

CHAPTER 2

GCTD'S CURRENT TRANSIT SYSTEM

FIXED-ROUTE SERVICE OVERVIEW

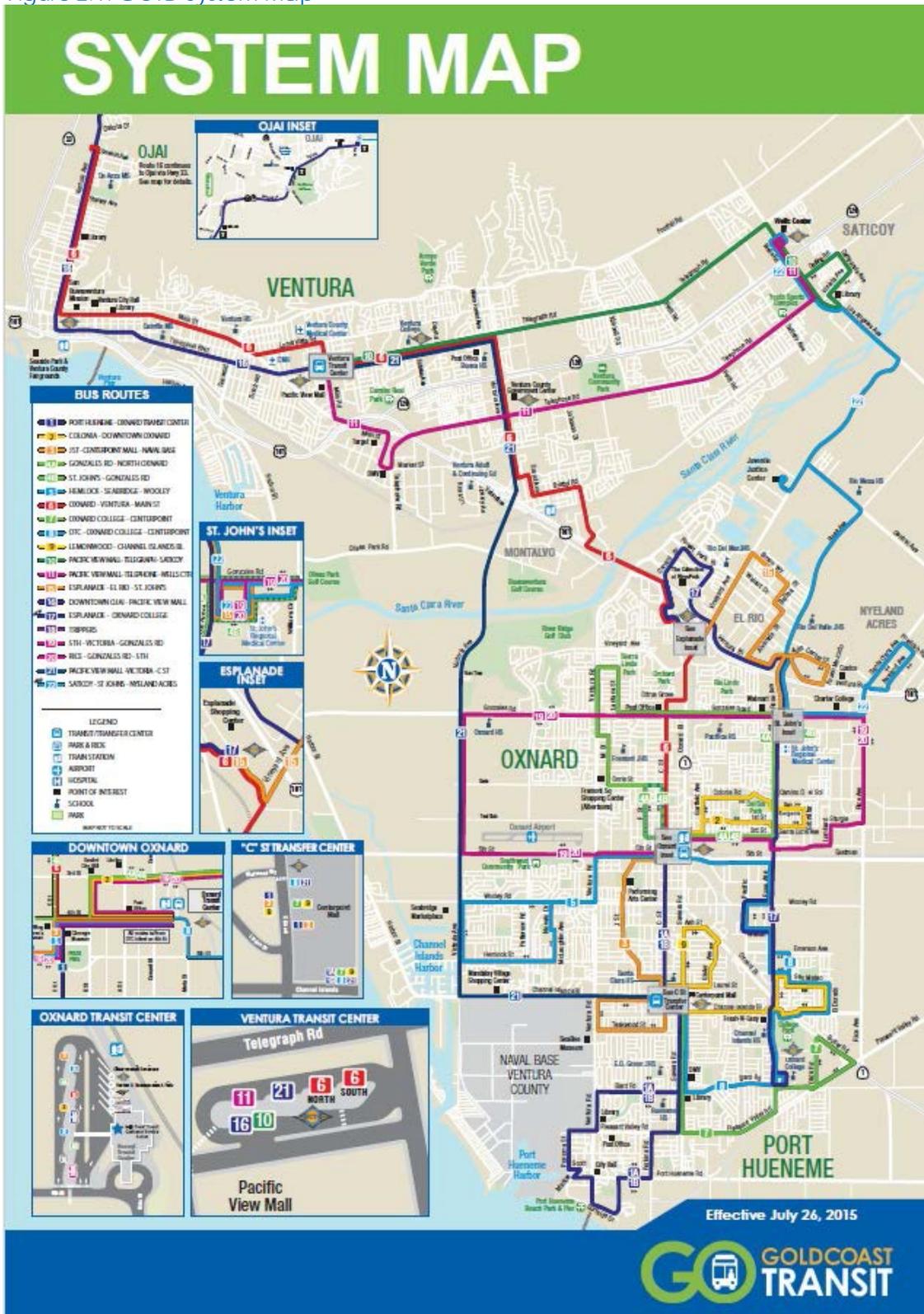
GCTD provides public transit service in the cities of Ojai, Oxnard, Port Hueneme and Ventura, and in the unincorporated County areas between the cities. In Fiscal Year 2013-14, GCTD served almost 4 million fixed-route passenger boardings, an increase of 7.2 percent from the previous year. In the same year, it operated over 2,600,000 miles and 196,925 hours of revenue service. GCTD operates a fleet of 56 full-size (35-foot and 40-foot) buses on fixed-route service all using clean compressed natural gas (CNG).

