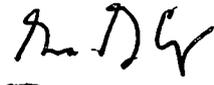


**MOORPARK CITY COUNCIL
AGENDA REPORT**

TO: Honorable City Council

FROM: Sean Corrigan, City Engineer/Public Works Director 
Prepared by: Shaun Kroes, Program Manager 

DATE: November 18, 2016 (CC Meeting of 12/07/16)

SUBJECT: Consider Recommended Route Changes for Moorpark City Transit

SUMMARY

After receiving direction from City Council to perform additional public outreach on proposed changes to Moorpark City Transit routes, staff is returning to City Council with a recommendation to proceed with the Revised Concept C (Attachment 1), eliminating most service to Arroyo Drive (Villa Del Arroyo Mobile Home Estates), Christian Barrett Drive, Condor Drive, Countrywood Drive, Mountain Trail Street (south and west of Tierra Rejada Road), Patriot Drive, Second Street, Spring Road (between Los Angeles Avenue and Peach Hill Road) and Walnut Creek Road.

BACKGROUND AND DISCUSSION

On October 19, 2016, Nelson\Nygaard Consulting Associates, Inc. (Nelson\Nygaard) presented to City Council three service alternatives for Moorpark City Transit Route 1 and 2. As a reminder, the current route headways average 59 to 77 minutes, depending on the route and trip. The three service alternatives were:

- Concept A would create a “North Route” and a “South Route” and would have 40 minute headways. Two buses would operate the service, with the buses either transitioning between North and South, or, alternatively, staying on one designated route and transferring passengers between routes at City Hall.
- Concept B would create a single route, with two buses operating the route. The route would have 50 minute headways and would remove the Peach Hill and Miller Parkway sections of the City’s current service area.

- Concept C retains a majority of the current system's service area, with one bus traveling clockwise and a second bus traveling counterclockwise. Concept C would have 70 minute headways. There is also potential to reduce the headway to 60 minutes if service to Villa Del Arroyo Mobile Home Estates (Villa Del Arroyo) was significantly reduced.

At the October 19 City Council meeting, concern was raised about the loss of service along Christian Barrett Drive, Villa Del Arroyo, and Second Street. City Council directed staff to seek additional public input on Concept C, with the included proposal of reducing or eliminating service to Villa Del Arroyo. City staff performed the following outreach efforts:

- Posted an advertisement in the Moorpark Acorn (Attachment 2).
- Mailed 241 letters to Villa Del Arroyo (Attachment 3).
- Mailed 443 letters to homes on or near Christian Barrett Drive (Attachment 4).
- Mailed 252 letters to homes on or near Second Street (Attachment 5).
- Posted notices on all City buses and at each proposed bus stop to be eliminated (Attachment 6).
- Posted a survey for the public to complete and submit (Attachment 7).
- Updated the City's website with all information related to the proposed changes.

As staff continued to evaluate Concept C, a couple of changes have been recommended. The first is that the clockwise (blue) loop should divert off of Tierra Rejada Road, through Mountain Meadows Drive and Mountain Trail Street in order to provide service near Moorpark High School. Staff was concerned about stopping the bus on northbound Tierra Rejada Road near the high school.

In addition, based upon comments received from residents at Villa Del Arroyo, staff is recommending that the City provide one bus trip into Villa Del Arroyo in the morning and one bus trip in the afternoon, to accommodate high school passengers using the service to travel to and from school. According to staff at Moorpark Unified School District, there are 13 students who reside at Villa Del Arroyo. An estimated 4-5 students currently use Moorpark City Transit for travel to/from the high school. This proposed change is not currently reflected on Attachment 1.

The second change not reflected in Attachment 1, is a proposed diversion along northbound Moorpark Avenue. The clockwise route is proposed to turn right onto Third Street in order to pick up passengers within the community, in particular, Moorpark ACCESS, which uses Moorpark City Transit on a daily basis for travel around Moorpark. An estimated 4 to 8 passengers from ACCESS use the service per day. Assuming round trip service, if the passengers switched to Dial-A-Ride (DAR) (averaging \$29.69 per passenger per trip) the City could see an increase in DAR costs of nearly \$84,000.00 per year, assuming 181 days of service. The route would then return to Moorpark Avenue from Second Street.

