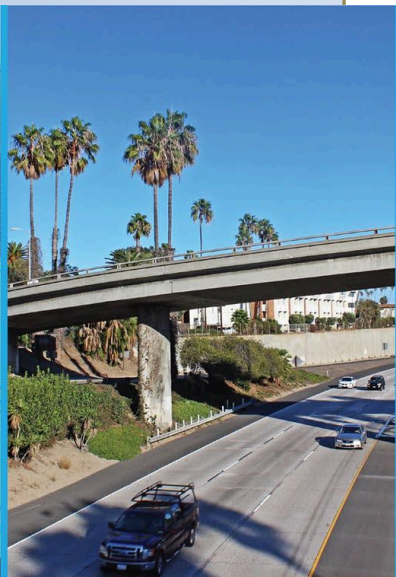


FY 22-23 Transit Needs Assessment

Ventura County
Transportation Commission



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Chapter 1: What is the Ventura County Transportation Commission?

The Ventura County Transportation Commission (VCTC) is the State-designated Regional Transportation Planning Agency (RTPA) for Ventura County. In this role, VCTC is responsible for overseeing how federal and state monies for transportation are spent and is responsible for developing transportation plans that identify the region's mobility options and priorities. VCTC is also the State-designated County Transportation Commission, carrying the responsibility of designating how local sales taxes are used for transportation. In addition, VCTC provides intercity bus service throughout Ventura County and VCTC Intercity is the second largest transit operator in the county after the Gold Coast Transit District (GCTD).

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Chapter 2: What is the Unmet Transit Needs Process?

The California State Transportation Development Act (TDA), which was passed in 1971, provides a major source of funding for local transit, bicycle/pedestrian and street projects. The legislation, as amended, authorizes the Ventura County Transportation Commission (VCTC) to administer the local TDA process and oversee regulatory and fiscal compliance.

The California TDA provides two major sources of annual funding for public transportation—the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). As the RTPA for the Ventura region, VCTC administers the TDA within the region, allocating TDA funds to eligible claimants (the Cities, the County, and transit operators) within its jurisdiction.

Each year, pursuant to Senate Bill 203, VCTC staff facilitates an annual transit needs assessment to determine if there are any areas in the county where populations of less than 100,000 are not served by public transit to meet their daily transportation needs. The areas in Ventura County with populations under the threshold include City of Camarillo, City of Moorpark, City of Fillmore, and City of Santa Paula. Additionally, on June 11, 2018, legislation allowed Thousand Oaks to spend TDA fund on streets and roads and they therefore now participate in the process as well. To complete this process, VCTC adopts definitions of an “unmet transit need” and “reasonable to meet” criteria to determine if service requests collected during this process can be met by local transit operators or not.

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What is an Unmet Transit Need?

The Commission approved a definition of Unmet Transit Needs in 2014 which was expanded to give specific examples of what are or are not transit needs under the TDA, which is admittedly a narrower definition than might be assumed by the general public. Also, the definition quantifies what the threshold is for “substantial” community support, (i.e., 15 requests for general public service and/or 10 requests for service for disabled service). The Definition is as follows:

UNMET TRANSIT NEED

Public transportation services identified by the public with sufficient broad-based community support that have not been funded or implemented.

Unmet transit needs identified in a government-approved plan that meet the definition of an Unmet Transit Need.

Sufficient broad-based community support means that persons who will likely use the service on a routine basis demonstrate support: at least 15 requests for general public service and 10 requests for disabled service.

An Unmet Transit Need Includes:

- *Public transit services not currently provided to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and education programs. Service must be needed by and benefit the general public.*
- *Service expansions including new routes, significant modifications to existing routes, and major increases in service hours and frequency*

An Unmet Transit Need Excludes:

- *Operational changes such as minor route changes, bus stop changes, or changes in schedule*
- *Requests for extended hours or days of service*
- *Service for groups or individuals that is not needed by or will not benefit the general public*
- *Comments about vehicles, facilities, driver performance and transit organizational structure*
- *Requests for better coordination*
- *Requests for reduced fares and changes to fare restrictions*
- *Improvements funded or scheduled for implementation in the following year*
- *Future transportation needs*
- *Duplication or replacement of existing service*

What is ‘Reasonable to Meet’?

Once a service request is received and has broad-based support (meeting the 15 or 10 comment threshold), it is further evaluated to determine how feasible it is for the transit operator to expand service. Figure 1 illustrates the criteria adopted by the Commission to evaluate the feasibility of requests to expand or significantly change service.

