

Transit Opportunity Corridor Options

The Transit Opportunity Corridor is designed to provide high frequency, fast bus service connecting major destinations in the cities of Ventura and Oxnard. Ideally this service will be provided every 15 minutes but no more than every 20 minutes during most of the day. Providing faster service can be achieved through the deployment of different strategies. These can include:

- Spacing stops an average of .5 miles apart,
- Pre-paid fare collection and all door boarding,
- Selected transit priority treatments at appropriate locations along the route including:
 - › Signal preemption where a bus can turn a signal green or maintain the green light longer,
 - › Queue jumps where a bus stopping nearside at an intersection can get priority over other traffic entering the intersection,
 - › Dedicated bus lanes for transit during some or all times of the day,
- Use of faster roadways that are parallel to streets currently used by local bus routes,
- Bus stop design that allows a bus to serve the stop without exiting the travel lane.

The above presents a menu of options. Which options are used will depend on the chosen alignment and specific conditions along the route. In addition to deploying strategies to provide faster and therefore more appealing transit service, each stop will have amenities that will distinguish them and provide a comfortable and safe location for customers waiting for the bus. At locations with poor access, improvements to pedestrian access may be part of the project.

In addition to the enhancements described above, the transit opportunity corridor would have a unique brand to distinguish it from other regular bus services provided by Gold Coast Transit District (GCTD). Regular bus service will not go away and instead will work in concert with the transit opportunity corridor to accommodate shorter trips at a lower frequency, every 30 minutes.

Additionally, the new service would connect with other regular service routes as well, to enhance the customer experience for trips that start or end outside of the corridor.

Seven alignment alternatives have been selected for analysis. Based on this analysis and input from stakeholders and riders a preferred alternative will be selected for further development. Please take a few minutes to review the draft corridors and provide your feedback.

