

Foothill Boulevard Corridor Services (#187, 189 and #850)

Currently, #187 runs every 15-minutes between Pasadena and Glendora, and every 30-minutes east of Glendora to Claremont/Montclair. A new line #189 is proposed, that would extend

I recommend the following

1. Run #189 along Alostia (Route 66) to Lone Hill, rather than south via Glendora and Gladstone. Doing so would preserve access along the entire length of Alostia (which is an important commercial street) through Glendora rather than possibly overserving Glendora Bl. Service along Gladstone (a relatively low-density, residential area) would be provided by new route #850
2. #189 would serve Lone Hill, Arrow/Bonita, and San Dimas Av, as originally proposed. (Optionally, it could serve Gladstone, and San Dimas Cyn as well, however, *Baseline dead-ends slightly east of San Dimas Cyn Rd; there is no connection to the segment of Baseline east of Foothill*)
3. Service along Baseline through La Verne would be modified to run via Wheeler, Foothill and Fruit in order to connect Baseline with the busy commercial district along Foothill.
4. The #189 would most likely terminate at Claremont Depot, although it could also be extended to Montclair if there is enough time in the schedule.

The existing #187 would run as it does now, except the routing in Montclair should be changed to operate via Central (busy commercial area instead of the abandoned rock quarry on Monte Vista) and Moreno (closer to the Montclair Plaza)

Strictly speaking, #850 is not a corridor service, but a local loop route. It is included here

All #850 trips would start on the east side of Citrus Bl, near Citrus College, looping via Foothill, Barranca and Alostia as needed. Service would operate via Foothill, Lorraine, Sierra Madre, Valley Center, Foothill, Lone Hill, Gladstone and Citrus back to Citrus College. Then the loop would be run in the reverse direction. Completing the loop in either direction should take no more than about 25 minutes (depending on traffic), allowing for hourly headways with just one vehicle.

#850 would

1. provide new service along Gladstone;
2. keep service along Foothill in one piece, which the current proposals do not provide for;
3. serve the new Glendora Marketplace as well as providing improved access to Citrus College, Downtown Glendora and the high school.

Mission Blvd Services and the Brea-Montclair Connection

Foothill plans to move #480 (the main trunk line) from Mission to Holt. This will result in a shorter, faster and more punctual #480. But it also leaves open the question of service on Mission, which is also a busy street in terms of transit use. Pedestrian access between Holt and Mission is made difficult by the UP railroad tracks, rough neighborhoods in certain areas, etc.

To replace #480 service on Mission, Foothill plans to modify the #193 to run predominately along the length of Mission Bl, instead of its current route on 9th. At one of the public meetings, the following concerns were expressed:

1. losing service on 9th
2. can the new #193 be made the "equal" with the existing #480 on Mission, in terms of span of service (how early/late would it run) as well as
3. the meandering routing via Westmont, 9th and Phillips would remain, slowing down service for people who just want to get from Mission to Cal Poly and connect with the #480

Preferably, #193 should be left as is. Instead, Foothill should encourage MTA to reroute their #484 and #490 routes to serve Mission Bl. (Ideally, these two routes would be run by Foothill, however, a number of economic and institutional issues prevent that from happening anytime soon. But at the very least, regular Foothill passes should be accepted on those two routes).

#484 currently runs along Holt. However, once #480 is moved there, Holt will be overserved with not only #480 and #484, but Omnitrans #61 as well. MTA has considered terminating #484 at the Downtown Pomona Transcenter in response, but at this point in time, #484 would be more useful if it ran the length of Mission. There would be a direct connection not only to Cal Poly, but Mt. Sac, the industrial areas along Valley Bl, La Puente and El Monte as well.

#490 would also be rerouted from Cal Poly to Mission Bl to supplement the #484 in this area. This would provide a connection between Pomona and West Covina, Covina and Baldwin Park on its way to El Monte and Downtown Los Angeles.

