

Atomic City Transit Short-Range Transit Plan

Presentation to the Los Alamos City Council



Presented by: Genevieve Evans
LSC Transportation Consultants, Inc.



Objective of Short Range Transit Plan

- 5-Year Business Plan for Transit Agency
- How have transit conditions changed?
- How is Atomic City Transit performing?
- Develop and analyze potential improvements to the transit system that can be implemented over next five years

About Los Alamos County

- Total Population: 18,976
- 18% senior adults
- 3% living below poverty line
- 9% disabled
- 17% youth

* More information on Los Alamos County demographics in SRTP

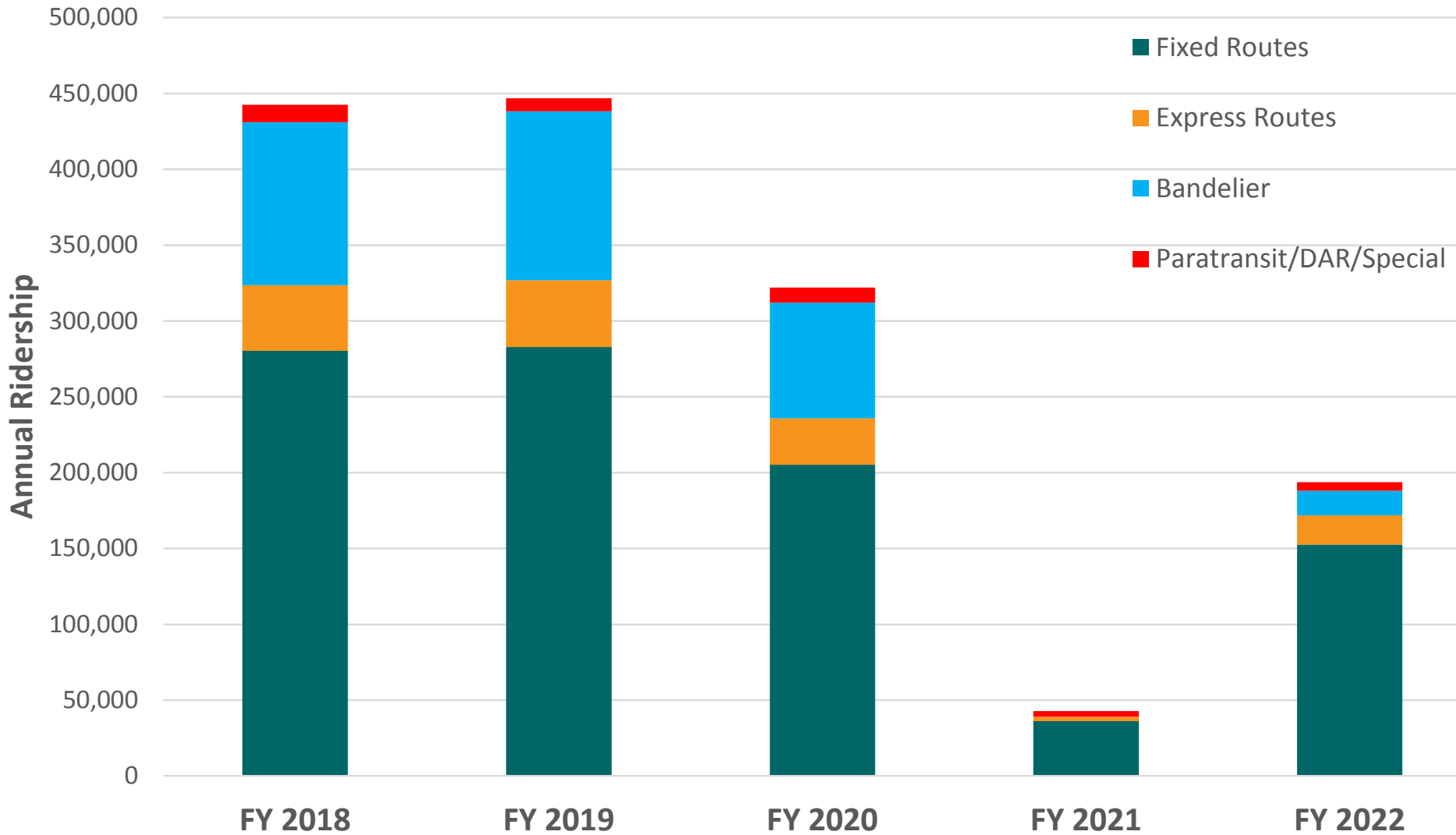


Atomic City Transit (ACT)

- Fixed Routes – Los Alamos & White Rock
- Express Routes – Only on school days
- Bandelier Shuttle – Summer only
- ACT Assist – ADA paratransit
- Special Services



ACT Operations



ACT Operations (cont.)