Figure 1 – ‘Reasonable to Meet’ Criteria

Outcome	Definitions	Measures & Criteria
Equity	The proposed service will not cause reductions in existing transit services that have an equal or higher priority	Measures: Vehicle revenue service hours and revenue service miles. Criteria: Transit vehicle service hours and miles will not be reduced on existing routes to fund the proposed service
Timing	The proposed service is in response to an existing rather than future transit need	Criteria: Same as definition that proposed service is in response to an existing rather than future transit need; based on public input.
Feasibility	The proposed service can be provided with the existing fleet or under contract to a private provider	Measure: Vehicle spare ratio: Transit system must be able to maintain FTA’s spare ratio requirement of 20% (buses in peak service divided by the total bus fleet cannot fall below 20%). If less than 20%, can additional buses be obtained (purchased or leased) or can service be provided under contract to a private provider?
Feasibility	There are adequate roadways to safely accommodate transit vehicles	Measure and Criteria: Route inspection to determine adequacy of infrastructure to accommodate transit vehicles and passengers.
Cost Effectiveness	The proposed service will not unduly affect the operator’s ability to maintain the required passenger fare ratio for its system as a whole	Measure: Total estimate annual passenger fare revenue divided by total annual operating cost (the entire service including the proposed service). Criteria: Fare revenue/operating cost cannot fall below the operator’s required passenger fare ratio.
Cost Effectiveness	The proposed service will meet the scheduled passenger fare ratio standards described in Appendix A	Measures and criteria: See Appendix A.
Service Effectiveness	Estimated passengers per hour for the proposed service will not be less than the system-wide average after three years.	Measure: Passengers per hour. Criteria: Projected passengers per hour for the proposed service is not less than 70% of the system-wide average (without the proposed service) at the end of 12 month of service, 85% at the end of 24 months of service, and 100% at the end of 36 months of service.

Chapter 3: Description of TDA-Funded Transit Providers Included in the Unmet Needs Process

VCTC Intercity service does not utilize TDA Article 8 funds for non-transit purposes; however, service requests for the regional service it provides are included in the process. The Gold Coast Transit District (GCTD), City of Ojai and the City of Simi Valley do not utilize or claim TDA Article 8 funds for non-transit purposes and their service is not subject to the Unmet Transit Needs process.

Camarillo Area Transit

Camarillo Area Transit (CAT) operates two fixed routes with service seven days a week. The routes are within the city and run approximately every half an hour. CAT also offers general public DAR service every day of the week, but it does not include school trips.

Moorpark City Transit

Moorpark City Transit (MCT) operates two fixed routes with service Monday through Friday. The routes are within the city and run approximately every hour. Moorpark City Transit also provides senior DAR and ADA paratransit service Monday through Friday. The City of Moorpark contracts with Thousand Oaks to provide DAR services.

Thousand Oaks Transit

Thousand Oaks Transit (TOT) operates five fixed routes, with service Monday through Friday, however due to driver shortages Saturday service is currently suspended. The routes are within the city and run approximately every hour to an hour and ten minutes. Thousand Oaks Transit also provides senior Dial-A-Ride and ADA paratransit service seven days a week.

Valley Express Bus & Dial-A-Ride

Valley Express Bus & Dial-A-Ride serves the communities of Santa Paula, Fillmore, Piru and the unincorporated areas that make up the Heritage Valley. Fixed-route service consists of two community circulators, within the cities of Santa Paula and Fillmore, and a shuttle service connecting the community of Piru with the city of Fillmore. The Valley Express Bus & Dial-A-Ride service was implemented in March 2015 with service modifications taking effect January 2016. Each route is scheduled to make timed connections with the VCTC Intercity Highway 126 line (Routes 60-62).

General Public Dial-A-Ride service is available within Fillmore, Santa Paula, Piru, and other unincorporated areas of the Heritage Valley. Seniors and ADA certified riders may use Dial-A-Ride to travel between Fillmore, Santa Paula, and Saticoy.

VCTC Intercity

The Ventura County Transportation Commission operates VCTC Intercity, an inter-city bus network that operates primarily within Ventura County, with service also extending into Santa Barbara. VCTC Intercity currently operates six fixed lines that provide inter-city service between, Thousand Oaks, Simi Valley, Moorpark, Camarillo, Oxnard, California State University Channel Islands (CSUCI), Fillmore, Santa Paula, Ventura, Carpinteria, Santa Barbara, and Goleta.

