

# Stranded by Transit Cuts: Atlanta

As the coronavirus batters public finances, transit agencies are implementing or proposing the deepest service cuts in a generation. While public transportation received relief funding in the federal CARES Act, this aid has been nearly exhausted in major cities as the crisis stretches on.

Agencies across the U.S. are warning of service cuts as deep as 40%. What would the impact of those cuts be in a region like Atlanta? An analysis using the Center for Neighborhood Technology's AllTransit tool suggests they would be deep and profound.

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**Hundreds of thousands of residents and jobs would no longer be accessible by frequent transit. Clintisha Flemming, a property owner in metro Atlanta, saw the immediate impact when certain routes were paused due to COVID-19.**

**“Ninety-five percent of my tenants use MARTA,” she said. Many of her tenants depend on MARTA as an essential service to get to work, doctor’s appointments, and probation/court-ordered classes. “The agency cut a bus route that served my building and now my tenants are scrambling to figure out how to get to work and access their doctor. Loss of public transit can change the trajectory of a person’s life. This is life and death for some of my tenants.”**

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## The Impact on the Atlanta Region

Public transportation that runs frequently is key to economic mobility. But in the Atlanta region, the vast majority of people and jobs who benefit from access to frequent full-day service today would lose that service. 142,557 people would lose access to frequent full-day transit; businesses would suffer as 265,127 jobs currently near frequent full-day transit lose that access.

- The impact would fall heavily on Black residents and people of color. More than half of people losing access to frequent full-day transit would be Black residents, and more than two-thirds non-white or Hispanic.
- 10,466 households without access to a private vehicle would lose access to frequent transit, imperiling their ability to meet essential needs. Overall, 57,339 households would lose access to frequent full-day transit.

**DISCLAIMER: This analysis is based on the potential impact of budget shortfalls without further emergency aid, not specific transit agency proposals.**

## How Many Will Lose Access to Frequent Full-Day Transit: Atlanta

	How Many Will Lose Access to Frequent Full-Day Transit	Currently Within 1/2-Mile of Frequent Transit	Near Frequent Transit After 50% Peak and 30% Off-Peak Cut	% Change
People	<b>142,557</b>	194,504	51,947	-73%
<i>Black</i>	<b>76,496</b>	104,714	28,218	-73%
<i>Total Black, Hispanic, Asian, Native American, Pacific Islander, other and multiple races</i>	<b>96,908</b>	133,333	51,947	-73%
Households	<b>57,339</b>	78,236	20,897	-73%
<i>With incomes under \$25,000</i>	<b>16,534</b>	24,182	7,648	-68%
<i>Without access to a private vehicle</i>	<b>10,466</b>	15,227	4,761	-68%
Jobs	<b>265,127</b>	322,869	57,742	-82%
<p><b>Notes:</b> Figures are for the Atlanta-Sandy Springs-Roswell, GA Metropolitan Statistical Area using Census figures from 2017 and transit service data from 2018.</p> <p>“Frequent full-day transit” is defined as transit that runs at least every 15 minutes between 7 am and 10 pm.</p>				

### Methods and Background

For this analysis, the Center for Neighborhood Technology ran an analysis using the AllTransit tool, which combines publicly available transit schedule information (GTFS feeds) and new data created by CNT for more than 300 regions where it did not previously exist.

The analysis is focused on frequent full-day service, defined as transit that runs at least every 15 minutes between 7 am and 10 pm. CNT modelled a schedule where peak service (service between 7-9 am and 4-6 pm) was reduced by 50% while off-peak service was reduced by 30%. This reflects that many transit agencies are likely to tailor service cuts to attempt to preserve full-day service.