After reaching out to the public about the proposed route changes, Staff received 12 comments from the public. Two of the 12 respondents had also provided comments prior to or during the October 19 City Council meeting; the comments of a third individual, voicing concern about the loss of service along Second Street has been added to the 12, for a total of 13 comments. All comments are provided in their entirety in Attachment 8.

Eight comments were in opposition to the proposed changes and five comments were either for or neutral to the changes. One of the five “for” comments was from an individual who doesn’t use the bus and was advocating for reducing or eliminating service in general. Another respondent who was in support of the service change included the caveat that they thought the change would be worth it if it meant service was provided every thirty minutes. The proposed service change would be hourly. The table below identifies the general areas that the respondents were located at:

Location	For/Neutral	Against
Campus Park Drive		1
Christian Barrett Drive	2	3
Country Wood Drive	1	1
Second Street		1
Unknown	1	
Villa Del Arroyo		1
Location	For/Neutral	Against
Walnut Creek Road	1	1
Total	5	8

While the majority of commentators were concerned with the loss of service to their homes, they were also concerned about the loss of destination sites such as Ralph’s and Moorpark Marketplace. Staff would like to mention that with regard to Ralph’s and Moorpark Marketplace, it is staff’s intention to establish bus stops as close to these shopping centers as possible, without the need to enter onto private property.

Seven of the commentators provided a complete survey. Three of the respondents stated they used the service occasionally. One respondent used the service 1 to 2 times a week. Three of the respondents used the service 3 to 5 times a week. Respondents could also mark what their trip purposes were for, which included: School (4); Work (4); Other (3); Shopping (2); and Medical (1).

After reviewing all comments provided, as well as after performing trial runs of the proposed route, staff’s recommendation is to proceed with the Revised Concept C, with the additional changes mentioned for Villa Del Arroyo and Third Street. Based upon recommendations from Nelson\Nygaard, the concept is intended to improve the use of existing resources and applies route design principles that support increased ridership.

In particular, increase in ridership for Moorpark College could be seen, though staff would like to note it is difficult to identify specific areas of the City where College ridership could originate from, as potential passengers fluctuate. Nelson\Nygaard noted that any change to existing service will typically lead to a decrease in ridership before an increase is seen, and it is important to allow the service to mature over six to twelve months.

Selection of the Revised Concept C concept enables Nelson\Nygaard to move forward with completing the transit plan; including finalizing route design, stops, timepoints, as well as marketing and fare concepts. It is staff's intent to wait until the summer of 2017 before implementing the revised transit routes and schedules. The extended time frame will enable Nelson\Nygaard to complete the study and allow the City to make necessary changes to physical bus stops and do proper public outreach about the changes prior to the beginning of the new school year in the fall of 2017.

FISCAL IMPACT

None.