GCTD's fixed-route service is comprised of 20 bus routes. The service is designed to meet an array of travel needs that connect neighborhoods to jobs, schools, shopping and other destinations. The amount of service available is limited by the level of funding available for transit in the local service area. As all GCTD buses are wheelchair accessible, the District meets all requirements of the ADA. Additionally, GCTD has installed front-mounted bicycle racks that can transport up to three bicycles on all of its fixed-route buses.

Table 2.1: GCTD Bus Route Classification & Vehicles Used FY 2015-16

Route	Destination	Days of Service	Route Classification	Peak Buses in Service
1	PortHueneme-OTC	Daily	Frequent Local	4
2	Colonia - Downtown Oxnard	Daily	Circulator	1
3	JSt - Centerpoint Mall - Naval Base	Daily	Circulator	1
4	North Oxnard	Daily	Local	3
5	Hemlock - Seabridge - Wooley	Daily	Circulator	1
6	Oxnard - Ventura - Main St	Daily	Frequent Local	9
7	Oxnard College - Centerpoint Mall	Daily	Local	1
8	OTC - Oxnard College - Centerpoint Mall	Daily	Local	2
9	Lemonwood - Channel Islands Blvd	Daily	Circulator	1
10	Pacific View Mall - Telegraph - Saticoy	Daily	Local	1
11	Pacific View Mall - Telephone - Wells Center	Daily	Local	3
15	Esplanade - ElRio - St. John's	Daily	Circulator	1
16	Downtown Ojai - Pacific View Mall	Daily	Intercity	3
17	Esplanade - Oxnard College	Daily	Local	2
18	Booster Service to Local High Schools	School Days	Special	4
19	OTC - 5th St - Gonzales Rd	Daily	Local	1
20	Rice - Gonzales Rd - 5th	Daily	Local	1
21	Pacific View Mall - Centerpoint Mall	Daily	Local	4
22	Wells Center - St. John's - Nyeland Acres	Daily	Local	2

Figure 2.1: GCTD System Map



OVERVIEW OF GCTD'S ROUTES

This overview provides descriptions of each GCTD route. All routes are **regularly** evaluated per GCTD's *Fixed-Route Service Planning Guidelines & Evaluation Policy*, which can be found at www.goldcoasttransit.org. Information on route performance for Fiscal Years 2013-14 and 2014-15 can be found in Appendix I. Recommendations for addressing noted shortcomings are reviewed in Chapter 8.

1 Port Hueneme – Oxnard Transit Center

Routes 1A and 1B are frequent local routes that provide frequent service (approximately every 22 minutes) between downtown Oxnard and the City of Port Hueneme. Beginning at the Oxnard Transit Center (OTC), these routes provide service to Oxnard City Hall, the C Street Transfer Center (CTC), Santa Clara High School, Port Hueneme Beach Park, Port Hueneme City Hall, the Port of Hueneme, Naval Base Ventura County (NBVC) and Hueneme High School via C Street, Saviers Road and a loop around southern Port Hueneme. (Route 1A runs clockwise and Route 1B runs counterclockwise).

Route 1 is GCTD's most successful route in terms of passengers per hour and subsidy per passenger. These routes are also second in terms of overall passengers served. Route 1 provides service to large, dense, primarily lower income neighborhoods. The routes serve 40,042 people and 12,636 jobs within a quarter mile of a bus stop.

Shortcomings of Route 1 are its two unproductive segments, the Surfside and Ponoma loops, as well as no stops southbound along Ventura Road between Bard and Pleasant Valley Roads.

