North Avenue Rail Station
Accessibility Assessment

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EXECUTIVE SUMMARY

Crosswalks and Striping

There is a lack of crosswalks both inside and surrounding the bus loop in order to safely facilitate pedestrian mobility in these areas. Additionally, many of the intersections surrounding the station have faded crosswalk striping, lack ramps and truncated domes, or lack crosswalks all together.

Sidewalks

On station premises, sidewalks and other floor surfaces are in good condition. Off the premises, there are several patches of sidewalk which are in poor condition and have the potential to impede pedestrian access to the station.

Amenities

There are three bike racks near the south entrance to the station, able to accommodate approximately six bikes. Benches and trash bins are widely available throughout the station. There are also several bike racks off station premises. It was noted that there is a lack of seating for patrons waiting for GRTA buses near North Avenue station, possible making transfers to and from MARTA.

Stairways, Elevators and Escalators

Stairways, elevators and escalators inside the station all appear to be in working order; however, it was noted that the areas in front of some of the elevators on the platform were poorly lit.

Signage

Signage inside the station was found to be confusing or difficult to see, an example being an unlit “Elevator” sign on the southbound platform which is easily missed from other parts of the platform. It was also noted that there is no way-finding signage inside or outside the station directing patrons to popular destinations such as the Fox Theatre.
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 was performed at North Avenue station July 3rd, 2012. The weather was hot and sunny. North Avenue station is located at the southern edge of Midtown. The main entrance is on the corner of North Avenue and West Peachtree Street. There is also another entrance on the corner of 3rd Street and West Peachtree Street. The station is located within close proximity to many attractions, including the Fox Theater, Georgia Tech, AT&T, Bank of America Plaza, and The Varsity.
CROSSWALKS AND STRIPING

ON MARTA PROPERTY

Existing Conditions

- There are no crosswalks leading from the bus loop island to the adjacent streets (North Ave and Ponce de Leon Ave). Figure 2 shows the south side of the bus loop island which contains a ramp suggesting that pedestrians can cross the bus loop here; however, with no striping or receiving ramp on the other side, an unsafe situation has been created.
- Figure 1 shows the north side of the bus loop which lacks ramps all together.
- As seen in Figure 3, the intersection of the North Ave sidewalk and bus south bus loop entrance lacks striping. The pedestrian ramps meant to facilitate crossing safely are too steep, and lack truncated domes. In addition, the pavement is cracked and broken in several areas.
- Figure 4 shows the intersection between the Ponce de Leon Ave sidewalk and the north bus loop entrance. Although ramps with truncated domes are present, there is no striping on the ground.

Figure 1: North side of the bus loop. See #37 indicated on the bus terminal street level plan.
Figure 2: South side of the bus loop. See #38 indicated on the bus terminal street level plan.

Figure 3: South entrance to the bus loop. See #64 indicated on the Google Earth map.
Figure 4: North entrance to the bus loop. See #79 indicated on the Google Earth map.

Recommendations

- Consider installing crosswalks on both the north and south sides of the bus loop in order to allow patrons to safely access buses from street level, without having to go through the station.
- Paint striping along the sidewalk across the north and south bus loop entrances.
- Install ADA-compliant ramps with truncated domes on the south bus loop entrance crosswalk.
- Fix the broken pavement at the south entrance to the bus loop.
Existing Conditions

The table below describes issues encountered concerning crosswalks off MARTA premises:

<table>
<thead>
<tr>
<th>Location</th>
<th>Ramps</th>
<th>Striping</th>
<th>Figure #</th>
</tr>
</thead>
<tbody>
<tr>
<td>3rd @ Cypress</td>
<td>Lack truncated domes</td>
<td>Faded</td>
<td>Figure 5</td>
</tr>
<tr>
<td>3rd @ Peachtree</td>
<td>Lack truncated domes</td>
<td>Faded</td>
<td>Figure 6</td>
</tr>
<tr>
<td>4th @ Peachtree</td>
<td>Good</td>
<td>Faded</td>
<td>Figure 7</td>
</tr>
<tr>
<td>4th @ Juniper</td>
<td>Only ramp present is NW corner, no truncated domes</td>
<td>Striping across 4th is faded. No striping across Juniper</td>
<td>Figure 8, Figure 9</td>
</tr>
</tbody>
</table>
| 4th @ Piedmont   | - NW, NE and SW corners lack ramps to cross Piedmont.  
                  | - All ramps present lack truncated domes.      | All present striping is faded.  
                  |                                               | - No striping going across Piedmont from between NW and NE corners. | Figure 10, Figure 11, Figure 12 |
| 3rd @ Piedmont   | - NW, SW and SE corners lack ramps to cross Piedmont.  
                  | - NW and SW corners lack ramps to cross 3rd.    | - North and west striping missing.  
                  | - Ramps on NE corner lack truncated domes.     | - South striping faded.  
                  |                                               | - West striping good.                         | Figure 13, Figure 14, Figure 15 |
| Piedmont @ Ponce | - All corners possess ramps to cross in both directions.  
                  | - NE and NW ramps are misaligned to cross Piedmont  
                  | - Large gap between SW ramp and street  
                  | - SE ramp to cross Piedmont lacks truncated domes | All present striping is faded.  
                  |                                               | - North side of intersection lacks striping.   | Figure 16, Figure 17, Figure 18, Figure 19, Figure 20 |
| Ponce @ Juniper  | NE & NW ramps lack truncated domes          | North and west striping faded                 | Figure 21               |
| Ponce @ Peachtree| Gap between NE ramp and street, x-ing Peachtree | - North and west striping faded.  
<pre><code>              |                                               | - West striping does not meet NW ramp.        | Figure 23, Figure 24         |
</code></pre>
<table>
<thead>
<tr>
<th>Location</th>
<th>Observations</th>
<th>Details</th>
<th>Figure(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>North @ Spring</td>
<td>• Northern ramps lack truncated domes.</td>
<td>All striping is faded.</td>
<td>Figure 25,</td>
</tr>
<tr>
<td></td>
<td>• SE ramp to cross North is missing</td>
<td></td>
<td>Figure 26,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Figure 27</td>
</tr>
<tr>
<td>North @ Williams</td>
<td>• NE corner has no truncated domes</td>
<td>Northern striping (across Williams Street) not present.</td>
<td>Figure 28</td>
</tr>
<tr>
<td></td>
<td>• NW ramp broken, no truncated domes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North @ GDOT headquarters</td>
<td>No truncated domes</td>
<td>Not present</td>
<td>Figure 29</td>
</tr>
<tr>
<td>driveway</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*In addition, there is a pedestrian push-button missing from the NE corner of the intersection of West Peachtree and Ponce.*

Figure 5: Intersection of 3rd Street and Cypress Street, facing NE. See #40 indicated on the Google Earth map.
Figure 6: Intersection of 3rd Street and Peachtree Street facing north. See #41 indicated on the Google Earth map.

Figure 7: Intersection of 4th Street and Peachtree Street facing SE. See #43 indicated on the Google Earth map.
Figure 8: Intersection of 4th Street and Juniper Street facing south. See #45 indicated on the Google Earth map.

Figure 9: Intersection of 4th and Juniper Streets facing SE. See #46 indicated on the Google Earth map.
Figure 10: Intersection of 4th Street and Piedmont Avenue, facing south. See #47 indicated on the Google Earth map.

Figure 11: Intersection of 4th Street and Piedmont Avenue facing east. See #48 indicated on the Google Earth map.
Figure 12: Intersection of 4th Street and Piedmont, facing north. See #49 indicated on the Google Earth map.

Figure 13: Intersection of 3rd Street and Piedmont Avenue facing south. See #50 indicated on the Google Earth map.
Figure 14: Intersection of 3rd Street and Piedmont Avenue facing west. See #51 indicated on the Google Earth map.

Figure 15: Intersection of 3rd Street and Piedmont Avenue facing NW. See #52 indicated on the Google Earth map.
Figure 16: Intersection of Piedmont and Ponce de Leon Avenues, facing west. See #54 indicated on the Google Earth map.

Figure 17: Intersection of Piedmont and Ponce de Leon Avenues, facing north. See #55 indicated on the Google Earth map.
Figure 18: Intersection of Piedmont and Ponce de Leon Avenues, facing west. See #56 indicated on the Google Earth map.

Figure 19: Intersection of Piedmont and Ponce de Leon Avenues, SW corner. The red box indicates a large gap/trench between the base of the ramp and the street. See #57 indicated on the Google Earth map.
Figure 20: Intersection of Piedmont and Ponce de Leon Avenues, facing north. See #58 indicated on the Google Earth map.