Metrolink Commuter Rail

Metrolink is now operating 14 weekday trains through Ventura County (prior to the pandemic, it operated 16 weekday trains) and one round-trip Saturday train. Although Metrolink is a regional commuter rail service provider serving the five-county Southern California region including Ventura County, VCTC is a member agency which contributes TDA LTF funding to operate the Ventura County Line. The Ventura County Line serves five stations including East Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley, plus seven stations in Los Angeles County. Requests for expanded Metrolink service were included in this analysis because of its service to cities with populations of less than 100,000.

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Chapter 4: Public Input

The public comment period for the Fiscal Year 2022-2023 Unmet Transit Needs process was held between December 10, 2021 and February 11, 2022 with comments received prior to December 10th being included in this report.

Each year, VCTC uses a variety of channels to promote and solicit public comment for the Unmet Transit Needs process including an online survey, social media advertising, eblasts, community meetings, and the GOVCbus app. Public notices were also printed in the Ventura County Star and VIDA News.

This year, 68 surveys were received which is comparable to previous years. VCTC hosted three county-wide virtual community meetings and a virtual public hearing where almost a dozen comments were received. Additional comments were received via email. Overall, 90 respondents provided comments.

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Chapter 5: Transit Needs Assessment & Findings

Unmet Transit Needs Analysis

Throughout the year and during the public comment period, VCTC received comments from 90 people through the online survey, social media posts, email, and as public comments that were received at the virtual community meetings and Public Hearing. Many of the comments received were about general increases in service, general comments/complaints about existing bus service, or operational in nature (ex., additional bus stops, etc.). Comments of this nature and ones regarding service areas that are not applicable to the Unmet Transit Needs process were not considered but were forwarded to the appropriate transit operator.

Comments regarding an expressed demand for new service in the applicable cities were screened to determine if the request for service met the definition of an Unmet Transit Need using the Commission's adopted criteria. None of the requests met the 15-comment threshold for fixed route or the 10-comment threshold for dial-a-ride service and therefore were not further screened to determine if the need was reasonable to meet.

The FY 2020-21 Unmet Transit Needs process had two requests that met the 15-comment threshold: service to Santa Clarita from Fillmore and Santa Paula, and service between Fillmore and Moorpark. Service to Santa Clarita is not technically an Unmet Transit Need as the request is for service into LA County. However, as this has been the most requested service improvement over the last several years, VCTC staff has endeavored to plan for a scenario to bring the service forward as a potential partnership with Santa Clarita Transit and the cities in the Heritage Valley. Fleet capacity and needs, route costs, sufficient labor and route configuration are issues to be addressed as part of the planning process. Restoring pre-pandemic VCTC Intercity service levels has been the priority for the service and efforts to increase service will be considered once service has been restored.

Additionally, there has been repeat demand expressed for several years regarding connectivity between the cities of Fillmore and Moorpark, including this year where it was the most frequent comment received during the public participation process. As with service to Santa Clarita, issues of fleet capacity and needs, route costs, and route configuration will need to be addressed as part of the planning process. Planning for these service improvements had been put on hold due to the COVID-19 pandemic but as service has now been restored, VCTC plans to work with the cities of Fillmore and Moorpark and the County to address these issues to work towards implementing this service.

The most frequent comments that are not applicable to the Unmet Transit Needs process this year but are valuable for the operators are as follows:

- Expanded service to multiple Los Angeles County locations, including increased Metrolink and Pacific Surfliner service.
- Varying improvements to the VCTC Intercity service
- Varying improvements to the Gold Coast Transit District service

All comments are essential to improving public transit in Ventura County. Comments that have decent support and have been brought up over the years are taken into consideration for future planning purposes. All comments submitted are included in Appendices B and C. Appendix B includes all comments received that could potentially be considered an Unmet Transit Need if support is increased and Appendix C includes all other comments received through the process.

Conclusion

There were several comments received that VCTC evaluated under the definition of an Unmet Transit Need in terms of public service not provided or service that currently exists but would require significant route or frequency expansion. This year, no requests met the 15-comment threshold, therefore there are no Unmet Transit Needs.

All comments received through this process were forwarded to the operators, who take it into consideration for future planning purposes. VCTC and the operators continue to coordinate to work towards improved transit service including connectivity and transferability for cross-county travel, especially regarding service to Santa Clarita and between Fillmore and Moorpark.

Although the comments received may not meet the “Unmet Transit Needs” and “reasonable to meet definitions,” VCTC and other transit operators in Ventura County, take these comments and all public input received into consideration in their regional transit planning efforts. VCTC and the County’s transit operators thank the public for their participation in this process.

