveloped, although this is not necessary.

relevant notes:

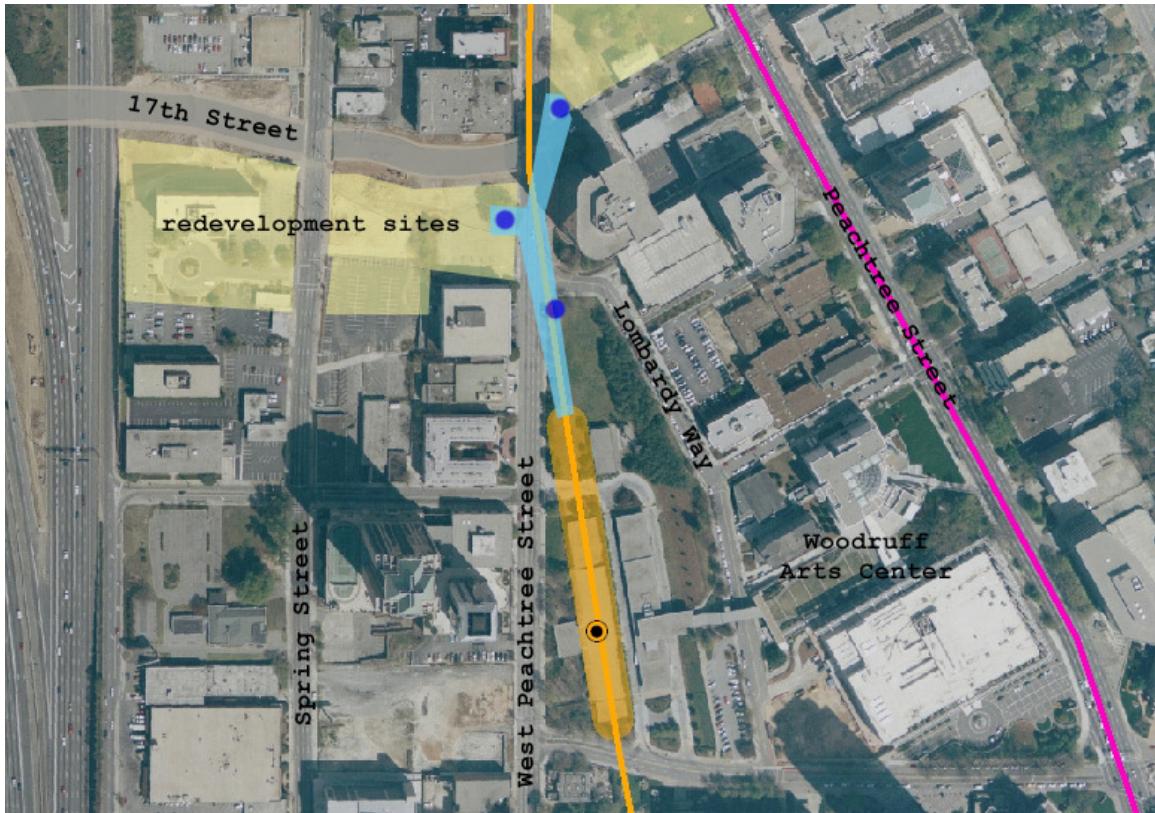
- Private development of the lots bound by Peachtree, Pine and the interstate exit ramp provide an excellent opportunity for a public/private partnership to pay for this project.
- Proposals to cap over the interstate with new buildings or a large new public space could be designed to accommodate this connection.

alternatives:

- At Peachtree, depending on subsurface infrastructure, a connecting tunnel could extend below the street and pop up on the east side of the street. Alternately, a signalized crosswalk should be installed providing patrons with safe access to the other side.

N5**Arts Center Station**

With major new development projects in the planning and design phases at 17th and West Peachtree Streets, and with the possible future location of Atlanta Symphony Hall on top of this station, MARTA has an opportunity to engage in a public/private partnership that will improve access and ridership at the Arts Center Station. In addition to serving the immediate area around Pershing Point, it would also provide a more clear and direct connection to Atlantic Station just west across the 17th Street bridge.



a: view south along West Peachtree



b: view west toward Atlantic Station

project overview:

jurisdiction: Atlanta/Fulton

connection: pedestrian access from platforms north to 17th Street

station type: **A2** (foot, bus). The station area is experiencing rapid growth that demands improved pedestrian access.

new Breeze gates required: yes.

physical description:

An underground walkway from the station's center platform would extend north and up so that it can cross over the southbound train tunnel. A new Breeze pavilion would be built at the southeast corner of West Peachtree Street and Arts Center Way and the southwest and northeast corners of West Peachtree and 17th Street. In the possibility that Symphony Hall is located on top of the station, multiple new entrances could be considered facing all directions (not just for concert-goers, but also for the general public).

limiting factors:

- Further engineering required for possible interference between new underground walkway with train tunnels, equipment and other subsurface infrastructure like sewer lines.

relevant notes:

- Area developers have expressed interest in partnering with MARTA on these projects.
- While not fully capturing the opportunity of the Uptown infill station, this project does significantly improve access to MARTA from the Pershing Point district of midtown.
- Atlantic Station should also be considered a logical partner for station access enhancements, as this would significantly improve transit visibility from Atlantic Station.
- MARTA and the Woodruff Arts Center have engaged in discussions about locating the new Symphony Hall on top of the Arts Center Station. If approved, this project should include significant public access enhancements to the station, beyond access just to the new facility. At a minimum, this should include the new entrance at West Peachtree and Arts Center Way.

alternatives:

- At a minimum, MARTA should partner with local developers to build the new entrance at Arts Center Way, which would significantly open pedestrian access to the north.

N7**Buckhead Station**

This project has been identified for some time by MARTA and Buckhead leaders. It will significantly improve access to the station from surrounding development that has increased significantly since the station was first constructed.

*a: new concourse site**b: new Buckhead towers***project overview:**

jurisdiction: Atlanta/Fulton

connection: new northern concourse connecting ongoing development north of the Peachtree corridor.

station type: **A1** (foot). The Buckhead Station is a pedestrian station, but pedestrian access is currently limited only from the south at Peachtree Street. This project will greatly improve access to an enormous amount of redevelopment north of the station.

new Breeze gates required: yes.

physical description:

A new concourse will cross over both MARTA's center platform and all lanes of GA 400, providing direct access to areas both east and west of the highway. The Buckhead Station was built with structural support for this future concourse, and in the past this proposal has included a busway that also crosses GA 400.

limiting factors:

- Design matters. Organization of private development on either side of the highway will greatly encourage or discourage patron access.

N8**Medical Center Station**

Both short-term and long-term access enhancements should be made at the station, making it substantially more accessible to the hospitals and other sites in the area. The large office park directly adjacent to the north of the station is currently completely inaccessible; yet short term access could easily be provided. Anticipating future redevelopment of this site, however, more significant improvements could be accomplished in partnership with a future developer.



a: view north from the station



b: short term access point

project overview:

jurisdiction: Sandy Springs/Fulton
connection: pedestrian access north toward Lake Hearn Drive and west to Northside Hospital
station type: **A2** (foot, bus). The Medical Center Station depends heavily on pedestrian access, but is not well-integrated into its environment, particularly to the north. This makes pedestrian access quite difficult.
new Breeze gates required: yes.

physical description:

Three projects are proposed for this station. A) In the short-term, a simple stair and Breeze pavilion could easily be added connecting the southbound platform level to the adjacent office park drive. Patrons wishing to go northbound would simply go up to the concourse level and back down on the other side. B) A better solution would be an entire new eastern concourse that would span the tracks and create a more appropriate entrance for the redevelopment site. It would include a new Breeze pavilion and vertical access down to both platforms, as well as down to the redevelopment site. C) Another significant improvement would be new walkways that extend from each platform end underneath Peachtree-Dunwoody Road and connect up through a new Breeze pavilion on the western side of the road with more direct and convenient access to Northside Hospital. Ideally, this would be built in conjunction with a new hospital building.

limiting factors:

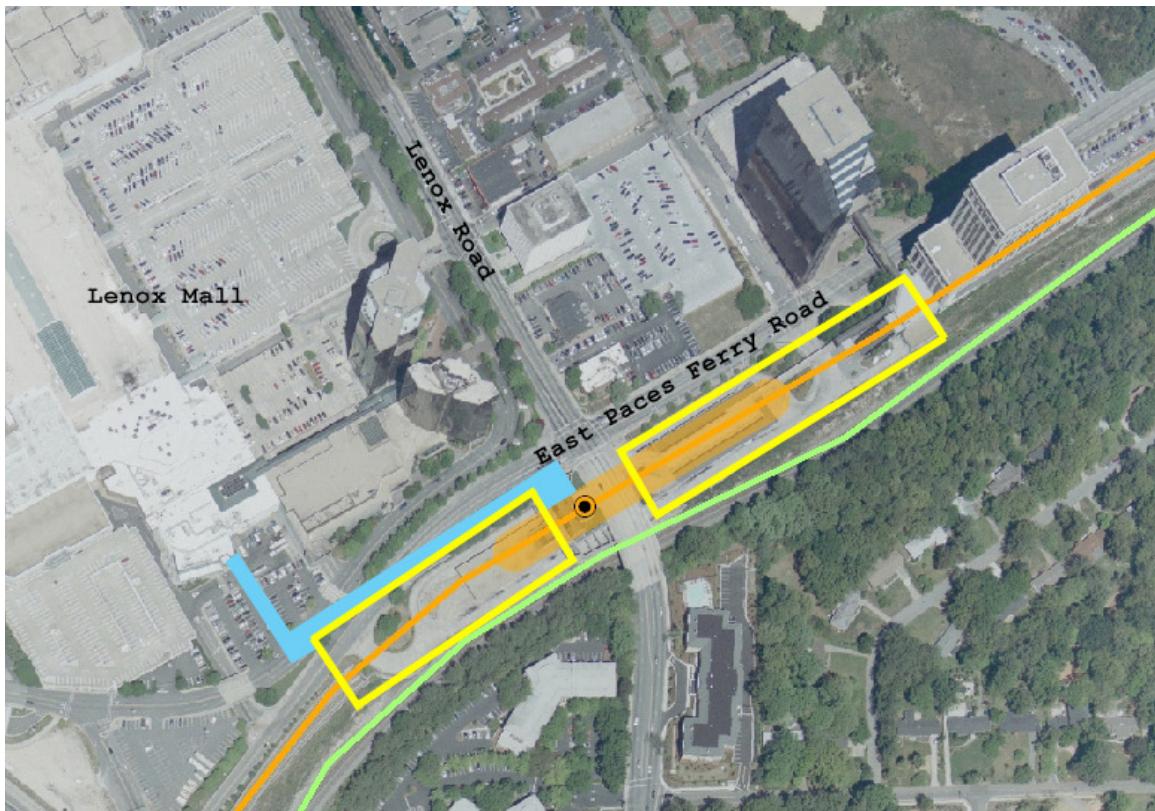
- Further study required to connect below Peachtree-Dunwoody Road; possible interference with subsurface infrastructure.

relevant notes:

- The owner/developer for the adjacent northern parcel would be a partner for A or B projects.
- Northside Hospital or related developers would be logical partners for C project.

NE7**Lenox Station**

Currently the pedestrian experience connecting from MARTA to Lenox Square Mall is confusing and unpleasant. But with excellent TOD sites already available by MARTA and interest in redevelopment of residual parcels around the mall's edge, an exciting opportunity exists to improve patron experience in making this connection. Redesign of this area could reduce roadway redundancy, improve both vehicular and pedestrian access, and better position both mall and MARTA redevelopment sites with improved visibility, accessibility, and attractiveness in the market.



a: sidewalk along East Paces



b: TOD site north of Lenox Road

project overview:

jurisdiction: Atlanta/Fulton

connection: improved pedestrian access to Lenox Square Mall

station type: **A2** (foot, bus)

new Breeze gates required: no.

physical description:

Prior to the construction of Georgia 400, East Paces Ferry Road connected west to Piedmont Avenue and the rest of Buckhead. Now it is cut off, and combined with an awkward alignment of the mall's perimeter road, there is a substantial barrier for pedestrians wanting to access the mall from Lenox Station.

limiting factors:

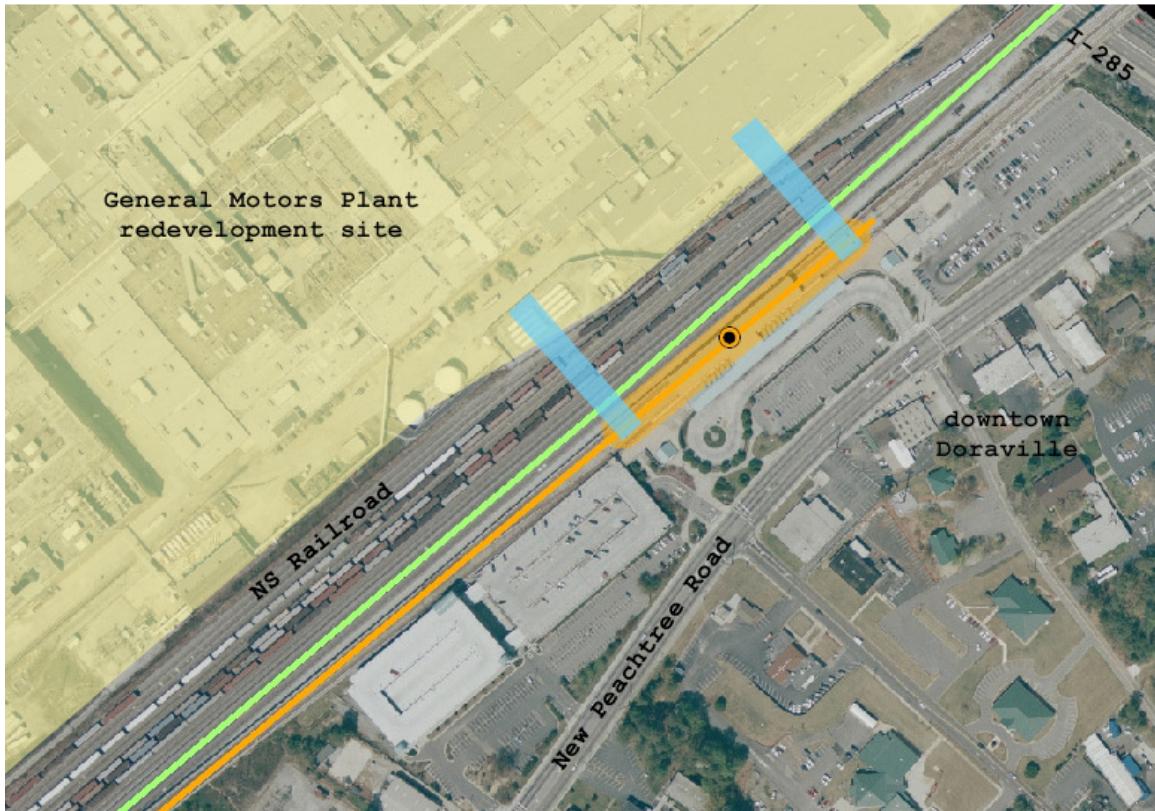
- Requires coordination with Lenox Mall, City of Atlanta and possibly other entities.

relevant notes:

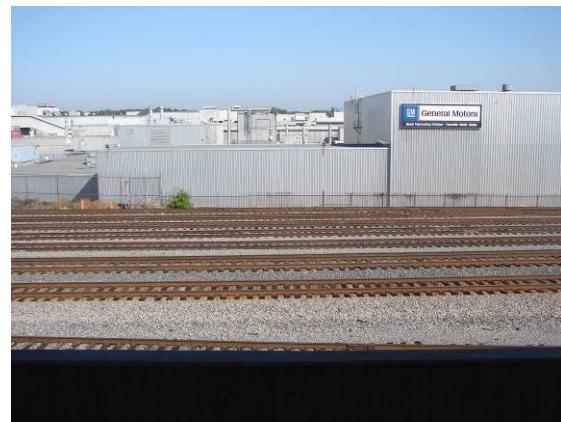
- With attractive street amenities and a direct and pleasant pedestrian connection, MARTA TOD sites could include ground-level retail, extending an outdoor retail environment from the mall to the front door of the station. In addition to improving patron experience (and perhaps ridership), retail leases could also provide a long-term revenue stream to MARTA.

NE10**Doraville Station**

This is perhaps the most obvious access enhancement project. The station was built without any connection northwest to the General Motors Plant. With that plant scheduled to close in 2008, city leaders and developers alike are anticipating substantial redevelopment of this 142 acre site. Simple pedestrian bridges at either end of the station can connect the site to MARTA.



a: view across track to GM plant



b: view across track to GM plant

project overview:

jurisdiction: Doraville/DeKalb

connection: pedestrian access across railroad to General Motors Plant which is anticipated to be closed in 2008 and transformed with massive new development.

station type: **A4** (bus, car). As the current end-of-the line station and with large parking garages already existing, car access to the station will remain. However, as redevelopment comes to the area, improved pedestrian access is needed, particularly north to the former GM Plant.

new Breeze gates required: yes.

physical description:

Because the station has a center platform with an existing roof structure generally centered on the platform, it appears the easiest way to connect new pedestrian bridges to the station would be at either end, outside of the existing roof structure. This could happen at either end, or preferably at both ends. The bridge(s) would cross over the southbound track, over the Norfolk Southern main line and into the GM Plant site.

limiting factors:

- Design matters. Organization of new development on GM Plant site will greatly encourage or discourage patron access.