2 Colonia – Downtown Oxnard

Route 2, a circulator route, provides service approximately every 45 minutes to the Colonia and Rose Park neighborhoods in Oxnard. It serves the OTC, Oxnard City Hall, two junior high schools, Multi-Service Center, Del Sol Park and the GCTD Administrative Office in one-way clockwise loop along Garfield Avenue, Colonia Road, Gibraltar Street and Third Street.

Route 2 primarily provides service to lower income neighborhoods and is in the top and second quartile in the passenger per hour metric and subsidy per passenger metric, respectively. Route 2 is able to provide quality service with only one bus in service all day but due to its limited service hours is 8th in passengers served per year.

A major shortcoming of this route is its one-way loop structure. Additionally, narrow streets and frequency of on street parking, the Colonia and Rose Park neighborhoods restrict access to stops and hamper operation of large transit buses. The congestion, with stops placed in close proximity to one another make this route the slowest in the GCTD system.

3 J St – Centerpoint Mall – Naval Base

Route 3, a circulator route with an average frequency of 45-50 minutes, serves the OTC, Oxnard Plaza Park, the Oxnard Performing Arts Center, the CTC, SeaBee Museum and NBVC via 5th Street, Hobson Way/J Street, C Street, ending in a one way loop along Teakwood Street, Ventura Road and Channel Islands Boulevard.

Route 3 provides passengers living in the high density area in south Oxnard access to services, jobs, and recreation as well as NBVC.

Route 3 is right in the middle in the passengers per hour and subsidy per passenger metrics and is 11th in terms of passengers per year. Route 3 also contains a one way loop that increases travel time for riders waiting for service on the far end of the loop.

4 North Oxnard

Routes 4A and 4B are local routes that run counter to each other and serve north Oxnard via Doris Street, M Street, Ventura Road, Lantana Street, Gonzales Road, Rose Avenue, and 3rd Street. Route 4A runs in a clockwise loop on a 40 minute frequency and 4B runs counterclockwise on a 30 minute frequency. Both routes begin at the OTC and serve Oxnard City Hall, Fremont Junior High School, Pacifica High School, Shopping at the Rose, and St. John's Regional Medical Center.

Route 4 is an effective local route that connects a large population of passengers to a high number of jobs and medical services in Oxnard. The route connects a population of approximately 34,000 people to 10,000 jobs.

Route 4 is in the second quartile for both passengers per hour and subsidy per passenger metrics but serves the fourth most passengers per year. Route 4B has higher ridership due to its additional frequency and proximity to major destinations. A shortcoming of Route 4 is that deviates into neighborhood streets north of Gonzales Road, which slows the bus down and is somewhat unproductive.

5 Hemlock – Seabridge – Wooley

Route 5, a circulator route, has a frequency of approximately 45 minutes and serves the neighborhoods of Hobson Park West, Marina West and Via Marina along Fifth Street, Ventura Road, Wooley Road, McLoughlin Avenue, Hemlock Street, and Victoria Avenue in a one way loop. Beginning at the OTC, Route 5 provides service to Oxnard Plaza Park and the Seabridge Shopping Center as well as providing a connection to Ventura via the Route 21.

Route 5 is able to provide timely service with just one bus in service on the route all day, however, a great portion of the route is a one way loop. Despite this, it is in the second quartile for passengers per hour and the first quartile for subsidy per passenger though it serves the 9th most passengers per year. It is important to note that this route has the best on time performance.

Route 5 provides service to areas underserved compared to the rest of GCTD's service area. Currently, the route is experiencing declines in ridership, due mostly to the implementation of Route 21, which provides a faster trip to Ventura and illustrates that passengers are willing to walk longer distances to reach faster, more direct and frequent service.

