



**Gold Coast Transit District**  
**Technical Advisory Committee (TAC)**  
**Wednesday, August 21, 2024**  
**10:00am**  
**GCTD Board Room**  
**1901 Auto Center Drive, Oxnard, CA 93036**

*In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Technical Advisory Committee meeting, please contact the clerk at 805-853-3153. Notification of at least 72 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.*

**Meeting Agenda**

<b>Item 1</b>	<b>Call to Order/Introductions</b>	<b>Action</b>
<b>Item 2</b>	<b>Public Comment</b>	<b>Info</b>
<b>Item 3</b>	<b>TAC Member Comments</b>	<b>Info</b>
<b>Item 4</b>	<b>GCTD Staff Comments</b>	<b>Info</b>
<b>Item 5</b>	<b>Updates to Current Agenda &amp; Approval of May 2024 Meeting Summary</b>	<b>Action</b>
<b>Item 6</b>	<b>Receive Update on Paratransit &amp; Flexible Services Operations Transition</b> Jim Beck, Director of Operations & Maintenance	<b>Info</b>
<b>Item 7</b>	<b>Receive and File FY 23-24 4<sup>th</sup> Quarter and Annual Planning Report</b> Austin Novstrup, Planning Manager Robert Lucio, Mobility Management Coordinator	<b>Info</b>
<b>Item 8</b>	<b>Receive and File Recommendations on Short Range Transit Plan</b> Austin Novstrup, Planning Manager	<b>Info</b>
<b>Item 9</b>	<b>Future Agenda Items</b> <ul style="list-style-type: none"> <li>• Approve GCTD Short Range Transit Plan</li> <li>• Receive and File Nyeland Acres Community Transportation Needs Assessment Summary Report &amp; Project Recommendation</li> <li>• Receive and File FY 24-25 1<sup>st</sup> Quarter Planning Report</li> <li>• Approve January 2025 Service Changes Recommendations</li> </ul>	
<b>Item 9</b>	<b>Adjournment</b>	



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Item 5

**Gold Coast Transit District  
Technical Advisory Committee (TAC)**  
1901 Auto Center Drive, Oxnard, CA 93036  
Wednesday, May 15, 2024  
10:00am

**Meeting Summary**

**TAC Members Present:** Steven Almcrantz, City of Port Hueneme (Chair)  
Brian Yanez, City of Oxnard (Vice Chair)  
Susanna Arroyo, County of Ventura  
Sergio Albarrán, City of Ventura  
Aubrey Smith, VCTC (ex-officio)

**TAC Members Absent:** City of Ojai

**GCTD Staff Present:** Monica Gonzalez, Transit Planner I  
Laura Levin, Accounting Manager  
Austin Novstrup, Planning Manager  
Vanessa Rauschenberger, General Manager  
Martin Rodriguez, Transit Planner I  
Cynthia Torres Duque, Director of Planning & Marketing

**Members of the Public:** None

**Item 1**      **Call to Order/Introductions**  
Chair Steven Almcrantz called the meeting 10:05am.

**Item 2**      **Public Comment**  
None.

**Item 3**      **TAC Member Comments**  
None.

**Item 4**      **GCTD Staff Comments**  
Austin Novstrup announced GCTD is transitioning to a new app (Ecolane) for the agency's GONOW Microtransit service.

Steven Almcrantz asked if there are any expected service reductions or pause during the transition. Staff responded that there is no planned service reduction or pause. Steven also asked how Staff will communicate to the public about needing to download a new application and if customers will still be able to book

trips via telephone. Cynthia Duque responded that registered users are being notified and promotional materials have been shared on the GCTD website.

Aubrey Smith asked if other operators could join the service and operate on-demand services with this application. Austin Novstrup responded that the contract is with GCTD, but that the application can host services with other operators.

Vanessa Rauschenberger mentioned that Staff are attending a FleetNet group meeting to discuss transitioning to a cloud-based system for all finance-related applications.

**Item 5      Approval of Meeting Summary**

*Brian Yanez moved to approve the March 2024 Meeting Summary. Susanna Arroyo seconded. The motion passed unanimously.*

**Item 6      Authorize Staff to bring FY 2025 Operating and Capital Budget to Board of Directors for Approval**

Vanessa Rauschenberger presented a draft of the FY25 Operating and Capital Budget. She gave an overview of GCTD's source of operating funds, primarily through federal and state sources.

Vanessa highlighted some key aspects of the FY 2025 budget, including: new employees from the Paratransit and Flexible Services transition, decreasing weekend service, and the use of \$3.5 million from SB 125 State Funding. She noted that SB 125 would close the deficit, but that the program is currently on hold. She added that if funding is not approved, service reductions may not be avoidable. Brian Yanez inquired about the possibility of service reductions, asking when they would be implemented if they occur. Vanessa responded, during the mid-year review period, Staff would assess funding availability and would likely reduce service in the January 2025 Service Changes. She added funds from SB 125 would make up about 10% of the total budget.

Vanessa shared major factors in the FY 2025 Operating Budget, including the decreasing contracting costs from by transitioning Paratransit and Flexible Services in-house, salary and benefit increases, increase in member transit needs, and increase in utilities and insurance costs.

Vanessa stated that, if approved, Staff would bring the budget for Board of Directors' approval and host a public hearing in the June 2024 meeting.

*Brian Yanez moved to authorize staff to present the GCTD FY 2025 Operating and Capital Budget to the Board of Directors and hold a public hearing during the June 2024 Board Meeting. Sergio Albarrán seconded the motion. The motion passed unanimously.*

**Item 7      Update on Short Range Transit Plan**

Austin Novstrup gave an update on GCTD's Short Range Transit Plan (SRTP). He shared goals of the SRTP, which include improving mobility, improving equity, enhancing customer experience and improving financial sustainability.

Austin shared that Staff is currently working on an outreach plan to bring recommendations to the public and solicit feedback and route redesigns. He emphasized that changes focus on reorganizing current service to be financially stable, and added that some recommendations would involve an increase in funding.

Austin shared several route concepts and suggested Staff set up meetings with each member agency as part of stakeholder outreach. He added that Staff is developing a survey to allow passengers and community members to provide feedback on route recommendations and on the Transit Opportunity Corridor.

Aubrey Smith recommended Staff reach out to Metrolink, as they are conducting first and last-mile planning and may be interested in learning more about the Short-Range Transit Plan and exploring connectivity options.

**Item 8**

**Future Agenda Items**

- FY24 4<sup>th</sup> Quarter Planning Report
- Update on the Clean Mobility Options Nyeland Acres Needs Assessment
- Short Range Transit Plan final recommendations

**Item 9**

**Adjournment**

Chair Steven Almcrantz adjourned the meeting at 11:26am.



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Item 8

**DATE** August 21, 2024  
**TO** GCTD Board of Directors  
**FROM** Austin Novstrup, Planning Manager  
**SUBJECT** Short Range Transit Plan Draft Route and Transit Opportunity Corridor Recommendations

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### **SUMMARY**

Development of GCTD's next Short-Range Transit Plan (SRTP) is nearing completion. Once adopted the SRTP will serve as a 5-to-10-year work plan to improve transit service quality and effectiveness throughout the district.

In the past month GCTD has released draft Route Recommendations and options for a Transit Opportunity Corridor (TOC) to the public and stakeholders for review and comment. Outreach efforts to promote awareness of the recommendation and survey have included notices and announcements onboard buses, advertisements at the transit centers, social media posts, and email notifications to GCTD's newsletter and stakeholder distribution lists. The recommendations and survey have also been promoted at a number of public events, staff recorded presentations on the recommendations and held office hours to provide time for stakeholders to ask questions or provide input. The updated SRTP factsheet, draft route recommendations and Transit Opportunity Corridor Options are attached to this report.

Following the conclusion of the outreach period GCTD staff and consultants will review the survey results and input received and incorporate changes into the draft recommendations. A financial plan will be developed and incorporated into the draft of the SRTP that will be presented to the board for review in October.

### **RECOMMENDATION**

It is recommended that the Technical Advisory Committee receive and file a presentation on the Route and provide any feedback on the Route and Transit Opportunity Corridor Recommendations

Attachment 1: Short Range Transit Fact Sheet  
Attachment 2: Draft Route Recommendations  
Attachment 3: Draft Transit Opportunity Corridor Recommendations

### **GOLD COAST TRANSIT DISTRICT**



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# Your Vision, Our Mission

HELP SHAPE  
THE FUTURE  
OF  GOLD COAST  
TRANSIT

The last few years have brought significant change to West Ventura County, impacting every aspect of life – including public transportation. To better serve our community, **Gold Coast Transit District (GCTD)** needs a transportation network that reflects the new ways we live, work, shop, travel, and play. **The Short-Range Transit Plan (SRTP)** is the tool to get us where we need to go.



## Recommended Bus Service Changes

In Fall 2023, we asked for community input on the current transit system. Riders told us what they think is working well and what could be improved. Non-riders weighed in on what might entice them to give transit a try. Based on that feedback and technical analysis, we've developed a set of recommended service changes to 13 GCTD routes.

Overall, our recommendations will improve **weekday frequency on six routes and weekend frequency on seven routes**. They will increase access to 30-minute-or-better weekday service by 21% and 40-minute-or-better weekend service by 73%. They will also improve transfer times at the Ventura Transit Center, Oxnard Transit Center, and The Esplanade.

## Transit Opportunity Corridor

In parallel with the SRTP, GCTD is studying the feasibility of creating a Transit Opportunity Corridor (TOC) in western Ventura County. A TOC is designed to provide fast, high-frequency bus service between major destinations with service running every 15-20 minutes during most of the day. Each stop in a TOC would have enhanced amenities and provide a comfortable and safe location for customers

waiting for the bus. At locations with poor access, pedestrian improvements may be part of a TOC project.

As part of this study, GCTD is considering seven alignment alternatives made up of different routing and stop locations. We would like your feedback on these alignments which will be filtered down to a list of top options.

# S RTP GOALS

The recommended service changes were developed to meet the following:

**Improving mobility** by making bus service more frequent and aligning it better with new travel and development patterns in western Ventura County.

**Enhancing Customer Experience** by simplifying bus routes, providing more seamless connections between routes, and shortening transfer times.

**Focusing on Equity** by connecting vulnerable populations to the fixed-route network and providing opportunities for low-income residents to use transit.

**Ensuring Financial Sustainability** by maximizing existing resources through routing and scheduling efficiencies and leveraging regional and state operating and capital funding for transit.

**Promoting Environmental Stewardship** by supporting GCTD's transition to zero-emissions buses and targeting longer transit trips within our service area to reduce vehicle miles traveled.



