

# Redefining the Ride – Xpress 2.0 Virtual Public Meeting Route-Specific Questions and Answers

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## Overview

On January 15, 2025, the Atlanta-region Transit Link Authority (ATL) hosted a virtual public meeting to inform the public of proposed service changes to the Xpress commuter bus system as part of the Redefining the Ride – Xpress 2.0 plan. Riders were asked to leave questions in the video call to be answered during the question-and-answer portion of the meeting. A video recording of the meeting can be found [here](#).

This document compiles all questions regarding specific routes and stops from the virtual meeting and answers them. Questions about each route are grouped by corridor, and each corridor is listed in counterclockwise order starting from I-20 East. One extra section is included at the end for questions specific to Downtown and Midtown. Some questions have been reworded slightly to enhance clarity.

## I-20 East Corridor

- 1. Seems like the I-20 E corridor would be better to have Panola & East Conyers, to spread them out. Why keep the 2 closest to each other. Same question re US 78 corridor (why not keep Stone Mtn & Snellville)? For those who used Stone Mtn, they'll have to travel in the wrong direction to bus.**

As part of the Redefining the Ride implementation, the ATL is proposing to close some leased and underutilized lots. The East Conyers and Stone Mountain lots are both leased facilities, which incur higher annual costs to ATL and experience low utilization. Both park-and-rides also have nearby alternatives for Xpress customers.

## US-78 Corridor

- 2. Will the Snellville park-and-ride change location?**

No, the Snellville park-and-ride is not proposed to change location.

- 3. Is the 419 still going to go downtown?**

Yes, Route 419 is proposed to serve both Downtown and Midtown. Click [here](#) for more information.

- 4. Will 419 still stop at Baker and Peachtree?**

Yes, Route 419 is proposed to continue serving the stop at Baker St at Peachtree St. The map at the bottom of [this page](#) shows all proposed Downtown and Midtown stops to be served by Route 419.

## I-85 North Corridor

- 5. Why is the Mall of GA stop being eliminated when a lot of people use it?**

In an effort to reduce capital and operating costs, Xpress primarily identified low-performing routes and underutilized or leased park-and-ride lots for proposed discontinuation or closure. The Mall of GA park-and-ride lot is a leased lot with two nearby park-and-ride lots that riders may use to access Xpress service.

**6. For Xpress routes to Midtown (411, 414) are the Midtown stops getting discontinued?**

Routes 411 and 414 are proposed to continue serving Midtown stops, similar to what is offered today. The proposed schedule featured on the website only shows prominent time points and does not include all available stops along the proposed route. The map at the bottom of [this page](#) shows all proposed Midtown stops to be served by the I-85 N corridor.

**7. I am glad that Arts Center MARTA station has been added back, it makes this more acceptable. That being said, since it is in-between, why not stop at the corner near Midtown MARTA like what happens today? (Route 414)**

Route 414 is proposed to continue serving the West Peachtree St at Peachtree Pl stop, near the Midtown MARTA station. The proposed schedule featured on the website only shows prominent time points and does not include all available stops along the proposed route. The map at the bottom of [this page](#) shows all proposed Midtown stops to be serviced by the I-85 North corridor.

**8. Will the proposed 85 North Route (Hamilton Mill to Downtown) stop at John Portman Blvd and Peachtree Street?**

Yes, Route 413 is proposed to connect Hamilton Mill to Downtown and to stop at John Portman Blvd and Peachtree St. The map at the bottom of [this page](#) shows all proposed Midtown stops to be serviced by the I-85 N corridor.

**9. Xpress 416 is only underutilized during the summer. Are you still planning to eliminate it?**

The proposed changes recommend maintaining Route 416. The schedule for all proposed service and routes on the I-85 North corridor can be found [here](#).

**10. Is 985 a leased lot?**

The 985 lot, also known as the Buford park-and-ride, is not a leased lot and is owned by Gwinnett County.

**11. So route 413 will pick up Hamilton Mill, Mall of Georgia and Sugarloaf. Will departure downtown stops change?**

Route 413 is proposed to continue serving the same Downtown stops as it currently serves. The proposed schedule featured on the website only shows prominent time points and does not include all available stops along the proposed route. The map at the bottom of [this page](#) shows all proposed Midtown stops to be serviced by the I-85 North corridor.

**12. Which Sugarloaf Mills area Park & Ride stop are you keeping, the Sugarloaf Mills GCT Park and Ride, or the Xpress Sugarloaf Mills P&R?**

The Redefining the Ride – Xpress 2.0 service plan proposes to continue serving both Sugarloaf Mills park and rides. The proposed schedule featured on the website only shows prominent time points and does not include all available stops along proposed routes.

**13. Will the current Sugarloaf Park and Ride be shut down and will service be shifted to the new park and ride? Or will both still be used?**

The Redefining the Ride – Xpress 2.0 service plan proposes to continue serving both Sugarloaf Mills park-and-rides. The proposed schedule featured on the website only shows prominent time points and does not include all available stops along proposed routes.

**14. Would there be an opportunity to switch the 985 and Mall of Georgia - if they are both leased lots? Especially as employers are increasing office attendance in 2025.**

All changes presented at the January 15 public meeting will not be finalized until ATL Board adoption, which is expected in April 2025. The 985 lot, also called the Buford park-and-ride, was identified as an alternative to the Mall of Georgia park-and-ride based on lower capital and operating costs and integration with Ride Gwinnett commuter bus service.

## **GA 400 Corridor**

No questions about the Georgia 400 corridor were received.

## **I-75 North Corridor**

**15. It appears that the new Hickory Grove route stops at Civic Center before Arts Center (in the morning). Is this correct?**

Yes. Route 484 is proposed to serve the Civic Center MARTA station and then follow West Peachtree north to the Arts Center MARTA station.

