

**VENTURA MAIN STREET
BUS STOP CONSOLIDATION**

THEN

NOW

WE HEARD YOU!



SHORT RANGE TRANSIT PLAN *PASSENGER FEEDBACK*

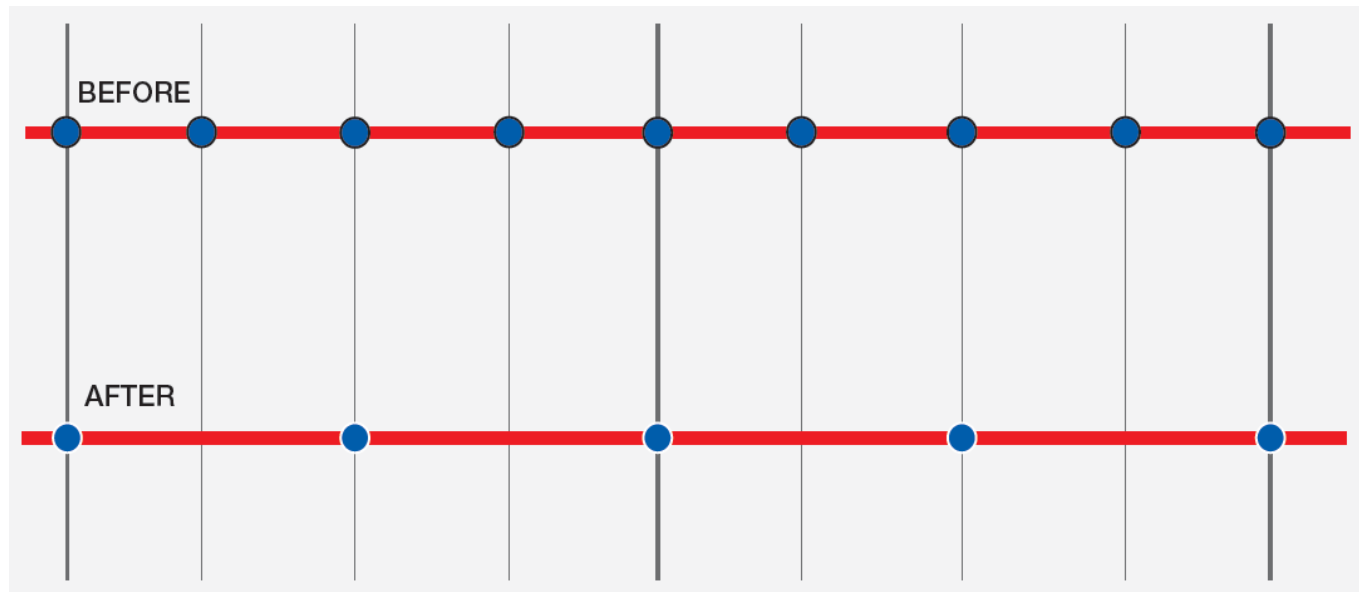
VENTURA - Improvement Concepts for Existing Services

| Systemwide | | Ojai | |
|------------|---|--------------|------------------------------|
| Priority 1 | Express Rt. 16 | Priority 1 | Express Rt. 16 |
| Priority 2 | Ventura Rd. Route | Priority 2 | Improve Rt. 16 Freq. |
| Priority 3 | Rt. 3 Access to NBVC | Priority 3 | Ojai Bike Trail Bus |
| Oxnard | | Port Hueneme | |
| Priority 1 | Ventura Rd. Route | Priority 1 | Oxnard/P.H. Beach Bus |
| Priority 2 | Oxnard/P.H. Beach Bus | Priority 2 | Ventura Rd. Route |
| Priority 3 | Rt. 3 Access to NBVC | Priority 3 | Service Along Oxnard Blvd. |
| Ventura | | County | |
| Priority 1 | Improve Rt. 6 Freq. Service to Camarillo | Priority 1 | Other Express Service |
| Priority 2 | Outlets | Priority 2 | Ventura Rd. Route |
| Priority 3 | Express Route 6 | Priority 3 | Service to Camarillo Outlets |



Bus Stop Consolidation

What is it?



Bus stop consolidation is a “balancing” of bus stops along a route, to make trips faster.

BENEFITS

- Fewer stops = faster travel time
- Improvements (adding benches, etc.) to other stops
- Consistent walking distance between stops

Costs



Timeframe



Effectiveness



54%

Of passengers spent 30 minutes or less on the bus to reach their destination. Bus stop consolidation will make your trip faster.

THEN

NOW

TransitCenter presents

[Bus Stop Balancing](#) from [TransitCenter](#) on [Vimeo](#)

THEN

NOW

BUS STOP SPACING



- **Safety is PRIORITY**
- **ADA Accessibility**
- **Stops should be spaced every $\frac{1}{4}$ (.25 mile)**
Per GCTD Bus Stop Guidelines
- **Proximity to schools, employment and medical centers**
- **Previous ridership (usage)**



3.1 SPACING ALONG THE ROUTE

Bus stops should be spaced close enough together so that people can reach them easily, but far enough apart so that the bus is not continually stopping and starting, making the trip excessively slow. Generally, bus stops should be spaced every 1/4-mile (0.25 mile). However, in dense areas, closer spacing may be necessitated to meet operational needs and in rural areas spacing may be 1/2-mile apart (0.5 mile).

WHERE?

Where should bus stop balancing be applied?

- Streets with eight or more stops per mile
- High ridership routes (i.e. Route 6) with many stops
- In walkable corridors like Main St.



PHASE 1

SEGMENT BETWEEN CHESTNUT ST. & KATHERINE DR.
BUS STOP CONSOLIDATION WILL BEGIN EARLY SPRING 2018



LIST of STOPS CLOSING for ROUTE 6

Main Street & Ash
(Both Directions)

Main Street & Laurel
(Both Directions)

Main Street & MacMillan
(Southbound)

Main Street & Santa Cruz
(Both Directions)

Main Street & Evergreen
(Both Directions)



6

PHASE 2

BUS STOP CONSOLIDATION
DATE IS TO BE DETERMINED



Ventura Ave

6

16

1494'

Palm St

Oak St

California St

1395'

Chestnut St

Library

1488'

Mission Park



1287'

1405'

Post Office

1358'

Figueroa St

Thompson Blvd

Plaza Park



Thank You!
For more information, visit
www.gctd.org