## WE WANT TO HEAR FROM YOU!

**Take the community survey and tell us which service change recommendations you support or how we can improve them.**

You can view the proposed changes line-by-line and comment on some or all of them. Based on your feedback, the recommendations will be refined and presented to the GCTD Board later this summer.

We're also seeking your input on the seven draft Transit Opportunity Corridor alignments to help us select the top alternatives for further development.



Survey respondents who provide their contact information will be entered for a **chance to win a \$50 VISA gift card and a 31-Day bus pass.** The survey is available through **Aug. 11, 2024.**



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805-487-4222  
[gctd.org/srtp24](https://gctd.org/srtp24)



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# Route 1

Port Hueneme - Oxnard Transit Center

Alignment and Schedule



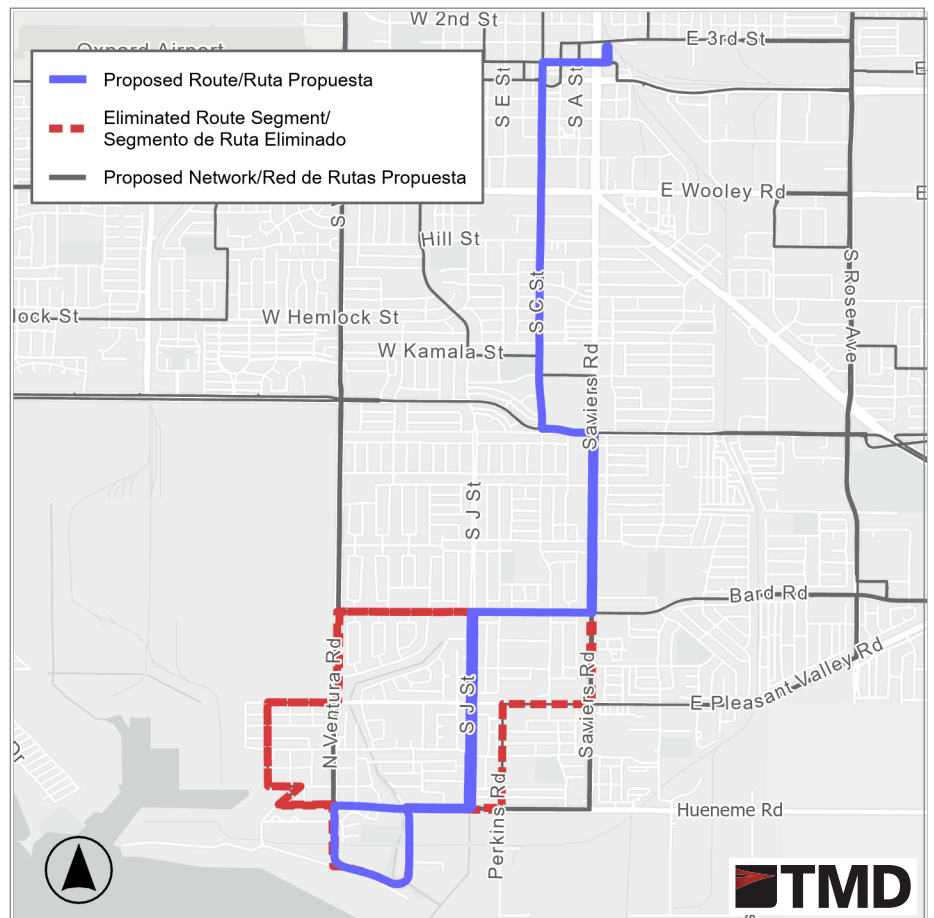
## Proposed changes

- Simplify into one route and change routing on south end to serve J St
- Provide 20 min weekday service on entire route with 30-minute service before 7:00am and after 8:00pm
- Provide 20 min weekend service with 30 min service before 8:00am on weekends and after 7:00pm
- Service to Ponoma Street discontinued, but walking distance to Route 23 on Ventura Road.
- Extend evening service to 10:00pm

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	1,320	20	20	20/40	4:45 AM to 9:24 PM	20	20	40	5:00 AM to 10:00 PM
Saturday	859	20	20	20/40	6:05 AM to 9:17 PM	20	20	20	6:00 AM to 10:00 PM
Sunday	846	20	20	20/40	6:30 AM to 9:17 PM	20	20	20	6:00 AM to 10:00 PM

## Benefits

- Routing easier to understand
- Reduce service duplication
- Improve service speed
- Time transfers with Route 6 at Oxnard Transit Center
- Improve evening frequency and hours



# Route 2

## Colonia - Downtown Oxnard

### Alignment and Schedule



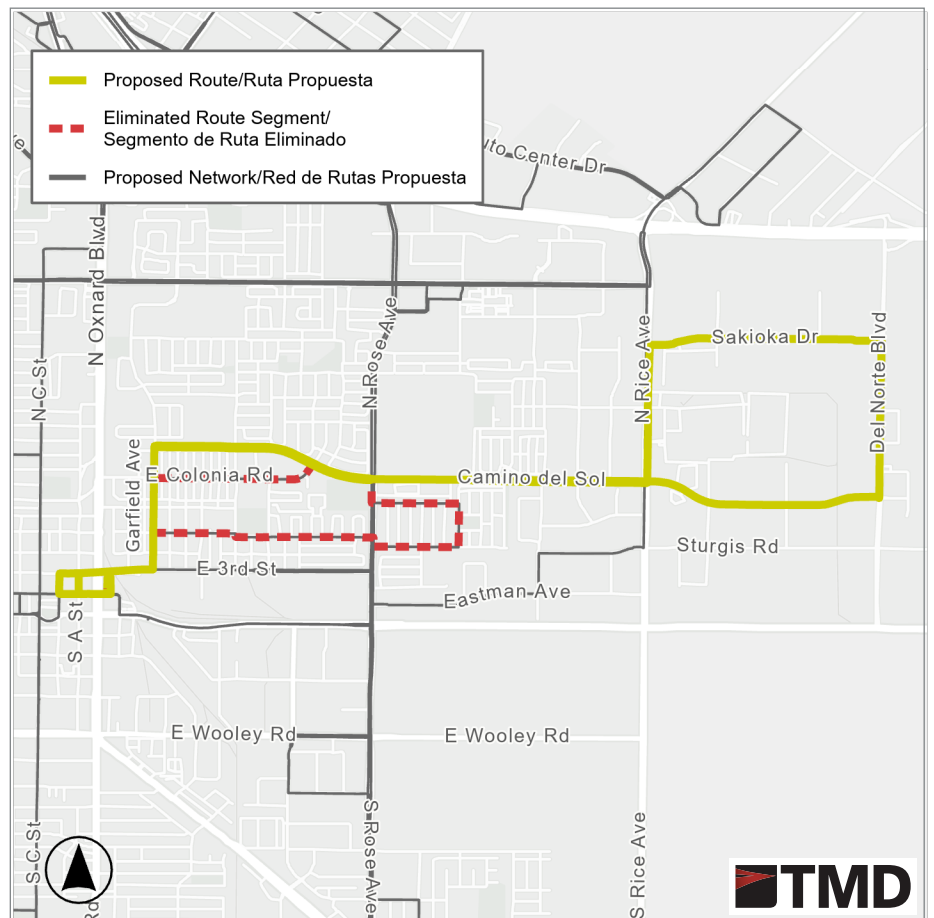
### Proposed changes

- Relocate route to Camino Del Sol and extent to industrial area east of Rice Ave
- Revised routes 4A/B will operate at increased frequency providing service along Third St.
- Improve weekday peak service to every 30 minutes
- Impacted Colonia riders have short walk to Camino Del Sol on 3rd St
- Shift service span to 6:00am - 8:00pm on weekdays and 6:00am to 7:00pm on weekends

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	178	60	60	60	5:15 AM to 7:20 PM	30	60	30	6:00 AM to 8:00 PM
Saturday	155	60	60	60	5:15 AM to 7:20 PM	60	60	60	6:00 AM to 7:00 PM
Sunday	145	60	60	60	5:15 AM to 7:20 PM	60	60	60	6:00 AM to 7:00 PM

### Benefits

- Improve route safety and speed by moving route to Camino Del Sol
- Improve employment access to new industrial developments
- Improve peak hour frequency



# Route 3

J St - Centerpoint Mall - Lemonwood

Discontinuation



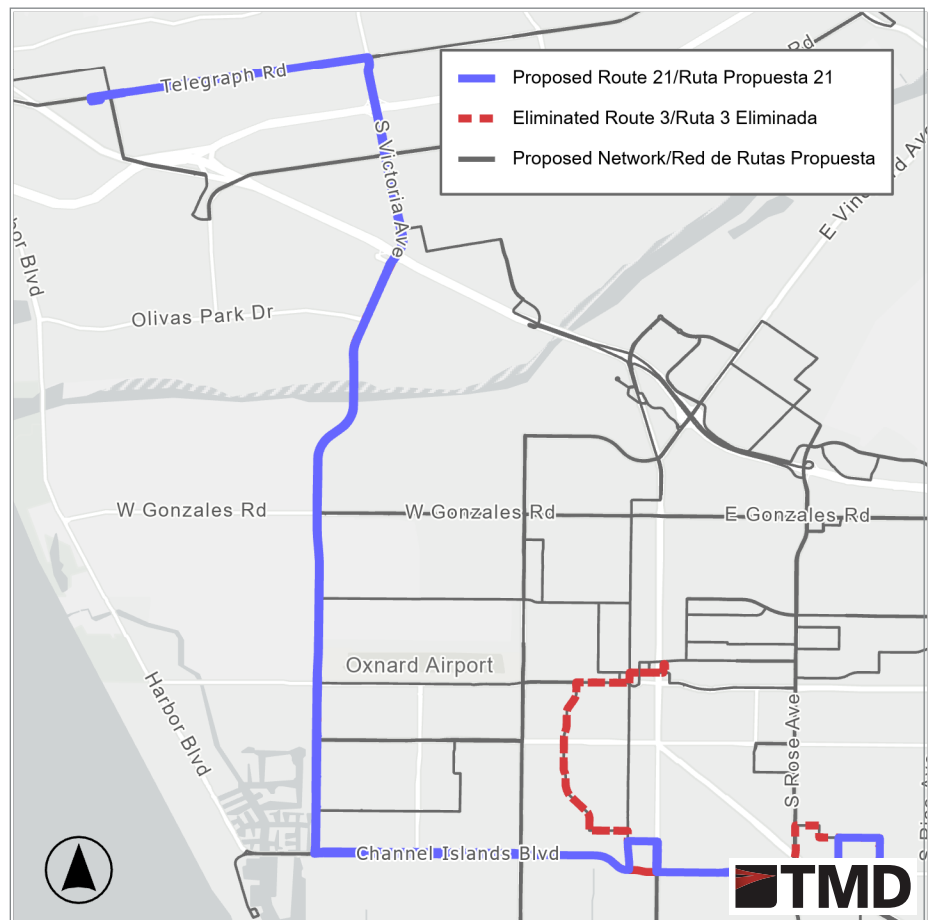
## Proposed changes

- Eliminate Route
- Impacted stops are within walking distance to C St and Ventura Rd
- Channel Islands Boulevard and Lemonwood neighborhood will be served by revised Route 21