6 Oxnard – Ventura – Main St.

Route 6 is a frequent local route that serves the cities of Oxnard and Ventura on an average frequency of 23 minutes. Beginning at the OTC and running north utilizing C Street, it stops at the Esplanade Shopping center before continuing north on the 101 Freeway. Exiting at Johnson Drive, it serves the Montalvo neighborhood before traveling north on Victoria Avenue and continues to Telegraph Road to the Ventura Transit Center (VTC). It continues on Loma Vista Road and Main Street to Ventura Avenue where it terminates at Seneca Avenue. Route 6 serves Oxnard City Hall, the Ventura County Government Center, Ventura College, Pacific View

Route 7 has a short travel time per trip and provides service to outlying parts of Oxnard, giving access to services and destinations that otherwise prove challenging to reach. Ridership on this route remains low, carrying the third lowest amount of passengers per year in the system. This route ranks in the third quartile in terms of passengers per hour and subsidy per passenger. One reason for the low ridership on this route may be due in part to portions of this route that are duplicated by routes 1 and 8.

8 OTC – Oxnard College – Centerpoint Mall

Route 8, a local route, connects downtown and south Oxnard to Oxnard College on an average frequency of 45 minutes. The route begins at the OTC, travels on Rose Avenue to the Lemonwood neighborhood, continues to Oxnard College, along Bard Road and end at the CTC. It also serves the Pacific Industrial area, the Ventura County Human Services Agency, Channel Islands High School, College Park and the South Oxnard Library.

Route 8 falls in the middle of the pack in terms of performance. It serves the 7th most passengers per year and is in the second quartile in terms of passengers per hour and in the third quartile in terms of subsidy per passenger. It also provides access to about 10,000 jobs including those in the Westar Industrial area, Oxnard College and surrounding the Centerpoint Mall. As service to Lemonwood is a significant route deviation, Route 8 has been suffering from a decline in ridership. Also, because Oxnard College is served by both the northbound and southbound trips, the potential of passenger confusion increases.

9 Lemonwood – Channel Islands Blvd.

Route 9, a circulator route, serves the Cal-Gisler and Lemonwood neighborhoods in Oxnard on a 50 minute frequency. Beginning at the CTC, Route 9 makes a clockwise loop along the Cal-Gisler neighborhood, returns to CTC then travels east on Channel Islands Boulevard to Lemonwood where the route makes a clockwise loop. This route also serves Channel Islands and Santa Clara High Schools.

Challenges of this route are two slow, one-way loops in neighborhoods, serving the CTC twice within 15 minutes which can be confusing for passengers and a layover in the middle of the route. It also provides access to a limited number of jobs. This route has the second lowest number of passengers per year and sits just above the lowest quartile for passengers per hour and subsidy per passengers.

10 Pacific View Mall – Telegraph – Saticoy

Route 10 is a local route linking midtown Ventura and east Ventura/Saticoy. It begins at the VTC and travels along Telegraph Road to Wells Center and then to the Saticoy neighborhood. Route 10 serves Ventura College, Buena High School and Juanamaria Middle School. Route 10 provides hourly service and a quick trip between the two areas of Ventura. For example, a common trip on Route 10, from Wells Center to Ventura College, is only 5 minutes longer using transit.

This route serves the 10th most passengers per year and falls into the last quartile in terms of passengers per hour and subsidy per passengers. Currently, Route 10 serves a low density area, however, it is expected that the population and ridership will increase due to two large planned developments in east Ventura at Telegraph Road and Wells Road. Another challenge

of this route is that it serves the Wells Center twice within 15 minutes thus offering redundant service, possibly confusing passengers and adding travel time to the route.

11 Pacific View Mall – Telephone – Wells Center

Route 11, a local route, provides service in Ventura between the VTC and Wells Center along Telephone Road and has an average frequency of 35 minutes. It is similar to Route 10 in that it begins and ends at the same locations but it instead utilizes Telephone Road. Route 11 connects a large population to approximately 16,400 jobs. It serves a number of shopping centers, the Market Industrial Area and the County Government Center, which also serves as a major transfer point.

It has a direct route path with well spaced stops allowing it to maintain a good on time performance. Route 11 only has one route deviation with the purpose of providing service to a shopping center, industrial area and the DMV.

15 Esplanade – El Rio – St.John's

Route 15, a circulator route, serves the unincorporated neighborhood of El Rio, connecting it to the Esplanade and St. John's Regional Medical Center and has an average frequency of 50 minutes. The route also provides service to Rio Vista Middle School, the Oxnard Auto Center, Costco and the edge of RiverPark.

