

Incremental Illustration of the Proposed Reduced MARTA Rail Service Plan

Rail Service Reductions (Incremental)	Reduced Miles	Reduced Hours	Customer Impact
Option A - As Previously Presented to the MARTA Board			
Headway Adjustments: Weekday - 12 min Peak all lines; 24 min Night; Weekend 30 min before 7a and after 9p)	-2,678,300	-20,100	Increased wait time on Weekday early morning (5 min) and Weekday nights (2 min) and on Weekends up to 7am and from 9pm to end of service (5 min)
Option B (Additive to Option A)			
Take Peak Headway to 15 Minutes	-1,329,100	-12,400	Increased wait time during peak (1.5 minutes)
Reduce Consist Size to 4-Car Trains on all lines except the Gold Line	-757,600	0	Smaller trains will increase loading on rail cars (less seats available)
20 Minute Headways after 9p (down from 24)	299,300	2,500	Improved weekday night headway, less wait time on platform
20 Minute Headways after 9pm on Weekends (down from 30)	601,200	3,800	Improved weekend night headway, less wait time on platform
Begin Service at 7am on Weekends	-567,300	-4,100	8,998 Saturday and 7,687 Sunday system entries are directly impacted
Option C (Additive to Options A and B)			
Initiate Turnback Service at 7pm (instead of 9pm)	-265,400	-3,100	Added transfer for Red Line and Green Line patrons for an additional 2 hours
Terminate Service at Midnight (Last train to leave each end of line at approximately 12:00am)	-527,400	-5,100	1,122 Weekday, 1,654 Saturday and 680 Sunday entries are directly impacted