

Mobility and Transportation

July 2021



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Introduction

This section summarizes the existing transportation conditions in the City of Ventura. The status and condition of multimodal transportation elements as part of the City's local roadway system, transit system, bicycle/pedestrian facilities, and parking/curb management are discussed along with opportunities and constraints.

Roadway Network

The regional and local roadway network in Ventura is a hierarchical system of highways and local streets developed to provide regional traffic movement and local access. Regional access to Ventura is provided by a series of freeways. U.S. Highway 101 is the main regional transportation artery, providing connections to points both north and south along the Pacific Coast. State Route 126 is an east-west running highway that connects Ventura to the Santa Clara River Valley, the City of Santa Clarita, and Interstate 5. State Route 33 is a north-south running highway that connects U.S. 101 to the Ojai Valley.

Functional classification system groups roadways into a logical series of decisions based upon the character of travel service they provide. The classification process is influenced by the intensity and distribution of land development patterns. Contrarily, engineering design classification refers to the dimensions and arrangements of the visible features of a roadway, such as pavement widths, slopes, channelization, and other features that can significantly affect operations. The geometric design of the roadway is consistent with the intended functional classification of the highway and fits the characteristics and needs of all users.

A circulation network is composed of facilities that emphasize mobility or access to different degrees. The following types of facilities are defined.

Freeways/Highways

The freeway is the highest level of roadway in the planning area and accommodates regional and interstate travel. Freeways typically have at least four through lanes (two per direction). Freeways limit access to interchanges and have a typical design capacity of over 2,000 vehicles per hour per lane.

Primary and Secondary Arterials

Primary and Secondary Arterials are the primary routes for cross-town travel and serve the major centers of activity. These roads typically carry a high proportion of the total urban area travel. Arterials can be configured as *boulevards*, *avenues*, and *streets*. They typically have a speed limit that is equal to or greater than 35 mph, but not more than 45 mph. In urban districts, the desired traffic speeds are less than 35 mph. Primary arterials consist of six or more lanes and secondary arterials consist of four lanes.

Collectors

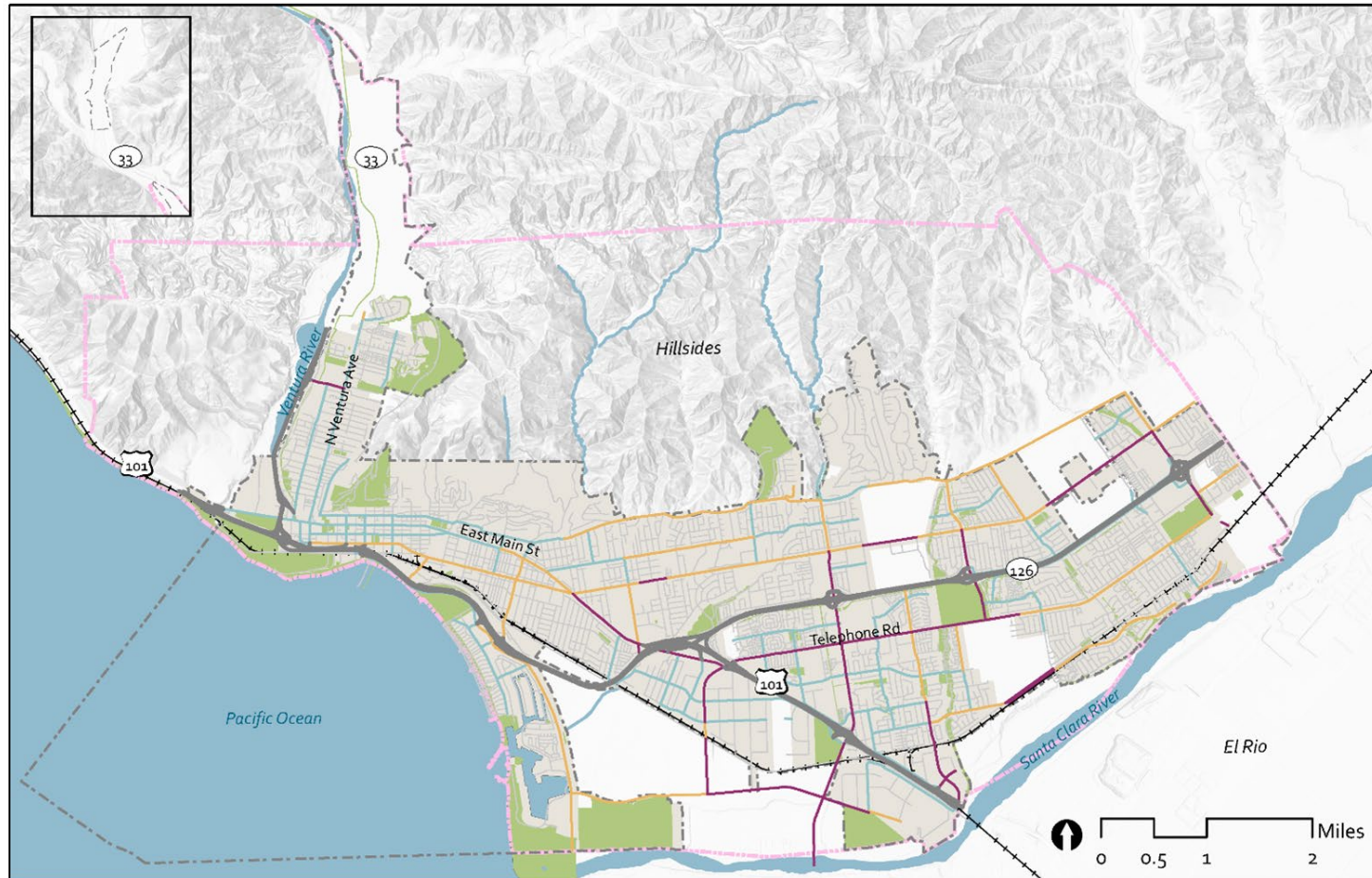
Collectors serve as links between local roadways. They are designed to handle traffic volumes loading from and onto other local, collector, and arterial streets with the speed limit of 25 to 30 mph. Collectors may front residential and neighborhood-serving commercial uses. Collectors can be configured as *boulevards*, *avenues*, *streets*, and *main streets*. Collectors typically consist of two lanes.