A major shortcoming of this route is that it travels around the Auto Center in a one-way loop in both route directions, which slows the route down and can confuse passengers. The Auto Center loop takes about 15 minutes, or 25% of a round-trip but only serves 21 passengers per day or only about 7% of the total daily ridership. Though Route 15 provides vital service to a low-income neighborhood, it serves the least passengers per year of all GCTD routes and is last in terms of passengers per hour and subsidy per passenger.

16 Downtown Ojai – Pacific View Mall

Route 16 is an intercity route that provides hourly service between Ventura and Ojai. The route begins at the VTC, travels on Thompson Boulevard to Ventura Avenue and eventually uses Highway 33 to travel to downtown Ojai, ending at the Ojai Park and Ride.

Route 16 provides a vital link, connecting Ojai to destinations and services in Ventura. Route 16 not only brings those living in Ojai south but it also allows those living in Ventura, Oxnard and Port Hueneme to reach destinations in Ojai. It maintains strong ridership and receives requests for increase of frequency. Due to the long distance traveled on of the route, increasing frequency is quite costly. However, due to its route path, it provides service fairly comparable to the same trip in an automobile.

Route 16 serves the 3rd most passengers per year and is in the first quartile for both passengers per hour and subsidy per passenger. A major shortcoming of this route is that it currently only operates once per hour. Along the more populous corridors of this route, including Thompson Street in Ventura, where there are higher concentrations of businesses, wait time for the bus can be long, discouraging transit ridership.

17 Esplanade – Oxnard College

Route 17 is a local route that serves many neighborhoods throughout Oxnard. Beginning at the Esplanade Shopping Center in north Oxnard, it provides service to RiverPark, travels along Ventura Boulevard then heads south on Rose Avenue, ending at Oxnard College. It also provides service to the south end of El Rio, the Oxnard Auto Center, St. John's Regional Medical Center, the Pacific Industrial area, Channel Islands High School and College Park.

Serving many different areas of Oxnard, Route 17 connects neighborhoods to major trip generators. With few route deviations, passengers can move from one of the city to the other in a short amount of time.

18 Trippers – Oxnard H.S., Pacifica H.S., Ventura H.S., Rio Mesa H.S.

The Route 18 Trippers are a service designed to supplement existing routes and help students get to school. Open to the general public, these routes run while schools are in session with limited trips in the morning and afternoon to coincide with the beginning and end of school days. There are four different Tripper routes that serve Oxnard High School, Pacifica High School, Ventura High School and Rio Mesa High School.

19 **20** OTC – 5th – Gonzales Rd.

Routes 19 and 20 are local routes that provide hourly service in the north end of Oxnard. They are loop routes that travel opposite each other. Both begin at the OTC and are bounded by Fifth Street, Victoria Avenue, Gonzales Road and Rice Avenue. They serve Oxnard Airport, the Mexican Consulate, Oxnard High School, Pacifica High School, St. John's Regional Medical Center, medical centers and colleges along Gonzales Road, the Veterans Affairs Center and the industrial area in north east Oxnard.

These routes provide direct service between east and west Oxnard connecting passengers to about 18,400 jobs. These routes serve the 8th most passengers per year but both routes are in the third quartile for passengers per hour and subsidy per passenger.

21 Pacific View Mall – Victoria Ave. – Centerpoint Mall

Route 21 is a local route that travels between south Oxnard and Ventura. Beginning at the CTC, it travels west on Channels Islands Boulevard to Victoria Avenue, turning left on Telegraph Road, terminating at the VTC. Route 21 provides 30 minute peak hour service and hourly service during non-peak times. Route 21 provides service to NBVC, a number of shopping centers, the Ventura County Government Center, Buena High School and Ventura College.

Since its inception in early 2013, Route 21 has quickly grown in ridership and was the 5th most popular route at the end of FY 2014-15. Due to the quick and direct trip it provides between south Oxnard and Ventura, Route 21 carries passengers to the VTC in less time than Route 6 and from a further distance. This route falls into the second quartile for passengers per hour and subsidy per passenger.