SIMILAR TO SAN BERNARDINO'S SBX SERVICE, GCTD'S SERVICE COULD BE BRANDED AS GO EXPRESS



Corridor A

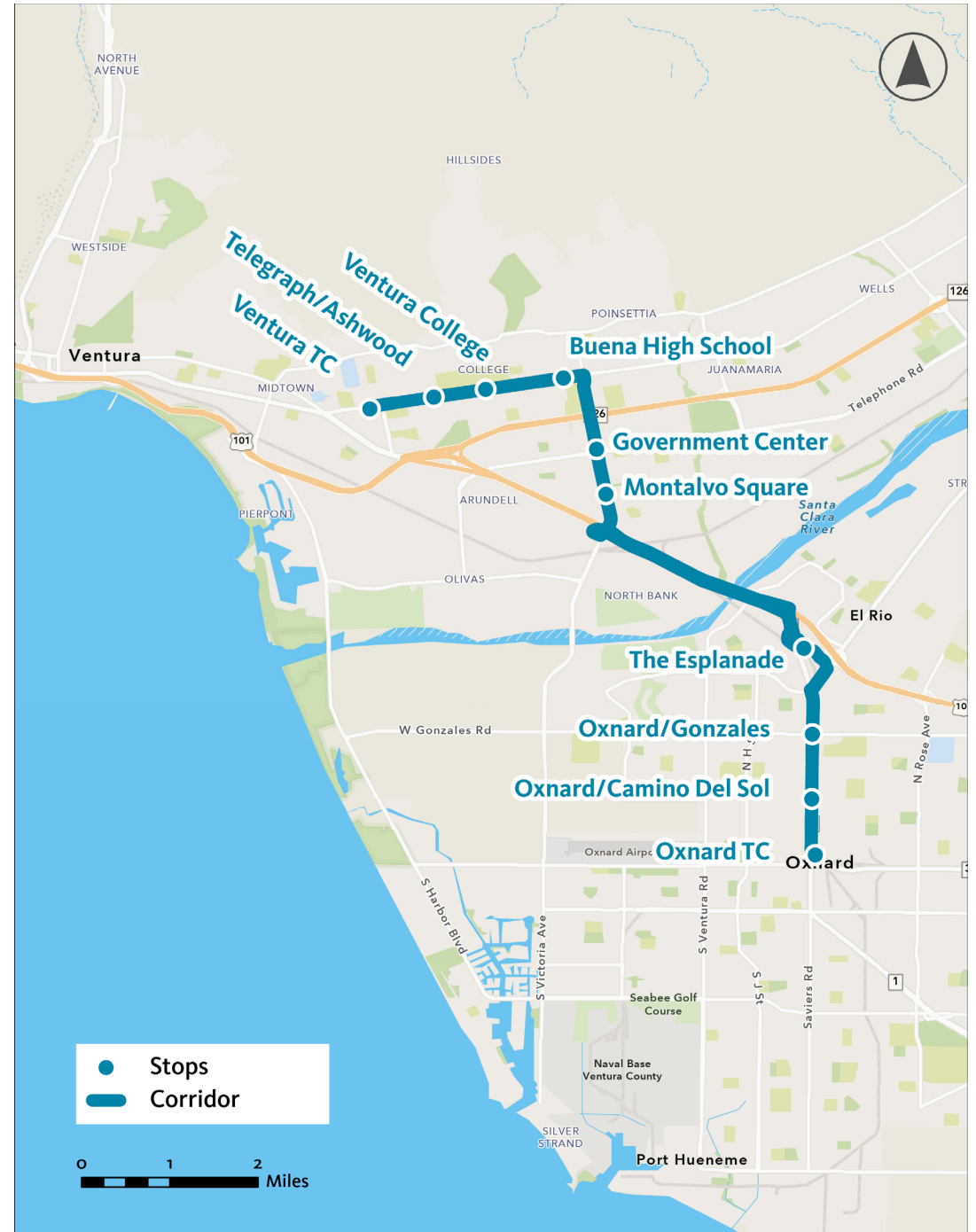
VTC to OTC via Oxnard Blvd – Saviers Rd

Important Statistics

- 18.6 miles in length with 10 stops in each direction
- 43 minutes from Ventura Transit Center to Oxnard Transit Center
- Requires 5 to 7 peak buses

Strengths and Weaknesses

- Provides fast connection between two main transit hubs
- Lowest relative cost of all alternatives
- Does not serve C Street Transit Center, Oxnard College or Downtown Ventura