Figure 21: Intersection of Ponce de Leon Avenue and Juniper Street, facing west. See #59 indicated on the Google Earth map.
Figure 22: Intersection of Ponce de Leon Avenue and Peachtree Street, facing west. See #60 indicated on the Google Earth map.

Figure 23: Intersection of Ponce de Leon Avenue and Peachtree Street, facing north. The red arrow indicates a misalignment between the striping and the ramp. See #61 indicated on the Google Earth map.
Figure 24: Intersection of North Avenue and Spring Street, facing west. See #69 indicated on the Google Earth map.

Figure 25: Intersection of North Avenue and Spring Street, facing south. See #70 indicated on the Google Earth map.
Figure 26: Intersection of North Avenue and Spring Street, facing SE. See #71 indicated on the Google Earth map.

Figure 27: Intersection of North Avenue and Williams Street, facing west. See #73 indicated on the Google Earth map.
Figure 28: Driveway on North Avenue next to GDOT headquarters, facing east. See #74 indicated on the Google Earth map.
Figure 29: Intersection of Ponce de Leon Avenue and West Peachtree Street, NE corner. See #84 indicated on the Google Earth map.

**Recommendations**

Coordinate with the City of Atlanta and GDOT to:

- Ensure that all crosswalk ramps contain truncated domes.
- Ensure that faded striping is re-painted, and that crosswalk striping is painted where it is currently missing.
- Install crosswalk ramps where they are missing.
- Ensure that striping and ramps are properly aligned.
- Ensure that there are no vertical gaps between curb-cut ramps and the street.
- Fix broken pavement.
- Paint crosswalk striping across Juniper Street @ Fourth Street, and consider installing a HAWK signal in this location to facilitate safe crossing (see Figure 30 for an example).
Figure 30: A HAWK signal on Buford Highway near Doraville. Photo credit: www.georgiaroadgeek.com.
SIDEWALKS

ON MARTA PROPERTY

Existing Conditions

Sidewalks and other pedestrian areas on station premises are in adequate condition, aside from any issues detailed in the repairs brief.

Recommendations

None.

NOT ON MARTA PROPERTY

Existing Conditions

Sidewalks on streets near the station vary in condition. West of Peachtree Street, sidewalks are generally in better condition than they are east of Peachtree Street. The following table describes issues relating to sidewalks which are off MARTA premises, but could potentially impede pedestrian access to North Avenue Station:

<table>
<thead>
<tr>
<th>Location</th>
<th>Condition</th>
<th>Figure</th>
</tr>
</thead>
<tbody>
<tr>
<td>4th btwn Peachtree and Juniper</td>
<td>Broken concrete, large vertical gap</td>
<td>Figure 31</td>
</tr>
<tr>
<td>East side of Piedmont, south of 3rd</td>
<td>Sidewalk is obstructed by a large, unstable metal plate in the ground</td>
<td>Figure 32</td>
</tr>
<tr>
<td>North side of North Ave, west of Peachtree</td>
<td>Large vertical gap in sidewalk</td>
<td>Figure 33</td>
</tr>
<tr>
<td>W. Peachtree @ North in front of All Saints Episcopal</td>
<td>Missing hexagonal tiles, creates tripping hazard</td>
<td>Figure 34</td>
</tr>
<tr>
<td>Ponce between W. Peachtree and bus loop entrance</td>
<td>Vertical gap in sidewalk</td>
<td>Figure 35</td>
</tr>
<tr>
<td>W. Peachtree @ 3rd</td>
<td>Very large vertical gap in sidewalk</td>
<td>Figure 36</td>
</tr>
<tr>
<td>W. Peachtree south of 4th</td>
<td>Steep, non ADA-compliant ramp</td>
<td>Figure 37</td>
</tr>
</tbody>
</table>
Figure 31: Broken sidewalk on 4th Street between Peachtree and Juniper Streets. See #44 on the Google Earth map.

Figure 32: Unstable metal plate in ground near the intersection of 3rd Street and Piedmont Avenue. See #53 indicated on the Google Earth map.
Figure 33: Vertical gap in the sidewalk near the intersection of North Avenue and Peachtree Street. See #62 indicated on the Google Earth map.