Table 10: Average Daily Ridership by Route and Hour

January 3, 2022 - June 30, 2022

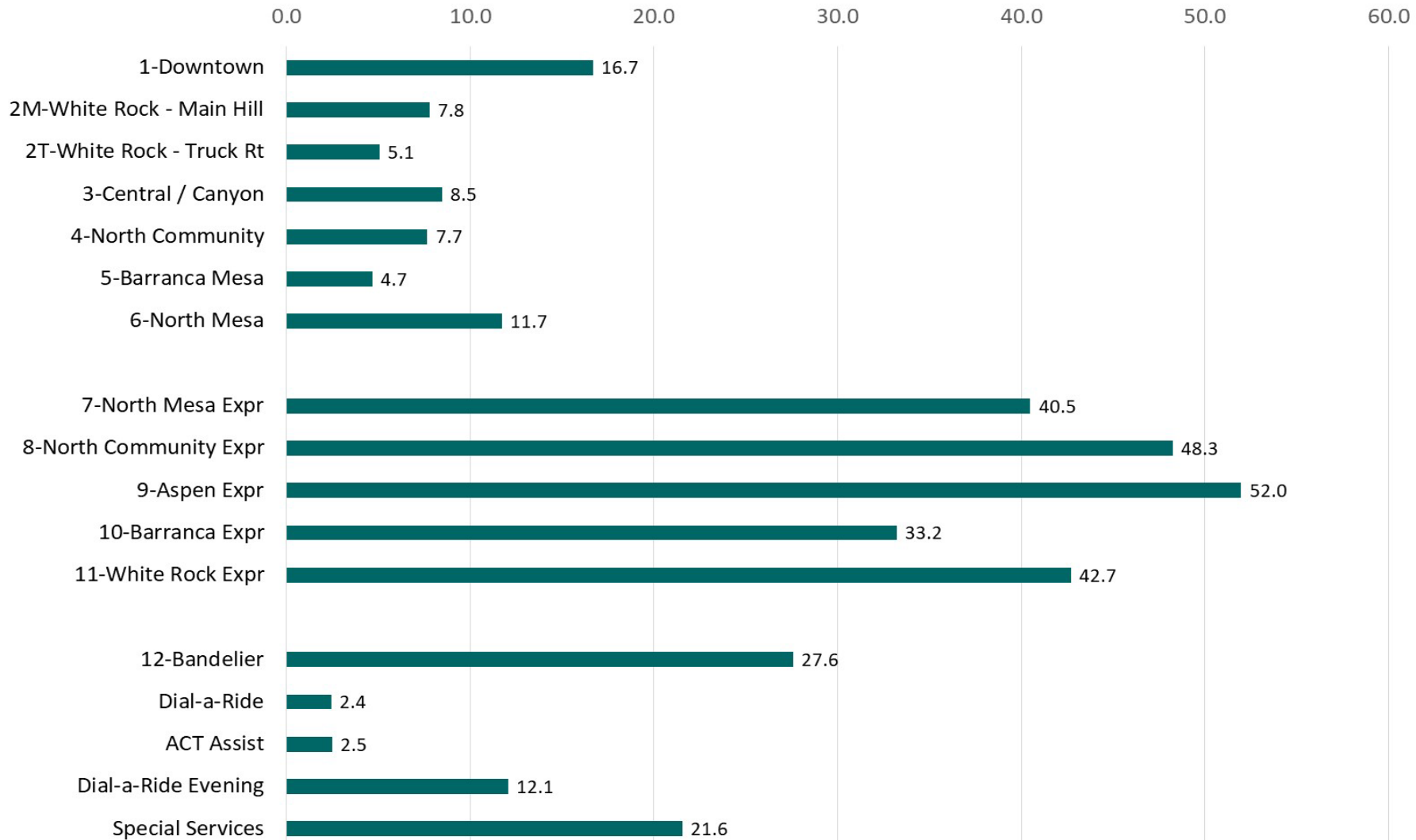
Route	Trip Start Time															Average Daily Trips
	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	Noon	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	
1	0.0	3.8	9.2	9.9	11.6	9.7	11.0	11.1	10.3	19.0	18.8	14.0	17.5	7.9	0.6	155
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	6.9	0.0	0.0	0.0	0.0	11
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	12.7	0.1	0.0	0.0	0.0	19
12	0.0	0.0	0.0	0.0	40.9	59.1	75.3	77.5	81.6	65.5	38.8	26.8	3.8	0.0	0.0	469
2M	0.0	0.9	3.6	4.4	3.5	4.4	4.4	5.4	4.0	8.3	20.5	8.4	8.0	4.0	2.0	82
2T	0.5	2.2	4.4	2.1	3.6	4.0	2.8	3.8	2.6	2.6	6.5	3.8	4.6	0.9	0.0	45
3	0.0	2.1	6.2	3.3	4.8	3.5	4.2	5.8	3.7	13.0	13.6	7.2	5.3	2.7	0.0	76
4	0.0	2.6	11.2	3.8	2.6	1.7	2.2	3.6	2.5	10.8	6.8	3.6	5.0	3.1	0.5	60
5	0.0	1.1	8.3	3.5	4.1	2.9	1.7	3.2	1.9	4.9	3.5	2.9	2.4	1.0	0.0	42
6	0.0	3.5	19.5	7.6	7.7	5.4	5.9	6.3	6.1	11.5	28.2	7.9	9.9	3.6	0.0	123
7A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.8	15.9	0.0	0.0	0.0	0.0	27
7B	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8	17.9	0.1	0.0	0.0	0.0	30
7C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	16
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	10.0	0.0	0.0	0.0	0.0	14
Total	0.5	16.3	62.4	34.6	78.8	90.7	107.6	136.3	112.7	158.3	212.5	74.9	56.5	23.6	3.6	1,169

Note: This time period includes a large portion of the school year.