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	305	45	45	45	5:35 AM to 7:48 PM	NS	NS	NS	NS
Saturday	208	45	45	45	5:35 AM to 7:48 PM	NS	NS	NS	NS
Sunday	195	45	45	45	5:35 AM to 7:48 PM	NS	NS	NS	NS

## Benefits

- More frequent service provided on nearby routes with resource savings
- Reduce service duplication



# Route 4A/B

North Oxnard - Ventura Rd - St. John's

**Consolidation and Schedule**



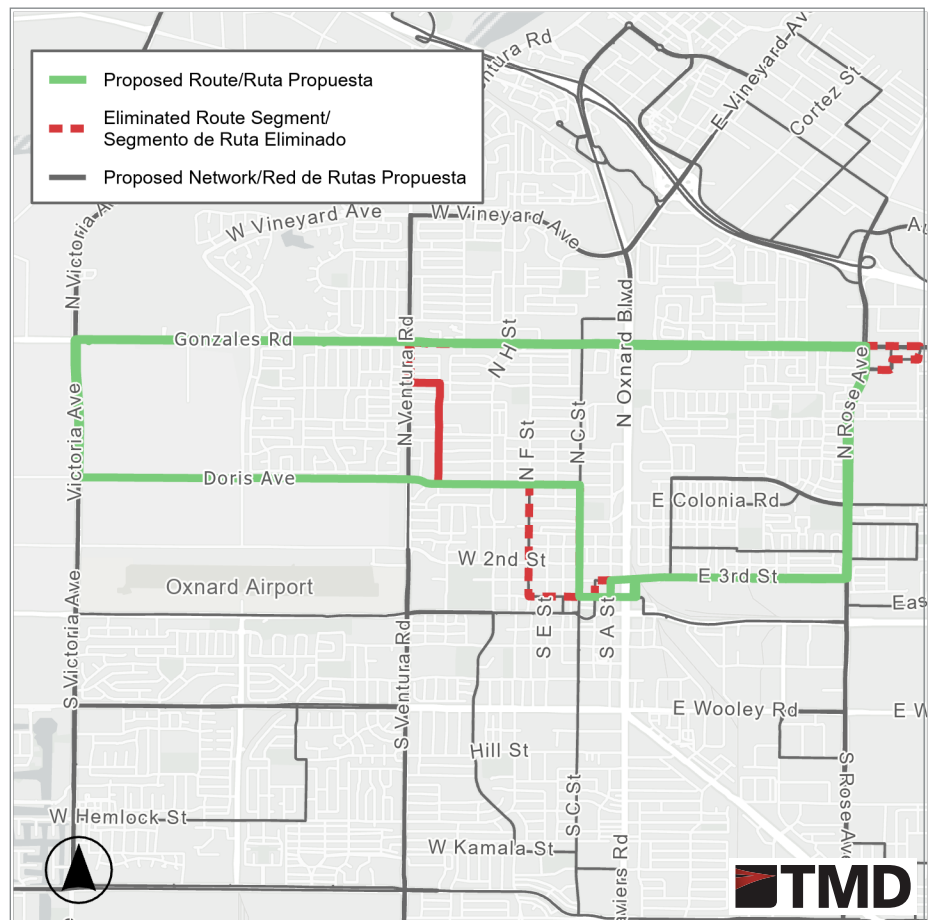
## Proposed changes

- Extend route to Victoria Ave to connect to Route 21 and serve Oxnard High School
- Revised routing serves portion of Gonzales Rd that would be affected by the discontinuation of Route 19.
- Operate route at 30 min frequency in both directions weekdays from 7:00am to 8:00pm and 40 min all day on weekends

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	787	20/45	20/45	20/45	6:05 AM to 8:25 PM	30	30	30	6:00 AM to 9:00 PM	
Saturday	469	20/45	20/45	20/45	6:10 AM to 8:20 PM	40	40	40	6:00 AM to 8:00 PM	
Sunday	404	20/45	20/45	20/45	6:10 AM to 8:20 PM	40	40	40	6:00 AM to 8:00 PM	

## Benefits

- Simplify routing to improve speed
- Provide same frequency on both clockwise and counterclockwise routing
- Extend frequent service to Oxnard High School and connect to Victoria Ave
- Reduce service duplication



# Route 5

Hemlock - Seabridge - Wooley

Alignment



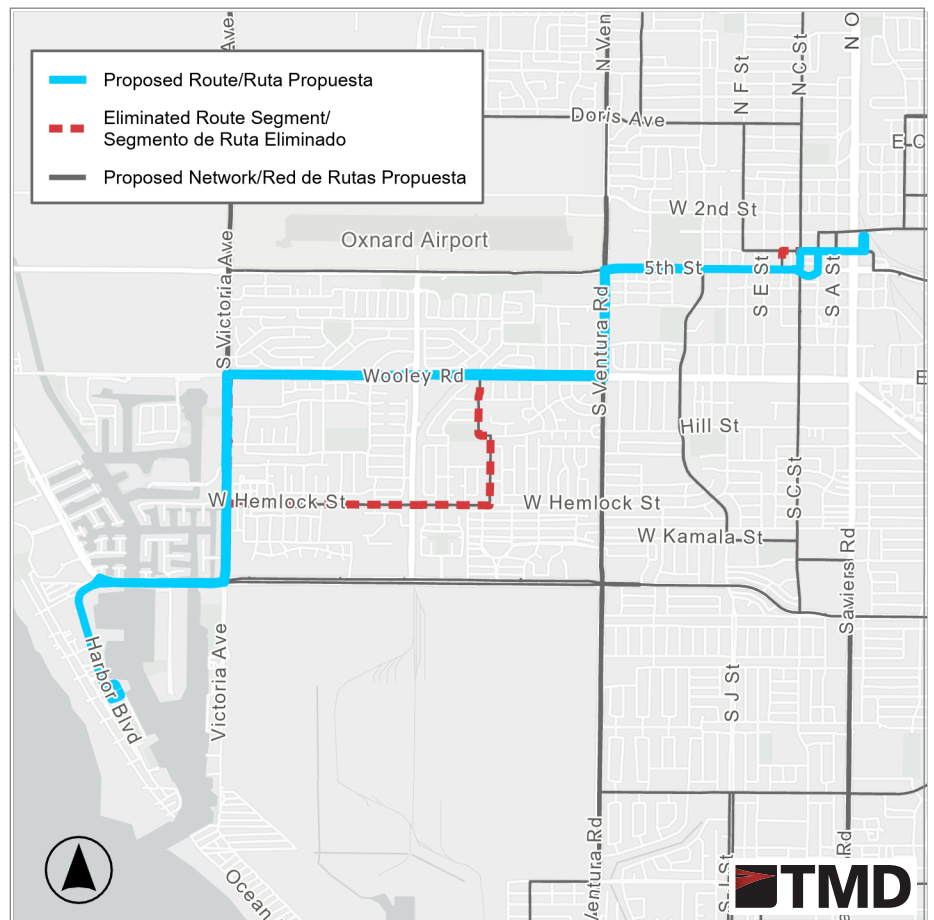
## Proposed changes

- Remove loop routing through Marina West neighborhood and extend to Channel Island Harbor
- Impacted riders in Marina West Neighborhood are within walking distance of routes 21 on Victoria Ave and Channel Islands Blvd, and Route 23 on Ventura Rd.
- Reduce to 60 min frequency based on existing ridership demand
- Adjust span of service to 6:00am to 8:00pm on weekdays and 6:00am to 7:00pm on weekends

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	154	45	45	45	6:50 AM to 8:15 PM	60	60	60	6:00 AM to 8:00 PM
Saturday	130	45	45	45	6:50 AM to 8:15 PM	60	60	60	6:00 AM to 8:00 PM
Sunday	118	45	45	45	6:50 AM to 8:15 PM	60	60	60	6:00 AM to 8:00 PM

## Benefits

- Easier to understand routing
- New service to Channel Islands Harbor



# Route 6

Oxnard - Ventura - Main St

Schedule



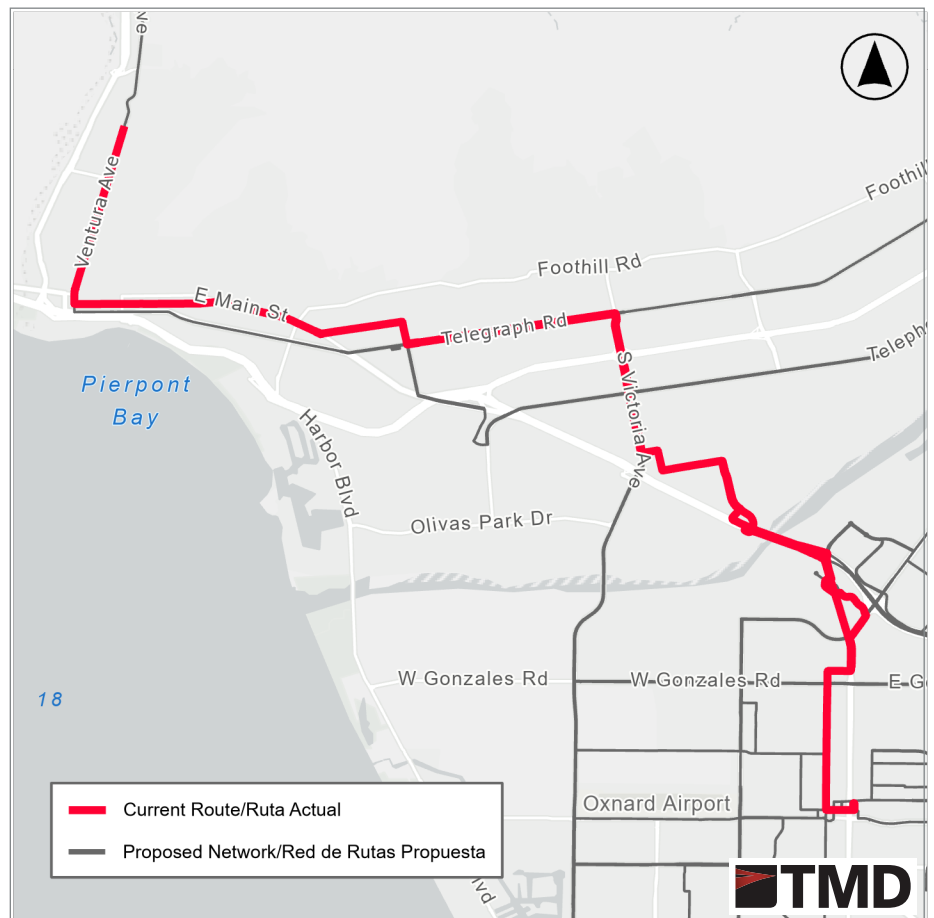
## Proposed changes

- Provide 20-minute all day service on entire route with 40-minute service before 7:00am and after 7:00pm on all days
- No routing changes
- Extend service to 10:00pm on all days