Both #484 and #490 would run every 20 minutes during peak hours, 30-minutes during other times. This should provide roughly 10-minute headways along Mission during the peak, 15-minutes otherwise. The span of service, at least on #484, would be comparable to that in years past (the October 26, 1992 schedule had the first weekday bus leaving Holt/Indian Hill at 3:51 a.m. and the last one leaving that point at 1:01 a.m. The first weekday bus arrived there at 5:52 a.m and the last bus at 1:53 a.m)

This leaves the question remaining: what about the Orange County portion of #490? While not as productive as the rest of the route, it still provides an important link to Orange County, as well as basic coverage through Diamond Bar. Well, why not link it to #190 (currently, #479). While #479 is not exactly a ridership powerhouse either, such a Brea-Diamond Bar-Pomona-C Claremont-Montclair routing, considering the destinations and transit connections it would serve, would be very useful. Service would be provided every 30 minutes along the whole route if possible. (This is not a replacement, however, for improved commuter service to Orange County, such as more trips on OCTA #757)

Service to Chino and Chino Hills

Eventually (probably after Sept 2002), a new route #293 is to operate between Pomona and Chino via Towne, Peyton and Chino Av. Service will (at least initially) be hourly.

There was also to be at one point a new #290 that would run primarily along White between Downtown Pomona and the Rio Rancho neighborhood of Phillips Ranch. This route could be extended via Chino Hills Parkway, Pomona Fwy (60), Garey and Riverside to Chino, complementing the #293

(An aside: Chino Hills, as well as Phillips Ranch, Diamond Bar and parts of Walnut, can be difficult to serve with conventional fixed-route bus service, due to topography and street layout. Omnitrans is experimenting with a general public dial-a-ride in Chino Hills. Perhaps such a system should be developed to serve these areas without regard to the county line)

Omnitrans had, at one time, considered providing service from Chino to Pomona; possibly via Central, Philadelphia and Garey to the Pomona Transcenter.

La Puente-Fullerton Connector

Getting to Orange County from the Central San Gabriel Valley by bus is time consuming, involving roundabout trips via MTA #490 through Walnut, Diamond Bar and Brea or MTA #471 via Whittier and La Habra (or a trip to Downtown LA, which is even more inconvenient and expensive)

Fullerton Ave between Colima Road and the Orange County line is a relatively fast and wide arterial which should be suitable for bus traffic. Development density along this route is relatively low, but its real value lies in the fact that it is a fast, direct connection between some of the busiest Foothill Transit routes (#280, 482) and the busiest corridor in the OCTA system (Harbor BI-Line #43) as well as other OCTA bus routes, and Amtrak and Metrolink in Fullerton. A connecting service would also make tourist and employment trips (Disneyland!) easier for San Gabriel Valley residents.

Although both Foothill and OCTA should fund such a route, who should operate it?

- Currently OCTA runs two routes in its portion of the corridor, #43 (between Costa Mesa and Fullerton) and #111 (between Fullerton and Whittier Blvd) Possibly, the #111 could be extended, into La Puente. However, at this time, OCTA is considering reattaching the #111 to the #43 (the #43 had been split into several routes a few years ago), and a route from Costa Mesa to Puente Hills may be impractically long.
- Foothill proposes to extend its #280 (Azusa BI) route into Whittier and La Habra, over the current route of MTA #471 (which MTA wishes to abandon). Perhaps #280 could have two branches, one serving Whittier/La Habra and the other to Fullerton. (15-minute service on the trunk, and 30-minute service on the branches).

(A short aside re: the route numbering system: Typically, north-south routes are numbered in the 200's, and increase as one moves eastward. Long, diagonal routes, like #274 and #276 have been numbered, more or less, based on their westernmost point. That is why the #274 on Citrus gets a lower number than #280 on Azusa; if the Citrus bus route just stayed on Citrus, a number such as #282 or #283 would be more appropriate.

