



Passenger Rail Station Alternatives Analysis Update

Technical Coordinating Committee

November 7th, 2025

Agenda

- Project Overview
- Engagement Feedback
- Evaluation Process Recap
- Evaluation Outcomes
- Breakout Activity





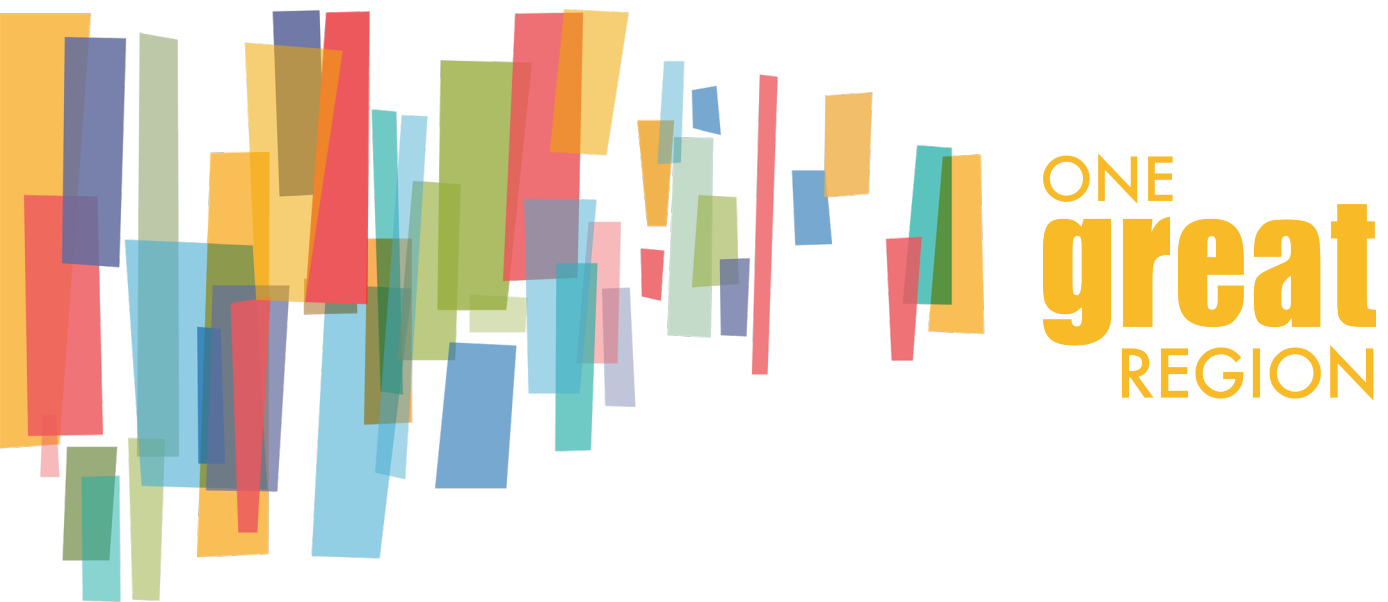
Project Overview

Purpose of the Study

- Plan for relocating Peachtree Station
 - Better serve Amtrak Crescent riders today
 - ADA, transit access, passenger capacity, operational constraints, and freight impacts
- Plan for new intercity routes longer term
 - Atlanta-Charlotte
 - Atlanta-Chattanooga-Nashville-Memphis
 - Atlanta-Savannah
- Focus on downtown

Questions for today:

- What's the technical feasibility of serving current and future routes downtown?
- Is the ideal solution to have a **single** station to serve all routes or **multiple** stations for the Region?
- Is there appetite for phased implementation?