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	2,346	30	20	35	4:50 AM to 9:00 PM	20	20	40	5:00 AM to 10:00 PM	
Saturday	1,407	30	30	30	5:15 AM to 8:50 PM	30	30	40	6:00 AM to 10:00 PM	
Sunday	1,335	30	30	30	5:15 AM to 8:50 PM	30	30	40	6:00 AM to 10:00 PM	

## Benefits

- Improve weekday peak frequency
- Improve weekend evening frequency
- Time transfers with Route 1 at Oxnard Transit Center
- Later weekday evening service to Ventura College





# Route 7

Oxnard College - Centerpoint Mall

**Discontinuation**



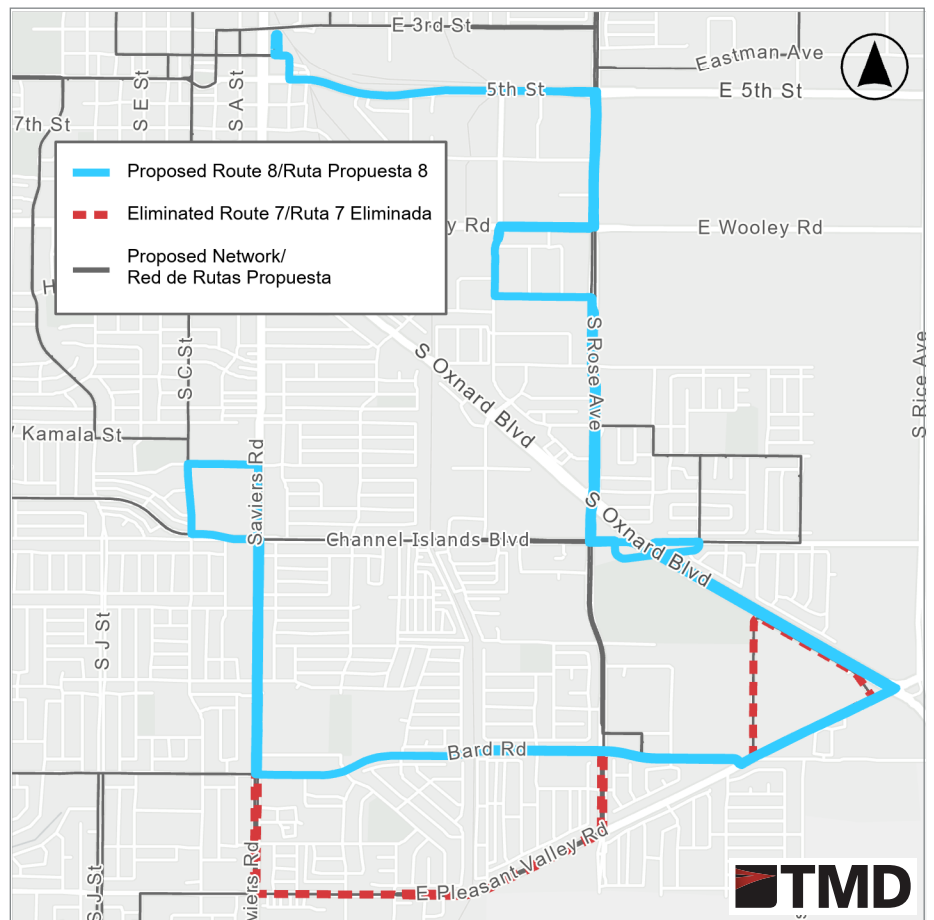
## Proposed changes

- Eliminate Route
- Old Rd and Butler Rd area to be served by revised Route 8

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	156	50	50	50	6:50 AM to 7:25 PM	NS	NS	NS	NS
Saturday	122	50	50	50	6:50 AM to 7:25 PM	NS	NS	NS	NS
Sunday	135	50	50	50	6:50 AM to 7:25 PM	NS	NS	NS	NS

## Benefits

- More frequent service provided on nearby routes with resource savings
- Reduce service duplication



# Route 8

OTC - Oxnard College - Centerpoint Mall

## Alignment and Schedule



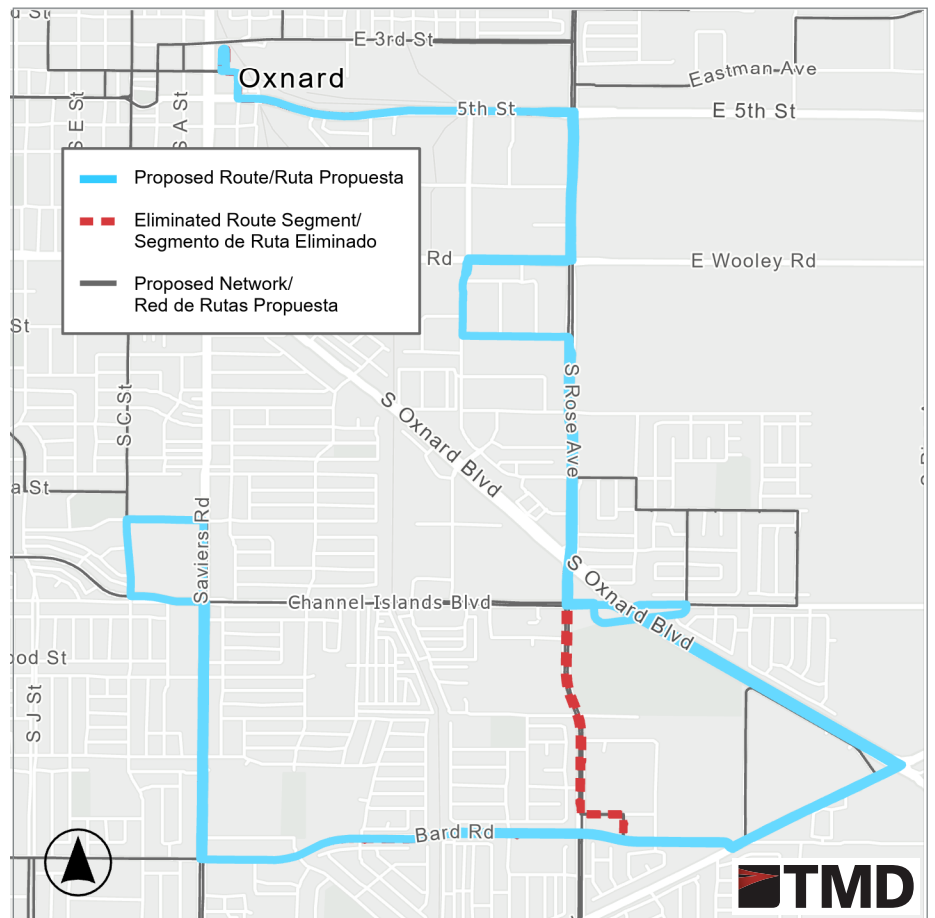
### Proposed changes

- Extend route to serve Butler and Olds Road area no longer served by Route 17
- Rose Ave south of Channel Islands Blvd will continue to be served by Route 17
- Improved route to consistent 40-minute frequency all day
- Shift span of service to 6:00am - 8:00pm

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	210	45	45	45	6:35 AM to 7:30 PM	40	40	40	6:00 AM to 8:00 PM	
Saturday	98	45	45	45	6:35 AM to 7:30 PM	40	40	40	6:00 AM to 8:00 PM	
Sunday	134	45	45	45	6:35 AM to 7:30 PM	40	40	40	6:00 AM to 8:00 PM	

### Benefits

- More frequent service
- Cover section of discontinued Route 7
- Reduce service duplication



# Route 10

Pacific View Mall - Telegraph - Saticoy

Alignment



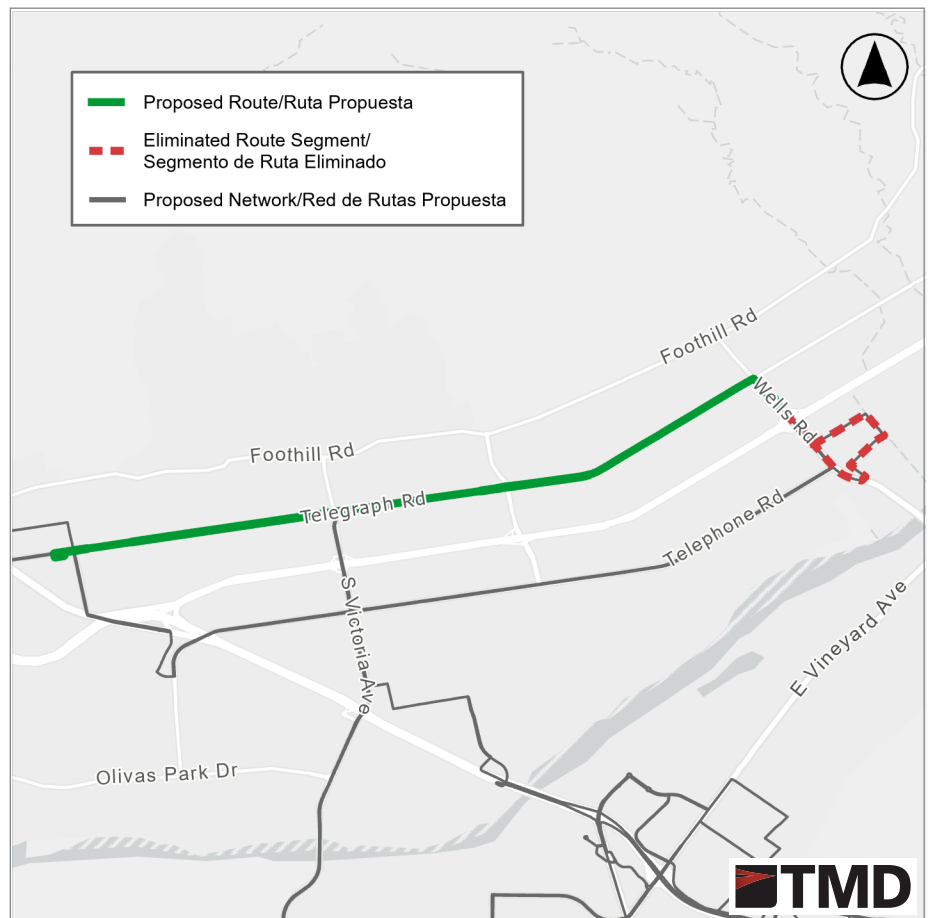
## Proposed changes

- Eliminate portion of Route 10 serving Saticoy neighborhood
- Add Route 18 school tripper route to connect Saticoy neighborhood to Buena High School
- Service to Saticoy will continue to be provided by Route 11
- Reduce weekend evening hours to 8:00pm

