

**FY27 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS
SUMMARY TABULATION SHEET - ALL HEARINGS**

		Santa Clarita	Antelope Valley	Avalon	Unincorporated Areas of North County
1	General increase in service, including longer hours, higher frequency, and/or more days of operation				
1.1	Bus service currently runs infrequently outside typical commuter hours and should extend its service schedule further into the night.	2	1		
1.2	Allocate bus service for residents living on Jakes Way in Canyon Country.	1			
1.3	I would like Santa Clarita Transit to offer three time slots-morning, afternoon, and early evening-from Canyon County to the medical building on Tourney Road in Valencia.	1			
1.4	I would like Santa Clarita Transit Routes 4/14 and 1/2 to run as early and as late as they did before the 2020 pandemic service changes.	1			
1.5	Provide bus service along W Avenue H in Lancaster for employees working at the Michaels Distribution Center.		1		
2	Scheduling, reliability, transfer coordination				
2.1	Santa Clarita Transit Route 632 only runs once in the morning, limiting its usefulness for students.	1			
3	Bus stops and stations				
3.1	Station amenities are frequently out of service, and departure boards are often non-functional.	1			
3.2	For safety reasons in Canyon Country, a Route 12 stop should be added at Sierra Highway and Soledad Canyon Road to allow a safer connection to Routes 5/6 toward Sand Canyon.	1			
4	Metrolink and active transportation				
4.1	Allocate funding to the Metrolink Antelope Valley Line to construct needed double-track extensions, sidings, and related improvements to support half-hourly service to Santa Clarita and hourly service to Palmdale/Lancaster.	2			1
4.2	Why is the Vista Canyon Metrolink Station bus hub in Canyon Country not being used?	1			
4.3	There is a lack of active transportation trails in eastern Canyon Country (Santa Clarita).	1			
4.4	The Via Princessa Metrolink Station is located in a pedestrian-hostile area, with only minimal sidewalk infrastructure.	1			
5	General comments				
5.1	There is no consistent definition of what constitutes an unmet need, and the term 'reasonable to meet' is so loosely defined that it allows significant interpretive flexibility.	1			
5.2	Opposes the use of any TDA funds for streets and roads.	1			
5.3	General comment highlighting budget allocation practices, how teams are formed, personal background influences, and the challenges involved in redirecting organizational resources.		1		
Sub-total:		15	3	-	1

Grand Total: 19

A total of 19 comments were compiled from both verbal and written feedback provided by 11 individuals.