Local Streets

Local streets front residential or pedestrian-scale commercial land uses. They are designed for the safety of pedestrians and bicyclists, and the ease of access to adjacent parcels of land with the speed limit of 25 mph or less. Local streets have high level of connectivity with other local streets and collector streets. Local streets include *alleys*, *lanes*, and "*yield*" streets.

Figure 1 shows the roadway classification within the City of Ventura.

Figure 1: Roadway Classifications



Roadway Classification

- | | | | |
|---------------------|-------------------|---------------------|------------------|
| Freeways | Collector Streets | Ventura City Limits | Railroad |
| Primary Arterials | Local Streets | Sphere of Influence | Green/Open Space |
| Secondary Arterials | | Planning Boundary | |



Vehicle Traffic

Given the atypical conditions related to the Covid-19 pandemic, 2020 traffic counts were not collected. Thus, existing traffic counts were obtained from multiple sources. The traffic data utilized for this study was generally collected in 2018 while local schools were in session, avoiding any holiday-related shifts in traffic patterns. The intersection counts were conducted during the morning peak period (7–9 a.m.) and evening peak period (4–6 p.m.), while roadway segment counts were conducted over a 24-hour period.

Utilizing the two sets data (peak hour intersection counts and 24-hour segment counts), daily roadway segment volumes throughout the city were calculated by applying an average evening peak hour-to-daily volume ratio. This conversion ratio was determined through review of the 24-hour segment counts and is generally close to the conventional conversion factor of 10.

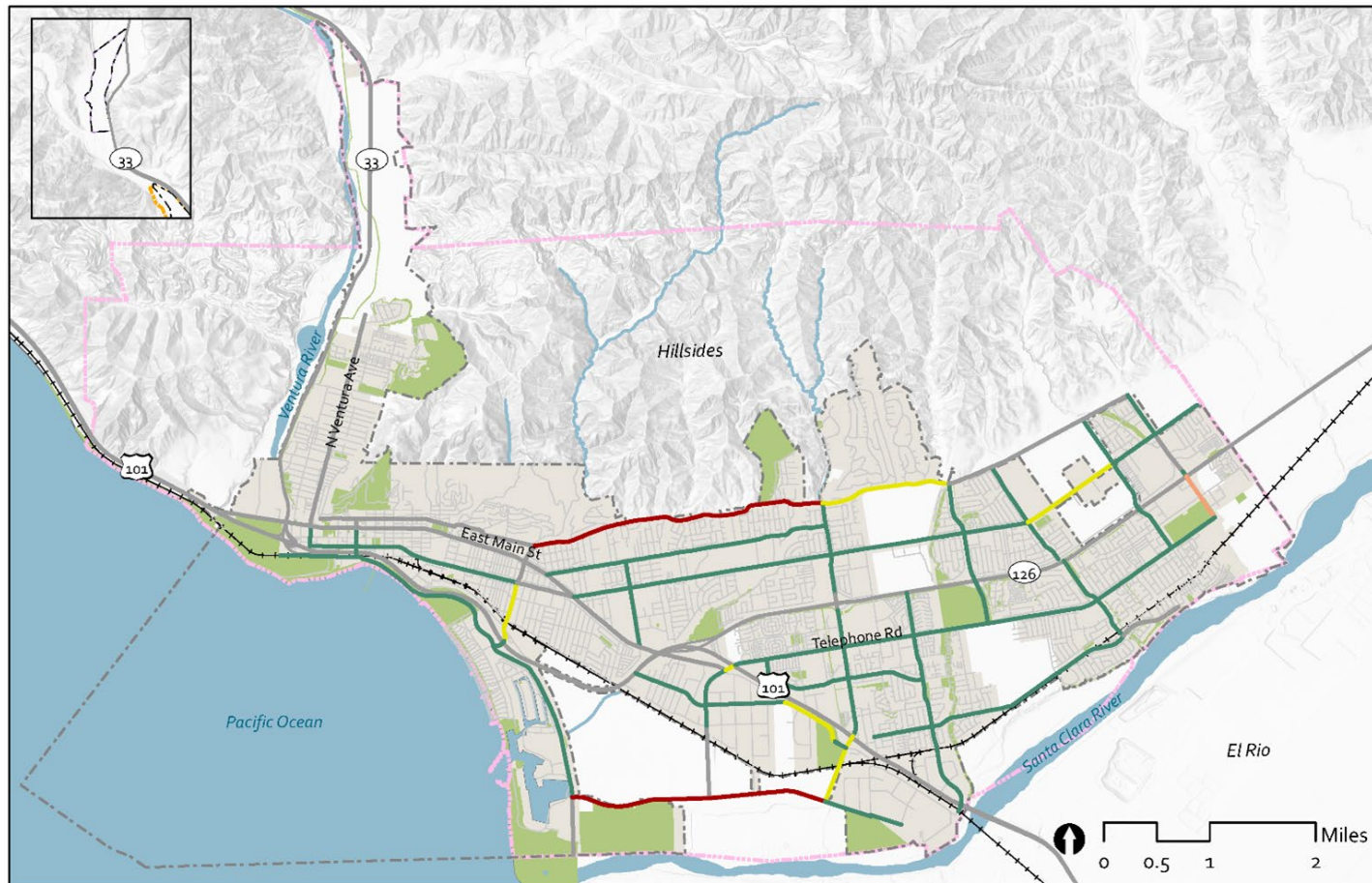
Average Daily Travel and Congestion

Iteris utilized recent traffic counts within the City of Ventura to develop daily roadway volumes. The volumes were then divided by the theoretical capacity of the roadway (based on lane configuration) to derive a daily Volume-to-Capacity (V/C) ratio. Using V/C ratios is a high-level method to describe the level of traffic along a particular roadway as compared to the roadway's capacity. In addition, it helps to describe the capacity that is available for future traffic growth. **Figure 2** shows the daily roadway V/C ratios within the City of Ventura.