Source: Atomic City Transit Boarding by Stp Trip FY 22 updated

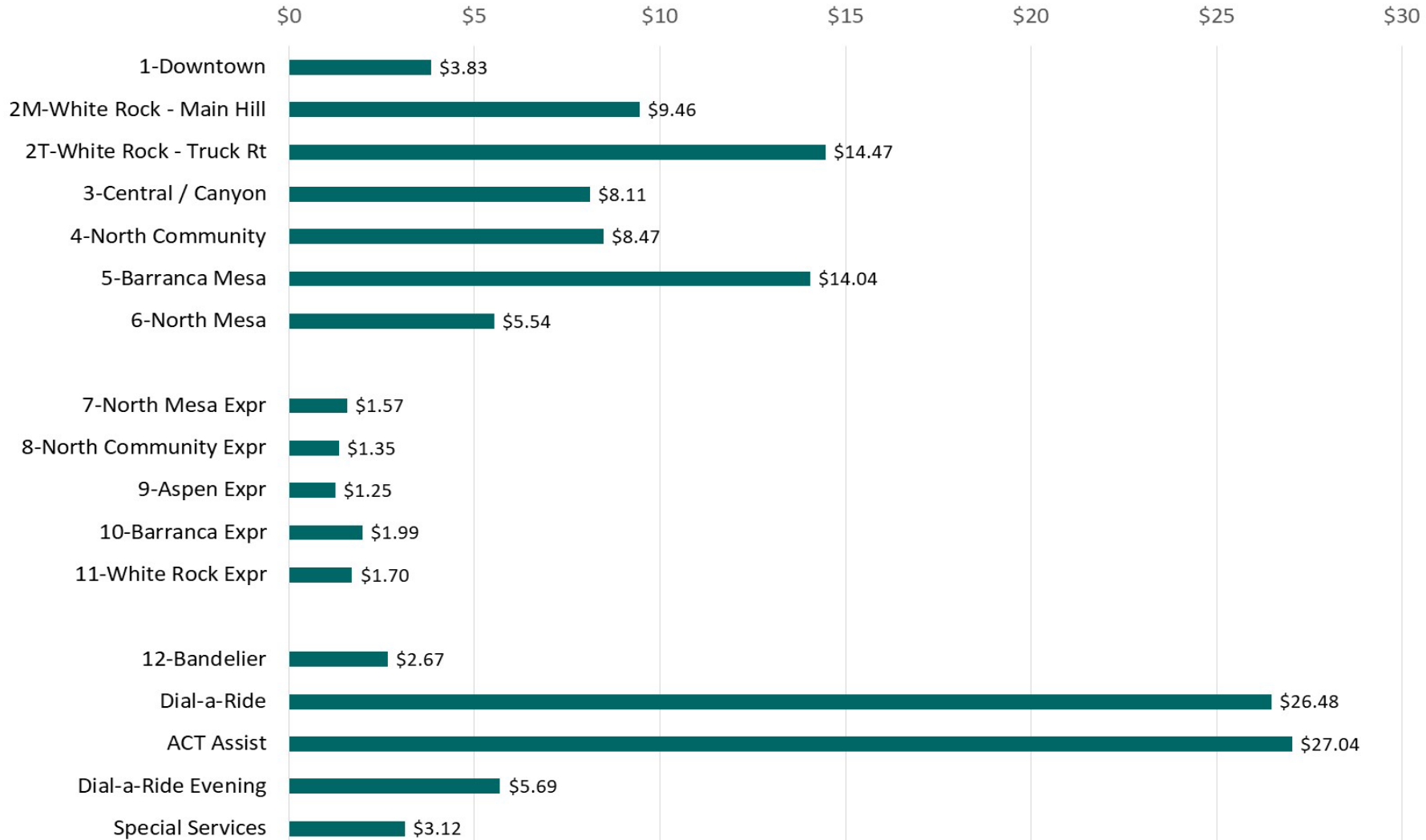
ACT Service Effectiveness

Passenger Boardings per Vehicle-Hour



ACT Cost Efficiency

Marginal Operating Cost per Passenger Boarding

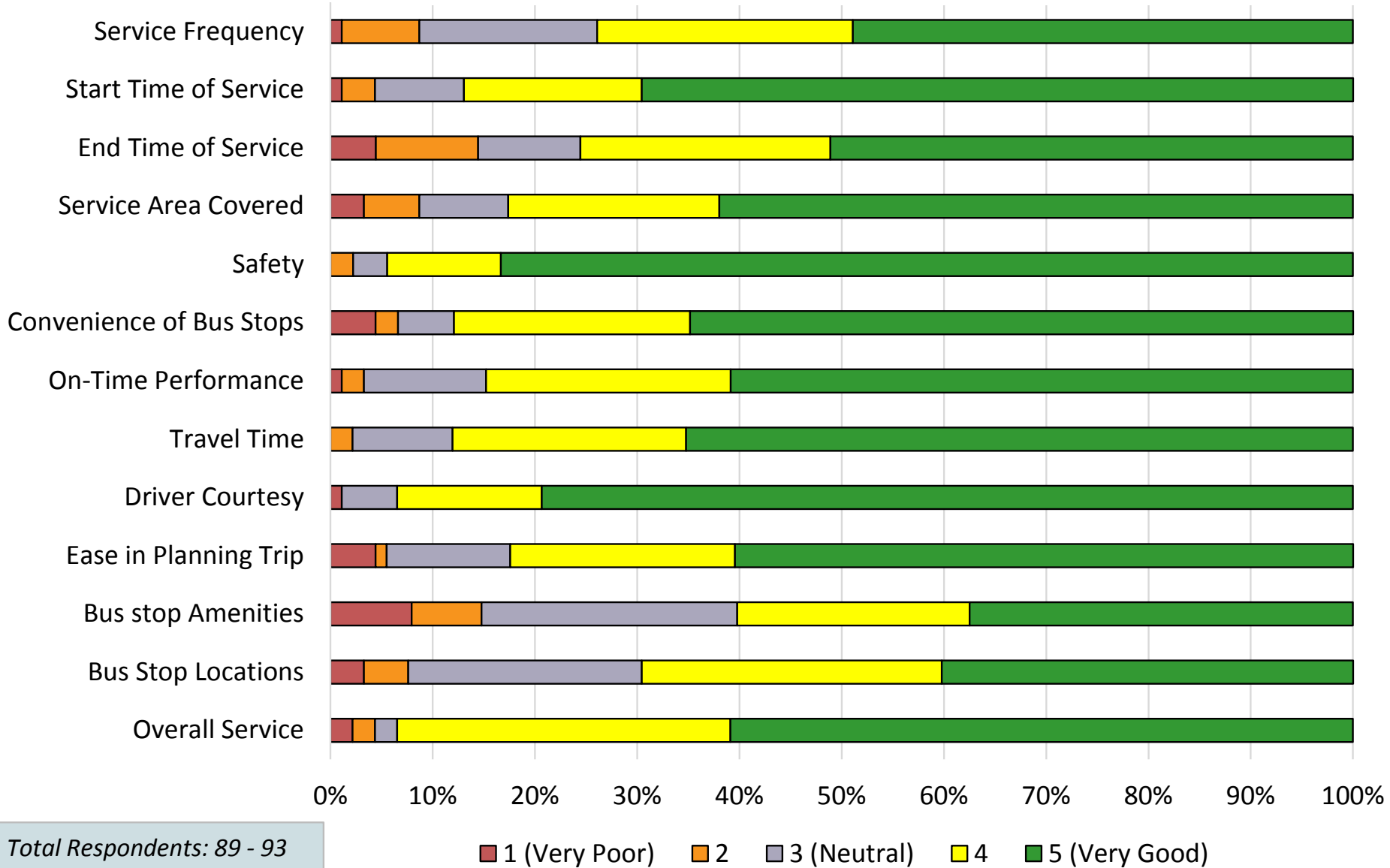


Public Outreach – Onboard Survey

- 97 Passengers responded
- Trip purpose
 - 32% Work
 - 27% Recreation/Social
 - 14% Personal business
 - 12% Shopping
- Top motivations for riding ACT:
 - 56% Environment
 - 43% Save money – driving
 - 38% Avoid driving
 - 33% No car available