Appendix A – Passenger Fare Ratio Standards for New Transit Services in Ventura County

It is desirable for all proposed transit services in urban areas to achieve a 20% passenger fare ratio by the end of the third year of operation. A passenger fare ratio of 10% is desired for special services (i.e. elderly and disabled) and rural area services. (1) More detailed passenger fare ratio standards, which will be used to evaluate services as they are proposed and implemented, are described below. Transit serving both urban and rural areas, per state law, may obtain an “intermediate” passenger fare ratio.

Urban Service	Rural Service	Recommended Action
New Service Performance Criteria: End of Twelve Months		
Less than 6%	Less than 3%	Provider may discontinue service.
6% or more	3% or more	Provider will continue service, with modifications if needed.
New Service Performance Criteria: End of Twenty-four Months		
Less than 10%	Less than 5%	Provider may discontinue service.
10% or more	5% or more	Provider will continue service, with modifications if needed.
New Service Performance Criteria: End of Thirty-Six Months **		
Less than 15%	Less than 7%	Provider may discontinue service.
15% to 19%	7% to 9%	Provider may consider modifying and continue service.
20% or more	10% or more	Provider will continue service, with modifications if needed.

**Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.*

***A review will take place after 30 months to develop a preliminary determination regarding the discontinuation of proposed services.*

Appendix B – Public Comments Received for FY 22-23 – Unmet Transit Needs

Comment	Specific Type	Service Area
Add Sunday service on all lines	Service Hours	All
Greater frequency of public transportation within Ventura Co. (colleges, malls, medical & cultural sites) and connect with Metrolink and Pacific Surfliner at a more affordable cost.	Frequency	All
Camarillo has no fixed intracity bus routes, so I need to walk the mile from the Metrolink station to my office. The sidewalks and bike lanes are also very poor in that area making it even more undesirable.	Expanded Service	CAT
Bus route that stopped near the public library in Camarillo and would like route to travel to CSUCI	Expanded Service	CAT
Buses do not pass as often as needed to Carmen Plaza and to Camarillo Village	Expanded Service	CAT - VCTC
The routes take 3-5x the time of driving, only come once an hour, often have long layovers, and service times end too early. Would like 15 minute frequencies - ideally 5-10 during the day and 20-30 minutes later in the evening.	Frequency	CAT - VCTC
I need dial a ride and buses to run on Sundays and need to talk with someone at dial-a-ride past 12:00 on Saturdays	Expanded Service	ECTA
Would like transportation from Santa Paula to Perry Way in Oxnard M-F	Expanded Service	GCTD - VCTC
Would like service to/from Point Mugu Naval base	Expanded Service	GCTD - VCTC
Service to shopping, movie theater in Thousand Oaks which currently take hours due to routing & schedules.	Operations	TOT
Service to Cal Lutheran University	Expanded Service	TOT
The buses do not run often enough or late enough during the week and pretty much not at all in the weekend	Frequency	TOT
Bus Service between Moorpark and Fillmore	Expanded Service	VCTC - Valley Express
Bus Service between Moorpark and Fillmore	Expanded Service	VCTC - Valley Express
Bus Service between Moorpark and Fillmore	Expanded Service	VCTC - Valley Express
Bus service from Piru to Santa Clarita or Valencia	Expanded Service	VCTC
Beach bus to Ventura beaches from Heritage Valley	Expanded Service	VCTC
Bus Service From Ventura To Santa Clarita	Expanded Service	VCTC
Bus to Lake Piru for recreational purposes	Expanded Service	VCTC
Fillmore/Piru to Valencia/Santa Clarita	Expanded Service	VCTC
Increase in service request along the 101 corridor	Expanded Service	VCTC
Public transportation along the Highway 126 corridor and Santa Clarita	Expanded Service	VCTC