As shown in **Figure 2**, most roadways within the City currently operate under 80% capacity during daily. A few roadways that operate above 80% capacity include Foothill Road between Seaward Avenue and Kimball Road, Wells Road between SR-126 and Telephone Road, and Olivas Park Drive between Harbor Boulevard and Victoria Avenue.

The volume-to-capacity analysis also informs the available roadway capacity in the City. In general, the northeast areas of the City consist of roadways with most available capacity for future traffic growth, including roadways such as Kimball Road, Johnson Drive, and Petit Avenue.

Figure 2: Volume/Capacity Ratio



Roadway Daily Volume/Capacity (V/C)

- | | | |
|----------------------|---------------------------|--------------------|
| — Data Not Available | - - - Sphere of Influence | —+—+—+ Railroad |
| — <0.7 | - - - Planning Boundary | — Roadway |
| — 0.7 - 0.8 | ■ Ventura City Limits | ■ Green/Open Space |
| — 0.8 - 0.9 | | |
| — >0.9 | | |

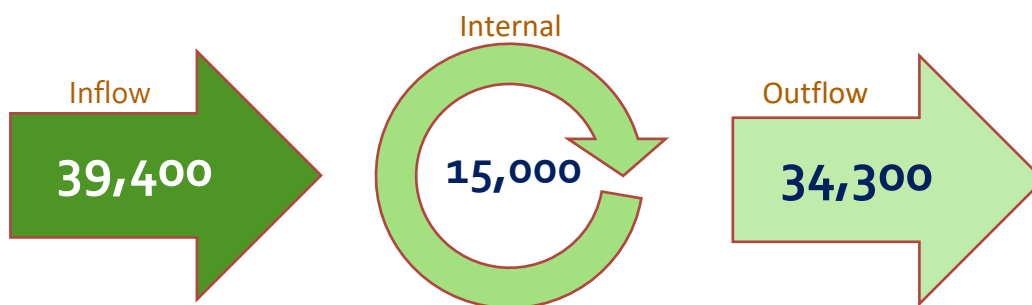


Commuting Patterns

Data from the US Census Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics shows major inflows and outflows of workers, with 72 percent of employees in the City coming from outside of the City and 70 percent of residents working outside of the City. Of the approximately 49,400 workers that live in the City, only 15,000 remain within the City for their place of employment, while approximately 39,400 workers who live outside of the City commute to Ventura to work.

These patterns mean the general trend within Ventura is an inflow of traffic during morning peak hours and an outflow during evening peak hours, though there is a good balance of inbound and outbound trips.

Figure 3: Commuting Inflow-Outflow



Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities are a critical piece of the non-motorized transportation system. Throughout the past several decades, the City has been in a continual process of supporting community non-motorized transportation and recreational needs by:

- Connecting schools, parks, activity areas, housing areas, and employment centers with bike paths and lanes, particularly in areas without roadways
- Constructing additional Class I or Class II bikeways in several locations, including along the Santa Clara River and the coast to connect to the Ventura River Trail
- Installing bicycle racks
- Updating bicycle facility standards to ensure proper design and maintenance
- Constructing improvements to resolve bicycle/automobile conflicts
- Mitigating impacts on bicyclists from new development and during and following construction of roadway projects

The City is also undertaking an Active Transportation Plan (ATP) at this time. The General Plan team will coordinate with the ATP team to ensure consistency in recommendations.

Bicycle Facilities

Bicycle facilities are a critical component within the existing roadway network. Because bicycles are an integral component of the city's mobility system, they are allowed on all city roadways. Designated bikeways improve the safety and convenience of bicycling within the City. The bikeways discussed in this report include standards and designations established by the California Department of Transportation (Caltrans). A brief description of the Caltrans bikeway designations is provided as follows along with the National Association of City Transportation Officials (NACTO) designation where applicable:

Class I Bike Path – A Class I bike path provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Generally, bike paths should be used to serve corridors not served by streets and highways or should be used where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. They can also serve to connect discontinuous street segments.

Class II Bike Lane – A Class II bike lane provides a striped lane for one-way bike travel on a street or highway, and is typically designated by bike lane signs and markings. NACTO defines these as Conventional Bike Lanes.

Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists, and to provide for more predictable movements by each.

Class III Bike Route – A Class III bike route provides a shared use area with pedestrian traffic or motor vehicle traffic, and is typically designated with a bike route sign.

Bike routes are shared facilities which serve either to:

- Provide continuity to bicycle facilities (usually Class II); or
- Designate preferred high demand corridors.

Class IV Bikeway – A Class IV Bikeway is a separated bikeway for exclusive use by bicycles. Typically, a grade separation, on-street parking, or other physical barrier separates the bikeway from vehicular traffic. NACTO defines these as Buffered Bike Lanes.