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	264	60	60	60	6:05 AM to 8:58 PM	60	60	60	6:00 AM to 9:00 PM	
Saturday	116	60	60	60	6:05 AM to 8:58 PM	60	60	60	6:00 AM to 9:00 PM	
Sunday	130	60	60	60	6:05 AM to 8:58 PM	60	60	60	6:00 AM to 9:00 PM	

## Benefits

- More efficient scheduling
- Time transfers with Route 11



# Route 11

Pacific View Mall - Telephone - Wells

Schedule



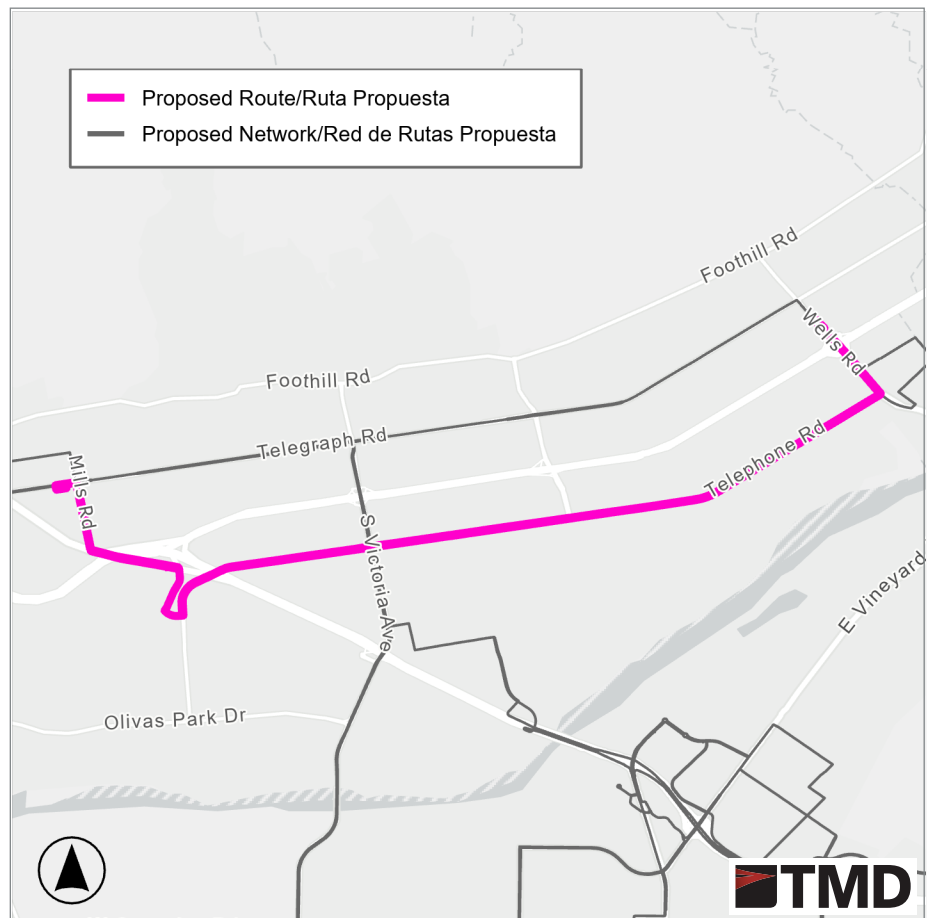
## Proposed changes

- Improve weekend frequency to 30 min on weekdays between 7:00am and 7:00pm and 40 min on weekends
- No routing changes

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	631	30	30	30	6:00 AM to 8:40 PM	30	30	30/40	6:00 AM to 9:00 PM	
Saturday	400	45	45	45	6:00 AM to 8:05 PM	40	40	40	6:00 AM to 8:00 PM	
Sunday	328	45	45	45	6:00 AM to 8:05 PM	40	40	40	6:00 AM to 8:00 PM	

## Benefits

- Consistent 30 min weekday frequency during both morning and afternoon
- Improve weekend frequency



# Route 15

Esplanade - El Rio - St. John's

Alignment and Schedule



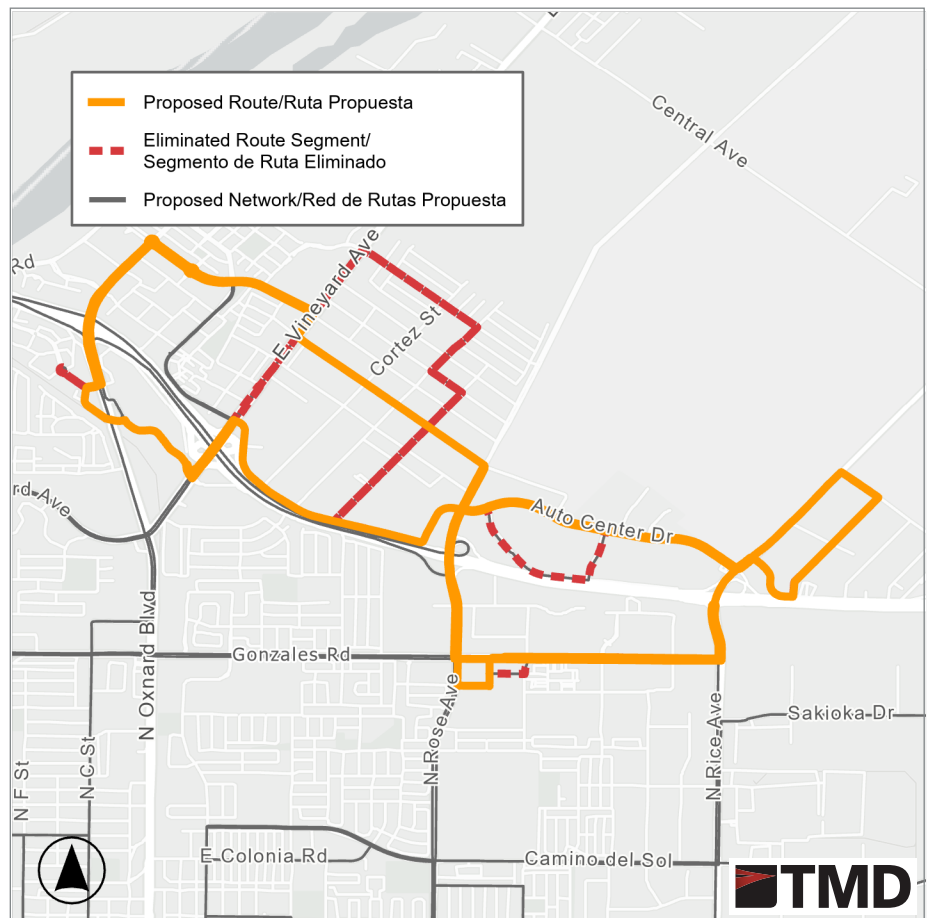
## Proposed changes

- Simplify routing into a clockwise (15A) and counter-clockwise loop (15B)
- Route will connect to Riverpark to cover proposed discontinued section of Route 23
- Service will be provided every 60 minutes on both directions of loop
- Start service earlier at 6:00am on all days

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	150	50	50	50	8:15 AM to 6:00 PM	60	60	60	6:00 AM to 6:00 PM	
Saturday	95	50	50	50	8:15 AM to 5:50 PM	60	60	60	6:00 AM to 6:00 PM	
Sunday	100	50	50	50	8:15 AM to 5:50 PM	60	60	60	6:00 AM to 6:00 PM	

## Benefits

- Improve transit access to Nyeland Acres
- Simplify routing for ease of use
- Improved connections to Riverpark



# Route 16

Downtown Ojai - Pacific View Mall

Schedule



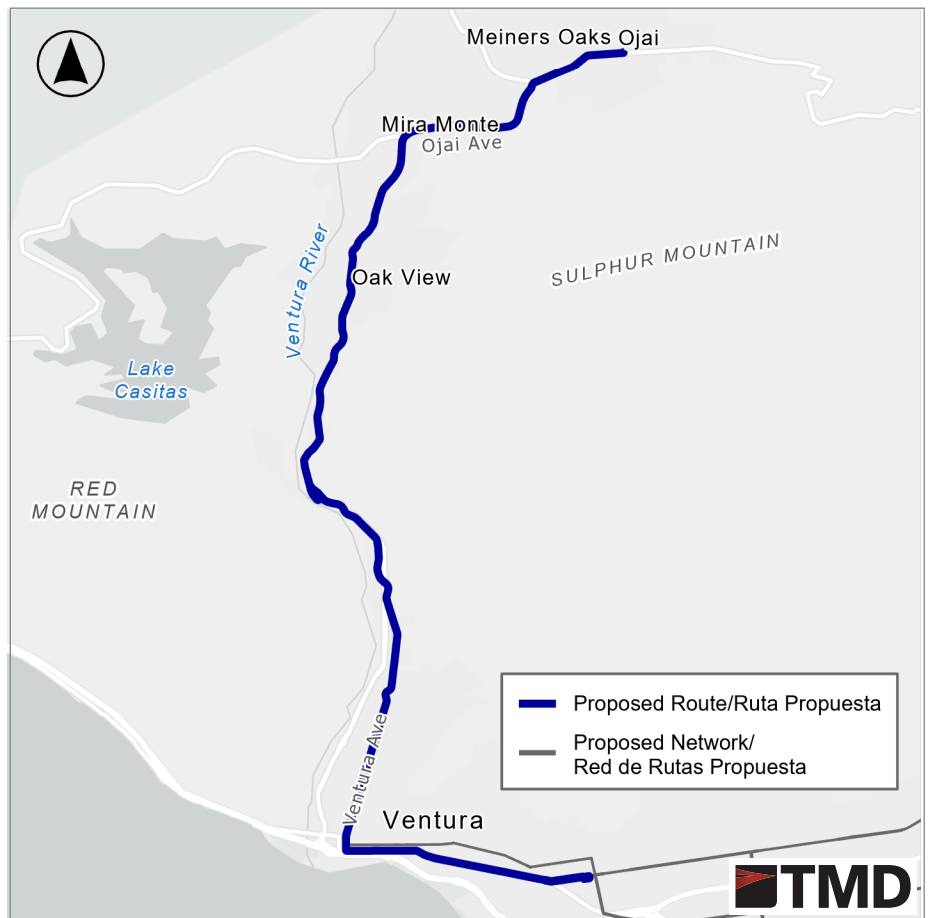
## Proposed changes

- Extend evening service to 9:00pm on weekdays
- No routing changes

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	692	60	60	60	5:15 AM to 8:00 PM	60	60	60	5:00 AM to 9:00 PM	
Saturday	506	60	60	60	6:05 AM to 8:00 PM	60	60	60	6:00 AM to 8:00 PM	
Sunday	484	60	60	60	6:05 AM to 8:00 PM	60	60	60	6:00 AM to 8:00 PM	