Appendix C – Public Comments Received for FY 22-23 – All Other Comments

Comment	Specific Type	Service Area
Certain places don't have bus service so it makes it hard	Expanded Service	All
This County is not suitable for public transportation. Feel unsafe, especially at night due to other patrons or getting to/from stops/stations	General Comment	All
In DC, the trains regularly move from one side of the city to the other and the buses are frequent also. Would love to hop on a train to the malls or to restaurants in other cities and within Ventura.	Expanded Service	All
I currently cannot visit Arroyo Verde park, the Ventura harbor, the Ventura keys, or anyone living along Foothill due to there being no transit that serves these areas	Expanded Service	GCTD
Direct Bus Service Between South Oxnard And West Ventura Via Harbor Blvd	Expanded Service	GCTD
I work at 6am most of the week. There is no bus/combination of busses that will get me to the Naval Base in time for those shifts. I have to try to take an Uber or taxi every day or walk 45 minutes in the dark to get to a bus that would take me near the base	Service Hours	GCTD
To/from Pleasant Valley/Dodge Rd. and Wagon Wheel Rd./Spur Dr.	Expanded Service	GCTD
Travel from Ventura to downtown Oxnard takes too long. Travel from Ventura to Ojai takes too long.	Frequency	GCTD
Need connections to Park and ride locations in east Ventura and Naval Base.	Expanded Service	GCTD
There are no nearby bus stops near my home neighborhood at The Gallery at River Ridge.	Expanded Service	GCTD
One doctor I see monthly is in Camarillo. Go Access is OK except for timing. The bus from Wells Road to St. John's was cancelled.	Expanded Service	GCTD
Trips to the Ventura Harbor Village	Expanded Service	GCTD
Encounter church at night support groups on Johnson and Ralston currently requires a walk from Hummingbird in the dark with no sidewalks. Extreme safety issue. The 11 doesn't run frequently enough.	Expanded Service	GCTD
Go to the mall and the Marina in Ventura	Expanded Service	GCTD
Has a route ever been considered from Saticoy to Oxnard via 118 and Vineyard Ave? I recently moved my mother near Saticoy and she likes taking the bus on Violeta but there is not a quick bus to Oxnard.	Expanded Service	GCTD
Metrolink terminus in East Ventura is difficult to access without a car.	Expanded Service	GCTD
More shelters over bus stop benches. Protect from the sun and wind.	Operations	GCTD
More lighting at bus stops, benches and more frequently	Operations	GCTD
Bus benches are too close to the street in many places.	Operations	GCTD
Telegraph/Wells/Saticoy could use a direct transportation from that area to Ojai and Santa Paula and or to the train station	Expanded Service	GCTD - VCTC
There's no transit that goes to either Ventura beach (Pierpont Blvd.) or Harbor beach (Spinnaker Dr). There's no way for us to access the beaches without a car! This is a bit unacceptable since Ventura is literally next to the ocean.	Expanded Service	GCTD - VCTC
Getting routes to Pierpont and Ventura Harbor beach bus area. Getting to POI such as downtown Main St., Wells Rd, Govt ctr., OTC, Collection with an express route. Commercial and shopping trips.	Expanded Service	GCTD - VCTC
Until I have to stop driving, I don't use public transportation.	General Comment	GCTD - VCTC
I work in Santa Barbara and live in Ventura and used to take the commuter train that they had leaving from Ventura at 6:10 in the morning and got to Santa Barbara about 6:50. Would like that to resume.	Frequency	LOSSAN
Why is there no rail service from Ventura and Oxnard to Los Angeles offered at all on weekends and only on a limited basis weekdays? Amtrak's schedule isn't always convenient and unless I want to drive to east county, my options for rail on Metrolink are limited. Trying to get to LA via bus is a joke.	Service Hours	LOSSAN - Metrolink
Would like a Sunday Metrolink from Ventura to L.A.	Service Hours	Metrolink
Metrolink return runs during non-rush hour! I can't get back from LA courts any time during the day.	Frequency	Metrolink
Why do you advertise Metrolink Saturday Ventura County line when it only goes up to Moorpark? We're in desperate need of more public transportation, especially in Camarillo, Oxnard and Ventura. 7days a week	Expanded Service	Metrolink