Corridor B

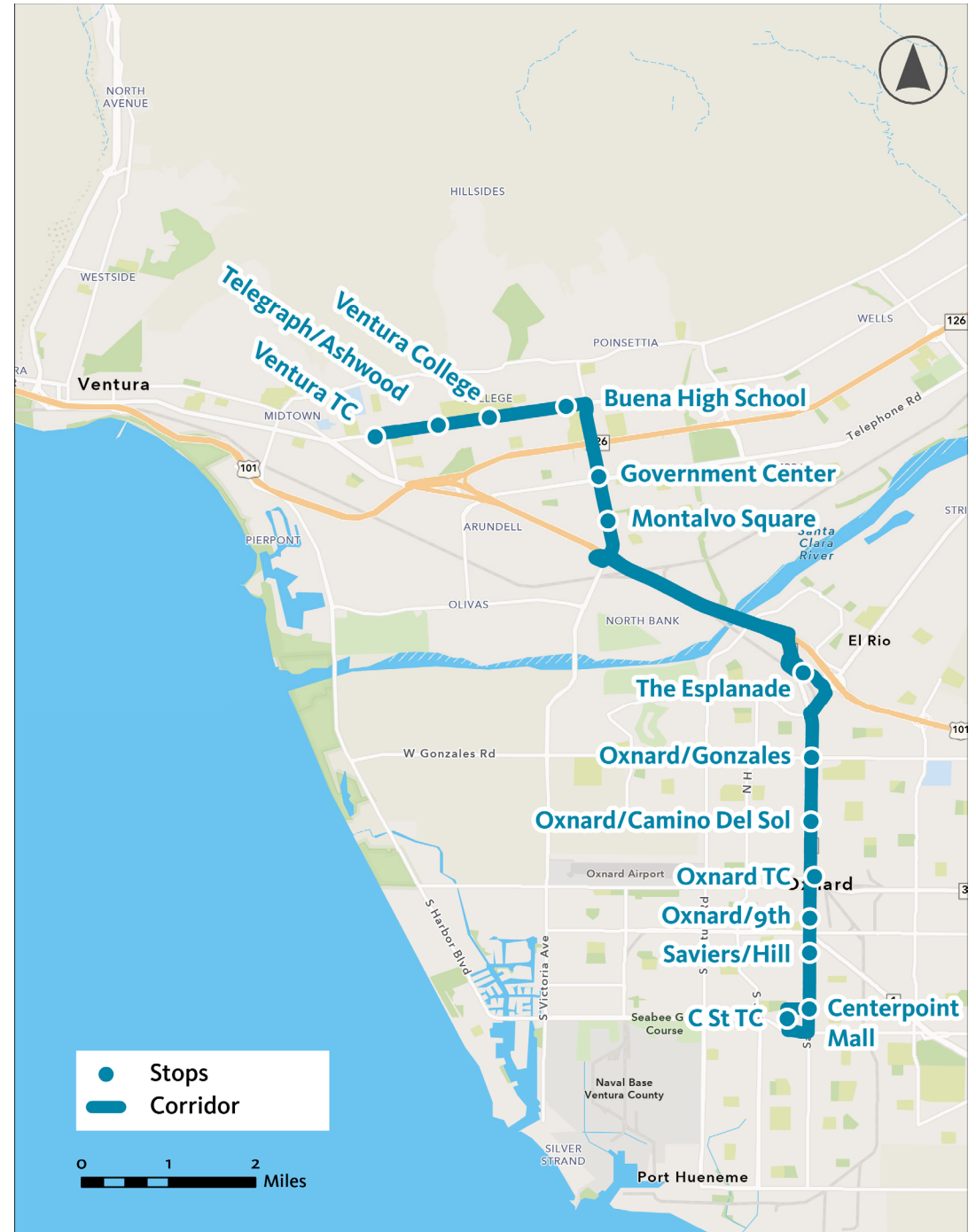
VTC to C St via Oxnard Blvd – Saviers Rd

Important Statistics

- 22.8 miles in length with 14 stops in each direction
- 53 minutes from Ventura Transit Center to C Street Transit Center
- Requires 6 to 8 peak buses

Strengths and Weaknesses

- Provides fast connection between two main transit hubs and C Street Transit Center
- Does not serve Oxnard College or Downtown Ventura