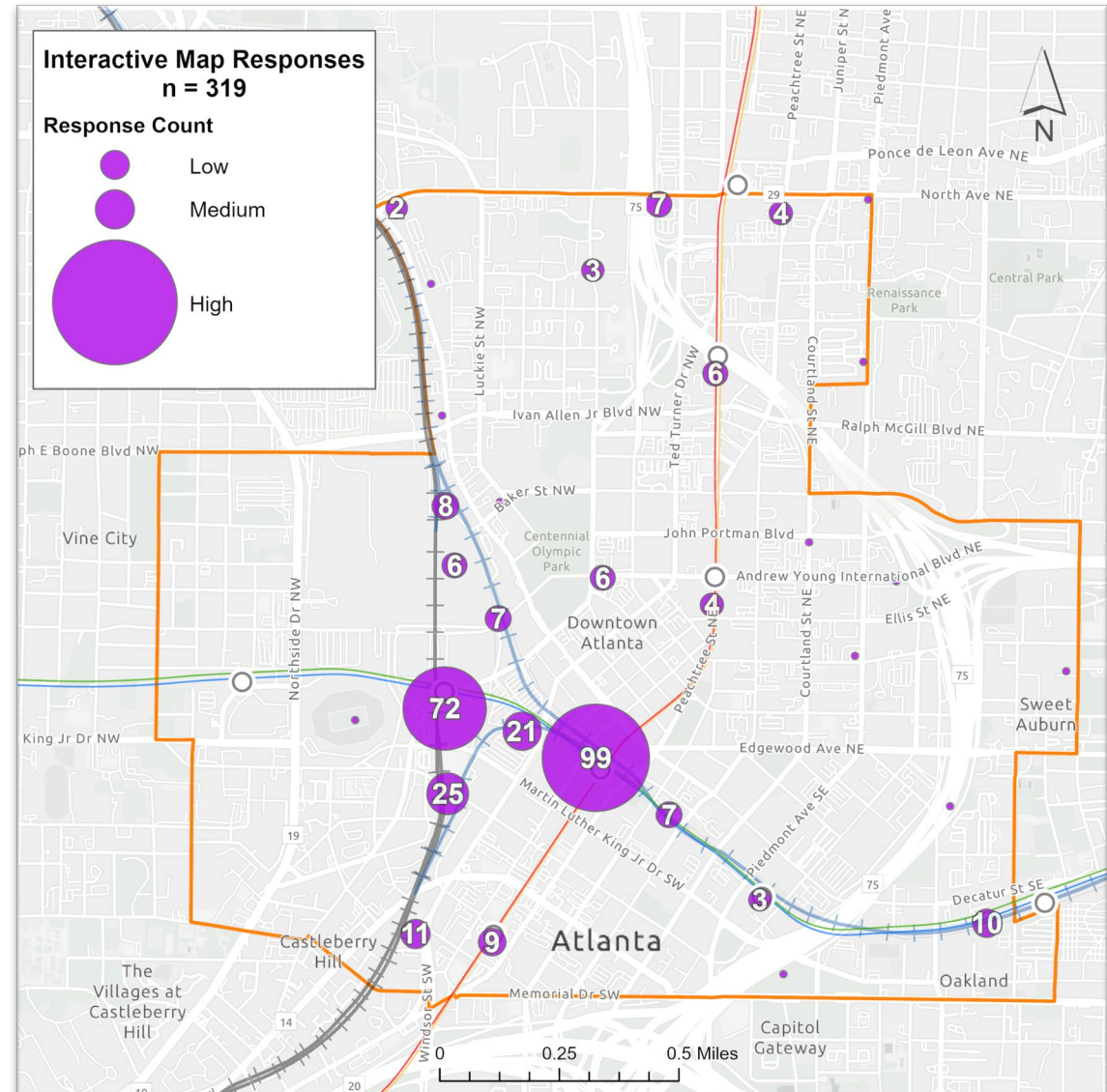
Engagement Feedback

Interactive Map

Top Locations

- Five Points
- The Gulch / Centennial Yards
- GWCC
- Garnett / Castleberry Hill
- Non-downtown suggestions
 - Airport
 - Doraville
 - Lenox

319 contributions



Interactive Map Comments

Support



Major support for a downtown station and centralizing intercity rail access



Overwhelming consensus on MARTA connectivity, multimodal access, and consideration of future intercity routes

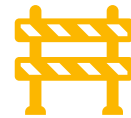


Support for including **parking, food services, and retail** that can serve **tourists, locals, and event-goers** efficiently

Critiques



Negative perceptions and safety concerns with downtown (particularly Five Points and surrounding areas)



Disruptive construction and additional congestion



Site design constraints



Project cost versus benefits

Community Survey

Received 363 survey responses; 52% have used Amtrak Peachtree Station

Top challenges with the current station:



Getting to the station



Limited food & retail options



Limited waiting areas

Top challenges getting to the current station:



Limited connections to public transit



Finding vehicular parking



Inadequate drop-off area

Top priorities for a new station:



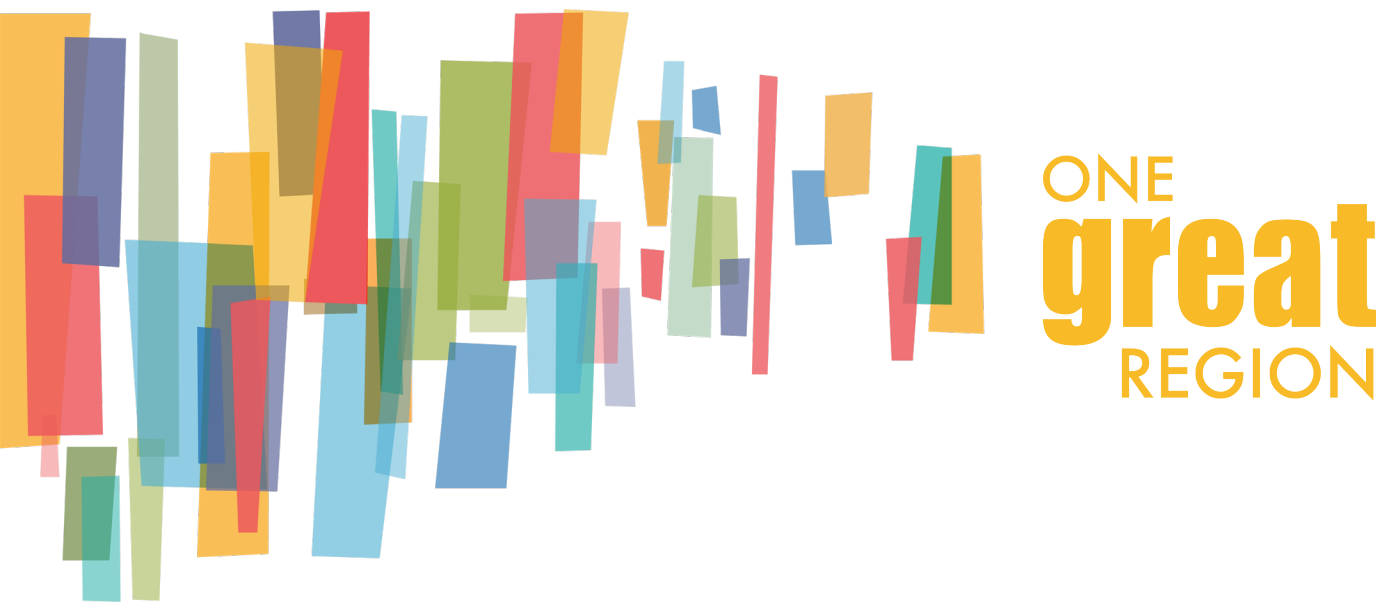
Connections to MARTA and other regional transit



