



**Midtown
Rail Station
Accessibility Assessment
N4**

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METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

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EXECUTIVE SUMMARY

Crosswalks and Striping

On-property, there is a ***lack of truncated domes and crosswalk striping within the bus loop and at all major intersections surrounding the station*** (junctions between Bus Loop, 10th St., East Access Road and Peachtree Place). Off-property, there were many intersections, especially north of the station, that completely lacked any pedestrian-supportive infrastructure, although there was significant construction during field work.

Sidewalks

On-property, the walking surfaces were adequate, aside from some missing chunks of concrete on the south side of the Main Concourse abutting Peachtree Place. Off-property, the ***sidewalks along Peachtree Walk, 12th St., 11th St. and Juniper St. had multiple areas of busted or simply discontinuous sections*** of sidewalk.

Amenities

On-property, there are ***three covered bike parking areas*** outside of fare control ***that can store up to 18 bicycles***; however, there is a ***lack of wayfinding signage to these facilities.*** There are ample seating opportunities and trash bins on the platform level and within the Main Concourse and bus loop, as well as a pair of vending machines. The ***benches on the south side*** of the Main Concourse ***are tilted towards the ground*** and should be re-positioned to provide added comfort.

Stairways, Elevators & Escalators

On each of the staircases that run down from the Main Concourse to the platform level the ***anti-slip grip strips are heavily worn*** and there are ***occasional missing chunks of concrete*** near the lips of some of the stairs.

Signage

The biggest issue is that there are two pillars outside of the paid area on either side of the Main Concourse that contain ***bus information that is angled at the station walls and thus not readily visible to patrons.*** There is also a ***Free Parking sign*** despite the fact that the MARTA website does not list any available parking at this station. Finally, there is a late night Red Line ***wayfinding sign that is practically hidden*** on the Main Concourse level.

MISSION STATEMENT

The purpose of this project is to assess the current conditions of MARTA rail stations and their surroundings. The team will use the assessments to present recommendations of ways to improve pedestrian and bicycle accessibility to rail stations, as well as the overall experience that patrons encounter while using MARTA.

INTRODUCTION

Field work at the Midtown Station was completed on the afternoon of July 3, 2012. The weather was even more hot and humid than previous outings. This station has two concourses, the Main Concourse is bounded by 10th St. and Peachtree Place while the Federal Reserve Concourse is bounded by 10th St., the Federal Reserve Building and an office tower to the west. On-property, there was a lack of truncated domes and crosswalk striping within the bus loop and at each of the major intersections between the eastern and western boundary roads and 10th St. and Peachtree Place.

Other than this recurring problem, there were few accessibility-related issues in this station. There are three covered bike parking areas outside of fare control that can hold up to 18 bikes, but there is a lack of wayfinding signage to these facilities. There are two large pillars in the main concourse that have display cases on each face, but the bus service information faces a station wall in both cases. Off-property, the team was surprised to find that there were many ADA compliancy issues (i.e. no curb cuts, no striping, no truncated domes, and discontinuous sidewalks) around the Midtown station-area, especially north of 10th St.

CROSSWALKS AND STRIPING

ON MARTA PROPERTY

Existing Conditions

- As can be seen below in Figure 1, there is a set of ramps, which imply a crosswalk, but a ***lack of striping and truncated domes within the bus loop*** area on the west side of the Main Concourse level. This set of ramps leads from the side of the bus loop abutting the western station wall to the other side of the bus loop.



Figure 1 - Crosswalk through bus loop without striping and truncated domes (Photo 31).

- There is a ***lack of truncated domes and crosswalk striping along*** the following ***boundary intersections***:
 - Peachtree Pl. & Bus Loop (Photo 39)
 - Peachtree Pl. & East Access Road
 - 10th St. & Bus Loop (Photo 34)
 - 10th St. & East Access Road (Photo 46)

Recommendations

- Add crosswalk striping and truncated domes to the above areas within and surrounding the station.