Corridor C

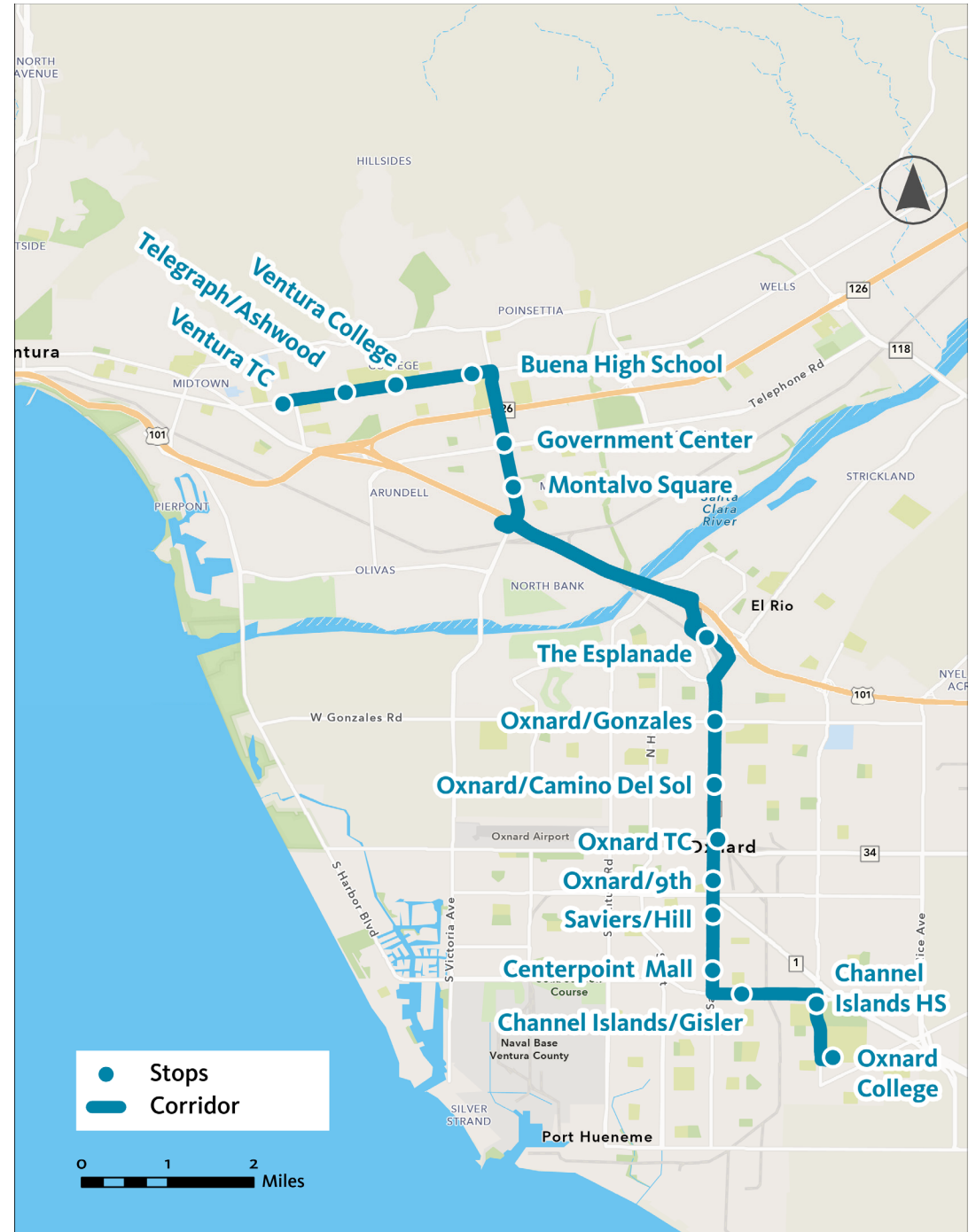
VTC to Oxnard College via Oxnard Blvd – Saviers Rd

Important Statistics

- 28.2 miles in length with 16 stops in each direction
- 61 minutes from Ventura Transit Center to Oxnard College
- Requires 7 to 10 peak buses

Strengths and Weaknesses

- Provides fast connection between two main transit hubs, and Oxnard College
- Provides fast link between Ventura College and Oxnard College
- Does not serve C Street Transit Center directly or Downtown Ventura