STAFF RECOMMENDATION

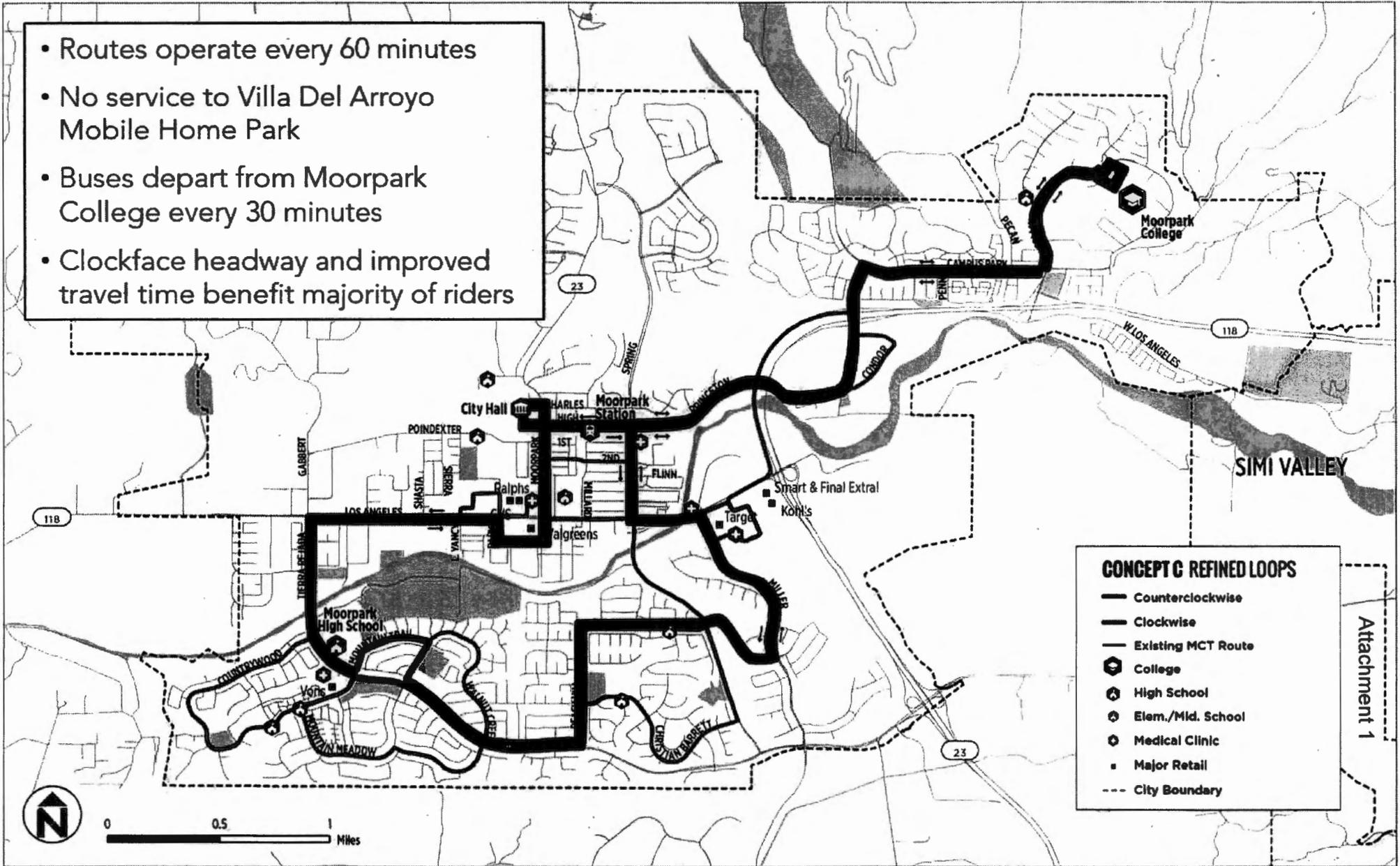
1. Approve Revised Concept C and direct staff to move forward with completing the transit study.

Attachments:

1. Revised Concept C
2. Moorpark Acorn Advertisement
3. Notice to Villa Del Arroyo Mobile Home Estates
4. Notice to Christian Barrett Drive Area
5. Notice to Downtown Area
6. Bus Notices
7. Survey
8. Public Comments

Revised Concept C

- Routes operate every 60 minutes
- No service to Villa Del Arroyo Mobile Home Park
- Buses depart from Moorpark College every 30 minutes
- Clockface headway and improved travel time benefit majority of riders





Moorpark City Bus



On Wednesday, December 7, 2016, the Moorpark City Council will consider changes to Moorpark City Transit Route 1 and Route 2 bus service. The proposed changes are intended to **streamline the existing service** in order to operate the buses in a more consistent and efficient manner, based on ridership trends.