Better pedestrian access

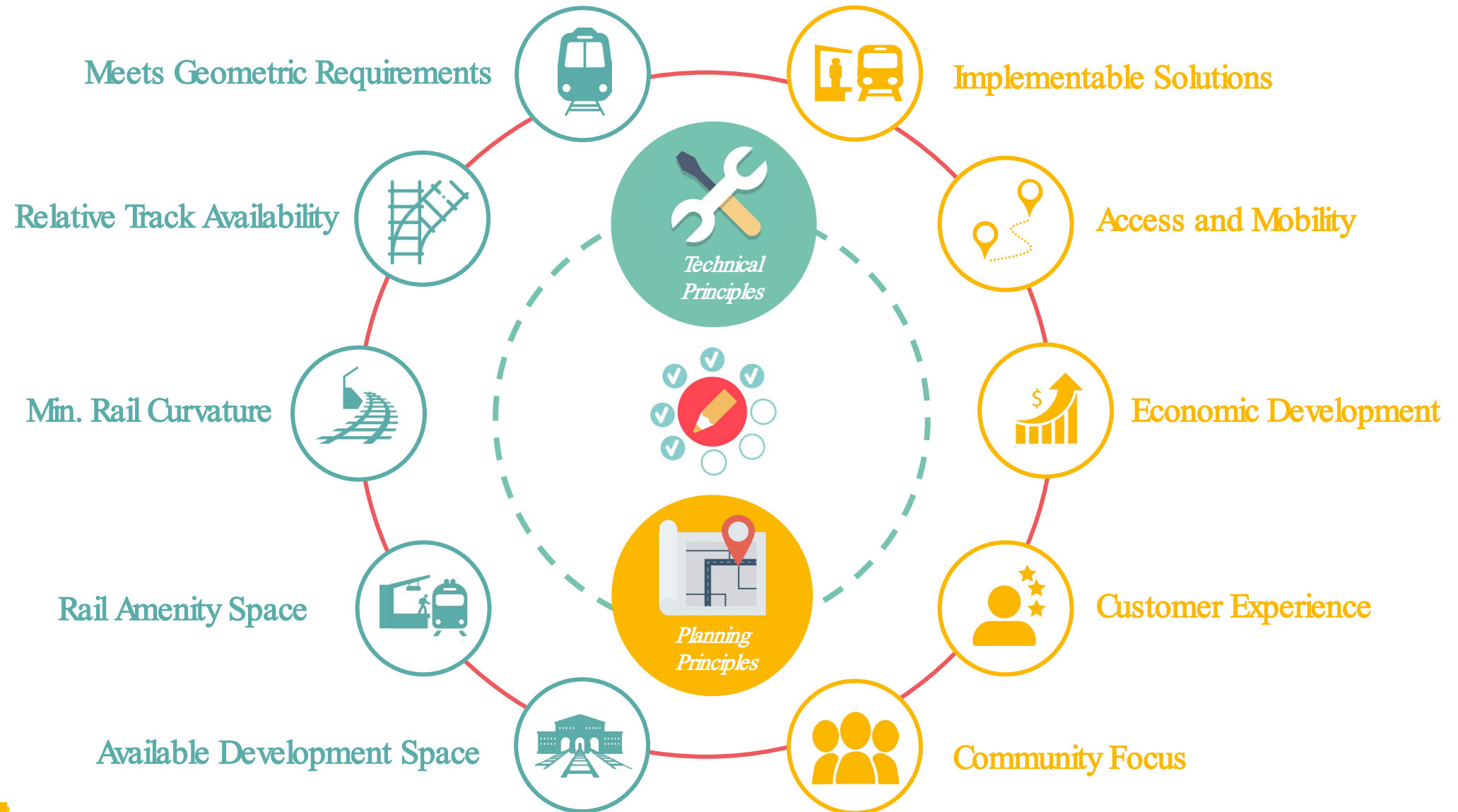


Modern amenities like wi-fi and charging outlets



Evaluation Overview

Evaluation Framework



Technical Principles



Meets Geometric Requirements

- Platform dimensions
- Track dimensions / spacing
- Station area sqft. requirements



Relative Track Availability

- Current freight traffic
- Ownership of track / ROW
- Wye maneuver availability / train turning path distance



Minimum Rail Curvature

- Strong preference for tangent (straight) track
- If curved, less than 1°30' and train boarding process must be viewable (concave side)



Rail Amenity Space

- Level boarding
- Multiple Station Tracks
- Multiple Platforms or Platform faces



Available Space

- Additional Acreage for compatible uses beyond those required by Amtrak/RR operations
- Distance from Howell Junction (Non-Crescent Sites Only)

Planning Principles



Implementable Solutions

- Time to Implement
- Cost to Implement
- Acquisition Complexity



Access and Mobility

- Pedestrian & Bike Infrastructure
- Proximity to Transit
- Safety Opportunities
- Connectivity to Destinations