NOT ON MARTA PROPERTY

Existing Conditions

- At the intersection of 10th St. and Williams St. (the **main intersection to cross the 10th St. Bridge**), there is lack of truncated domes on all corners, except the southeast, and faded striping on the west side crosswalk (Photos 75-77).
- At the intersection of 10th St. and Crescent St., there is a crosswalk leading from Delta Community Credit Union to the Federal Reserve; however, as can be seen below in Figure 2, there is a **lack of curb cuts** and truncated domes at either end of the striping.



Figure 2 - 10th St. crosswalk that is not ADA accessible (Photo 91).

- On the north side of the intersection of 10th St. and West Peachtree St., there is a **missing pedestrian push button** (Photo 71).
- **ADA ramp compliancy issues** (e.g. alignment, lack of truncated domes, slope too steep, opening too narrow), **a lack of crosswalk striping and/or a lack of curb cuts** were noted in the following areas:
 - Peachtree Walk between 10th St and 12th St. (Photos 52-54 & 59)
 - 12th St. between Peachtree Walk and Crescent St. (Photos 63 & 64)
 - 11th St between Peachtree St. and Juniper St. (Photos 65 & 67)
 - Juniper St. between 10th St. and 11th St. (Photos 86-88)
 - 10th St. and West Peachtree St. (Photo 68)
 - Spring St. between 10th St. and Peachtree Place (Photos 72-73 & 78-79)
 - Peachtree Place between Cypress St. and Juniper St. (Photos 83-85)

Recommendations

- Coordinate with the Midtown Improvement District, the City of Atlanta and/or private property owners to add proper pedestrian infrastructure (curb cuts, truncated domes, adequate ramps, crosswalk striping) to the above areas.

SIDEWALKS

ON MARTA PROPERTY

Existing Conditions

- As mentioned in the Repairs Brief, this station is subject to the usual tripping hazards (e.g. gap in escalator plates, sunken expansion joints, patches of missing concrete) found at many other stations (Photos 19, 28, 40 & 42)

NOT ON MARTA PROPERTY

Existing Conditions

- Surprisingly enough, we found that the following corridors within the Midtown station-area had ***rubbed or discontinuous sidewalks***:
 - Peachtree Walk between 10th St. and 12th St. (Photos 53, 55, 56, 57, 58)
 - 12th St. between Peachtree Walk and Peachtree St. (Photos 60-62)
 - 11th St. between Peachtree St. and Juniper St. (Photo 67)
 - Juniper St. between 11th St. and 10th St. (Photos 89 & 90)

Recommendations

- Coordinate with the Midtown Improvement District, the City of Atlanta and/or private property owners to provide smooth, continuous sidewalks within the aforementioned areas.

AMENITIES

ON MARTA PROPERTY

Existing Conditions

- **Table 1** below gives a summary of the bicycle parking available at Midtown Station. All 18 storage spaces are outside of fare control, yet still covered by the station's canopy. It should be noted that there is **no bike parking wayfinding signage** within the station.

Table 1. Bicycle Parking at Midtown Station

<i>Location</i>	<i>Fare Control</i>	<i>Type</i>	<i>Covering</i>	<i># Bikes</i>	<i>Photo #</i>
Main Concourse, Southwest corner	Outside	Serpentine	Covered	6	27
Main Concourse, Northeast corner	Outside	Bollard	Covered	6	44
Main Concourse, Northeast corner	Outside	Serpentine	Covered	6	48
				18	

- As can be seen below in Figure 3, within the unpaid area of the south side of the Main Concourse level, there are **two benches** that, owing to the slope that travels down from the station to Peachtree Place, were placed at an uncomfortable angle and **are tilted forward**.



Figure 3 - A bench that is titled forward towards the ground (Photo 30).

Recommendations

- **Re-install benches** on the Peachtree Place side of the Main Concourse, such that the back face of the bench is parallel with the glass pane on the station wall.