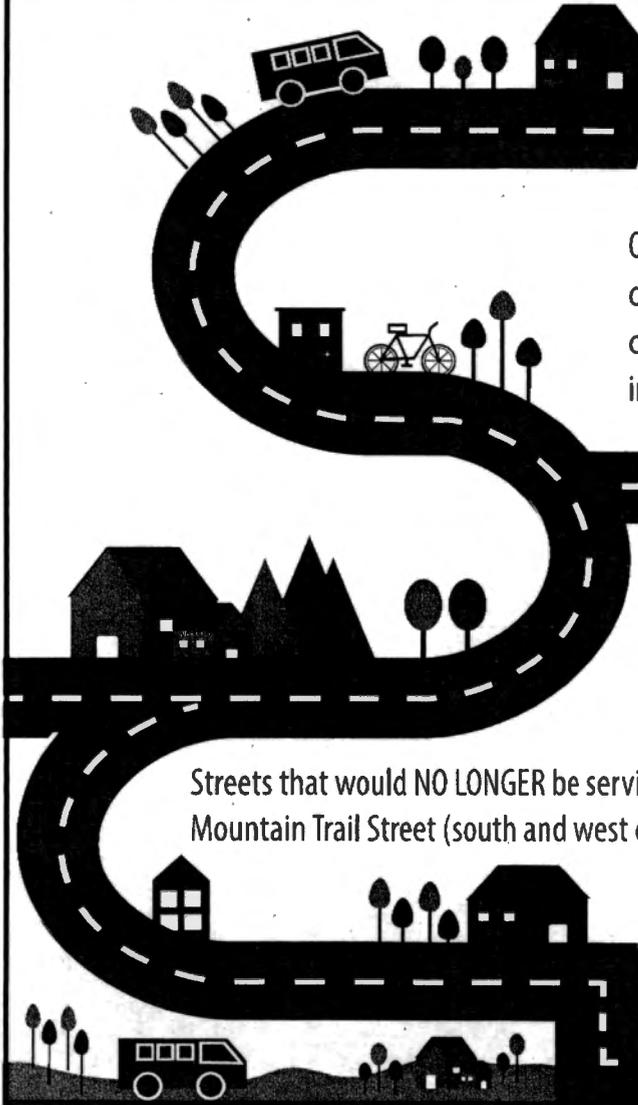
Proposed bus routes available at

- Online: www.moorparkca.gov/transit
- In Person: Public Works Department, City Hall
799 Moorpark Avenue, Moorpark, CA 93021
- Request Copy: 805-517-6257

Streets that would NO LONGER be serviced are: Arroyo Drive, Christian Barrett Drive, Countrywood Drive, Mountain Meadows Drive, Mountain Trail Street (south and west of Tierra Rejada Road), Patriot Drive, Second Street, and Walnut Creek Road.

A BRIEF SURVEY IS AVAILABLE ONLINE AT
www.moorparkca.gov/transit

For additional information: 805-517-6257 • www.moorparkca.gov/transit





PUBLIC WORKS DEPARTMENT

City of Moorpark
799 Moorpark Avenue
Moorpark, CA 93021
Phone: 805.517.6256
Fax: 805.532.2555
www.moorparkca.gov

**PROPOSED CHANGES TO
MOORPARK CITY TRANSIT**

On Wednesday, December 7, 2016, the Moorpark City Council will consider changes to Moorpark City Transit Route 1 and Route 2 bus service. The proposed changes are intended to streamline the existing service in order to operate the buses in a more consistent and efficient manner, based on ridership trends.

PROPOSAL: The City Council will consider the following options relative to the Villa Del Arroyo Mobile Home Estates:

- End Route 1 at Villa Del Arroyo (nearest bus stop would become Collins Dr. and Campus Park Drive).
- Continue service at Villa Del Arroyo, with reduced trips.
- Provide service to Villa Del Arroyo during each trip, in both directions (potential of 22 bus trips per day).

CONTACT PERSON:
Shaun Kroes, Program Manager

PHONE: 805.517.6257

EMAIL: skroes@moorparkca.gov

Si usted tiene preguntas relacionadas con esta propuesta, comuníquese por favor con Kat Valencia con el Departamento de Obras Públicas, al teléfono (805) 517-6256.