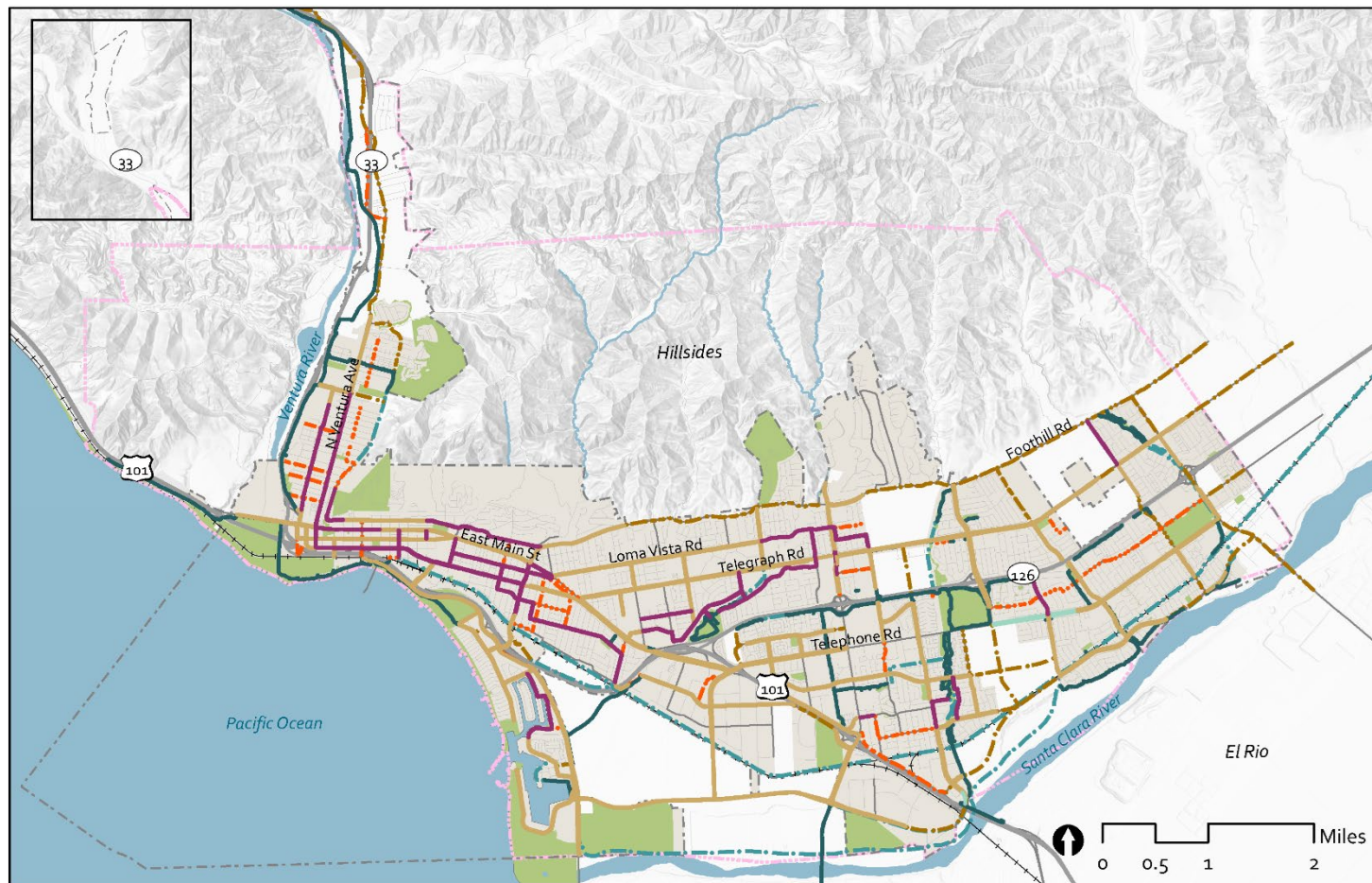
Figure 4 shows the existing bicycle facilities within the City.

Pedestrian Facilities

The City's pedestrian system consists of sidewalks, access ramps, crosswalks, linear park paths, and overpasses and tunnels. Special corridors such as the Beachfront Promenade, California Plaza, and Figueroa Plaza have been designated especially for pedestrians. The pedestrian system also includes neighborhood and park path systems, and dedicated trail facilities that are shared with bicyclists and other users. Sidewalks are typically located on all local streets, collectors, and arterials.

Despite the fact that sidewalks are located in majority of areas within the City, there are some gaps within residential neighborhoods. A notable portion of sidewalk gaps are located in areas between the SR-126 and US-101 (Montalvo and Cabrillo Village areas). These include portions of streets such as Darling Road, Telegraph Road, Foothill Road, and Saticoy Avenue.

Figure 4: Existing Bicycle Network



Existing and Future Bike Lanes

Existing Bike Class	Future Bike Class		
I	I	Ventura City Limits	Railroad
II	II	Sphere of Influence	Roadway
III	III	Planning Boundary	Green/Open Space
IV			



Parking and Curb Conditions

The City provides parking and storing of vehicles along roadways and in lots. This section describes the existing parking and curb conditions within the City.

Parking Lots and Structures

The City of Ventura has 45 parking lots that offer low rates and user conveniences. These parking lots are in close proximity to retail, restaurant, entertainment, and office buildings. While this document identifies the parking lots available in the City, it should be noted that a privately operated parking lot is also available in Downtown Ventura, providing an additional parking option for visitors. The City provides public beach area parking at the following locations:

- Parking structure on the south side of Harbor Boulevard at California Street near the Ventura Pier (\$)
- Surfer’s Point Park (\$)
- Ash Street parking area at the 101 freeway pedestrian overcrossing (downtown side)
- Parking lot at the southerly end of Seaward Avenue adjacent to the beach
- Plaseo de Playa
- Marina Park
- Surfers Knoll
- SanJon under the US 101 Freeway/Harbor Blvd
- Other public streets in the Ventura Keys and Pierpoint neighborhoods

\$=Paid

In addition to parking provided by the City, there is public parking at Buenaventura State Beach, at the end of Shoreline Drive adjacent to the County Fairgrounds, and in the Ventura Harbor area. **Table 1** shows the list of parking lots and time restrictions throughout the City.

Table 1: City of Ventura Parking Lots

Parking Lot	Restriction
2700 Loma Vista Road	2 Hour: 9 a.m. to 6 p.m.
5 Points	No Restriction
Busy Bee	4 Hour: 9 a.m. to 6 p.m.
CH – Condo	4 Hour
Chestnut	Free all day: No parking 3 a.m. to 5 a.m.
City Hall East / Trade Desk	Employee Parking for TTD only
City Hall Main	No Restriction
City Hall West	No Restriction
City of Ventura Public Works	Public parking allowed Monday – Friday from 5:30 p.m. to 6:20 a.m.