Corridor D

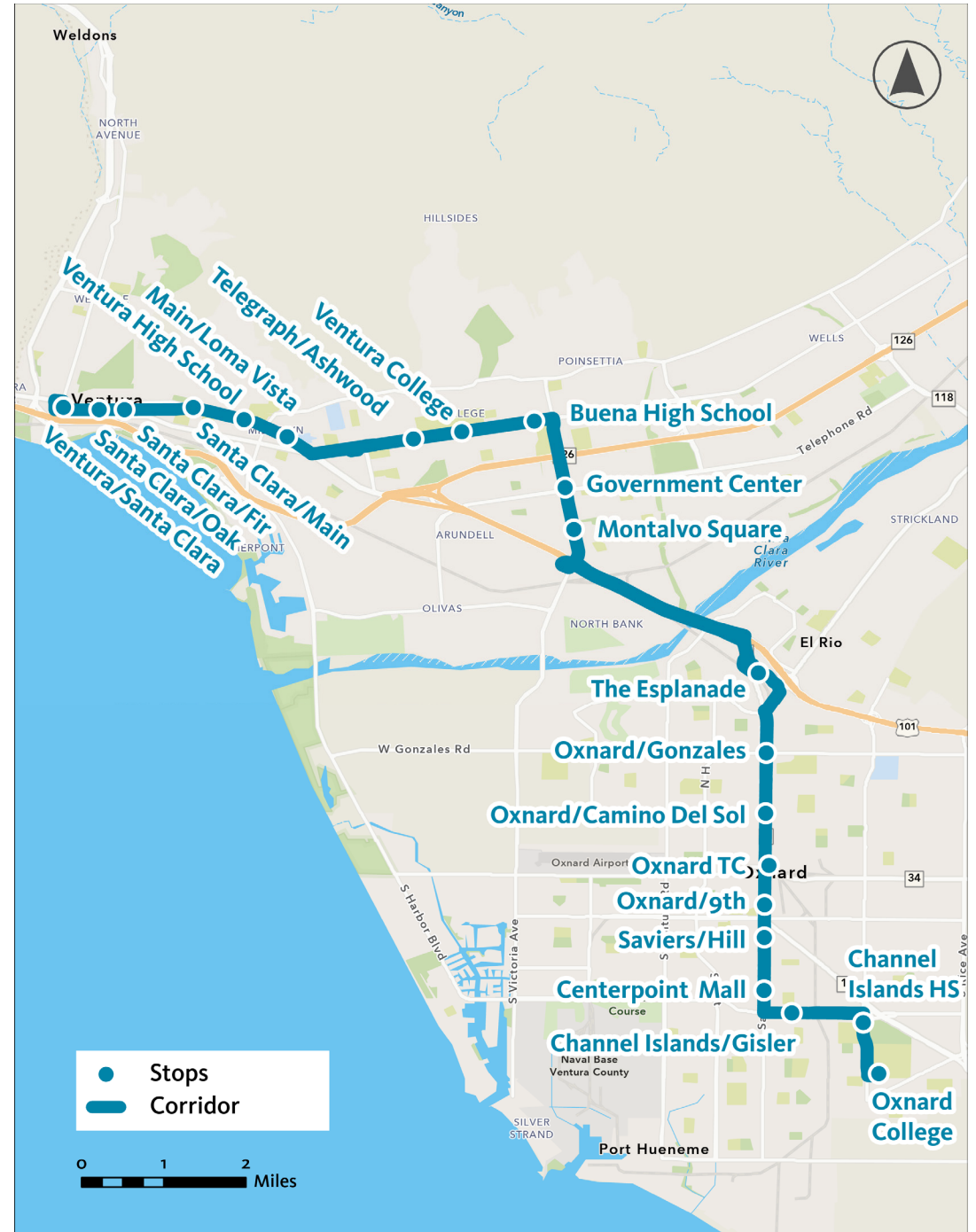
Downtown Ventura to Oxnard College via Oxnard Blvd – Saviers Rd

Important Statistics

- 32.9 miles in length with 21 stops in each direction
- 76 minutes from Downtown Ventura to Oxnard College
- Requires 9 to 12 peak buses

Strengths and Weaknesses

- Provides fast connection between all major destinations and provides fast link between Ventura College and Oxnard College
- Does not serve the Ventura Transit Center and C Street Transit Center directly