Proposed Changes to Moorpark City Transit



City of Moorpark
799 Moorpark Avenue
Moorpark CA 93021

Information Continued...

As part of the evaluation, the City would like to hear from you on the following concerns:

- Do you or members of your family use Route 1?
- If so, how frequently?
- What is your trip purpose (school, work, shopping, medical, other)?

Answers to the questions above can be sent to the City using the following methods:

Email: skroes@moorparkca.gov
 Fax: 805-532-2555, Attn: Shaun Kroes
 Written: City of Moorpark
 799 Moorpark Ave.
 Moorpark, CA 93021
 Attn: Shaun Kroes

Please provide comments by November 14, 2016. Comments can also be made at the December 7, 2016 City Council meeting, which begins 6:30 pm: Moorpark Civic Center
799 Moorpark Avenue
Moorpark, CA 93021

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 At City Hall: Public Works Department
 City Hall
 799 Moorpark Avenue
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To watch a presentation on Moorpark City Transit's route alternatives, please visit:
www.moorparkca.gov/transit

Do you know about Dial-A-Ride? Moorpark residents age 65 or older, and individuals with a disability that prevents them from using bus service can apply for origin-to-destination trips for travel within Moorpark as well as to and from other cities. For more information, please call 805-517-6257.

Date mailed. October 28, 2016
By: Kat Valencia, Administrative Assistant II



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Proposed Changes to Moorpark City Transit

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PROPOSAL: Route 2 service on Christian Barrett Street will end (bus service on Route 1 and Route 2 will be directed to Peach Hill Road). Information about additional changes for Route 1 and Route 2 provided in this flyer.

CONTACT PERSON:
Shaun Kroes, Program Manager

PHONE: 805.517.6257

EMAIL: skroes@moorparkca.gov

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**City of Moorpark
799 Moorpark Avenue
Moorpark CA 93021**

Information Continued ..

As part of the evaluation, the City would like to hear from you on the following concerns:

- Do you or members of your family use Route 2?
- If so, how frequently?
- What is your trip purpose (school, work, shopping, etc.)?

Answers to the questions above can be sent to the City using the following methods:

Email: skroes@moorparkca.gov
 Fax: 805-532-2555, Attn: Shaun Kroes
 Written: City of Moorpark
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Proposed Changes to Moorpark City Transit

**PROPOSED CHANGES TO
MOORPARK CITY TRANSIT**

On Wednesday, December 7, 2016, the Moorpark City Council will consider changes to Moorpark City Transit Route 1 and Route 2 bus service. The proposed changes are intended to streamline the existing service in order to operate the buses in a more consistent and efficient manner, based on ridership trends.

PROPOSAL: Route 2 service on Second Street will end (passengers can board on Route 1 and Route 2 on Spring Road and Moorpark Avenue. Information about additional changes for Route 1 and Route 2 provided in this flyer.

CONTACT PERSON:
Shaun Kroes, Program Manager

PHONE: 805.517.6257

EMAIL: skroes@moorparkca.gov

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City of Moorpark
799 Moorpark Avenue
Moorpark CA 93021

Information Continued...

As part of the evaluation, the City would like to hear from you on the following concerns:

- Do you or members of your family use Route 2?
- If so, how frequently?
- What is your trip purpose (school, work, shopping, etc.)?

Answers to the questions above can be sent to the City using the following methods:

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 Fax: 805-532-2555, Attn: Shaun Kroes
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Date mailed: October 28, 2016
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City Hall
799 Moorpark Avenue
Moorpark, CA 93021

Request Copy: 805-517-6257

Streets that would no longer be serviced are:

Arroyo Drive, Christian Barrett Drive, Condor Drive, Countrywood Drive, Mountain Meadows Drive, Mission Bell Plaza, Moorpark Marketplace, Mountain Trail Street (south and west of Tierra Rejada Road), Patriot Drive, Second Street, Spring Road (between Los Angeles Avenue and Peach Hill Road) and Walnut Creek Road.

A brief survey is also available online at www.moorparkca.gov/transit

Comments are requested by November 14, 2016.