Parking Lot	Restriction
	Public parking allowed on weekends all day
Clock Tower	Free all day: No parking 3 a.m. to 5 a.m.
Community Memorial Hospital	2 Hour: 9 a.m. to 6 p.m.
Downtown Parking Garage	4 Hour: Floor 1 and Paid Floor 2 Free all day: Floor 2, 3, 4, 5
DVP	4 Hour: 9 a.m. to 6 p.m.
Evergreen Lot North	No Restriction
Evergreen Lot South	None
Farmers Market	Free all day: No parking 3 a.m. to 5 a.m.
Front Lot of Pier Parking Structure	Electric cars and employee parking
Front Street	No Restriction
Harman Lot	Free all day: No parking 3 a.m. to 5 a.m.
Howard Lot	No Restriction- No parking 10 p.m. to 5 a.m.
Katherine Lot	No Restriction
Knights of Columbus	Free all day: No parking 3 a.m. to 5 a.m.
Marie Shannons	4 Hour
Museum	Free all day: No parking 3 a.m. to 5 a.m.
Oak	Free all day: No parking 3 a.m. to 5 a.m.
Ocean Tower Parking	2 Hour: 9 a.m. to 6 p.m.
Paseo de Playa	No Restriction No parking 3 a.m. to 5 a.m. - 4 spaces
Pier Parking Lot	\$10 per day
Pier Parking Structure	\$10 per day
Poli St ROW Lot	No Restriction
Salvation Army	No Restriction
Sanjon Road	No Restriction
Santa Clara & Palm Center	Free all day: No parking 3 a.m. to 5 a.m.

Parking Lot	Restriction
Shared Lot w/Patagonia	No Parking 11 p.m. to 5 a.m.
South Seaward Lot	2 Hour: 7 a.m. to 6 p.m.
Surfer's Point	No Restriction
North California Street	Free all day: No parking 3 a.m. to 5 a.m.
Thille Street	Free all day: No parking 3 a.m. to 5 a.m.

Permit Parking

The parking permit system allows the City of Ventura to manage the use of on-street parking to assist residents with valid permits and their guests in finding parking near their homes. Within the City, there are several areas where residents need permits to park. These areas are divided into three categories: Downtown, School, and Medical district. The City's Downtown Parking Permit Program provides all day parking for downtown residents. Additionally, the City installed timed parking in areas around Ventura's high schools, colleges, and medical facilities. The City's School Area and Medical District Parking Permit Program provides all day parking for residents in those areas.

Table 2 shows the street segments that require residents to have parking permits to park all day for each area.

Table 2: City of Ventura Parking Permit Areas

Parking Permit Area	Segment
Downtown	<ul style="list-style-type: none"> • Oak Street between Poli Street and Main Street • Chestnut Street between Poli Street and Main Street • Fir Street between Poli Street and Santa Clara Street • Public Parking Lots: <ul style="list-style-type: none"> ○ S Palm St/Farmers Market Lot ○ N Chestnut St Lots ○ N California St Lot ○ N Oak St Lot ○ Downtown Parking Structure (24-hour spaces)
Medical	<ul style="list-style-type: none"> • Eugenia Drive between Lexington Drive and Loma Vista Road • Joanne Avenue between Loma Vista Road and Telegraph Road • Dos Caminos Avenue between Martha Drive and Telegraph Road • Agnus Drive between Gale Way and Loma Vista Road • Cabrillo Drive between Brent Street and Joanne Avenue • Martha Drive between Joanne Avenue and St. Bonaventure High School • San Pablo Street between Dunning Street and Mills Road • Lynn Drive north of Loma Vista Road
School	<ul style="list-style-type: none"> • Santa Cruz Street between Poli Street and Evans Avenue • Catalina Street between El Jardin Avenue and Main Street • Purdue Avenue between Hope Street and Loma Vista Road • Seton Hall Avenue between Pomona Street and Loma Vista Road • Walnut Drive between Foothill Road and Loma Vista Road • Estates Avenue between Telegraph Road and Campus Street • Bayview Avenue between Mono Ct and south of Burns Street • Day Road between Beckford Street and Loma Vista Road • Teloma Drive north of Loma Vista Road • Duke Avenue between Aurora Drive and Amherst Street • Poli Street between Santa Cruz Street and Catalina Street • Evans Avenue between Santa Cruz Street and Catalina Street • Hope Street between Purdue Avenue and Parsons Avenue • Rosemont Court • Rockford Court • Burns Street • Echo Court • Beckford Street between Dayloma Avenue and Georgetown Avenue • West Point Street • Hunter Street between Hunter Court and Loyola Avenue • Aurora Drive between Duke Avenue and Wake Forest Avenue • Amherst Street between Duke Avenue and Wake Forest Avenue • Stanford Street between Harte Avenue and Wake Forest Avenue • Larking Street between Xavier Avenue and Wake Forest Avenue • Cloverly Street between Victoria Avenue and Brookshire Avenue

Curbside Conditions

Policies directing the use of the curbside stem largely from Chapter 16.2 of the City's Municipal Code, "Parking, Standing, and Stopping," which authorizes parking, loading and unloading, and other curbside uses and restrictions in six sections:

- 16.210 – Parking, Standing, and Stopping Generally
- 16.215 – Stopping, Standing, and Parking on Certain Streets
- 16.217 – Oversized Vehicle and Trailer Parking
- 16.220 – Loading Zones
- 16.225 – Parking Pay Stations and Parking Meter Zones
- 16.230 – Method of Parking

General parking restrictions authorized by the municipal code that apply city-wide and at all times include the following:

- No parking zones marked by a red curb, no parking signs, or no standing signs.
- In front of a private or public driveway.
- In front of or within fifteen feet of a fire hydrant.
- Within marked or unmarked crosswalks. A crosswalk is considered to be in the extension of sidewalk boundary lines across a street or at any location where crosswalks are marked with white or yellow lines.
- Anywhere within an intersection including the corner curb area.
- Within 7'6" of a railroad track.
- For the purpose of advertising or selling.
- For the purpose of maintaining or repairing automobiles.
- In handicapped parking spaces without displaying the proper placard or license plate.
- Where a vehicle will obstruct or block a handicapped parking space.
- Within three feet of a handicapped access ramp.
- In the striped loading zone next to handicapped parking spaces.
- Straddling the markings or lines designating a parking stall.