In other words, the following proposed routes should be numbered thusly:

- The Whittier-Workman Mill-Puente-West Covina route-#273
- La Puente-Gale-Sunset-West Covina-Cameron-Eastland-Citrus-#276, change # to #282 at Eastland
- Azusa, with branches to Whittier and Fullerton: Either the Whittier branch gets #279 and the Fullerton branch gets #280, or the Whittier branch keeps #280 and the Fullerton branch gets #281)

I-210 Corridor Express Services to Pasadena

Pasadena is an important employment and commercial center. The current #690 express service between Claremont/Montclair and Pasadena has decent, but not stunning ridership (like the #498, etc.) This is possibly because the route hops off and back on the freeway at several points, instead of staying on the freeway, and utilizing the HOV lanes as much as possible, for the length of the trip.

To make the service more attractive, the following is recommended.

1. #690, upon completion of the I-210 freeway sometime in 2003, would be rerouted via Towne and I-210, and run non-stop to Pasadena
2. A new line #691 would be implemented. #691 would serve the Garey Bl. corridor in Pomona, Foothill Blvd in Pomona and La Verne, (if practical) near I-210 and San Dimas Av, and the Lone Hill park/ride lot, then running non-stop from that point to Pasadena. Unlike the current #690 operation, #691 would make all existing stops along Garey and Foothill for passengers travelling to Pasadena.
3. For commuters in Azusa and Glendora, a new #689 would serve the park/ride lots at Baseline/Grand and at Citrus College (on Barranca, then continue via Foothill/Alosta through Azusa, then Irwindale Bl and the I-210 to Pasadena. This routing would provide for more walk-on access to the route than the current limited-stop routing along Baseline.
4. A special reverse-commute oriented shuttle (#687) from the Metro Gold Line Sierra Madre station (due to be completed sometime in July 2003) would operate via I-210 to Myrtle Ave, where it would get off the freeway and operate along Foothill Bl through the Monrovia commercial area, all the way to Duarte (City of Hope) and perhaps even as far as the Irwindale industrial area, if demand warrants. (Perhaps certain #689's can "come back" as #687's!)

I-10 Corridor Express Services to Los Angeles

The I-10 corridor is the busiest in the Foothill system, featuring all-day service on the #480 as well as premium express services such as the #495, #498 and #699.

- In addition to the existing #480, an express #480 (#480X? #500?) should be provided. This route would make all #480 stops except those at Eastland and West Covina, and be provided during times of day when #480 ridership is especially heavy (not just weekday peak, but midday and even weekend service as well) This new service would take some of the load off the existing #480, and expedite trips to Pomona, as well as connections to Riverside and San Bernardino counties.

- If at all possible, as many Foothill Transit bus routes as possible should be rerouted to serve Patsaouras Plaza near Union Station. The current Busway bus stop is hard to find for first time bus users, in a rather isolated place (not comfortable at night, for example) and has bad pedestrian linkages to the rest of Union Station. The choice of Plaza bus stop, and routing within the plaza should be determined with the express purpose of providing the fastest service possible.

- a. All trips on the following lines would serve the Plaza: #480, #481, 482,

- b. MTA buses #483,484,485,487,489 and 490 would be encouraged to serve the Plaza as well

- c. Inbound #493, #495, #498, and #499 would serve the plaza on request only, otherwise would continue on the busway and their regular routes

- d. Outbound all #493, #495 and #499 trips would serve the plaza. During “the peak of the peak” (4:30-5:30 p.m.) only every other #498 trip would serve the plaza. Generally, any outbound bus with a full seated load should not serve the plaza (what would be the point?)

- e. All #699 trips would serve the plaza at all times, as it does now.