For additional information, please call 805-517-6257 or visit www.moorparkca.gov/transit



¡Atención!

El miércoles 7 de diciembre de 2016, el Moorpark City Council (Ayuntamiento de Moorpark) considerará hacer cambios en el servicio de autobuses de la Ruta 1 y la Ruta 2 del Moorpark City Transit (Transporte urbano de la ciudad de Moorpark). Los cambios propuestos tienen por objeto hacer más eficiente el servicio existente con el fin de operar los autobuses de una manera más coherente y eficaz, en consideración con las tendencias de los usuarios del transporte.

Las líneas de autobuses propuestas se pueden consultar:

Por internet: www.moorparkca.gov/transit

En el City Hall (ayuntamiento):

Public Works Department
City Hall
799 Moorpark Avenue
Moorpark, CA 93021

Solicitando un ejemplar: 805-517-6257

Las calles que ya no contarán con servicio son:

Arroyo Drive, Christian Barrett Drive, Condor Drive, Countrywood Drive, Mountain Meadows Drive, Mission Bell Plaza, Moorpark Marketplace, Mountain Trail Street (al sur y al oeste de Tierra Rejada Road), Patriot Drive, Second Street, Spring Road (entre Los Angeles Avenue y Spring Road), y Walnut Creek Road.

También hay una breve encuesta disponible en línea en

www.moorparkca.gov/transit

Se solicita presentar comentarios a más tardar el 14 de noviembre de 2016.

Para obtener más información, llame al 805-517-6257 o visite

www.moorparkca.gov/transit



Transit Survey

1. Do you or members of your family use the City bus?
 Yes
 No

2. If so, how frequently?
 3-5 days a week
 1-2 days a week
 occasionally

3. What is your trip purpose (please check all that apply)?
 School
 Work
 Shopping
 Medical
 Other

4. Are any of the bus stops that you normally use on any streets that will service?
If so, which ones?

5. Please provide any additional information/comments that you would like considered as part of the City's route evaluation.

Thank you for your time.
This form can be submitted in the following methods:
Email: skroes@moorparkca.gov
Fax: 805-532-2555, Attn: Shaun Kroes
Mailed:
City of Moorpark
799 Moorpark Avenue
Moorpark, CA 93021
Attn: Shaun Kroes



Encuesta sobre transporte público

1. ¿Utilizan usted o los miembros de su familia el autobús de la ciudad?

Sí

No

2. De ser así, ¿con qué frecuencia?

1-2 días a la semana

3-5 días a la semana

ocasionalmente

3. ¿Cuál es el propósito de su traslado (marque todo lo que corresponda)?

Escuela

Compras

Trabajo

Médicos

Otro

4. ¿Alguna de las paradas de autobús que usted utiliza normalmente está en las calles que tendrán servicio?

De ser así, ¿cuáles?

5. Proporcione cualquier dato o comentario adicional que le gustaría que fuera considerado como parte de la evaluación de las rutas de la ciudad.

Gracias por su tiempo.

Este formulario puede presentarse por:

Correo electrónico: skroes@moorparkca.gov

Fax: 805-532-2555, Attn: Shaun Kroes

Por correo postal:

City of Moorpark
799 Moorpark Avenue
Moorpark, CA 93021
Attn: Shaun Kroes

SUMMARY OF PUBLIC COMMENTS
MOORPARK CITY TRANSIT
TRANSIT ROUTE REVISED CONCEPT C
DECEMBER 7, 2016

Note: Statements are direct quotes from text received from the public. In cases where verbal input was provided, City staff has paraphrased the statements. Initials are used to identify the commentators.