Passenger Opinions on ACT

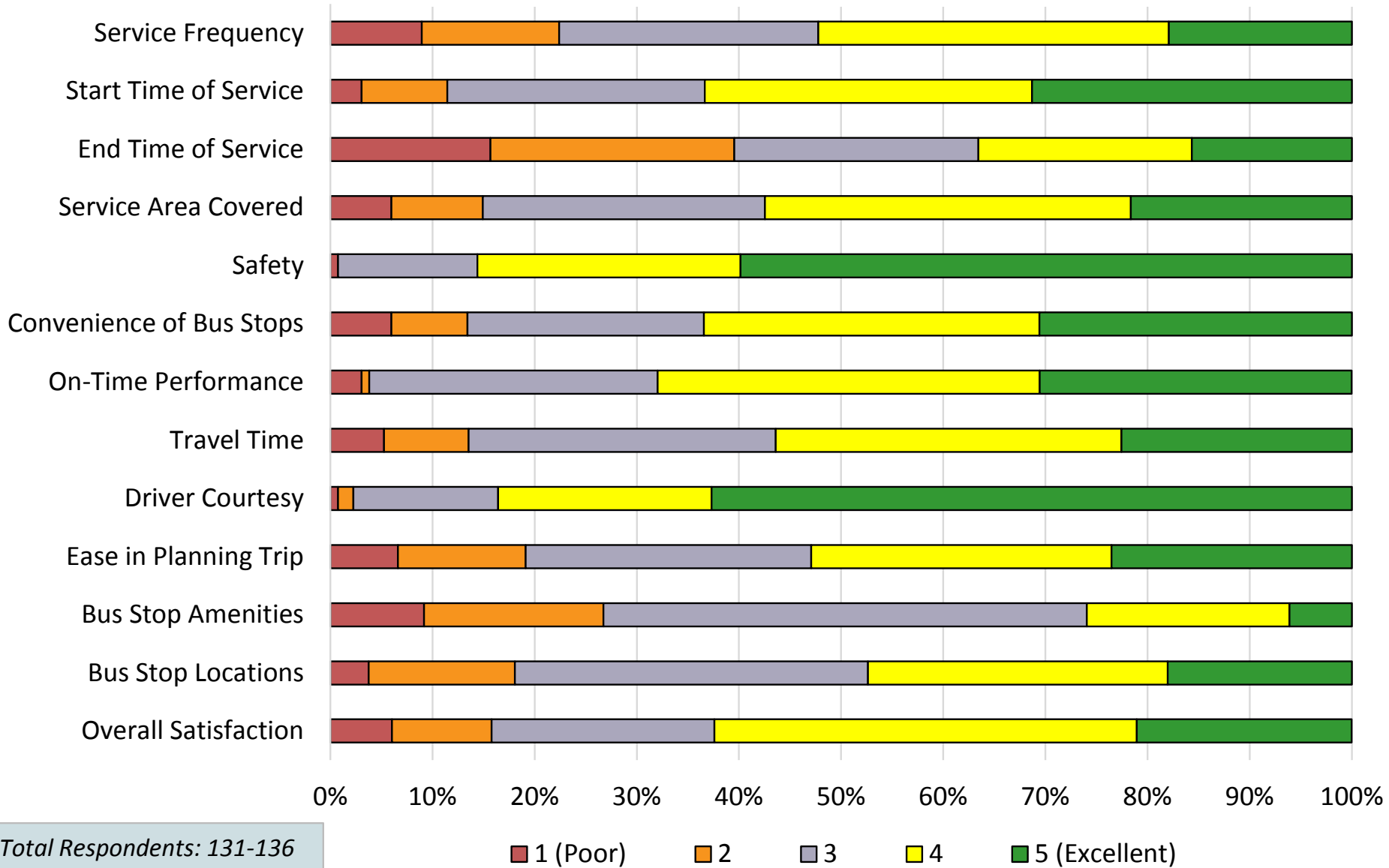


Public Outreach – Community Survey

- 156 individuals participated
- Survey designed for both transit riders and non-transit riders
- Issues preventing participants from riding ACT:
 - Bus schedule/frequency (38%)
 - Have other mode of transportation (15%)
 - Service area (12%)



Participant Opinions on ACT



Service Alternatives

- Extend peak service on Route 1 – 1PM to 5 PM ✓
- Extend peak service on Route 6 – 9:20 AM to 3 PM
- Discontinue Route 2P ✓
- Saturday Fixed Route Service – Option 1
 - 9 AM – 5 PM (2 buses)
 - Los Alamos Main Route – Half hourly service
 - ACT Assist within Los Alamos
 - White Rock Connection to Downtown
- Saturday Fixed Route Service – Option 2
 - 9 AM – 5 PM (2 buses)
 - Los Alamos Main Route – Hourly service
 - ACT Assist within Los Alamos
 - White Rock Connection to Downtown
- Saturday Fixed Route and Microtransit Service ✓
 - 9 AM – 5PM
 - White Rock Connection to Downtown
 - Microtransit in Los Alamos – Phase 1 – 2 Vans
 - Microtransit in Los Alamos – Phase 2 – 3 Vans

✓ = Recommended Element

Service Alternatives (cont.)

- White Rock Alternatives:
 - Eliminate second loop on Route 2T ✓
 - Shorten Route 2M
 - Route 2P – Stay on Aragon and Grand Canyon
- Replace Route 2T with Microtransit during non-peak hours
- Combined Shortened Route 2M, eliminate second loop on Route 2T, White Rock microtransit (6 AM – 7 PM)
- Revise Routes 1 & 3 – discontinue service to Co-op and serve Western area ✓
- Early morning connections to the Transit Center for LANL employees
 - Los Alamos early morning microtransit to Transit Center (5 AM – 7 AM) ✓
 - Add 5:55 PM roundtrip on Route 2T
- Eliminate 6 AM run of Route 2M
- Serve Pajarito Mountain Ski Area
- LANL Recommendations: Streamline Routes to the Mesas
- Eliminate Route 5 service on Range Rd. ✓

Plan Elements

Data &
Public
Input

Evaluation

Plan

Review of Service Plan Elements

- **Route 1 – Extend Peak Service from 1 PM to 5 PM**

- Benefits

- Increase ridership by 32,240 trips
- Meets productivity standards (27.8 passenger-trips per hour)
- Will only cost \$3.17 for each additional passenger-trip served

- Disadvantages

- Annual operating cost increase of \$102,165
- Requires additional driver and vehicle