Elsewhere, the municipal code authorizes the City Traffic Engineer to use a combination of signage and curb markings to regulate or prohibit parking, loading, and/or other curbside uses on certain streets or street segments. Where such restrictions do not exist, free curbside parking is generally allowed for a period of no more than 72 hours. This applies to virtually all local residential streets and collectors throughout the city.

Along major arterials, commercial thoroughfares, and in and around Downtown Ventura, curbside parking, where allowed, generally carries additional restrictions. Posted signage limits the duration, time of day, and/or days of the week on which vehicles can utilize the curb space, sometimes based on the proximity of nearby uses such as educational or medical facilities. The following signage is authorized by the Municipal Code to regulate parking during certain times on certain streets:

- *Signs designating hours* – prohibits parking between hours specified by sign on any day except Sunday and public holidays;
- *Twenty-four-minute parking* – prohibits parking for a period of time longer than 24 minutes;
- *Forty-minute parking* – prohibits parking for a period of time longer than 40 minutes;

- *Time restricted parking* – restricts parking during certain hours of any day(s) of the week, as specified by sign, for a period of time longer than that specified by sign.
- *One-hour or two-hour parking in certain school neighborhoods* – prohibits parking for a period of time longer than one or two hours between posted school hours for streets within a quarter mile radius of a school or college campus.
- *One-hour or two-hour parking in certain medical district neighborhoods* - prohibits parking for a period of time longer than one or two hours between posted school hours for streets within a quarter mile radius of a medical district or facilities.

In addition to posted signage, curb markings help drivers quickly assess permitted and prohibited uses along city streets. The City Traffic Engineer is authorized by the municipal code to utilize the following curb markings to indicate regulations regarding parking, loading, etc:

- *Red zones* – no stopping, standing, or parking at any time, except buses.
- *Yellow zones* – no stopping, standing, or parking except for commercial vehicles to load and unload merchandise for up to 20 minutes. Usually found in commercial areas and for use of adjacent commercial establishments.
- *White zones* – no stopping, standing, or parking except for loading and unloading of passengers for up to three minutes. Usually found near airports, hospitals, and bus and train stations.
- *Blue zones* – no stopping, standing, or parking except for disabled persons.
- *Green zones* – limited-term parking only, usually 20 to 40 minutes, as marked on curb and by accompanying signage.

In addition to unpaid, curbside parking, the municipal code authorizes the creation of paid parking zones, utilizing parking pay stations and meters on those streets or portions of streets established by city ordinance in order to manage the supply of parking and make it reasonably available when needed. The City's stated goal is to accomplish an on-street occupancy rate in these areas of 85%, with a maximum rate of payment of \$1.00 per hour on Main and California street and 50 cents per hour on the specified side streets. The payment may be made in five cent increments. The rate may be adjusted higher by or lower by the City Traffic Engineer depending on the occupancy described above.

Most of Downtown Ventura currently regulates curbside parking through pay stations and parking meters. In 2018, the City also authorized the use of the ParkMobile mobile application to provide a remote payment option for utilization of associated parking spaces, covering all of the diagonal parking spaces in use in Downtown Ventura. According to the application, the following street segments require payment in order to utilize curbside parking:

- Main Street – Mission Park east to Fir Street (\$1.00/hr.)
- Palm Street – Poli Street to Santa Clara Street (\$0.50/hr.)
- Oak Street – Poli Street to Santa Clara Street (\$0.50/hr.)
- California Street – Poli Street to Thompson Boulevard (\$1.00/hr.)
- Chestnut Street – Poli Street to Santa Clara Street (\$0.50/hr.)
- Fir Street – Poli Street to Santa Clara Street (\$0.50/hr.)

Rail Network

Commuter, Interregional and freight rail utilize the Union Pacific (UP) railroad line that runs north/south from Oxnard to Santa Barbara and points beyond. There are two passenger rail stations in the City: Ventura Station and East Ventura Station. The Ventura Station is served by Amtrak and the East Ventura Station is served by Metrolink commuter rail.

The Amtrak Pacific Surfliner and Coast Starlight stops at the Ventura Station located at 39 East Harbor Boulevard across from the shared parking lot for the Ventura County Fairgrounds and Event Center which provides free same-day and overnight parking. The station is also served by Amtrak's Thruway inter-city bus service with direct service to Bakersfield Amtrak Station and Los Angeles Union Station. Amtrak served approximately 230 daily passengers (boardings and alightings) at this station in 2019¹.

The Metrolink Ventura County Line connects the East Ventura Station to Los Angeles Union station via Oxnard, Camarillo, Moorpark and Simi Valley. The East Ventura Station located at 6175 Ventura Boulevard in the industrial area of Montalvo has 60 parking spaces, bicycle racks, and an EV charging station. During 2019, approximately six trains service the station each weekday, during peak hours only.

Metrolink serves approximately 40 southbound daily passenger boardings from this station². Additionally, this station services the Santa Paula Branch of the Fillmore and Western Railway on track owned by the Ventura County Transportation Commission (VCTC). This railroad uses rolling stock acquired from major film studios and operates a year-round tourist train, special events, and is used in television and film shooting. The line serves Saticoy, Santa Paula, Fillmore, and Piru to the east. Feasibility studies have been conducted in an attempt to restore regular Metrolink passenger service along this corridor, however no new service is planned.

Transit Network

Public transportation options in the City of Ventura are varied and include local fixed-route bus service, county inter-city express bus service, paratransit, and dial-a-ride services. Figure 5 illustrates the major transit routes in the City.

Bus – Gold Coast Transit District (GCTD)

Local fixed-route bus service is provided by the Gold Coast Transit District (GCTD), which services the cities of Ventura, Oxnard, Ojai, and Port Hueneme and is the largest transit operator in Ventura County, providing nearly 4 million passenger trips each year on a fleet of 56 compressed natural gas (CNG) buses³. Founded in 1973 as South Coast Area Transit (SCAT) as a Joint Powers Agreement (JPA) between the four cities, the agency was funded through the Transportation Development Act (TDA). In 2007, SCAT's name was changed to Gold Coast Transit, and in 2013, AB 664 formed the Gold Coast Transit District, giving GCTD greater flexibility in implementing service improvements across jurisdictional borders.