1. JM. Hello - I am a special education teacher at ACCESS school in Moorpark. We serve post-secondary (18-22) students with moderate to severe disabilities. At ACCESS, we provide life skills and community access training. Many of our students visit job sites to learn job skills, they take classes at Moorpark college and overall access the community daily. I am emailing to let you know how these newly proposed bus routes will **greatly** affect our program here. We use the 2nd street and Ralph's bus stops on a daily basis. We are located on Flory Ave and these 2 are close to us to walk. If these routes are changes, we may not be able to access the community and teach the skills needed as much as we would like. I hope you consider this email in your decision.
2. LD. A real shame about not going to Ralphs and other centers. Walking across parking lots, especially in 90+' weather...with bags of groceries and waiting along LA or currently cross LA to get to #2 bus to get home (if too tired and no frozen food, take #1). Is becoming easier for me to take the Vista to Sprouts in WV, where it drops off next to center. Have met someone (Wed. at 3pm the bus caught up w Vista) who works at high school, home in Simi, so she tries to match time. Wish Vista buses and towns(Simi and espec TO) could have a good scheduler to help them meet up better as well as good times for the students that take bus. Maybe the chamber of commerce can organize businesses to get a shuttle they sponsor to the diff shop centers in town...(see ads on the Simi bus stops).
3. AD. [from survey comment] If the Christian Barrett stops eliminated, it would require a 3 block uphill walk to the bus stop. [from phone conversation] He'd like a stop as close to Peach Hill Park as possible. Concerned about the impact of loss of service along Christian Barrett would have on the senior community.
4. DO. I would be very disappointed if the bus route was changed in a way that did conveniently serve Steeple Hill Residents. As I understand the only pick up points near the Steeple Hill residents would be Peach Hill park and Peach Hill Road and Spring Road. Both of those locations are a substantial walk for Steeple Hill Residents. My daughter has a developmental disability and relies on the bus to get to high school and will rely on the bus next year to get to Moorpark College. Eliminating any stops along Christian Barrett would be extremely inconvenient for her. In addition, I occasionally use the bus to go grocery shopping. Transporting groceries from either proposed location to home would be very inconvenient as well. Removing stops along or near Christian Barrett seems unfair to Steeple Hill residents. I would encourage the commission to keep the Christian Barrett and Southhampton

- stop. That way there would be one stop within the Steeple Hill track that would continue to properly serve the residents.
5. SC. Ending service on Christian Barrett is a good choice. The noise of the buses and traffic they cause creates safety and comfort issues. The apparent low ridership does not justify the problems caused for neighborhood residents. We do need the traffic density or issues caused by the buses, on a neighborhood street. Please pass the proposed changes.
 6. AL. If you are still collecting feedback regarding proposed changes in routes, we would prefer Concept A because of the frequency of service in the city. Coverage is essentially the same as in C but headway is much shorter. We came from places with extensive public transport system and know for sure that what makes it usable is frequent and reliable service. In most towns around here there is this vicious circle: ridership is low and thus service becomes infrequent, and people do not take bus because schedule is too sparse and so on. Nice round loop in concept A looks great. Most people can take a short walk and catch a bus on Los Angeles Ave and Tierra Rejada. Dial a ride can take care of those who can't. There is no need to cover every corner in residential area. Also, connections to Vista and trains are critical, at least to us. It would be great to put together bus tracking as in TO and LA (Google Transit or NextBus). We wish you good luck with this reform and hope that the bus system will expand and may connect to Simi and TO some day. Your drivers are great, friendly and courteous. We are grateful for their service.
 7. KH. For the past eight years, I have depended on the city bus to get to and from my place of employment. I work at Kohl's, in the Moorpark Marketplace, and I live closest to the Walnut Creek/Mountain Trail stop. I live in a single car residence, so there are no other viable methods for me to get to work without causing issue. Therefore, I feel like the elimination of both of these stops creates a physical, personal as well as a fiscal problem.
 8. CW. In my view (assuming I understand the new concept) adding a 1-mile walk to our outbound trip (it's already a 1-mile walk home) would be well worth the hassle if buses would be arriving every 30 minutes and following the streamlined route. I spent a decade living in Boulder, Colorado without a car and loved their bus system where the primary college route used a similar concept - buses left from a central location every 15 minutes in opposite directions on a loop - worked like a dream!
 9. ES. [from phone conversation]. His family, including 2 kids, himself and his wife use the bus. Kids use the bus to get to/from school. Wife uses bus for shopping (Ralph's/Target). Wife doesn't drive. Doesn't want kids to walk to the next bus stop (which would be Collins and Campus Park Drive). There's no sidewalk between Villa Del Arroyo Mobile Home Park and the Park and Ride Facility at the corner of Arroyo Drive and Collins Drive. He's concerned about family walking during night (when it gets dark early). It's a dangerous area for kids to walk. Concerned about risk of kids/wife getting attacked. Carrying grocery bags would be a burden (walking that much distance).
 10. MO. in my 20 years in Moorpark, I have never used the service. The only time I ever see people in the bus is when school starts and when school