- **Eliminate second loop on Route 2T from 3 PM – 5 PM**

- Objective: Address poor on-time performance and increase ridership

- Benefits

- Cost savings of \$19,000 annually, small increase in trips

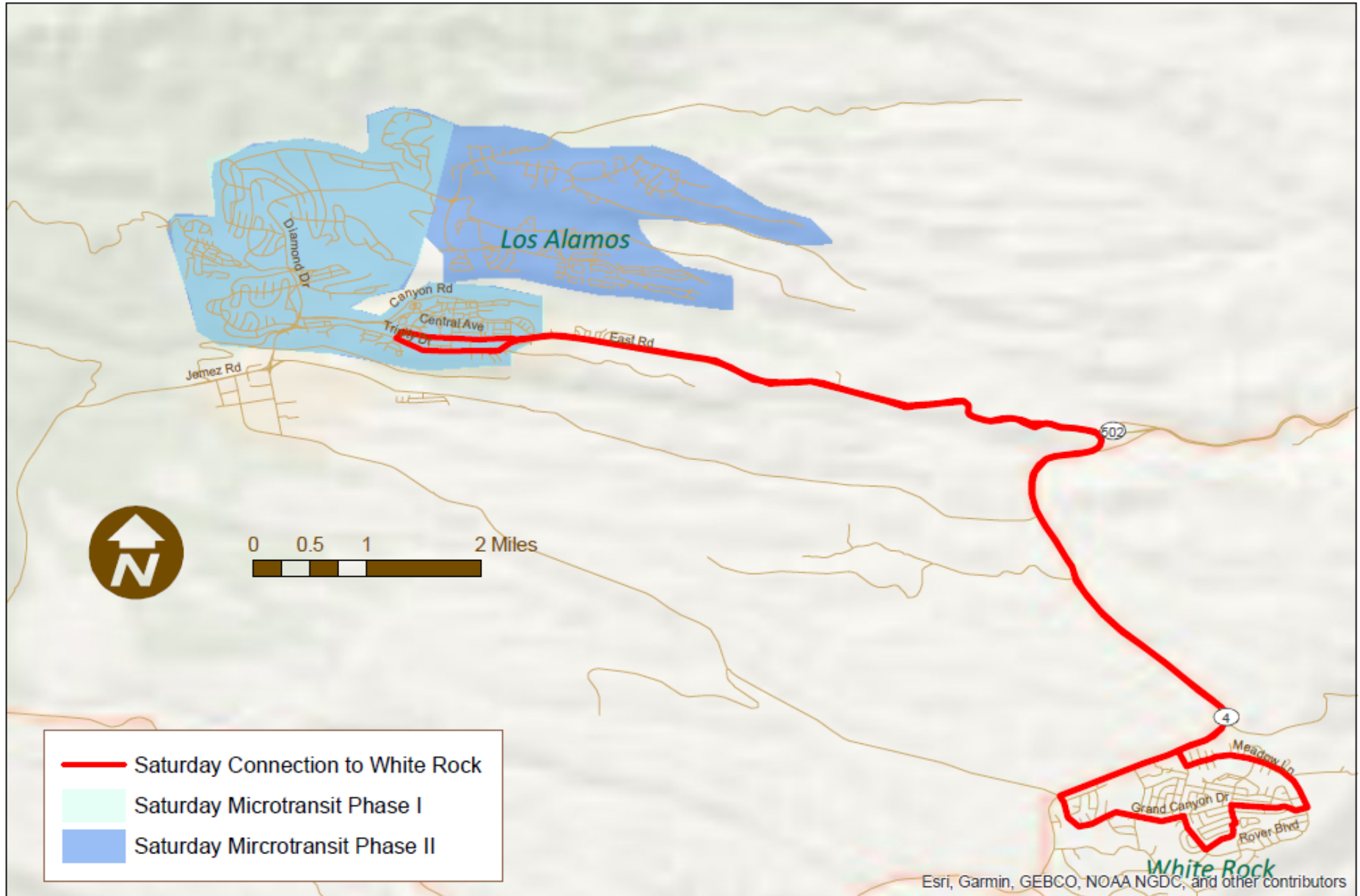
- Disadvantages

- Some travel times would be extended

• Saturday Service – Combined Microtransit/Fixed Route Options

- Phase I – 3 vehicles, Phase II – 4 vehicles
- Service Hours – 9AM – 5 PM
- Benefits
 - The on-demand aspect could attract new riders
 - More homes could be directly served by public transit
 - Ridership will increase by 7,000 to 10,000 trips per year
- Disadvantages
 - Annual operating cost increase of \$180,000 to \$265,000
 - Marginal operating cost per trip is greater than current systemwide average (\$24-25 vs. \$11)
 - Additional shifts required.