Figure 34: Missing hexagonal sidewalk tiles in front of All Saints Episcopal Church on the corner of North Avenue and West Peachtree Street. See #68 indicated on the Google Earth map.
Figure 35: Vertical gap in the sidewalk west of the north entrance to the station bus loop. See #78 indicated on the Google Earth map.

Figure 36: A very large vertical gap in the sidewalk directly in front of the entrance to the station at the intersection of West Peachtree and 3rd Streets. See #85 indicated on the Google Earth map.

Figure 37: A steep, non-ADA-compliant ramp near the intersection of West Peachtree and 4th Streets. See #86 indicated on the Google Earth map.
Recommendations

Coordinate with the City of Atlanta in order to:

- Fix broken sidewalks near the station.
- Reduce large vertical gaps in the sidewalk to mitigate tripping hazards.
- Cover up the unstable metal plate seen in Figure 32.

*Fixing the large vertical gap in the sidewalk shown in Figure 36 should be made a top priority, as it is right outside the entrance to the station, and poses a significant tripping hazard.*
AMENITIES

ON MARTA PROPERTY

Existing Conditions

- On MARTA premises, amenities are in adequate condition.
- Three in-ground U-style bike racks were found, located west of the main entrance to the station (see Figure 38).

Figure 38: Three bike racks located at North Avenue station. See #66 indicated on the street level plan.

Recommendations

None.
NOT ON MARTA PROPERTY

Existing Conditions

- Two bike racks were noted off MARTA premises, but within close proximity to the station (see Figure 39 and Figure 40).
- On the corner of Ponce de Leon Avenue and West Peachtree Street, there is a GRTA bus stop which was found to have many people waiting, but no benches (see Figure 41).

Figure 39: An in-ground U-style bike rack near the corner of Peachtree and 3rd Streets. See #42 indicated on the Google Earth map.

Figure 40: An in-ground U-style bike rack on North Avenue in front of The Varsity. See #72 indicated on the Google earth map.
Figure 41: People waiting for a GRTA bus on West Peachtree Street. See #77 indicated on the Google Earth map.

Recommendations

Consider coordinating with GRTA and the City of Atlanta to install some benches for people waiting for express buses in this area. This will make it more convenient for commuters making connections between MARTA and GRTA.
STAIRWAYS, ESCALATORS AND ELEVATORS

ON MARTA PROPERTY

Existing Conditions

- Stairways, escalators and elevators on MARTA premises are generally in good condition.
- It was noted in the repairs brief that the elevator area at the north end of the northbound platform is poorly lit.

Recommendations

- Ensure that all areas of North Avenue station are properly lit.

NOT ON MARTA PROPERTY

Existing Conditions

Nothing noted.

Recommendations

None.
BUS AREA, KISS- RIDE, PARK-RIDE AND TAXI

ON MARTA PROPERTY

Existing Conditions

- North Avenue station does not have a park-ride, kiss-ride or taxi area.
- The bus area is easily accessible from inside the station, but difficult to access from the surrounding streets due to a lack of crosswalks going into the bus loop (see the Crosswalks and Striping section for details)

Recommendations

- See Crosswalks and Striping for recommendations concerning the bus area.
SIGNAGE

ON MARTA PROPERTY

Existing Conditions

- See the repairs brief for details on signs inside the station which give incorrect information or are blank all together.
- As shown in Figure 42, the “Elevator” sign at the south end of the south bound platform is unlit and generally difficult to see.

![Image of sign at the south end of the south bound platform.]

Figure 42: Signage at the south end of the south bound platform. See #8 indicated on platform level plan (2).

Recommendations

- Ensure that the signs in the repairs brief which currently are giving misinformation are corrected.
- Replace the burnt out light bulbs in the unlit “Elevator” sign. Consider placing a sign towards the middle of the platform indicating where the elevator is.
NOT ON MARTA PROPERTY

Existing Conditions

- There is a general lack of signage directing patrons to and from North Avenue station with respect to local attractions.
  - Signs inside the station instruct patrons to use the northern exit to access the Fox Theatre; however, there are no signs giving further instructions on how to actually get to the Fox.

Recommendations

- Consider coordinating with the Fox Theatre to install way-finding signage between the northern MARTA station entrance and the theater. This could be accomplished using signs painted on the sidewalk, or signs along the side of the street that are at pedestrian eye level.
- Alternately, consider installing a sign at the northern station concourse with walking directions to the Fox Theatre.