- Atlanta's most iconic street should be Atlanta's best street.
- A good street with generally nice frontages.
- Could be augmented with more landscaping and street trees.

- Narrow-ish sidewalks and four carriage lane wide street with street level frontage devoid of landscape and activity.
- Consider narrowing the street by a least one carriage lane, widen the side walks, add street trees and encourage food trucks to improve it.
- D.O.T. standard “cobra” street lamps
- Nice street with good dimensions and proportions.
- Narrow carriage width and wide sidewalks.
- Street trees and street lamps enhance its spatial quality.
- More activated ground floor uses would improve it.

- Wide street
- Narrow sidewalk
- No street trees on north side of the street and less-than optimal frontages
- The Scale of buildings on the north side of the building do not have sufficient massing to define the street spatially
- D.O.T. Standard “cobra” street lamps
• Bleeds out spatially and is five carriage lanes wide
• Consider a ten-foot wide landscaped median and additional street trees to improve it
• Approach the City about eliminating “Free Right” hand turns in GSU’s core campus.

• Pedestrian unfriendly & visually unattractive
• Deficient light—Bring daylight down to the viaduct below.
• Unpleasant vertical circulation from viaduct to the surface
• Poor sidewalk conditions
• Suboptimal pedestrian crossings & lack of access for the disabled
This stretch of Piedmont has potential.
Consider a landscaped median or one lane of on street parking with landscaped “bump cuts”.
Make street lamps consistent
Augment the landscaping
Address the ground floor frontages architecturally and in terms of uses.

Continue street narrowing south to M.L.K. Boulevard.
Widen sidewalk on west side of street.
Add street trees and nicer street lamps.
Add GSU sport murals to the blank wall.
Try to mitigate (reduce in dimension) the curb cuts on the east side of the street.
- Pedestrian friendly sidewalks
- Security issues at Urban Life building frontage
- Super Graphic potential on/under the bridge and building
- Nothing (Uses/Activities) comes to the street; Open up the buildings at grade level; Re-skin them with transparent new facades.
Shuttle

Georgia State has a Shuttle system for student use. The Master Plan proposes an expansion of the existing Shuttle system and coupling it with the Atlanta Street Car and an expanded Bicycle Lane network.
Proposed Transit Network

Shuttle Stop

Main Route

Culture Route

North Route

Purple Route

South Route Option

Street Car

Street Car Expansion

Marta

SHUTTLE STOPS:

1: GCB
2: Arts & Humanities
3: Sparks Hall
4: Student Center
5: University Commons
6: Pledmont North
7: Rialto Center/Aderhold
8: Georgia State Stadium

LEGEND

Shuttle Stop
Main Route
Culture Route
North Route
Purple Route
South Route Option
Street Car
Street Car Expansion
Marta
Bike Lanes and Stations

The following diagrams illustrate the dedicated and shared bicycle lanes as they exist now, new lanes proposed by the organization “Cycle Atlanta,” and further augmentation to the bicycle network proposed by the Master Plan.
Proposed Bike Lanes and Bike Stations