



August 23, 1991

Mr. Roger Chapin, Executive Director
Foothill Transit
100 North Barranca Avenue, Suite 980
West Covina, CA 91791-1600

Dear Mr. Chapin:

I have read the article in the August 16 San Gabriel Valley Tribune regarding Line 690.

I have used this service from time to time over the past few months it has been in operation, and have developed several suggestions as to how it can be improved, and attract more riders.

Some of the suggestions are easier to implement than others. Those suggestions involving substantial routing changes may need to be delayed until the proposed carpool lane on the Foothill Freeway is completed.

Thank you for you consideration.

Sincerely,

Charles P. Hobbs

CPH/cph
Encs.

Suggestions for Line 690

1. *Schedule availability*

Line 690 schedules are somewhat difficult to find, other than on the buses. Schedules for Line 690 should be provided along with those of other local bus lines in local libraries and other public places where bus schedules are normally available.

2. *Extension of service to East Pasadena, South Lake, and JPL*

Most of the commuter traffic into Pasadena can be divided into three groups: commuters headed to East Pasadena (between Rosemead and Sierra Madre Boulevards), Lake Avenue (between I-210 and Cordova) and downtown Pasadena (west of Lake).

The current version of Line 690 does not serve East Pasadena commuters at all; and, while the distance between South Lake Ave., and the nearest bus stops (Lake/Walnut) is not particularly far, the number of blocks, traffic lights, etc., make such a walk somewhat discouraging to potential passengers.

The bus could leave I-210 at Rosemead Blvd., and operate along Foothill Ave., rejoining the freeway at Sierra Madre Blvd. for the trip to Lake Ave. On Lake Ave, Line 690 would continue to Cordova, take Cordova to Hudson, then north on Hudson, and west on Walnut to Fair Oaks. (In the afternoon, the bus would operate on Walnut to Mentor, then south on Mentor to Cordova, operate on Cordova, then north on Lake to I-210.

If there is sufficient interest, selected Line 690 trips could be extended from Walnut and Fair Oaks to JPL via Fair Oaks, Mountain, I-210 and Oak Grove

3. *Extension of service to downtown Claremont and/or Montclair Transcenter*

Extending Line 690 to originate at the Montclair Transcenter would not only provide more parking spaces, but would also provide transfer connections with Omnitrans/RTA long distance routes and local Omnitrans lines.

Upon completion of a proposed park/ride lot near 1st and College in downtown Claremont, Line 690 service should be provided to it as well.

4. *Provision of more local stops*

Stops should be provided at Foothill Blvd./Garey Ave in Pomona, as well as at Baseline Rd./Citrus Ave. in Glendora, allowing transfer connections with Lines 291 and 274.

5. *Cross promotion of route with Line 187*

Line 187 can become quite crowded, especially on trips leaving Pasadena in the afternoon. Some of the Line 187 passengers may find Line 690 useful, since both lines operate in some of the same areas. Perhaps 187 and 690 could share a printed timetable, or advertising placards promoting Line 690 could be placed on the Line 187 buses.

6. *Provision of "suburban" buses on Line 690*

Although the buses currently used on Line 690 are comfortable, "suburban" buses similar to those used on Lines 495 and 498 would be preferred by most commuters. Unfortunately, all of these buses are currently being used on those two lines; however, if and when commuter train service is implemented in this area (October 1992?), there may be a lessened demand for service on Line 498, and perhaps some of the suburban buses could be reassigned to Line 690.



Foothill Transit

100 North Barranca Avenue • Suite 480
West Covina, California 91791-1600
818/967-3147 • FAX 818/915-1143

September 13, 1991

Charles P. Hobbs

Dear Mr. Hobbs:

Thank you for your letter regarding Foothill Transit Line 690. I enjoyed reading your carefully thought-out, useful suggestions, and would like to take this opportunity to address each one.

Schedule Availability

Our schedules are currently distributed by the same system as RTD's schedules. Foothill Transit schedules are also available in most local City Halls. We are currently investigating ways to have a wider distribution level and increasing the number of locations to better serve the public.

Extension of service to East Pasadena and JPL

The 690 line from Claremont to downtown Pasadena was designed as an Express service and will utilize the HOV lane that will be built on the 210 freeway. Construction on this is scheduled to begin this fall and it has been estimated to take ten months to complete. There has been much discussion and many meetings with city officials and employers of the Pasadena area over the past year on the routing of line 690. Both the east Pasadena employers and JPL, unfortunately, had not exhibited enough support for this line to make additional stops at the time of implementation.

It is very difficult to try to be all things to all people, and without the support of those employers, extending the line would increase the running time of the route to the point that it would lose its appeal as an express line. This would result in a loss of passengers and revenues. Foothill Transit has continued to meet with these employers through Pasadena Employees Transportation Coordinator Network meetings and attending individual employer transportation fairs, and will continue to encourage both JPL and east Pasadena employers for support in this area.

It is hoped that with the completion of the HOV lane of the 210 freeway and growing interest on employers parts that there may be an expansion of the 690. As you stated in your letter the key to any route extension is based on sufficient interest.

Foothill Transit recently assumed operation of line 187, which travels from Mission and Main in Pomona along Foothill Blvd, Huntington Drive and Colorado Blvd to Fair Oaks Blvd. This line could serve many of the locations you spoke of in your letter.

Extension of service to downtown Claremont and/or Montclair Transcenter

Foothill Transit has been meeting with both the Los Angeles County Transportation Commission and City of Claremont officials to see how to best serve and complement the Metrolink rail system. When Metrolink is in operation Foothill Transit will have a stop at the Claremont Depot.

Provision for More Local Stops

Your suggestions are excellent. We will implement at the earliest opportunity.

Cross Promotion of route 690 and Line 187

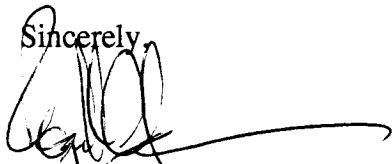
It is very timely that you should suggest a cross promotion of these two lines. Our Public Information Officer is currently working on just such a project as part of marketing these two lines. It is a very good idea and one that we are taking action on. In fact, all other lines as well.

Provision of "suburban" buses on line 690

When the commuter rail is implemented Foothill Transit will be looking at how to best re-deploy its fleet, and what will be the best use of the suburban type coaches it is now using on lines 498.

Thank you for taking the time to write with suggestions for improving Foothill Transit service. I enjoyed reading a letter from such a well informed, articulate individual. I hope that in the future if you have any ideas or suggestions, you will feel free to share them with me. Thank you again for your interest in Foothill Transit and improving the mobility of Southern California.

Sincerely,



Roger K. Chapin
Executive Director