22 Wells Center – St. John’s – Nyeland Acres

Route 22 is a local route that began service in July of 2015 and provides direct service between north Oxnard and east Ventura every 50 minutes. Beginning at Wells Center, it travels along Wells Road to Vineyard Avenue to Central Avenue, taking Rose Avenue south to Gonzales Road to Rice, terminating in the unincorporated neighborhood of Nyeland Acres. It services to Juvenile Justice Center, Rio Mesa High School, St. John’s Regional Medical Center, medical centers and colleges along Gonzales Road, the Veterans Affairs Center.

Route 22 provides a fast way to travel between Oxnard and east Ventura, cutting travel time by an hour in each direction. Using alternative streets, like Los Angeles Avenue and Vineyard Avenue, and limited stops, Route 22 provides passengers living in east Ventura quicker access to St. John’s Regional Medical Center, County facilities, and other medical facilities on Gonzales Road. It also gives those living in Nyeland Acres direct service to Rio Mesa High School and services in east Ventura.

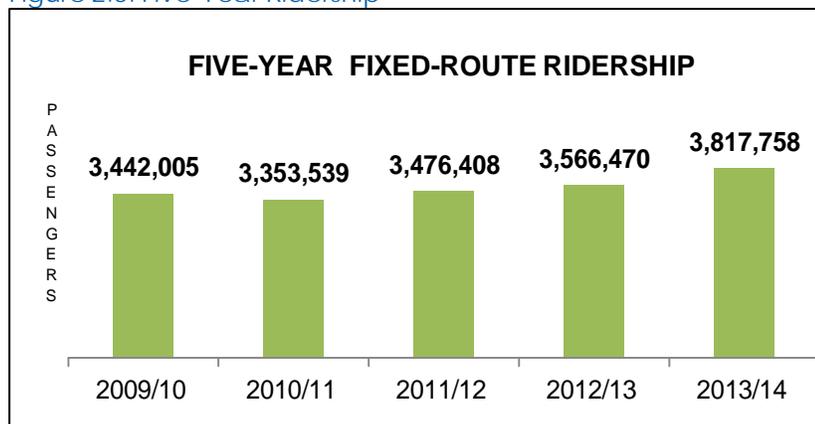
FIXED-ROUTE RIDERSHIP BY ROUTE

In FY 2013-14, GCTD’s fixed-route service served 3,817,758 passengers. The following table presents the fixed-route ridership by route for that period.

Table 2.2: FY 2013-14 Ridership by Route

Route	Route Name	FY 13/14 Unlinked Passengers
1A & 1B	Port Hueneme – OTC	600,854
2	Colonia – Downtown	100,901
3	J St – Centerpoint Mall – Base	105,002
2 & 3	<i>Route 2 & 3 Combined</i>	205,903
4A & 4B	North Oxnard	297,858
5	Hemlock – Seabridge – Wooley	100,525
6	Oxnard – Ventura – Main Street	1,046,340
7	Oxnard College – Centerpoint – PV Rd	77,481
8	OTC – Centerpoint – Oxnard College	169,664
9	Lemonwood – Channel Islands	62,197
11	Telephone Road – Wells Center	243,444
14	RiverPark – Nyeland Acres	53,720
15	El Rio – Esplanade	69,916
14 & 15	<i>Route 14 & 15 Combined</i>	123,636
10	Telegraph Road – Saticoy	104,951
16	Downtown Ojai – Pacific View Mall	311,561
10 & 16	<i>Route 10 & 16 Combined</i>	416,512
17	Esplanade – Oxnard College	69,223
18	Trippers (OHS, VHS, PHS)	54,065
19	Gonzales – OTC – 5 th – Airport	68,274
20	Eastman – Lombard – Sturgis – Shuttle	49,223
21	Victoria – Ventura – Port Hueneme	232,559
TOTAL	GCT System YTD – YEAR END	3,817,758

Figure 2.3: Five-Year Ridership



PARATRANSIT SERVICE OVERVIEW

GCTD's "GO ACCESS" provides paratransit service for people with disabilities and senior citizens located within the GCTD service area. GO ACCESS offers complementary paratransit service for ADA certified individuals with disabilities and persons age 65 and older. Paratransit service differs from fixed-route service in that customers reserve their trips by phone at least one day in advance. Riders are usually picked up at the curb outside their origin and dropped off at the curb outside their destination. Riders can use GO ACCESS for any purpose to any destination within the GCTD service area.