GCTD operates 18 fixed-route bus lines, with service running from approximately 5:00 AM to as late as 10:00 PM. Five (5) of those lines serve the City of Ventura, with lines converging at the Ventura Transit Center on Telegraph Road in Central Ventura and at the Wells Center on Wells Road in East Ventura.

¹ <https://www.railpassengers.org/site/assets/files/2586/vec.pdf>

² https://www.goventura.org/wp-content/uploads/2019/02/Attachment-2_Quarterly-VCTC-Rail-March-2019.pdf

³ <http://www.goldcoasttransit.org/about-gct>

Formerly, GCTD operated 20 fixed-route bus lines, with six (6) in Ventura, but Route 22 that serviced Saticoy and Wells Center with connections to Oxnard was discontinued. The GCTD bus routes serving the City of Ventura are summarized as follows:

- **Route 6 (Oxnard – Ventura – Main Street)** provides service from West Ventura through Downtown and Central Ventura, then south to Oxnard Transit Center. Primary streets served include Ventura Avenue, Main Street, Telegraph Road, Victoria Avenue, Johnson Drive, Oxnard Boulevard, and C Street. Primary destinations served include Downtown Ventura, Ventura High School, Ventura County Medical Center and Community Memorial Hospital, Pacific View Mall, Ventura Transit Center, Ventura College, County Government Center, East Ventura Station, Esplanade Shopping Center, and Oxnard Transit Center. The route offers connections to VCTC service in Downtown Ventura, Ventura Transit Center, and the County Government Center.
- **Route 10 (Pacific View Mall – Telegraph – Saticoy)** provides service between Ventura Transit Center east and Wells Center and Saticoy. Primary streets served include Telegraph Road and Wells Road. Primary destinations served include Ventura Transit Center, Pacific View Mall, Ventura College, Victoria Plaza, Wells Center, and Saticoy. The route offers connections to VCTC service at Ventura Transit Center and Wells Center.
- **Route 11 (Pacific View Mall – Telephone – Wells Center)** provides service between Ventura Transit Center and Wells Center via Telephone Road. Primary streets served include Mills Road, Main Street, Telephone Road, and Wells Road. Primary destinations served include Pacific View Mall, Ventura Transit Center, Arundell Business District, County Government Center, and Wells Center. The route offers connections to VCTC service at Ventura Transit Center and Wells Center.
- **Route 16 (Downtown Ojai – Pacific View Mall)** provides service between Ojai and Ventura Transit Center via Ventura Avenue. Primary streets served include Ojai Avenue, Ventura Avenue, and Thompson Boulevard. Primary destinations served include Ojai Park & Ride, Downtown Ojai, Ojai Valley Community Hospital, Oak View, Casitas Springs, Downtown Ventura, Pacific View Mall, and Ventura Transit Center. The route offers connections to Ojai Trolley at Ojai Park & Ride and Red Horse Plaza and to VCTC service in Downtown Ventura and at the Ventura Transit Center.
- **Route 21 (Pacific View Mall – Victoria Ave- C Street Transfer Center)** provides service between Ventura Transit Center and C Street Transit Center in Oxnard via Victoria Avenue. Primary streets served include Telegraph Road, Victoria Avenue, and Channel Islands Boulevard. Primary destinations served include Pacific View Mall, Ventura Transit Center, Ventura College, County Government Center, Veterans Services, Oxnard High School, Seabridge Shopping Center, Hueneme Bay Shopping Center, Centerpoint Mall, Santa Clara High School, and C Street Transit Center. The route offers connections to VCTC service at Ventura Transit Center, County Government Center, and C Street Transit Center.

In addition to local fixed-route bus service, GCTD operates 24 paratransit vehicles through its ACCESS Paratransit Service for senior and disabled riders. Reservations can be made by phone, usually reserved one day in advance, and riders are picked up and dropped off at the home or point of origin and brought to any destination for any trip purpose within the GCTD Service Area. Each trip costs \$3.00, and all vehicles are equipped with wheelchair lifts and are powered by an on-site CNG fueling station.

Bus – Ventura County Transportation Commission (VCTC)