Economic Development

- Visitor Destinations
- TOD Potential



Customer Experience

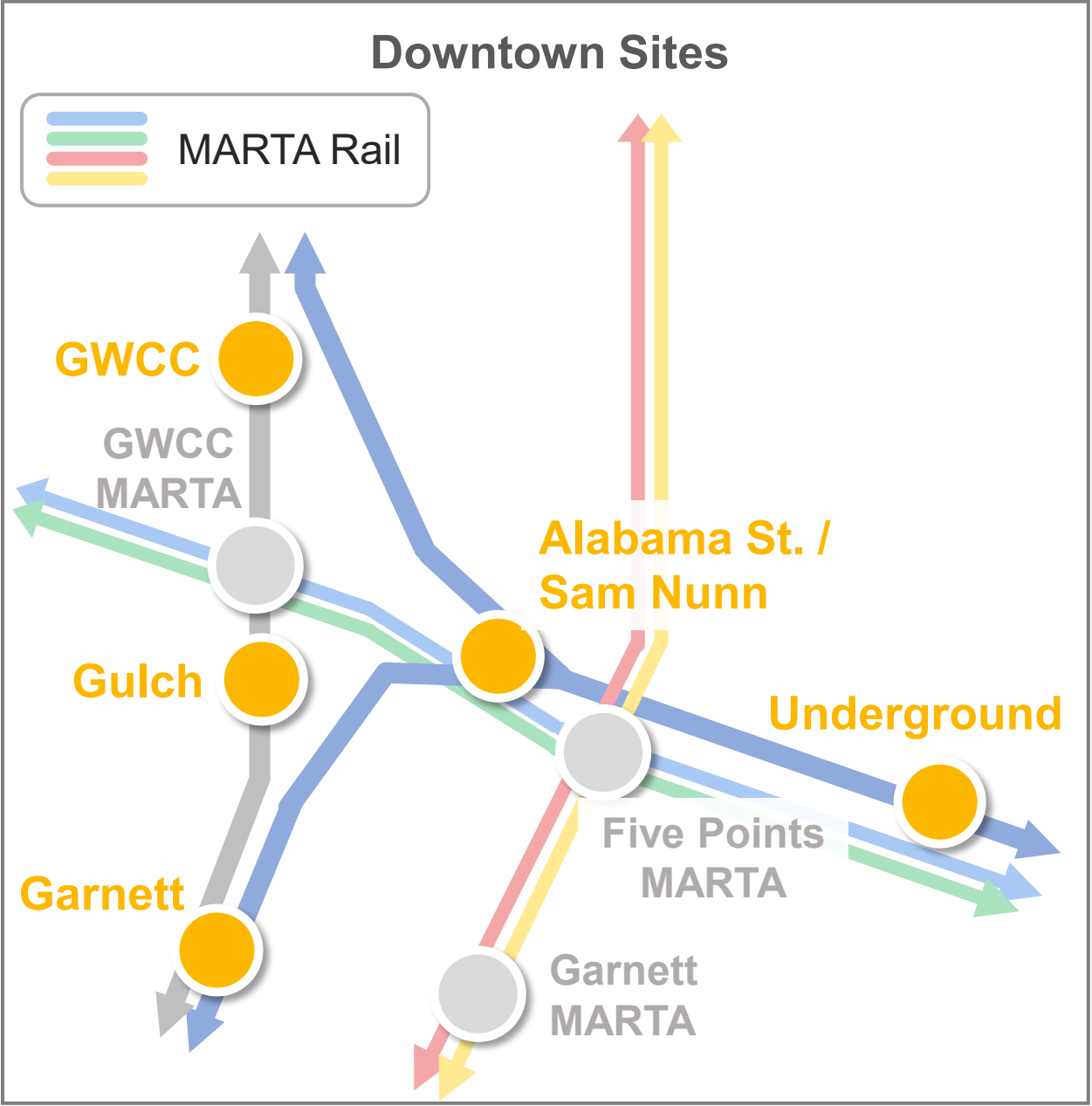