NOT ON MARTA PROPERTY

Existing Conditions

- **Table 2** below lists an account, by no means extensive, of the bicycle parking facilities provided within the area surveyed.

Table 2. Bicycle Parking around Midtown Station

<i>Intersection</i>	<i>Corner</i>	<i>Type</i>	<i>Covering</i>	<i># Bikes</i>	<i>Photo #</i>
11 th St. & Peachtree St.	NE	U-rack	Uncovered	2	66
W. Peachtree St. & 10 th St.	SE	U-rack	Semi-	6	69
W. Peachtree St. & 10 th St.	SW	U-rack	Semi-	6	70
South Side of Peachtree Pl. along PLAZA Midtown frontage		3 Serpentine	Semi-	12	80-82
				26	

STAIRWAYS, ESCALATORS AND ELEVATORS

ON MARTA PROPERTY

Existing Conditions

- As mentioned in the Repairs Brief and seen below in Figures 4 and 5, the majority of the **anti-slip grip strips** on each of the staircases leading from the main concourse (South of 10th St.) **are very worn and some of the steps have chunks of concrete missing** on the lip (Photos 3, 9, 13 & 23).



Figure 4 (Left) – Worn anti-slip grips and missing concrete on lip (Photo 3).

Figure 5 (Right) – Worn anti-slip grips lead to exposed metal plates (Photo 13).

- As seen below in Figure 6, there is a ***corner mirror with graffiti*** on it near the top of the Northbound-side Federal Reserve staircase (10th St. Concourse, East side). The ***presence of the writing diminishes both the utility*** of this safety/comfort measure ***and the patrons' sense of safety*** at this station.



Figure 6 - Graffiti on a corner mirror in the Federal Reserve staircase (Photo 17).

Recommendations

- Replace anti-slip grips on all staircases.
- Fill-in missing sections of concrete on all staircases.
- Remove graffiti from corner mirror in Federal Reserve Concourse.

BUS AREA, KISS- RIDE, PARK-RIDE & TAXI STAND

ON MARTA PROPERTY

Existing Conditions

- This station has a bus loop with adequate seating opportunities and a couple of trash bins.
- The East Access Road functions as the Kiss-Ride area for pick-up/drop-off. This area also serves as an area for taxis and service vehicles.
- According to the MARTA website, there is no daily parking at this station; however, there is a sign (Photo 45) on 10th St. that says otherwise.

SIGNAGE

ON MARTA PROPERTY

Existing Conditions

- There is a “late night Dunwoody” **wayfinder**, as seen below in Figure 7, which is **not placed in a readily visible area**. During field work, this sign was observed to be on the concourse level standing against the security fencing at the southern faregates near the Southbound escalator. Also, **“Dunwoody” should read “North Springs”**.



Figure 7 - Late night Dunwoody wayfinder in low visual traffic area (Photo 24).

- Within the main station concourse there is a large pillar in the canopied, unpaid area across from either set of faregates. Each face of the pillar has a display case on it; however, in both cases, the **face that contains important bus service information is directed toward the station wall** (Photos 26 & 49). Therefore, the **bus info is not readily visible** to anyone who is not already scouring the station for bus information, as seen below in Figure 8.



Figure 8 - Hard to find bus information hidden behind large pillar (Photo 26).

- Near the intersection of 10th St. and the access road along the eastern boundary of the station, there is a sign that says **“Free Parking”**, even though this area is used by service vehicles and the MARTA website does not list available parking at Midtown Station (Photo 45).
- As mentioned in the Repairs Brief, there are some empty map cases within the station (Photos 16 & 25).

Recommendations

- **Install bike parking wayfinding signage** within the canopied area of the station and also at the faregates on the Federal Reserve Concourse.
- **Re-orient displays** on large pillars so that the bus information faces the faregates or concourse entry/exit.
- **Replace the “Dunwoody” text** on the late night wayfinder with a “North Springs” **and relocate this wayfinder** next to the main display within the Main Concourse that forms a line with both sets of faregates.
- **Remove “Free Parking” sign.**