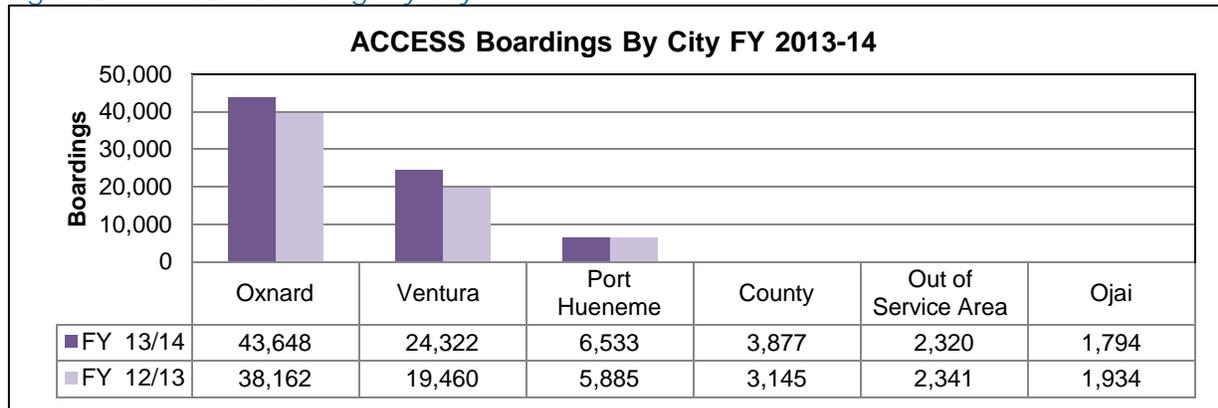
GCTD is required to ensure all ADA paratransit service provided is compliant with FTA regulations. Whenever fixed-route services are delivered, comparable ADA paratransit service must be offered and available to persons whose disabilities prevent them from effectively using the local fixed-route services. Service must be available the same days and hours, serve the same geographic area and provide passengers similar travel times experienced on fixed-route service.



In FY 2013-14, the GO ACCESS paratransit system transported 82,495 passengers, an increase of 16.3 percent from the previous year. In 2015, as part of the District's rebranding efforts, a new "GO ACCESS" logo and paint scheme for the vehicles was introduced. At the same time, GCTD purchased new, smaller paratransit vehicles in order to improve fuel economy and ease of access.

GCTD currently contracts its paratransit service to MV Transportation, a private passenger transportation contractor that is based at an off-site facility in Oxnard. The agreement between GCTD and MV facilitates GCTD oversight of GO ACCESS.

Figure 2.4: ACCESS Boardings by City



FARE STRUCTURE

The full adult fixed-route cash fare is \$1.50 per trip. GCTD also offers a reduced fare of \$0.75 to seniors (age 65-74), persons with disabilities, and Medicare card holders. Transfers, valid for 2 hours, are provided upon request when the fare is paid. Seniors 75 years of age and over can ride free at any time and children 45 inches and under can ride free when accompanied by a paying adult.



In addition to cash fares, GCTD sells a 1-Ride Pass, 15-Ride Pass, Day Pass, and 31-Day Pass. Tickets and passes are sold at the Customer Service Center, by mail order, or at an authorized ticket outlet.

GO ACCESS fares are \$3.00 per one-way trip. The ADA limits the fare for a one-way paratransit trip to twice the base adult fare for the fixed-route service. Passengers riding to and from the County Senior Nutrition Program may ride free.

GCTD and VCTC Intercity bus service have established a friendly agency transfer agreement where each operator accepts the other’s transfers as a valid fare to complete their trip. GCTD previously accepted the VCTC GoVentura Smartcard on its buses until it was discontinued in July 2015. In order to facilitate passengers who use multiple systems, GCTD now accepts VCTC’s 1-Ride and 31-Day passes on board its buses and receives reimbursement for those trips. However, GCTD does not currently accept VCTC’s 10-Ride pass.