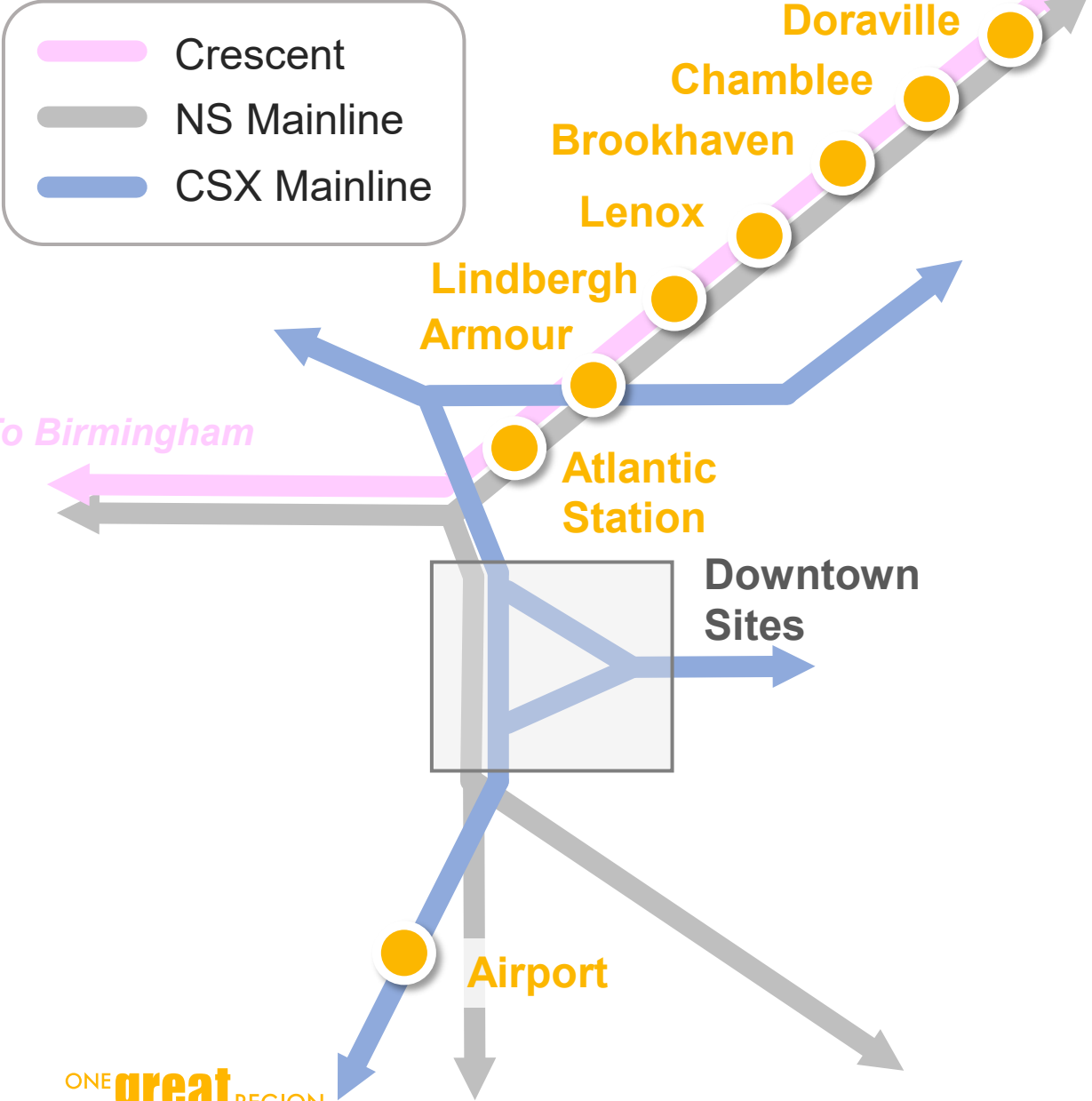
- Station amenities
- Multimodal integration