ends. Otherwise, the buses are empty. If the city is paying for the service, it should be scaled back heavily or terminated. Seems like a waste of money and resources. If kids need to get to school perhaps a school bus would do (or just have people walk like people did decades ago).

11. GR. I am not understanding why the city feels the need to continue to eliminate the routes? It is already hard enough to take the bus to the college after work- due to the fact that the routes were cut after a certain time. So, for school- if I miss the last bus at 4:58 (from my job on patriot) I am stuck having to take an uber. This has become very stressful and expensive. Now I have to worry about having to do this in morning? I live right by Christian Barrett and Spring, so to have to walk all the way to Peach Hill at 6am would mean that I would have to get up even earlier than what I was already doing, in order to catch the 6:37am bus. If all stops are eventually going to be eliminated or cut short, how are the members of this community supposed to get to work and school? Please consider that although this is a small community, not everyone has a vehicle. And we rely on the public transportation system to help us get to work and school. I am not happy with this at all. I was very relieved when I first got my job on Patriot Dr. and found the Christian Barrett stop, it was very convenient. I also would not mind having to pay more money to ride the bus and have the stop still active. If *one* of the Christian Barrett's stops could be eliminated instead of both, that would also be at least a bit *less* stressful- because the 2nd one isn't too far away. But the Peach Hill one alone would make my daily routine even harder than what it already is. I was also not aware that the stop in the Target Marketplace by Famous Footwear is going to be eliminated as well. I take evening classes at the college after work during the week- and this is my stop to get to the college. Without this stop, I have no way to get to school or even home since my stop to get home is Christian Barrett. My mother and father also use this stop to go grocery shopping at Smart & Final and Target. My father uses it to get his medication at the CVS Pharmacy inside Target. I do not think this route change is very logical. Many people still use the bus! Is there going to be a city council meeting where I can voice more of my opinion? I feel just writing it down isn't enough.
12. JD. Students in southwest quadrant of the City will have significantly increased travel time in new concept. The nearest stop in new concept is at the high school, requiring a half-mile or so to walk.
13. JW. I've been taking the train for over a year. When the car stopped working in September I started walking. When it's rainy or my hip hurts I take the bus. When I have to grab the family car my wife and kids use the bus to get to Walnut Canyon for school. Or I'll leave the car at the train station and my wife will go down to the train station on the bus to pick up the car. Combined we've taken the bus maybe 5 times over the past month-and-a-half. The reason I don't take the bus every day is for a few reasons. First, it takes such a loopy route it's faster to walk than it is to take the bus. Second, it barely arrives anywhere near the train station in time to catch it without running. The senior who takes the bus on Fridays tells me that she's missed the train twice in the last month. And third, the hours are limited so I can't catch the bus on the way

home, or take an earlier train. I appreciate the plan to reduce the loops, and I hope this makes the bus quicker than walking. I also hope that the bus is timed to meet up with the train about 5 minutes prior. Too early, and it's easier to just walk again than wait at the train station for an extended period. I can still walk down to Peach Hill to catch it. Another idea: Instead of Moorpark and 2nd, could route 2 stop at Moorpark and Poindexter? Or just prior to crossing the tracks where that nice pedestrian path is into the train station? Seems that landscaped spot would be a good transit stop, with room for a bench. Bus has to do a rail check there already which can double up to cut loading times. (Unless there are rail safety rules.)