## Benefits

- Extend weekday evening service



# Route 17

Esplanade - Oxnard College



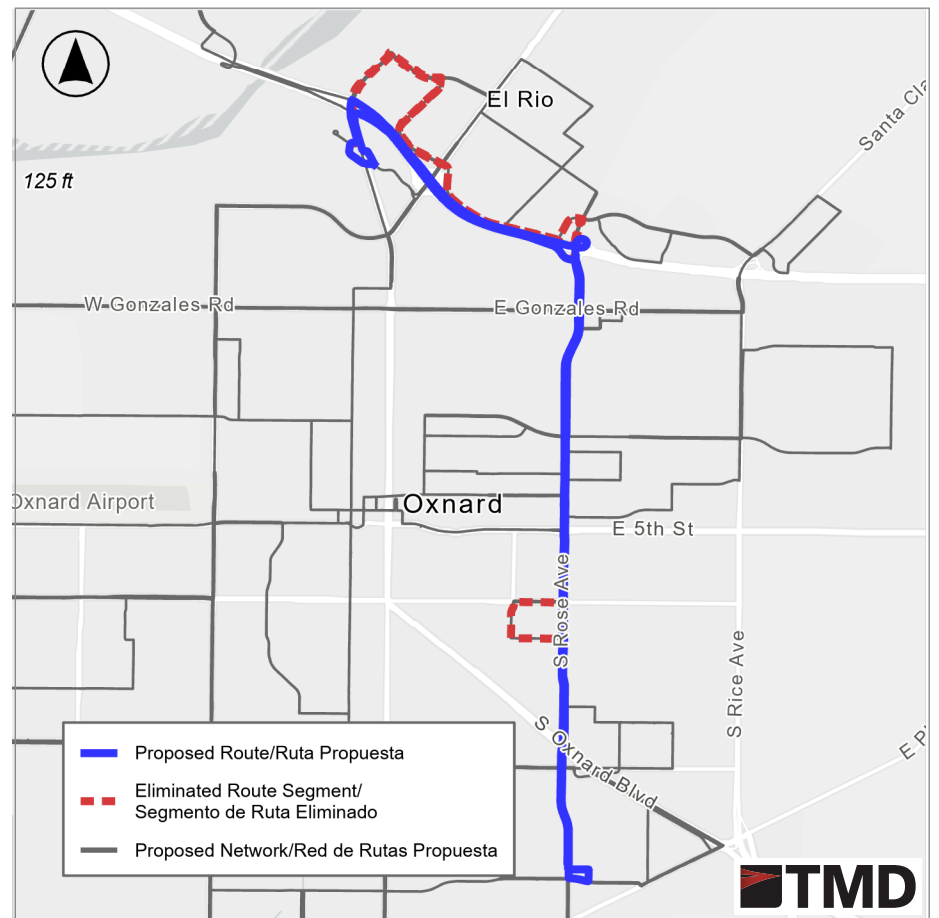
## Proposed changes

- Modify routing near Esplanade to use the freeway for faster travel time between Esplanade and Rose Ave
- Discontinued section of route will be served by revised Route 15
- Improve frequency to 30 min on weekdays from 7:00am to 7:00pm
- Improve frequency to 40 min on weekends from 7:00am to 6:00pm

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	375	30/40	30	40	6:21 AM to 8:55 PM	30	30	30/60	6:00 AM to 10:00 PM	
Saturday	178	60	60	60	7:15 AM to 7:55 PM	30	30	60	6:00 AM to 8:00 PM	
Sunday	161	60	60	60	7:15 AM to 7:55 PM	30	30	60	6:00 AM to 8:00 PM	

## Benefits

- Improve travel times
- Improve frequency during weekday peaks and evening
- Improved weekend frequency with longer hours
- Later weekday evening service to Oxnard College



# Route 19

OTC - 5th St - Airport - Gonzales Rd

Discontinuation



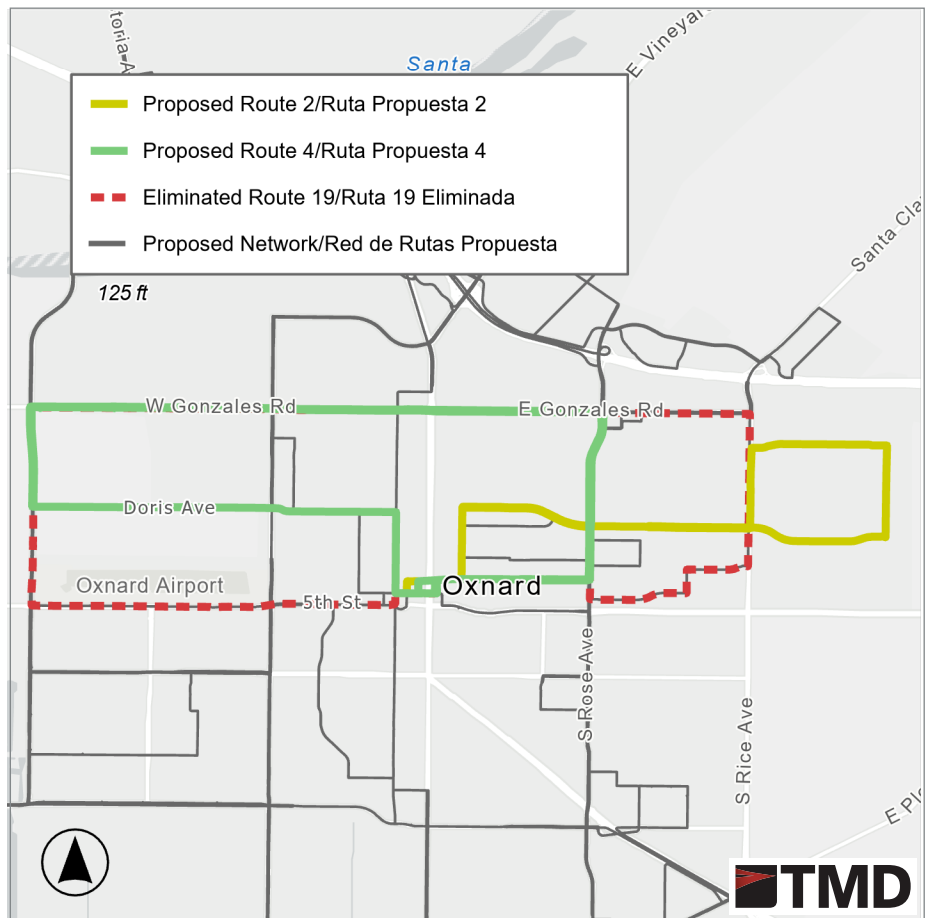
## Proposed changes

- Eliminate Route
- Revised Routes 4 and 15 will serve affected portion of Gonzales Rd with increased frequency on the portion served by revised Route 4
- Industrial areas east of Rose Ave. would be served by revised Route 2

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	208	60	NS	NS	5:55 AM to 7:10 PM	NS	NS	NS	NS
Saturday	-	NS	NS	NS	NS	NS	NS	NS	NS
Sunday	-	NS	NS	NS	NS	NS	NS	NS	NS

## Benefits

- More frequent service provided on nearby routes with resource savings
- Reduce service duplication





# Route 21

Port Hueneme - Ventura - Victoria Ave

Alignment and Schedule



## Proposed changes

- Extend southern end of route to serve Channel Islands Blvd between Centerpoint Mall and Lemonwood affected by discontinuation of Route 3
- Improve weekday frequency to 30 min between 7:00am and 6:00pm
- Improve weekend frequency to 40 min between 7:00am and 6:00pm

		CURRENT				PROPOSED				
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours	
		Peak	Midday	Evening		Peak	Midday	Evening		
Weekday	837	30	30	45	5:40 AM to 7:45 PM	30	30	30/40	6:00 AM to 8:00 PM	
Saturday	390	60	60	60	6:15 AM to 7:50 PM	40	40	60	6:00 AM to 8:00 PM	
Sunday	370	60	60	60	6:15 AM to 7:50 PM	40	40	60	6:00 AM to 8:00 PM	

## Benefits

- Cover section of discontinued Route 3
- Improve weekday evening frequency
- Improve weekend frequency all-day



# Route 23

Oxnard College - Naval Base - Esplanade

Alignment & Schedule



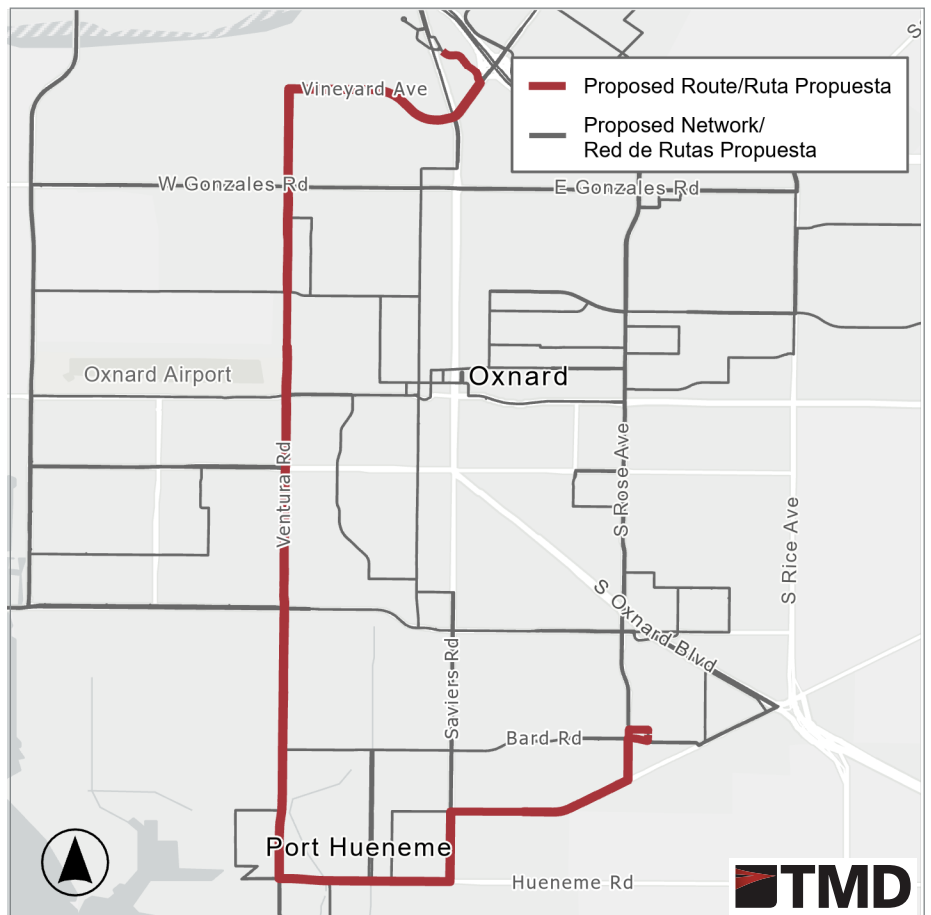
## Proposed changes

- No change to routing
- Improve weekday evening frequency to 30 min from 7:00am to 7:00pm and extend evening hours to 10:00pm
- Improve weekend frequency to 40 min from 7:00am to 6:00pm and extend hours to 6:00am - 8:00pm