Community Focus

- Community Destinations
- Compatibility with Local Plans
- Community and Stakeholder Support

13 Sites Identified





Technical Screening

- Crescent
- NS Mainline
- CSX Mainline

- Screened Out
- Some Challenges to consider for Crescent
- Some Challenges to consider for new routes
- Moving Forward

To Charlotte

Doraville

Chamblee

Brookhaven

Lenox

Lindbergh

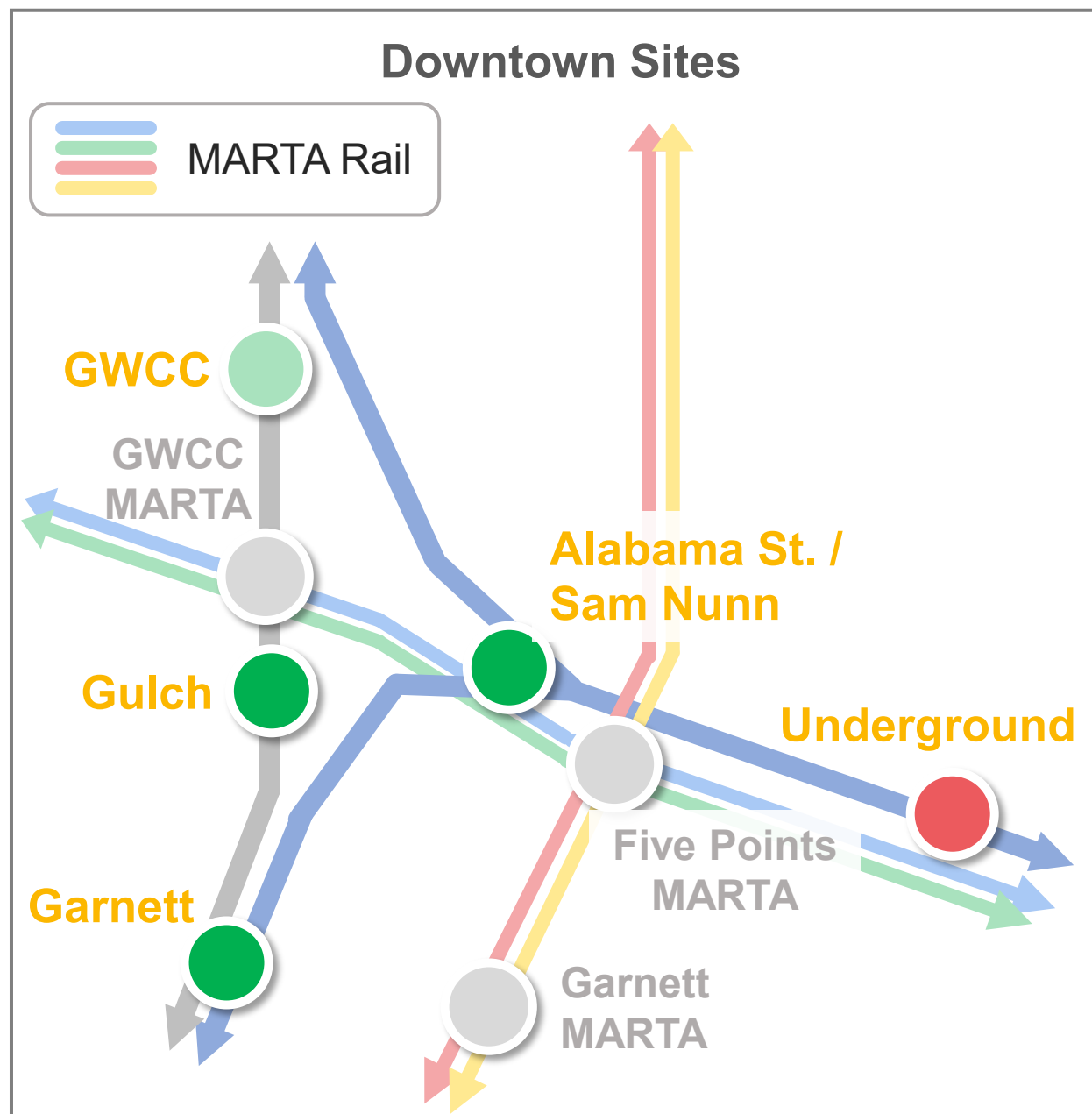
Armour

Atlantic Station

Downtown Sites

Airport

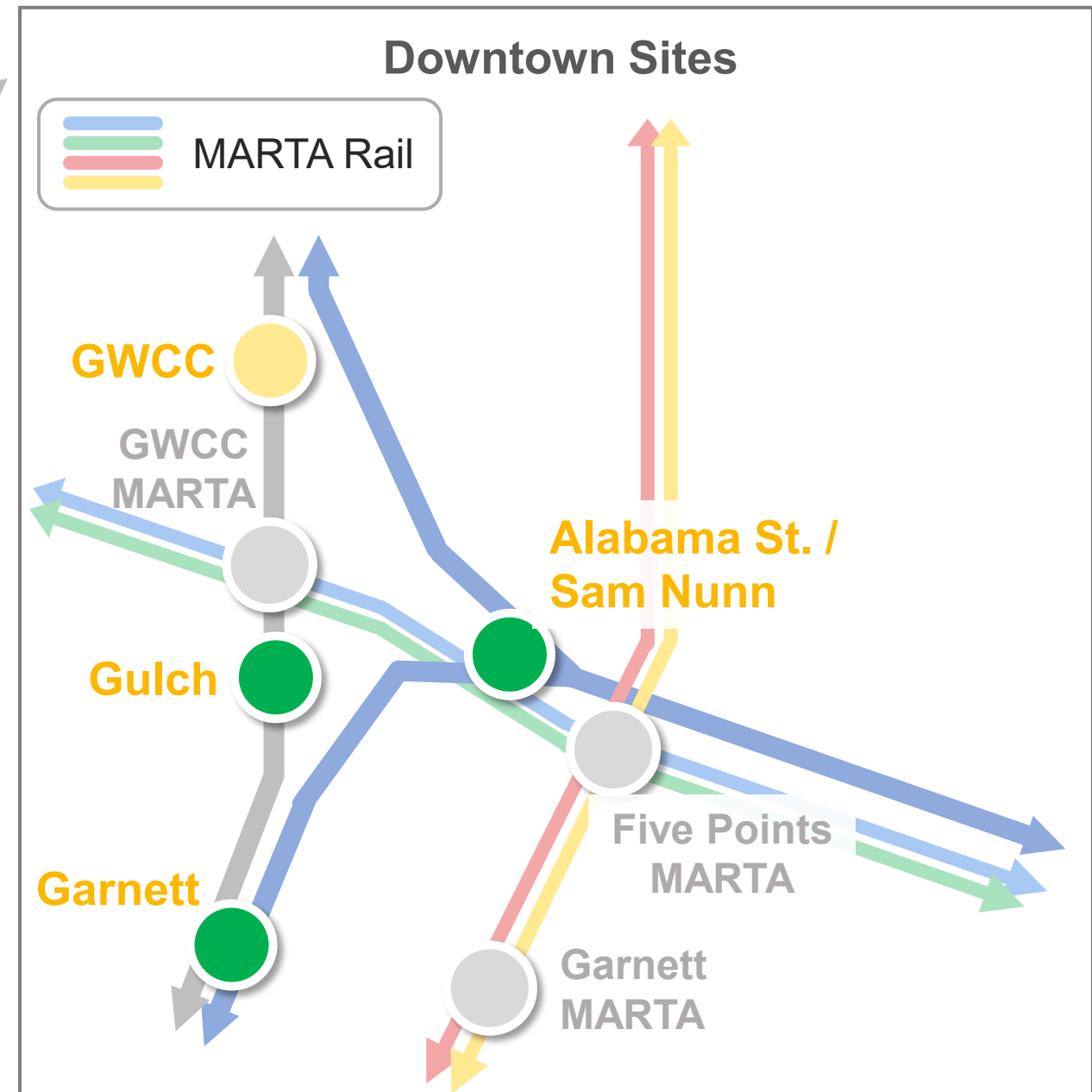
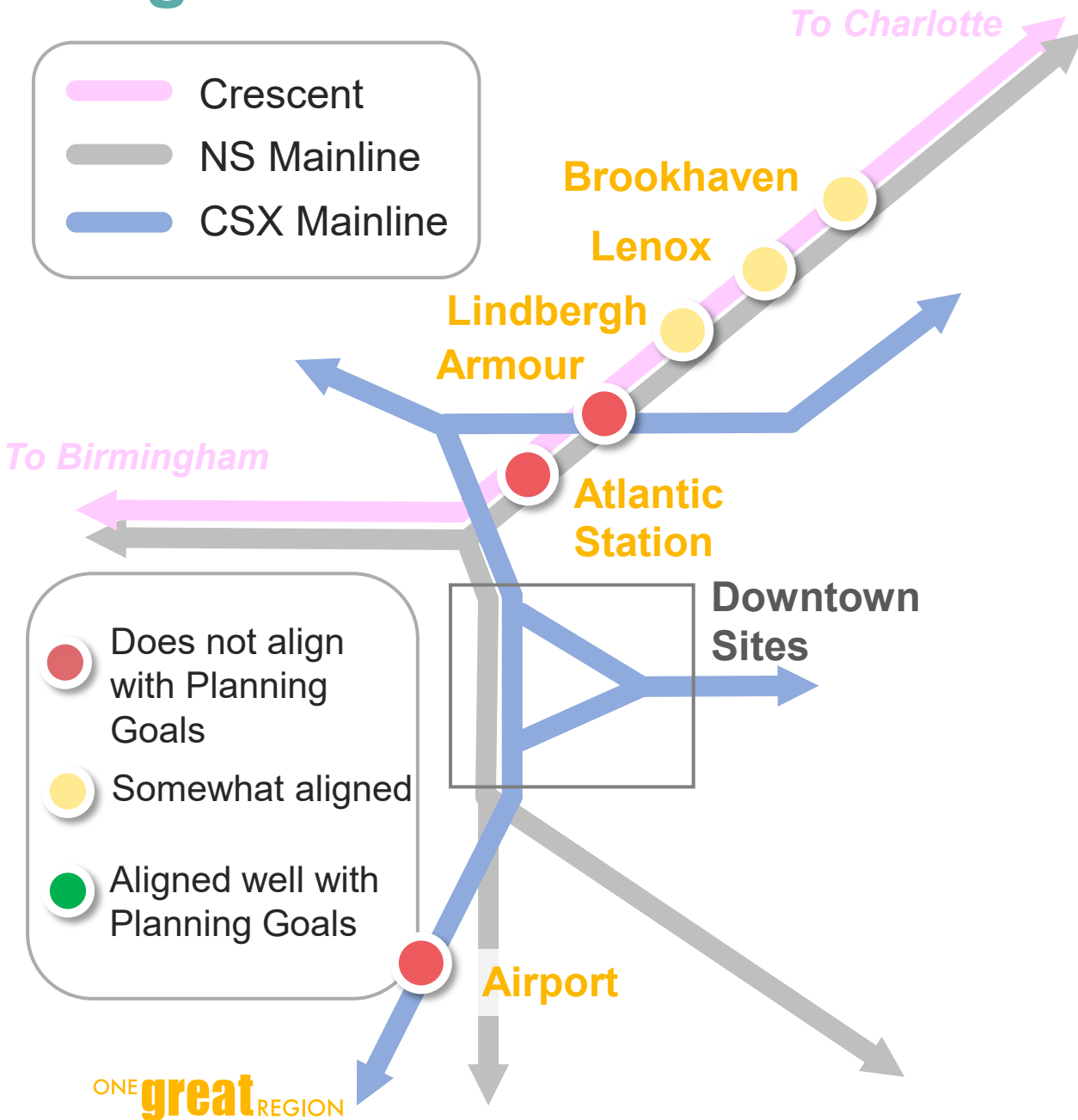
ONE great REGION