Corridor E

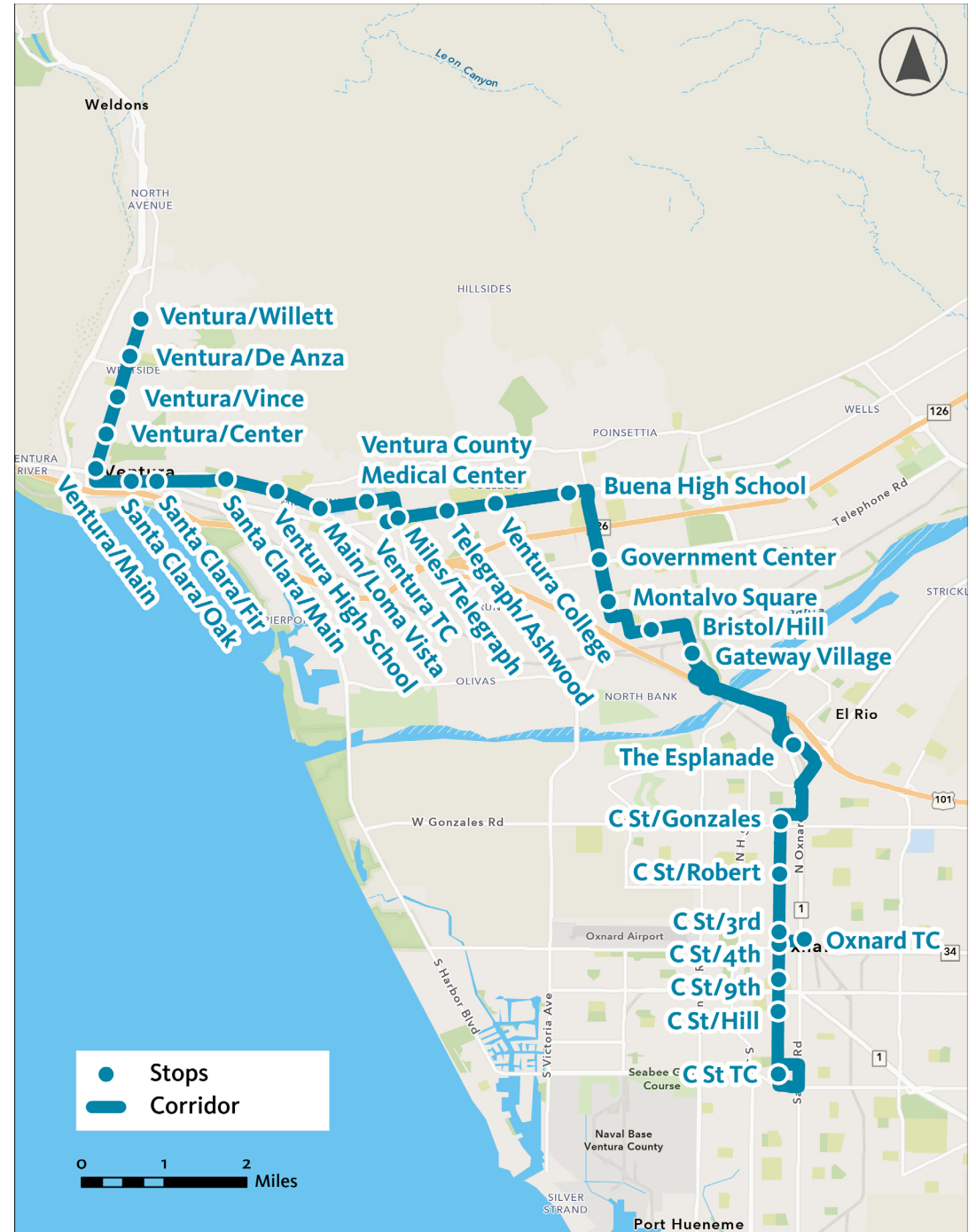
Ventura Ave to CTC via C St

Important Statistics

- 36.7 miles in length with 28 stops in each direction
- 105 minutes from Ventura Ave & Willett to C St Transfer Center via C St
- Requires 13 to 17 peak buses

Strengths and Weaknesses

- Replicates Route 6 completely and provides stops closer to existing stops on Route 1 and 6
- Results in slower service compared to all other alternatives except Corridor G
- Does not serve Oxnard College or Ventura Transit Center directly
- Second highest cost of all alternatives