Camarillo and Ventura county in general needs to provide public transportation to access LA County, i.e., San Fernando Valley, downtown LA etc. I struggle as a senior in obtaining transportation to make use of the vast Metrolink system that is available in LA County. Ventura County desperately needs a Metrolink train to connect residents with Los Angeles Metrolink. The commuter times that do exist are not nearly sufficient to assist Ventura county senior population with travel needs to LA County.	Frequency	Metrolink
Why don't we have public buses to the airports- LAX, BUR, & SBA. Currently, only BUR is directly served by Amtrak & Metrolink. This would be an easy money maker for the county!	Expanded Service	Metrolink - VCTC
Bus drivers are unaware of free rides for VCCCD students and have prolonged bus trips for me & my peers	Operations	Simi Valley
The bus does not serve Valley View Middle School in the afternoon in a timely manner. I have to wait over an hour and walk a long way to catch the bus after school. There is no bench at the bus stop on Tapo Street across from CVS at Alamo so I have to stand all that time. Also there is no easy way to get to Cochran street and Sycamore from Kuehner without changing busses and taking hours to get there. Your new bus schedules and routes are not well thought out.	Expanded Service	Simi Valley
Transportation on Sunday's to the zoo and to church	Expanded Service	Simi Valley -TOT
T.O Transit not useful to me.	General Comment	TOT
It is hard to impossible to get a reservation on a dial a ride service. Always told, it's booked for the rest of the day, even if you call at 6:00 in the morning to make a reservation.	Operations	Valley Express
I want to take the bus and get to understand the local transit system.	General Comment	Valley Express
A bus stop off of Hallock and Santa Paula St.	Operations	Valley Express - VCTC
Integrate the various local bus agencies with one county-wide fare system, and integrated timetables. Make para-transit integrated county wide. I have a special needs daughter who travels between Oxnard, Newbury Park and Moorpark and it too hard to use it other than locally.	Operations	VCTC
The intercity buses run so infrequently that using the bus adds at least 45 minutes to my commute over a car	Frequency	VCTC
There are too few schedule options to make transit usable. Add a bunch of smaller cars that run on shorter schedules, all day long. Should be smaller and lighter so they're less dangerous, and run all day long.	Frequency	VCTC
Request for Route 126 to travel on Telegraph Rd.	Operations	VCTC
There is no VCTC bus at wagon wheel, and Spur even though the VCTC bus goes past it. Would like a stop there.	Operations	VCTC
Would like the Oxnard to Woodland Hills route (Conejo Connection) restored	Expanded Service	VCTC
Since the 8 am bus stopped going to the Government Center I can't take the bus to work.	Service Hours	VCTC
Would like stop at Cortona Dr at Hollister was added back	Expanded Service	VCTC
Cannot use the intercity services because the routes are terrible.	Expanded Service	VCTC
Coastal Vista bus should add Carmen Plaza/Paseo Camarillo stop to morning and evening commute	Operations	VCTC
Direct link from Ventura/Oxnard to Canoga Park so that I can use Metro.	Expanded Service	VCTC
Request for the 6:40 Coastal Express stop at the Gov. Center be reinstated	Service Hours	VCTC
Would like the Route 77 last bus to from Ventura Transit Center to Simi Valley area at 7:10 pm and on Friday at 8:10 pm	Service Hours	VCTC
Would like to see the Coastal Express route change, so that the buses turn right from Danvers Rivers onto Riverpark Blvd, which would take them to Vineyard Ave, and the 101-N.	Operations	VCTC
More rail lines should be grade separated. Heavy rail makes everything more expensive and makes it harder to put transit where people really need it. California should be the vanguard and come up with a new patent-free, Uniform Code for interoperable micro-rail and become the epicenter for yet another new innovative industry.	Operations	VCTC
Bus Service From Ventura To Downtown LA	Expanded Service	VCTC
Trips from Ventura to Los Angeles County and trips to Malibu via PCH	Expanded Service	VCTC
I'm looking for transportation to UCLA dental school.	Expanded Service	VCTC

Service during covid was great because it was free. I didn't notice bad behavior on bus, due to free fares. Please make an assessment of the free fares during covid to look for a way to provide it going forward. Senior age should be lowered to 62 to be more in line with state senior age guidelines when people can receive Medicare.	Fares	VCTC
Clarify to the public where the funds go if not to public transit. What are feasible requests?	General Comment	VCTC
We need more, and safer bike lanes. The wonderful new bike lane to Carpinteria is too narrow. I think elevated bike/pedestrian paths would be a boon to drivers as well as pedestrians because they can help get bikes and crosswalk crossers out of the way of cars. Lanes on the system should be designated for bike, skate, pedestrian, or pet friendly transit with different rules governing each path type posted and enforced. Some paths should be designated for the city to rent out for parades, races, and walk-a-thons.	Bike	VCTC
There is a bike path near the Ventura Rd underpass under the 101 freeway that seems to me like an accident waiting to happen. Kids on bikes come down the ramp and sometimes have trouble stopping when they get to the street. They're not visible to the traffic coming under the freeway until the last minute.	Bike	VCTC
More bicycle paths	Bike	VCTC
Freeway traffic slows all my travels in Newbury Park because of the lack of a 4th freeway lane. VCTC's first priority should be to add a 4th through lane in Thousand Oaks from 23 FWY west to Ventura	Highway Planning	VCTC
Very inconsistent service; poor service - not on time	Operations	