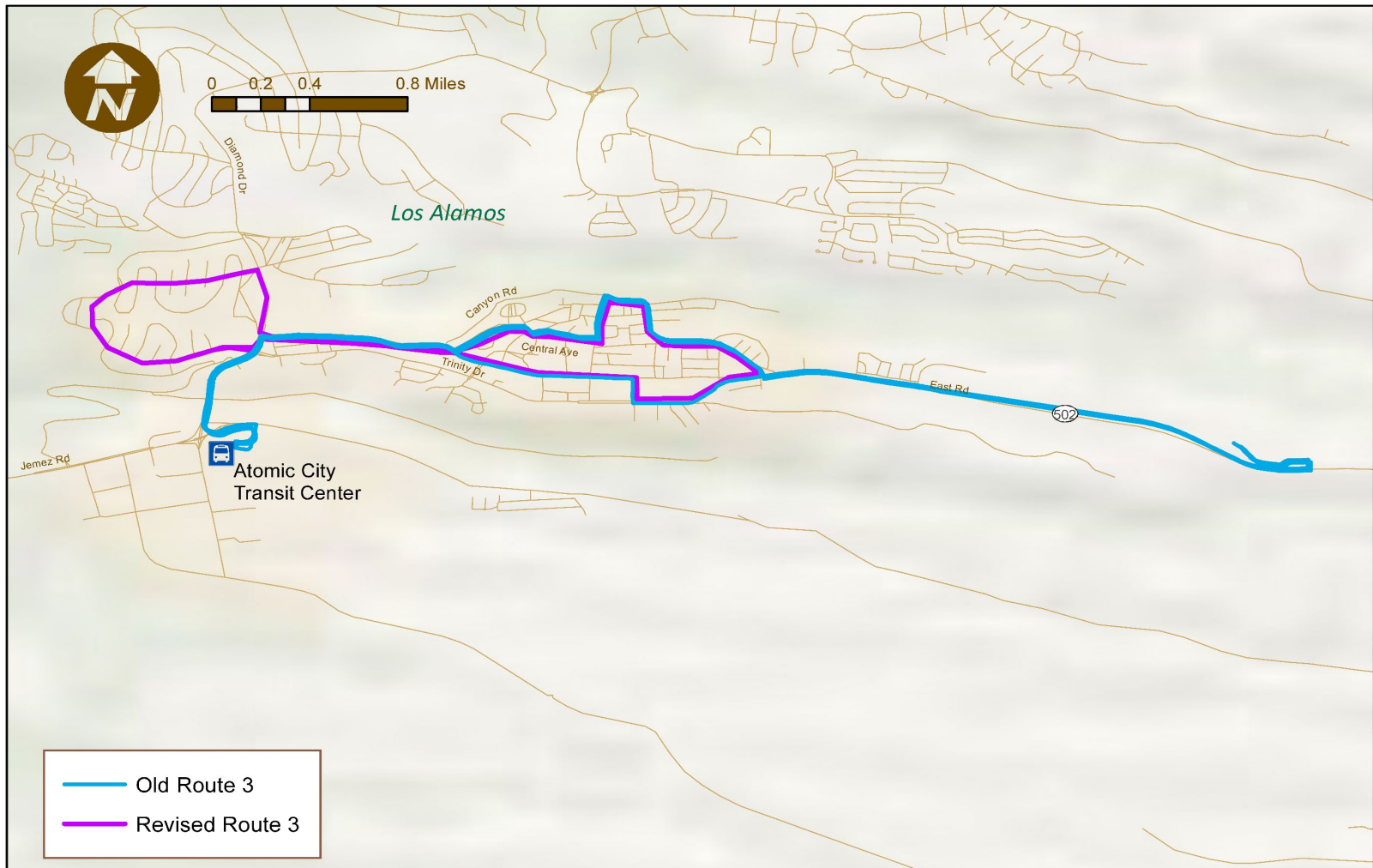
• Rebalancing Routes 1 and 3 to Improve On-time Performance

- Benefits

- Improved on-time performance, serve more homes, increased ridership for Route 3 (3,800) and Route 1 (1,500)

- Disadvantages

- Potential to reduce on-time performance for Route 1



- **Early morning DAR to Transit Center from 6 AM – 7 AM using ACT Assist driver**
 - Benefits
 - Cost effective as ACT Assist Drivers already on the clock – only \$3 per each new trip served
 - Disadvantages
 - Limited capacity to accommodate new riders.

- **Eliminate Route 5 on Range Rd.**
 - Benefits
 - Reduces travel time for other passengers and results in cost savings of \$8,500 annually
 - Provides driver with extra layover time
 - Disadvantages
 - Homes on Range Road no longer directly served by transit

- **Discontinue Route 2P**
 - Benefits
 - Frees vehicle and driver for other purposes and saves operating costs.
 - Disadvantages
 - Reduces service to White Rock and a small decrease in passenger-trips.