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (minutes)			Service Hours	Frequency (minutes)			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	414	30	30	45	6:40 AM to 8:15 PM	30	30	30	6:00 AM to 10:00 PM
Saturday	207	60	60	60	6:40 AM to 7:40 PM	40	40	40	6:00 AM to 8:00 PM
Sunday	192	60	60	60	6:40 AM to 7:40 PM	40	40	40	6:00 AM to 8:00 PM

## Benefits

- Improve weekday evening service frequency
- Improve weekend frequency all day
- Later weekday service to Oxnard College



# 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

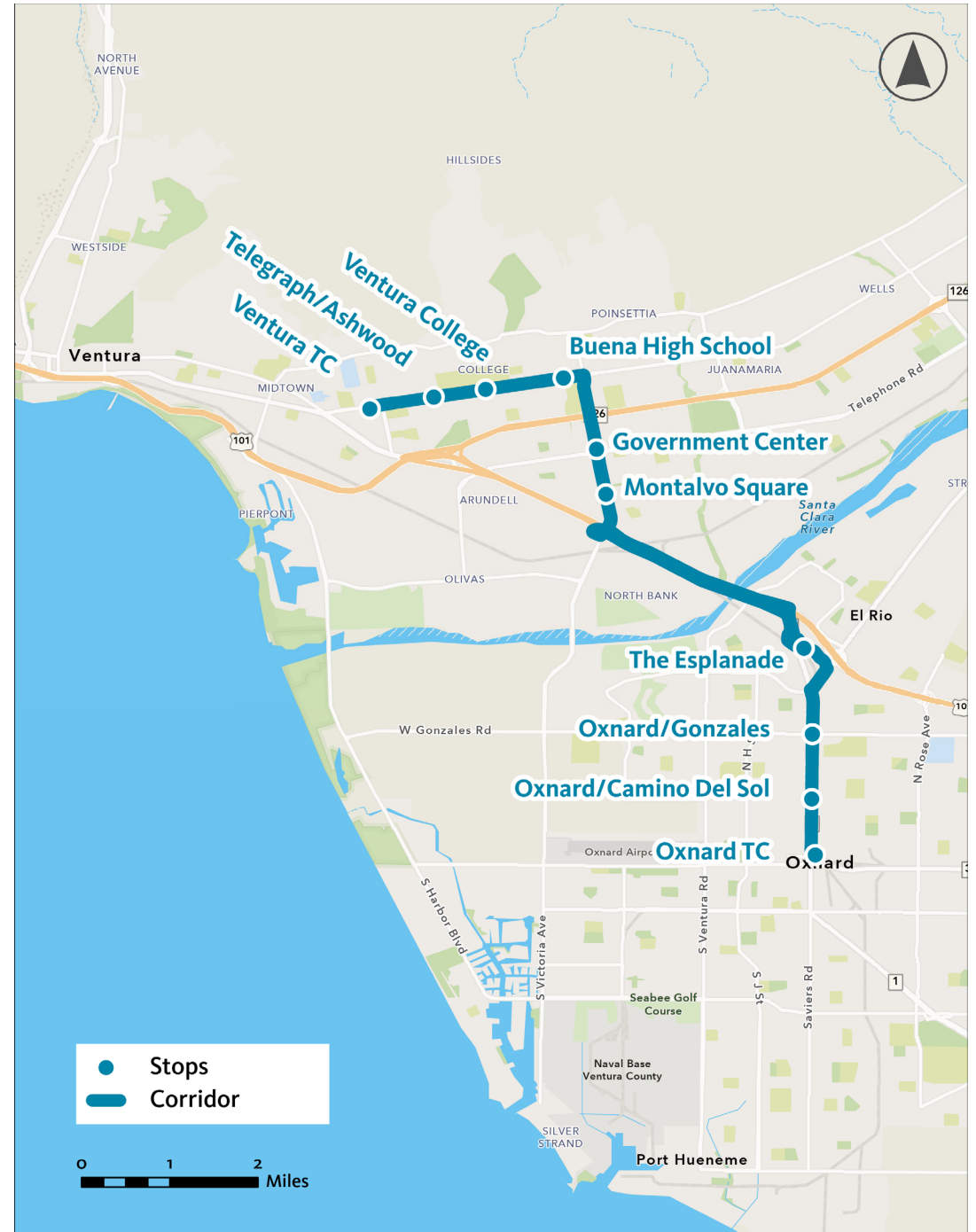
## VTC to OTC via Oxnard Blvd – Saviers Rd

### 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

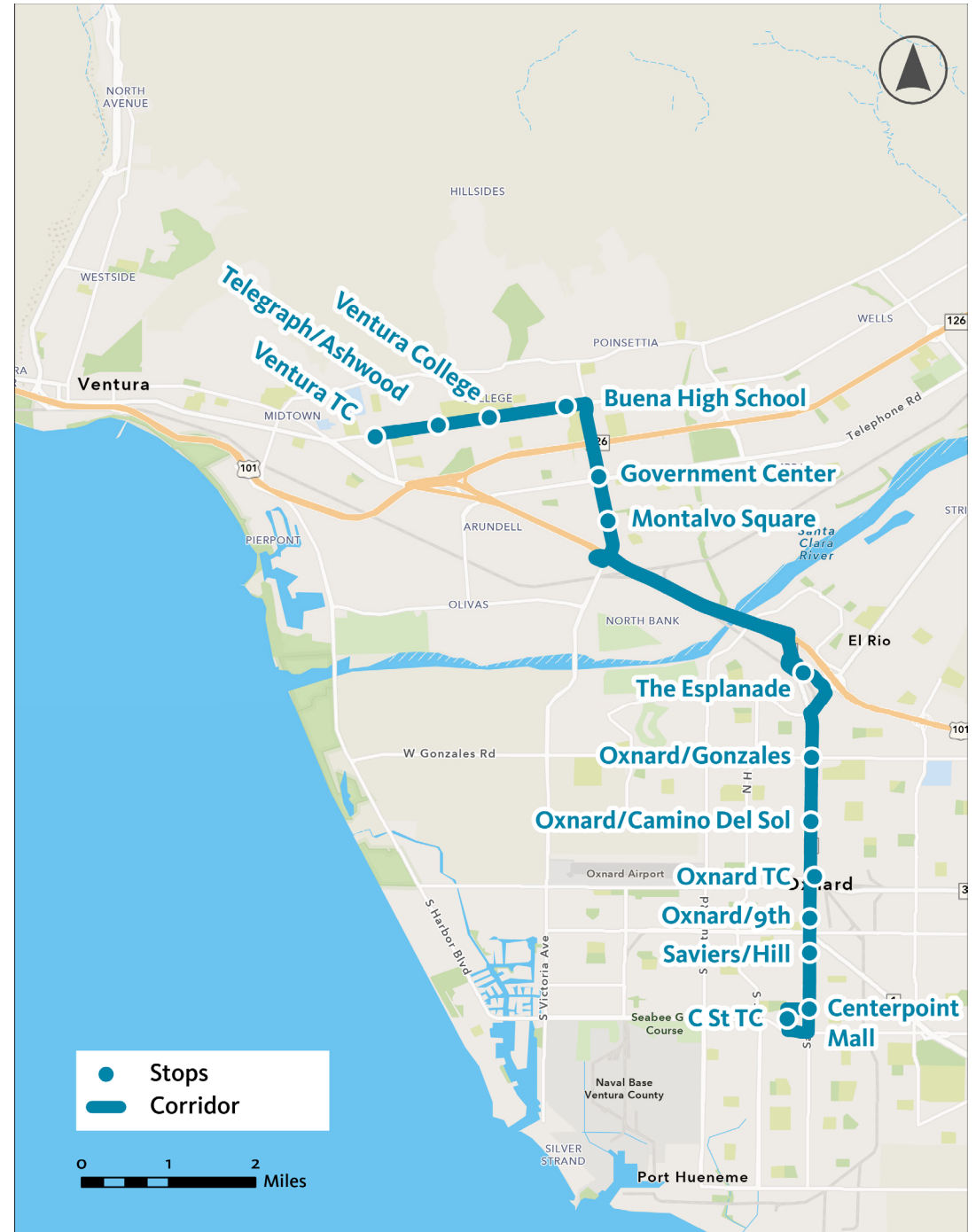
## VTC to C St via Oxnard Blvd – Saviers Rd