Corridor F

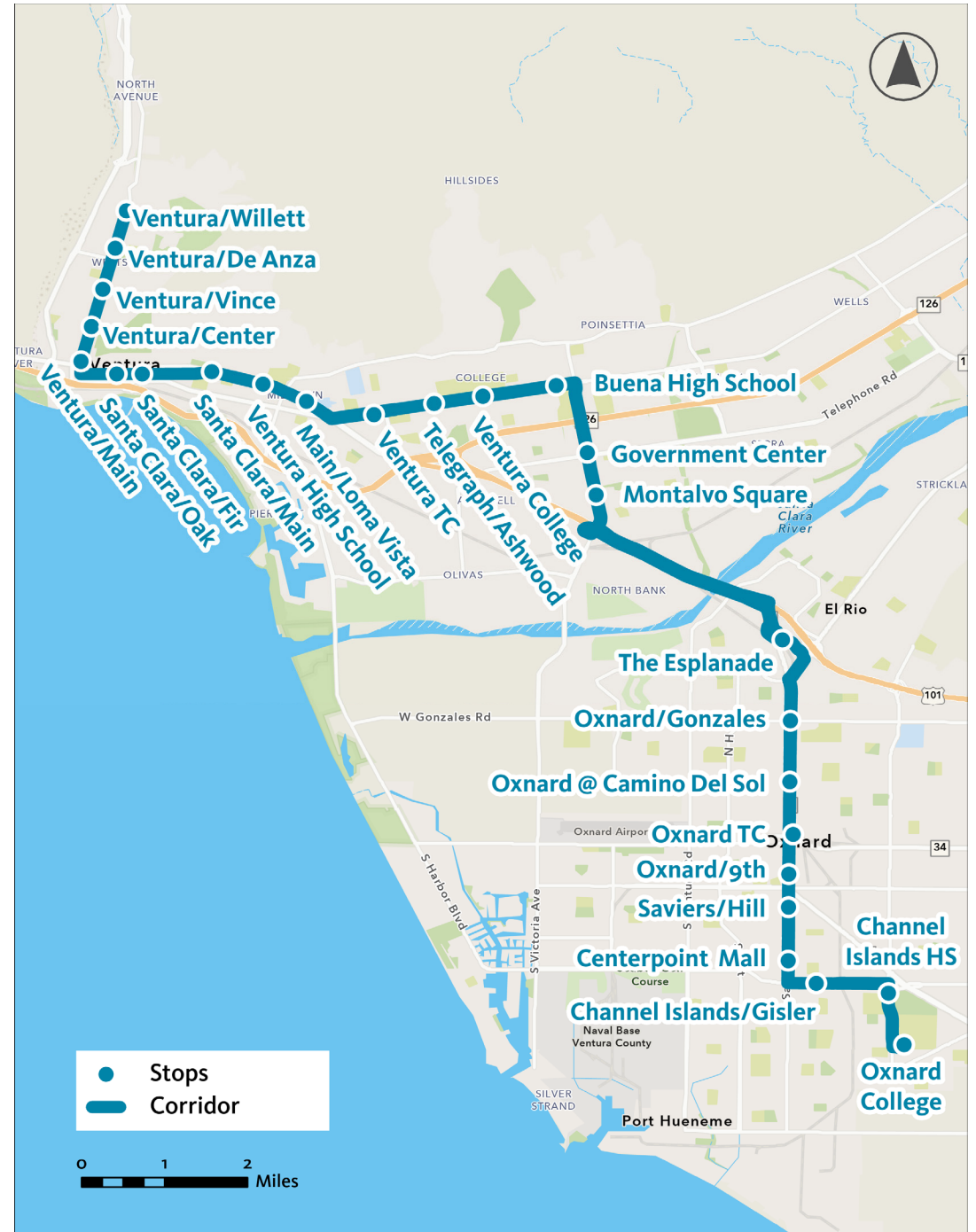
Ventura Ave to College via Oxnard Blvd – Saviers Rd

Important Statistics

- 36.4 miles in length with 25 stops in each direction
- 84 minutes from Ventura Ave & Willett to Oxnard College
- Requires 10 to 13 peak buses

Strengths and Weaknesses

- Serves the entire length of the Gold Coast Transit District service area and provides fast link between Ventura College and Oxnard College
- Does not serve Ventura Transit Center or C Street Transit Center directly



Corridor G

Ventura Ave to Oxnard College via C St

Important Statistics

- 40.5 miles in length with 31 stops in each direction
- 116 minutes from Ventura Ave & Willett to Oxnard College
- Requires 14 to 18 peak buses

Strengths and Weaknesses

- Serves the entire length of the Gold Coast Transit service area and replicates Route 6 completely
- Provides stops closer to existing stops on Route 1 and 6
- Results in slower service compared to all other alternatives except Corridor E
- Does not serve the Ventura Transit Center directly
- Highest cost of all alternatives