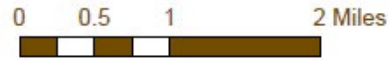
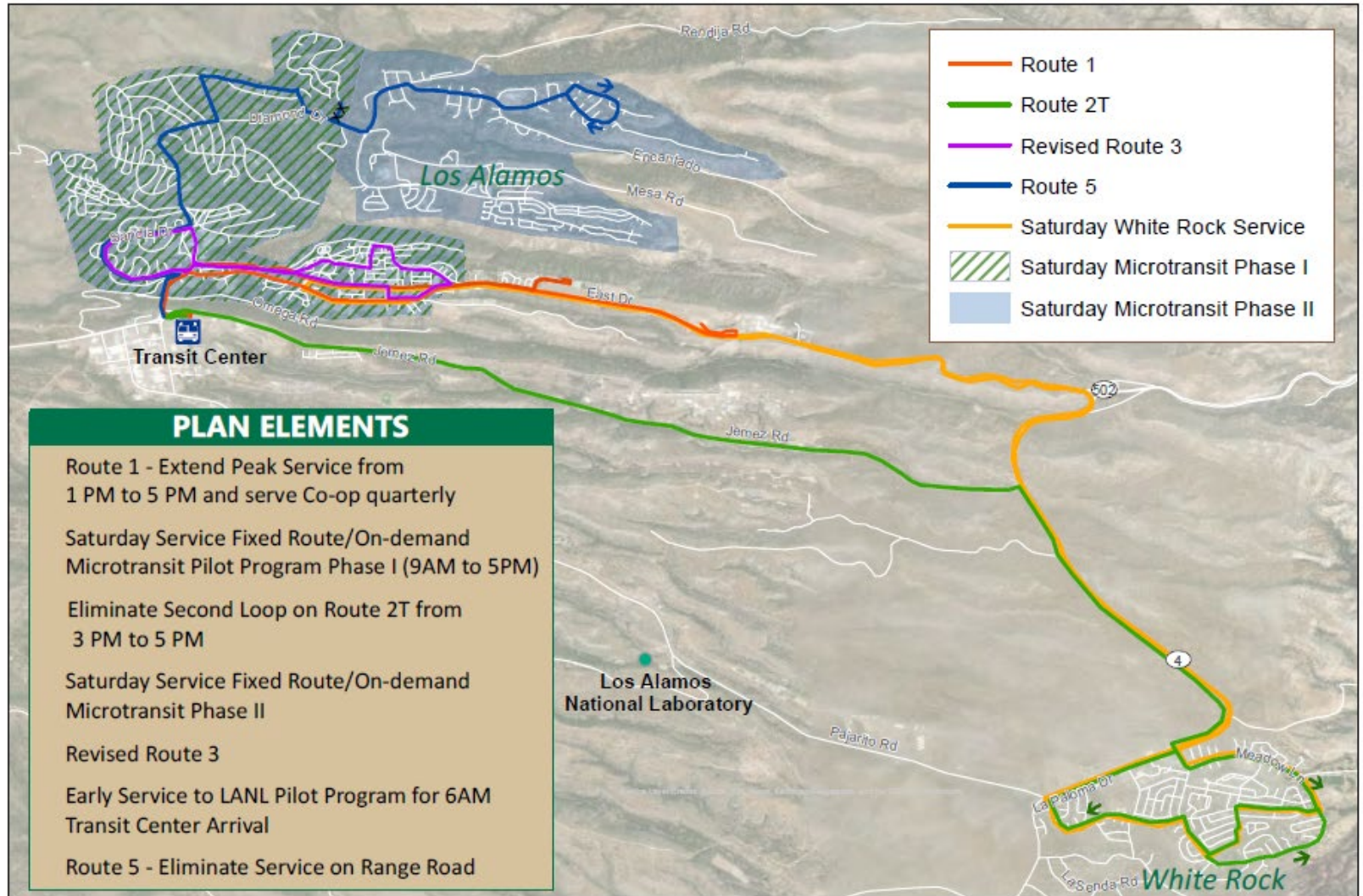


Figure 29
Atomic City Short Range Transit Plan



Summary of Atomic City Transit Operating Plan Elements

	Change from Base Case		Benefits	Disadvantages
	Ridership	Operating Cost		
Extend Peak Service on Route 1 from 1 PM to 5 PM	32,240	\$102,160	Cost effective	New vehicle and driver
Saturday Service - Fixed/Microtransit Phase I Pilot Program	7,560	\$181,520	New type of service, Serve more people directly	Additional driver shifts Not as cost effective as fixed route
Saturday Service - Fixed/Microtransit Phase II	10,600	\$284,286	Serves more of Los Alamos directly	Additional driver shifts Not as cost effective as fixed route
Eliminate Second Loop on Route 2T from 3 PM to 5 PM	120	-\$3,200	Improve on-time performance, Cost savings	Eliminate bi-directional service for some White Rock residents
Route 1 & 3 Revisions	5,330	-\$5,200	Improve on-time performance, Western area has more service	Co-op served hourly instead of half-hourly
Early Service to LANL Pilot Program	1,990	\$24,200	Serve LANL employees with early shifts	If popular, will require additional driver shift
Rt 5 - Eliminate Service on Range Road	-500	-\$8,500	Eliminates spur which receives low ridership	Eliminates serve to a small number of homes

Institutional Alternatives

Operate Express Routes with Part-time Drivers

Reduced Service Due to Driver Shortage

Reduce Express Routes through “After-school program transportation” operated by LAPS

Contract for Bandelier Service

Coordination with LAPS and Other Regional Transportation Providers

Capital/Financial Plan

- Vehicle Replacement & Bus Stop Improvements - \$1.7 million (5-year total)
- Local Match Requirement – 20%
 - \$342,890 over plan period





QUESTIONS/COMMENTS –

Genevieve Evans

LSC Transportation Consultants, Inc.

Genevieve@lsctrans.com

| (530) 583-4053