### 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

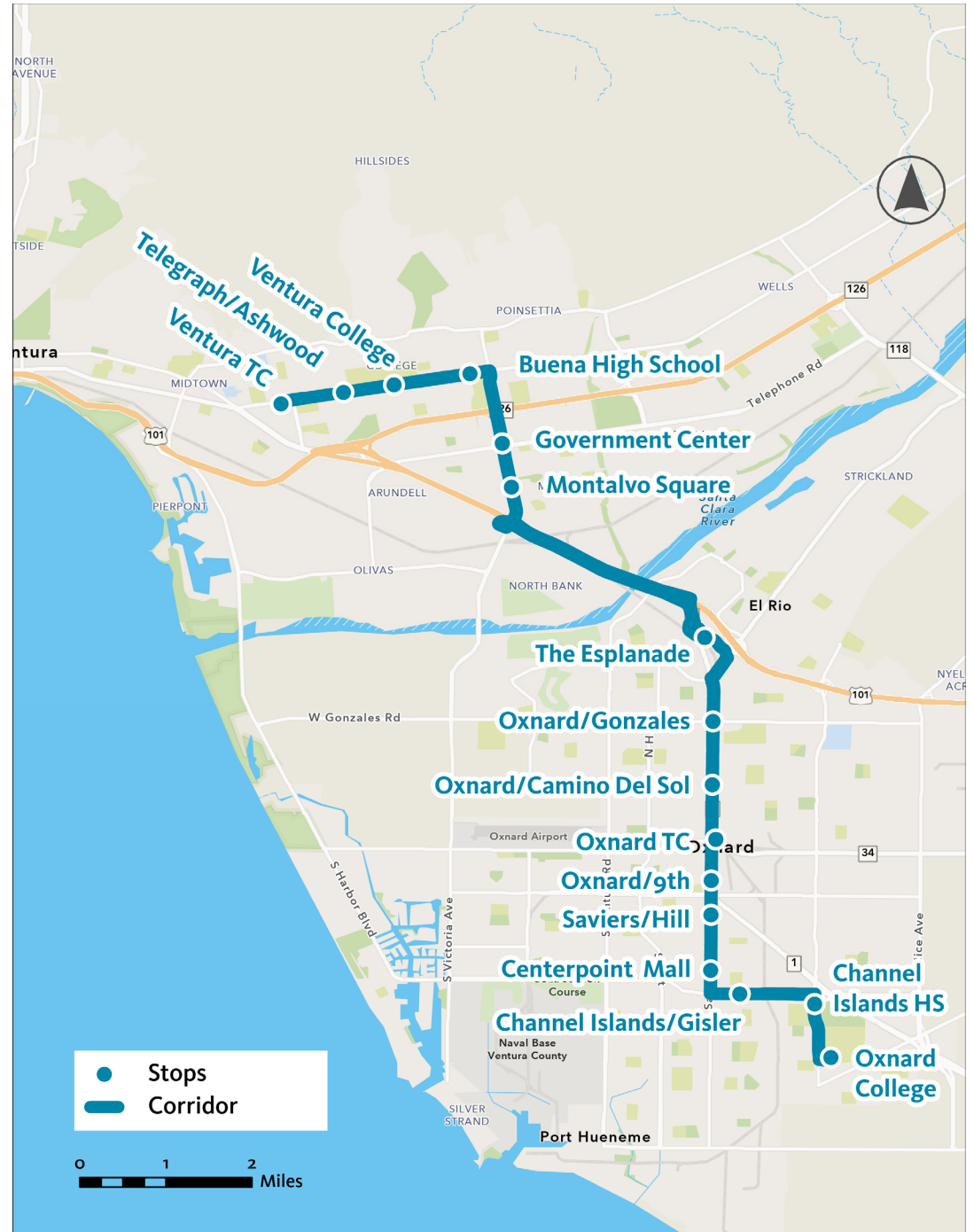
## VTC to Oxnard College via Oxnard Blvd – Saviers Rd

### 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

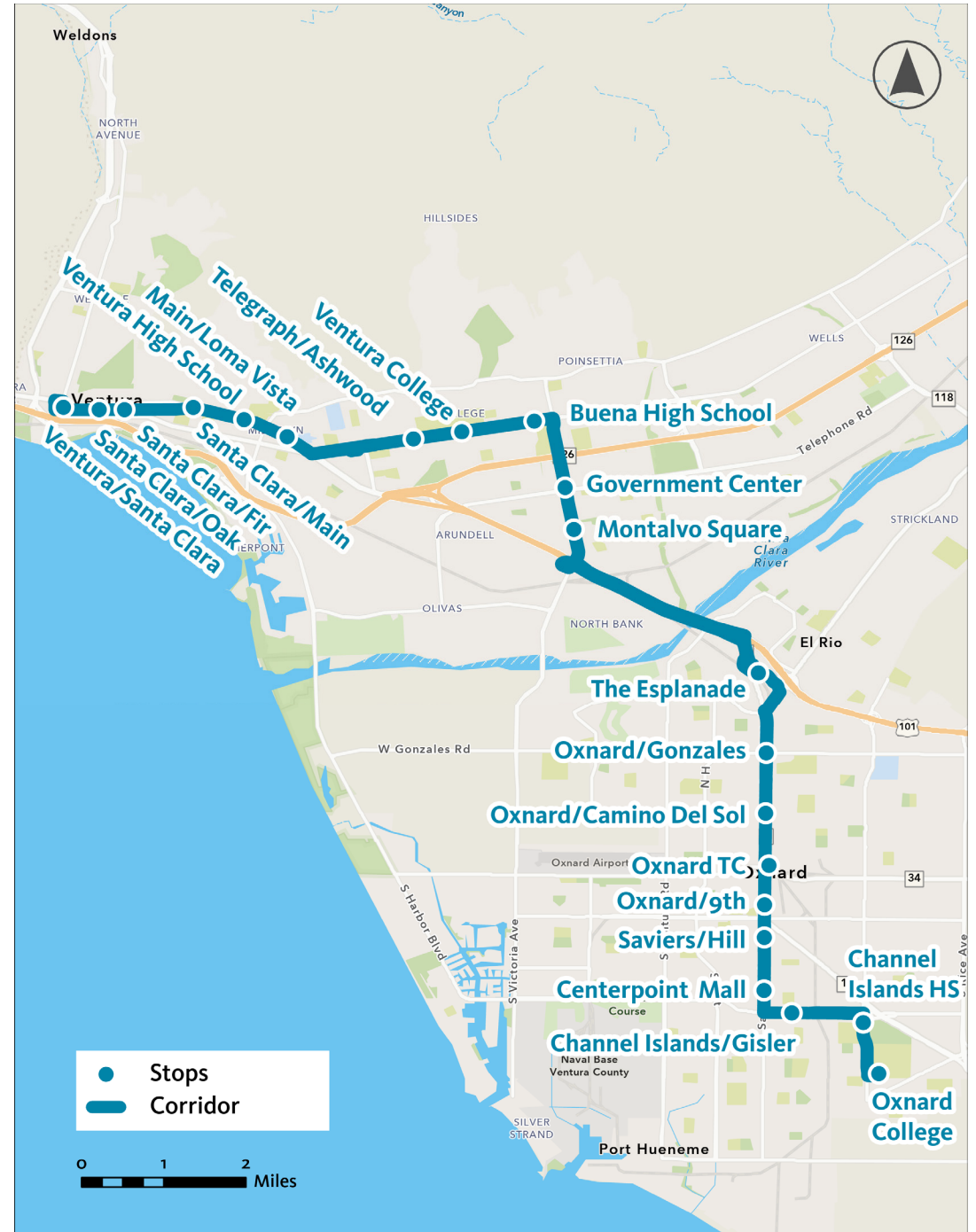
## Downtown Ventura to Oxnard College via Oxnard Blvd – Saviers Rd

### 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

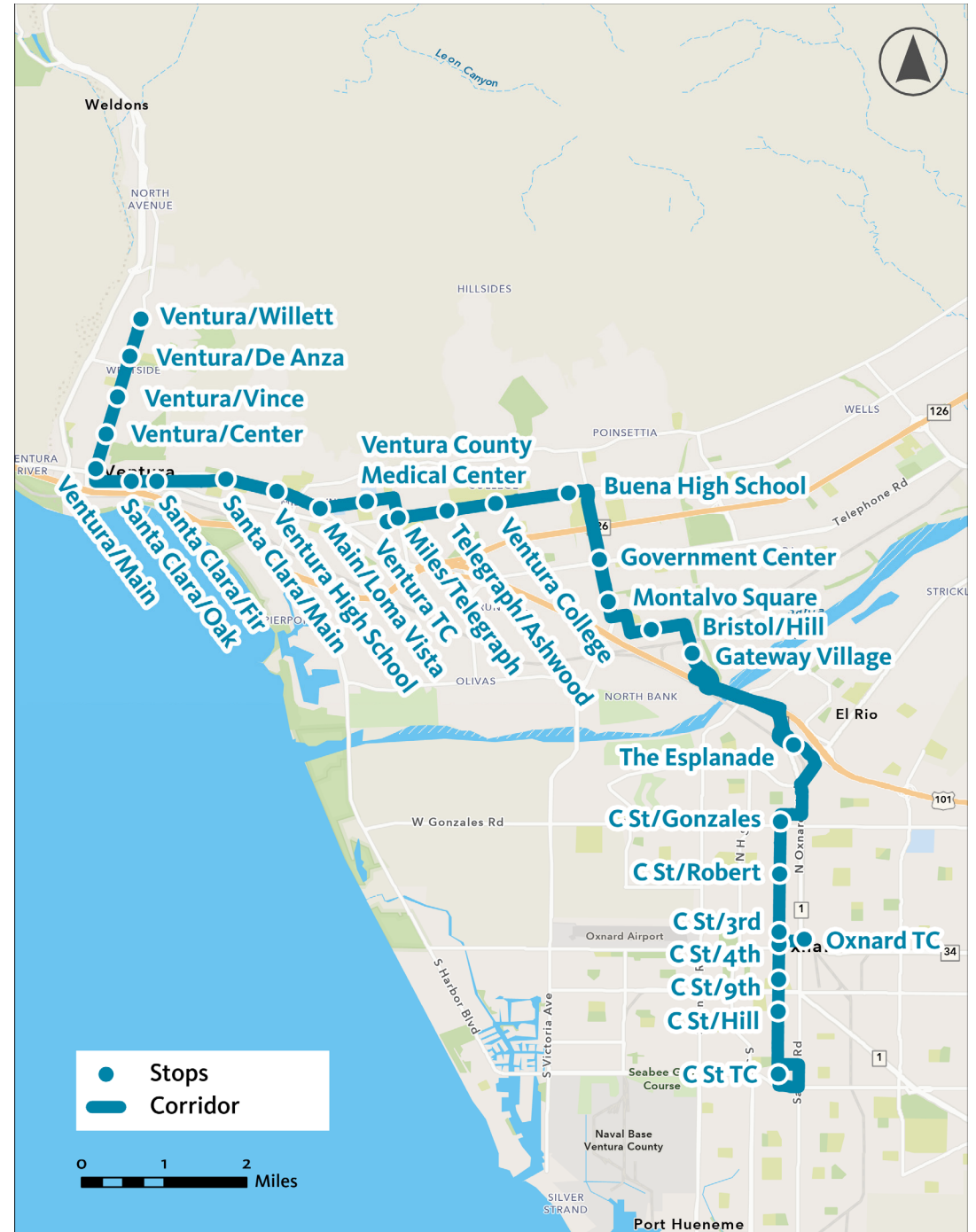
## Ventura Ave to CTC via C St

### 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