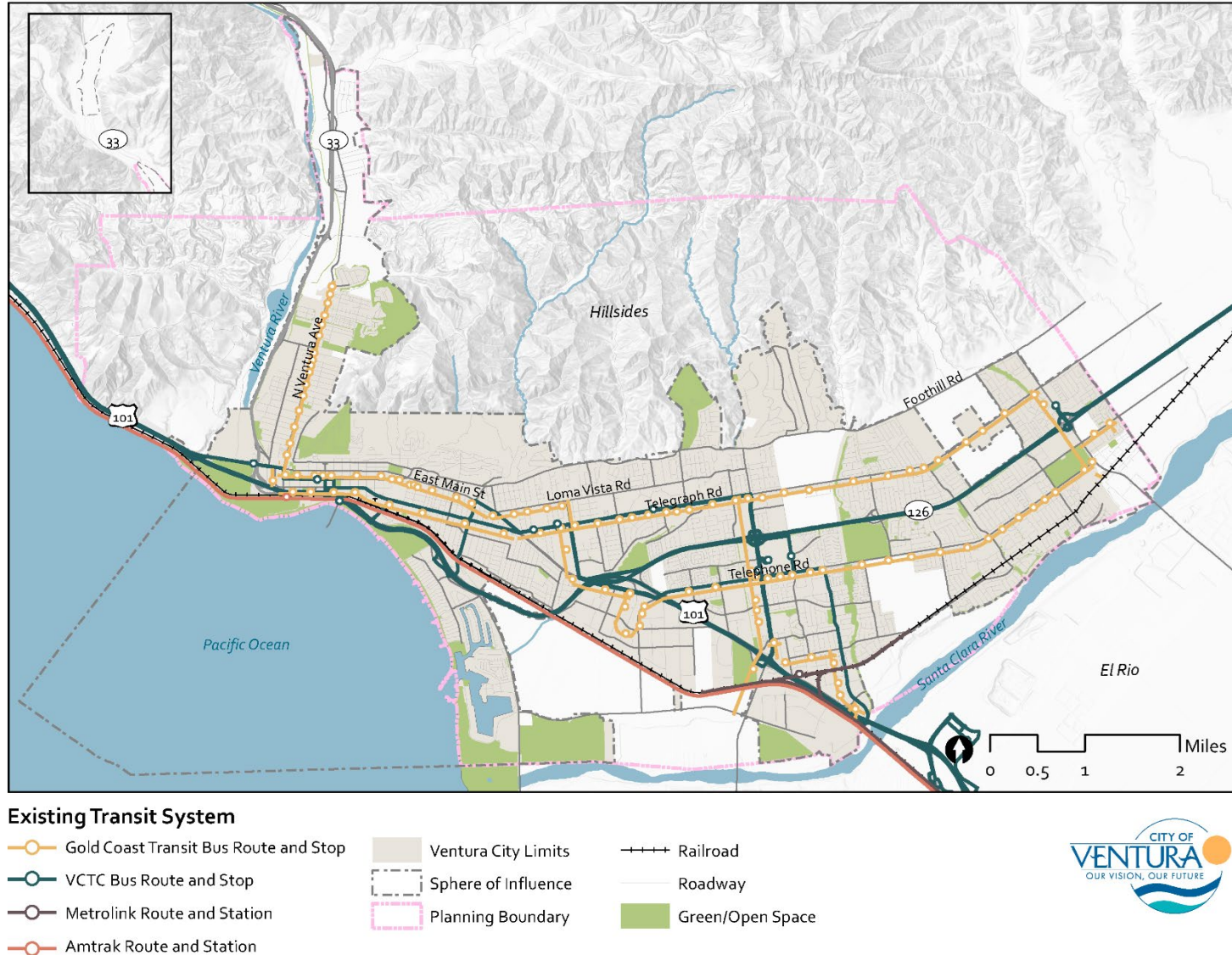
In addition to GCTD, inter-city bus service is provided by VCTC Transit, which operates six routes or route series that provide connections across Ventura County. Service is provided between roughly 7:00 AM and 7:00 PM, with buses departing every one-to-two hours from most locations. However, during the Covid-19 pandemic, service may be restricted and some routes within these route series have been temporarily discontinued. Four routes or route series serve the City of Ventura, and are summarized as follows:

- **Highway 101/Conejo Routes 50-55** – This route series provides service between Ventura and Thousand Oaks, with some routes continuing further to Warner Center in the San Fernando Valley in Los Angeles. However, during the Covid-19 pandemic, only Route 50 is in service. Primary thoroughfares served within the City include US-101, Sanjon Road, Telegraph Road, Mills Road, and Victoria Avenue. Stops within the city are located at Ventura Pier, Ventura Transit Center, Ventura College, and County Government Center. Other areas served include Oxnard, Camarillo, and Newbury Park.
- **Highway 126 Routes 60, 62** – This route series provides service between Ventura and Fillmore via State Highway 126 (SR-126). However, during the Covid-19 pandemic, only Route 60 is in service. Primary thoroughfares served within the City include US-101, SR-126, Sanjon Road, Telegraph Road, and Victoria Avenue. Stops within the city are located at Ventura Pier, Ventura Transit Center, Ventura College, Government Center, and Wells Center.
- **Cross County Limited Route 77** – This route provides service between Ventura and Simi Valley via US-101, State Highway 34 (SR-34), and State Highway 118 (SR-118). Primary thoroughfares served within the city include US-101, Victoria Avenue, and Telegraph Road. Stops within the city are located at Ventura Transit Center, Ventura College, and County Government Center. Other areas served include Oxnard, Camarillo, and Moorpark.
- **Coastal Express Routes 80-89** – This route series provides service between Ventura and Santa Barbara, with Route 87 extending service west to University of California Santa Barbara (UCSB) in Isla Vista and east to Camarillo. During the Covid-19 pandemic, only Routes 80, 83, and 87 are in service. Primary thoroughfares served within the city include US-101, SR-126, Main Street, Thompson Boulevard, Telegraph Road, and Mills Road. Stops within the city include West Main Park & Ride, Downtown Ventura, and Ventura Transit Center (Routes 80 and 83 only). Other areas served include Camarillo and Oxnard (Route 87 only), Carpinteria, and Goleta.

Bus – Private

Furthermore, one private bus operator, Flixbus, runs services to and from the City of Ventura. Flixbus is a German inter-city bus company that launched in the United States in 2018, and offers service in Ventura out of Ventura Station on Harbor Boulevard, with destinations in more than a dozen locations in Southern California alone. Greyhound, an inter-city bus services that serves 3,800 destinations across North America, previously operated service to a terminal on Thompson Boulevard, but discontinued operations in 2008. The nearest Greyhound station is at Oxnard Transit Center.

Figure 5: Existing Transit Facilities



Opportunities and Constraints

Lastly, the following are opportunities and constraints to consider as part of the General Plan Update process:

- Given the low V/C ratios along most of the City's roadways, there are future development opportunities, specifically in the northeast areas of the City.
- The close proximity of land development to major transportation facilities limits future improvement options.
- The train stations lack last-mile connections to activity areas of the City.
- Rail service to Santa Barbara and the rest of Ventura County is not available outside of weekday peak hours.
- The lack of a SR-126 Eastbound to US 101 Southbound connector forces regional traffic onto Victoria Avenue between SR-126 and US-101.
- The SR-33 Interchange at Stanley Avenue has very short merge and weave areas and the southbound on-ramp enters on the inside lane causing safety and congestion issues.
- The only crossings of the Santa Clara River are Harbor Boulevard, Victoria Avenue, US 101 and Los Angeles Avenue (SR-118).
- The lack of a pedestrian crossing of the Ventura River from the Emma Wood River Trail may encourage use of the rail bridge as opposed to the US-101 path.
- Soundwalls, fencing and at-grade crossings of the rail line through the City cause conflicts between trains and highway users and adjacent land uses.