**16. My question concerns the I-75N service. Since you're consolidating a number of routes, can you add more frequency service? Even one additional bus?**

The proposed recommendations are based on existing ridership and ensure efficient use of available funding and resources. Based on public comment received, the ATL will

evaluate the level of service proposed for each corridor before finalizing a service plan that meets existing ridership demand and ATL's budget.

## I-20 West Corridor

**17. The original proposal for routes 463 and 476 provided for a MARTA interface at HE Holmes station. What factors contributed to abandoning the MARTA proposal?**

Since the original Redefining the Ride recommendations were presented to the public in the Summer of 2024, the ATL modified the proposed service plan based on public input and subsequent analyses. Additional analyses included the review of survey feedback, existing ridership, and travel time.

**18. Why only 3 departure times for the I-20 West Corridor? And why can't the bus continue to use the North Ave MARTA station as a drop off & pick up stop?**

All Xpress routes are proposed to maintain a minimum of three morning and three evening trips. Additional trips were added to corridors based on passenger demand and available resources.

All routes along the I-20 West corridor are proposed to continue to service the North Ave MARTA station. The proposed schedule featured on the website only shows prominent time points and does not include all available stops along the proposed route. The map at the bottom of [this page](#) shows all proposed Downtown and Midtown stops to be served by the I-20 West corridor.

## I-85 South Corridor

**19. For I85 S, why is it hooking up with Lakewood Marta, instead of College Park, which is closer/would be easier? Why keep driving in traffic all the way to Lakewood. Please consider changing to College Park or Airport station.**

As part of the further analyses for the proposed service plan, the ATL assessed bay capacity at MARTA stations and vehicle travel times. Due to bay capacity constraints at the College Park MARTA station, the ATL is proposing to direct Route 453 to the Lakewood/Fort McPherson MARTA station.

**20. The new route 453 from Newnan will be much shorter than before. Is the fare cost also going to change, that is, be reduced due to the shorter distance?**

The proposed changes do not include changes to fares. Fares paid include a free transfer to MARTA that can be used to continue to Downtown and Midtown.

## I-75 South Corridor

**21. Some parking lots like the new ones in Sugarloaf are amazing, the one in Stockbridge barely shields us from the rain or elements, are there plans to renovate these?**

There are currently no plans to renovate park-and-rides. However, the ATL continually assesses park-and-ride conditions and may conduct improvements as funding and resources allow.

**22. On I-75S route 430, will each route start in McDonough and stop at the Stockbridge Park-and-Ride and Downtown/Midtown?**

Yes, the proposed Route 430 will start at the McDonough park-and-ride and then stop at the Stockbridge park-and-ride before continuing to Downtown and Midtown.

**23. Where will 430 and 441 drop off in downtown Atlanta?**

Routes 430 and 441 are proposed to serve all current existing stops in both Downtown and Midtown. The map at the bottom of [this page](#) shows all proposed Downtown and Midtown stops to be served by the I-75 South corridor.

**24. Was the traffic included in the study? For example, the 75S bus that will commute from McDonough to Stockbridge?**

Current traffic conditions and travel times were considered as part of the Redefining the Ride proposed recommendations. Travel time estimates are primarily based on observed bus travel times during the Fall 2024 service period. For new route segments that do not currently have service today, travel times were estimated based on observed bus speeds for similar roadway segments and modified based on general traffic and speed condition data obtained through publicly available sources. Generally, ATL utilized conservative run time estimates to ensure the proposed routes can achieve a high level of reliability.

**25. Will the 430 McDonough bus have an earlier time?**

Proposed schedule changes to each Xpress route can be found on the [Redefining the Ride – Xpress 2.0 website](#).

**26. What stops will be included for riders coming in on the 430/432 northbound on 75?**

**From what I can see on the map, the only stop downtown will be Auburn Avenue and Peachtree Center coming in, and the next one would be the Civic Center, and I'm looking for clarification on that.**

I-75 South routes are proposed to continue to service all current Downtown and Midtown stops. The proposed schedules featured on the website only show prominent time points and do not include all available stops along the corresponding proposed routes. Please refer to the map at the bottom of [this page](#) to see all proposed Downtown and Midtown stops to be served by the I-75 South corridor.

## **Downtown/Midtown**

**27. Will stops in Midtown, including North Avenue MARTA Station, Tech Square (5<sup>th</sup> Street), and Midtown MARTA Station, still be included in the proposed plan?**

As currently proposed, routes serving Midtown will continue to serve stops similar to existing service along West Peachtree St and Spring St, including North Avenue MARTA Station, Tech Square, and West Peachtree St at Peachtree Place near the Midtown MARTA Station. The map at the bottom of [this page](#) shows all proposed Midtown stops to be served by each corridor.

**28. I don't see many Downtown/Midtown stops on the schedule but those are shown on the map. Are these being eliminated?**

In response to rider feedback, the ATL has proposed to maintain service at a majority of stops in Downtown and Midtown Atlanta. The proposed schedules featured on the website only show prominent time points and do not include all available stops along the corresponding proposed routes. A more detailed map of all Midtown and Downtown stops can be found [here](#) and is available near the bottom of the page. You can find the stops on your commute on our map [here](#).

**29. Will you still service the bus stops in Downtown/Midtown?**

The proposed schedules featured on the website only show prominent time points and do not include all available stops along the corresponding proposed routes. The map at the bottom of [this page](#) shows all proposed Downtown and Midtown stops to be serviced by all corridors. The plan proposes continued service to the current stops in Downtown and Midtown.