A&C



Alignment with Goals





Top 3 Downtown Sites

All downtown sites would require dedicated track from the Crescent

Gulch Site

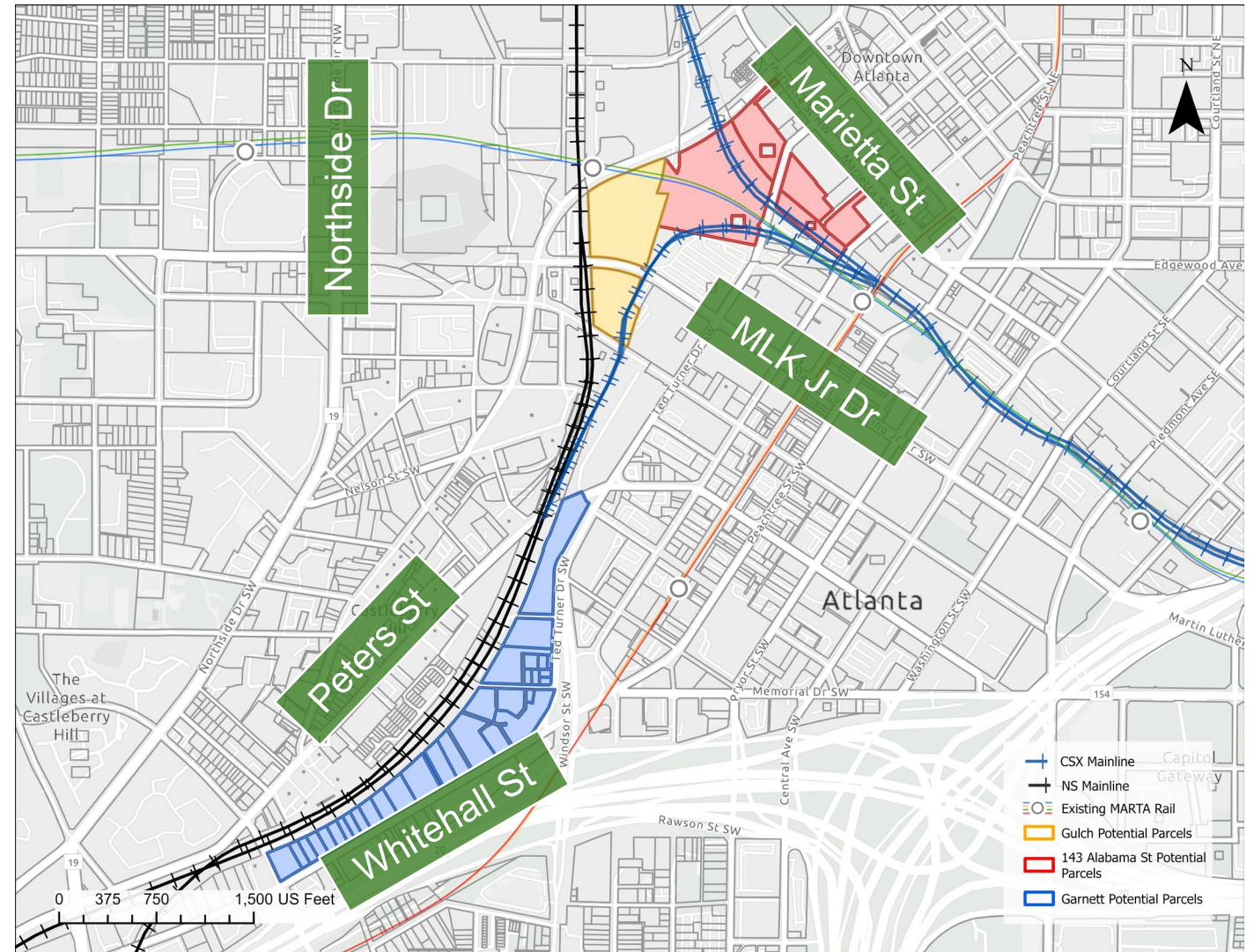
- Situated along NS Mainline and CSX Mainline
- Near GWCC/ CNN Center

Garnett Station Site

- Situated along NS Mainline
- Near Garnett MARTA Station

Alabama St Site

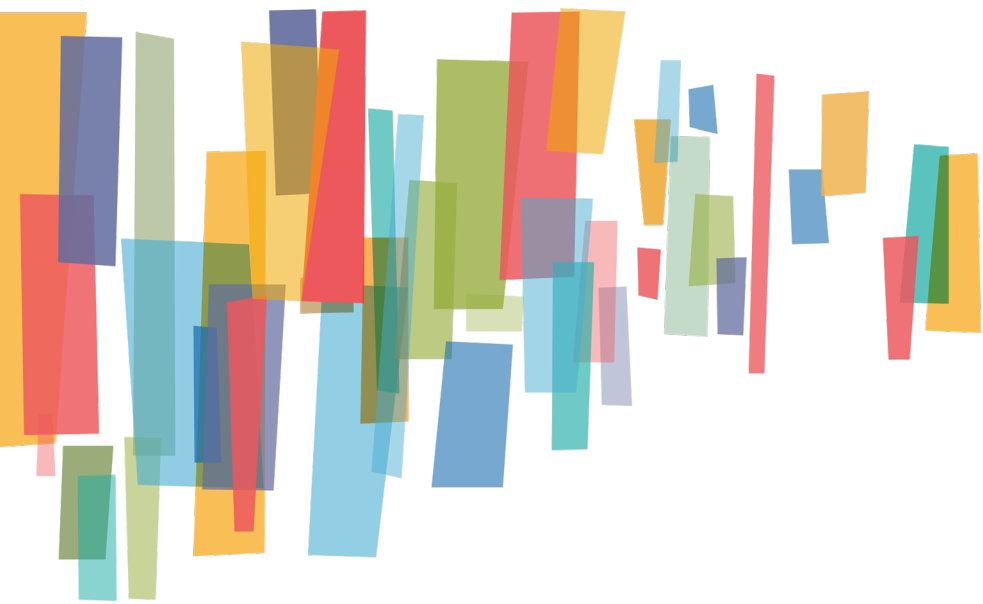
- Situated along CSX Mainline
- Near Five Points Station



Upcoming Federal Grant Opportunity

Federal-State Partnership for Intercity Passenger Rail Program Grant

- Total awards available \$5 billion
 - No maximum amount for applicants
- Grants could be used for construction or engineering design activities.
- Cities, GDOT, Amtrak eligible to apply (maybe ARC?)
 - Coalition of entities will make a more competitive application
- Due on 7 January 2026



Questions or Comments?

Tejas Kotak | ARC | tkotak@atlantaregional.org

Kaycee Mertz | WSP | Kaycee.Mertz@wsp.com

Luke Derochers | WSP | John.Derochers@wsp.com