Opportunities in the future may include development of a smartcard, similar to the TAP card. LA Metro’s TAP card is used by all 26 transit providers in LA County and is the largest such program in the country.

PASSENGER INFORMATION

GCTD system maps and schedule information for each route are available online at www.goldcoasttransit.org. The Bus Book, published for each service change, is provided free online, onboard every bus, at the Customer Service Center, at GCTD’s ticket outlets and at over



65 locations throughout the service area. Trip planning assistance and service information is available by calling or visiting the Customer Service Center located in the Oxnard Transit Center Monday-Friday, from 7 a.m.-7 p.m. Additionally, GCTD Trip Planning is available through Google Maps online and via smartphone. Passengers and staff can also access real-time predictive bus arrival information through the cloud-based application NextBus.

REGIONAL SERVICE COORDINATION

VCTC Intercity Bus service provides connections to cities and neighboring counties outside of the GCTD service area. GCTD does not have any timed transfers with VCTC, but does coordinate times where feasible to facilitate transfers between systems. As mentioned previously, GCTD accepts transfers from VCTC, as well as their 31-Day and 1-Ride passes.

Metrolink and Amtrak operate limited commuter rail between Ventura County and the Los Angeles region. GCTD has 10 routes that connect with these rail services at the Oxnard Transit Center. There is also a Metrolink stop in east Montalvo and an Amtrak stop in downtown Ventura. GCTD accepts Metrolink and Amtrak passes to allow commuters to complete trips with these services.

OTHER MUNICIPAL OPERATORS

The Ojai Trolley, operated by the City of Ojai, operates two fixed trolley routes servicing Ojai, Meiners Oaks and Mira Monte. GCTD coordinates transfers to Route 16 (Downtown Ojai-Pacific View Mall) with the Trolley service to help provide passengers easier connections to and from the Ojai Trolley.

The Ventura Trolley, operated by the Downtown Ventura Partnership, provides free shuttle service between downtown Ventura and the Ventura Harbor via Pierpont. The Ventura Trolley does not have any scheduled connections with GCTD service.

The Harbor and Beaches Dial-a-Ride, currently operated by the City of Oxnard, provides general public dial-a-ride service to and from the Harbor and beach areas in Oxnard, Port Hueneme and the County, namely along Harbor Boulevard, generally where bus service is not currently provided. It serves to transport residents within this area and to transit centers where passengers can transfer to GCTD service.

OTHER VENTURA COUNTY TRANSPORTATION OPTIONS

While this SRTP is focused on GCTD service, there is a variety of transportation options available in Ventura County in addition to public transportation such as car-sharing, carpooling, vanpooling, on demand services and bicycle and pedestrian networks. GCTD intends to work in cohesion with other modal options to help provide the best service to meet passengers' needs. The cities of Oxnard and Ventura and the County of Ventura have bicycle master plans that help show the investment in alternative modal options and plan for the future. Bike networks and programs help to bridge the gap of last mile connections and make transit a more viable option for our community. Additionally, VCTC has a countywide bicycle lane map and is working to

complete a bicycle wayfinding project, all of which helps to increase the attractiveness of alternative modal options.

Along the same lines, as alternative transportation options evolve and grow in popularity, such as on-demand services like Uber and car-sharing programs like Zipcar, GCTD intends to work cooperatively with alternative modal options to help modality in its service area.

Additionally, GCTD resolves to keep abreast of technological changes that help improve modality options and public transportation specifically. Along with GCTD service, the mobility and accessibility provided by these options are critical to the quality of life of the residents in the County. Access to social and medical services, employment opportunities, educational resources, and basic necessities are topics of concern for GCTD and other county agencies in developing transportation plans to meet public need. Website links to each of these providers is included on GCTD's website at www.goldcoasttransit.org.

Figure 2.5: Ventura County Fixed-Route Transit System



Source: VCTC SRTP (Nelson Nygaard) 2015