- I-10 commuter buses would make the following stops

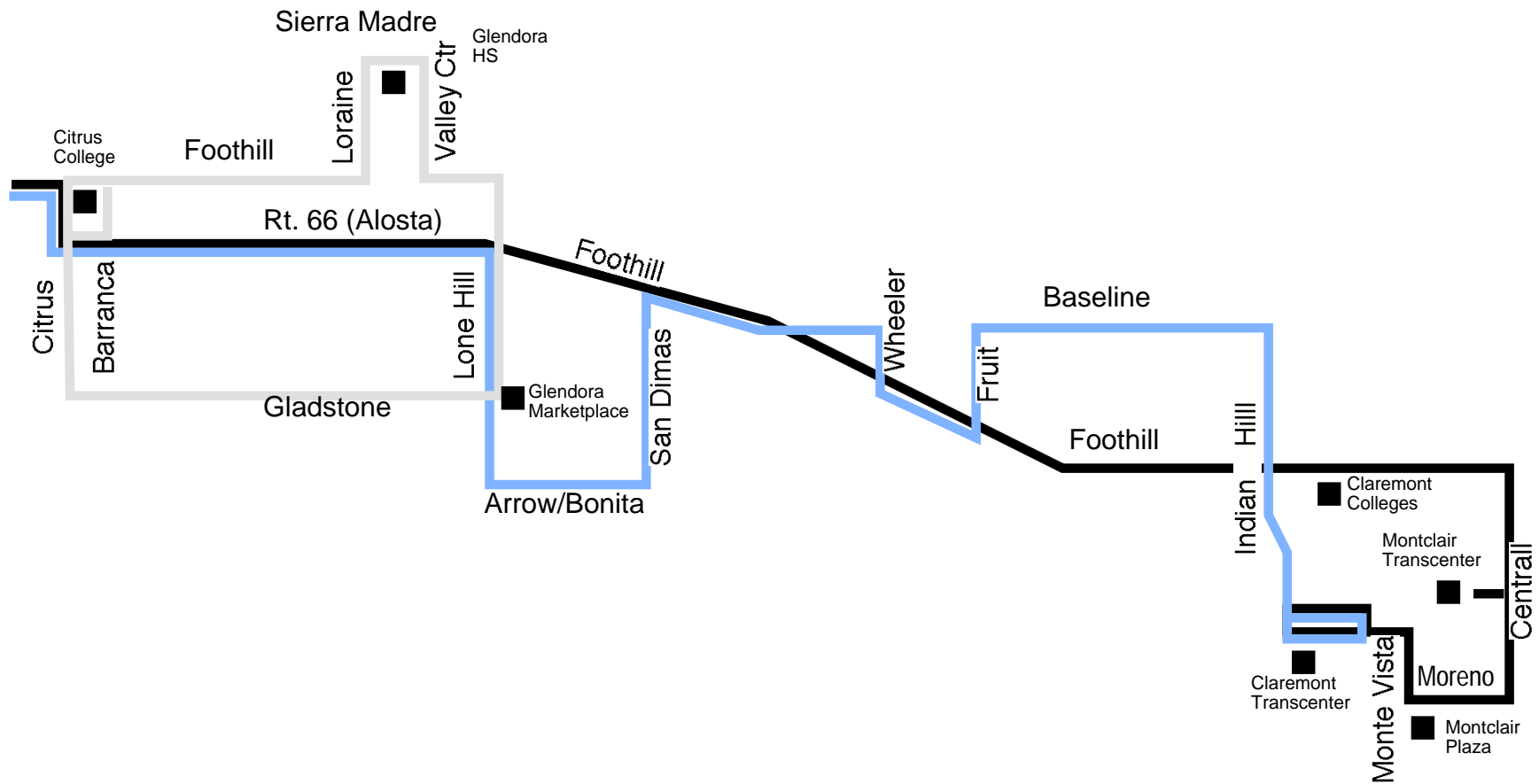
- a. #481 would start at the #699 stop at The Lakes (West Covina) then use its current route to Downtown Los Angeles. It would serve the Patsaouras Plaza bus stop, then follow the “financial district route” (#498, etc.) through Downtown before continuing to Wilshire/Western. The stop at El Monte Station would be preserved. Passengers would be able to board/alight this route anywhere between West Covina and Union Station. West of Union Station, the usual boarding/alighting restrictions would be in effect.

- b. #498 would continue on its current route to Eastland, but would make the freeway stops at Azusa and Puente as well.

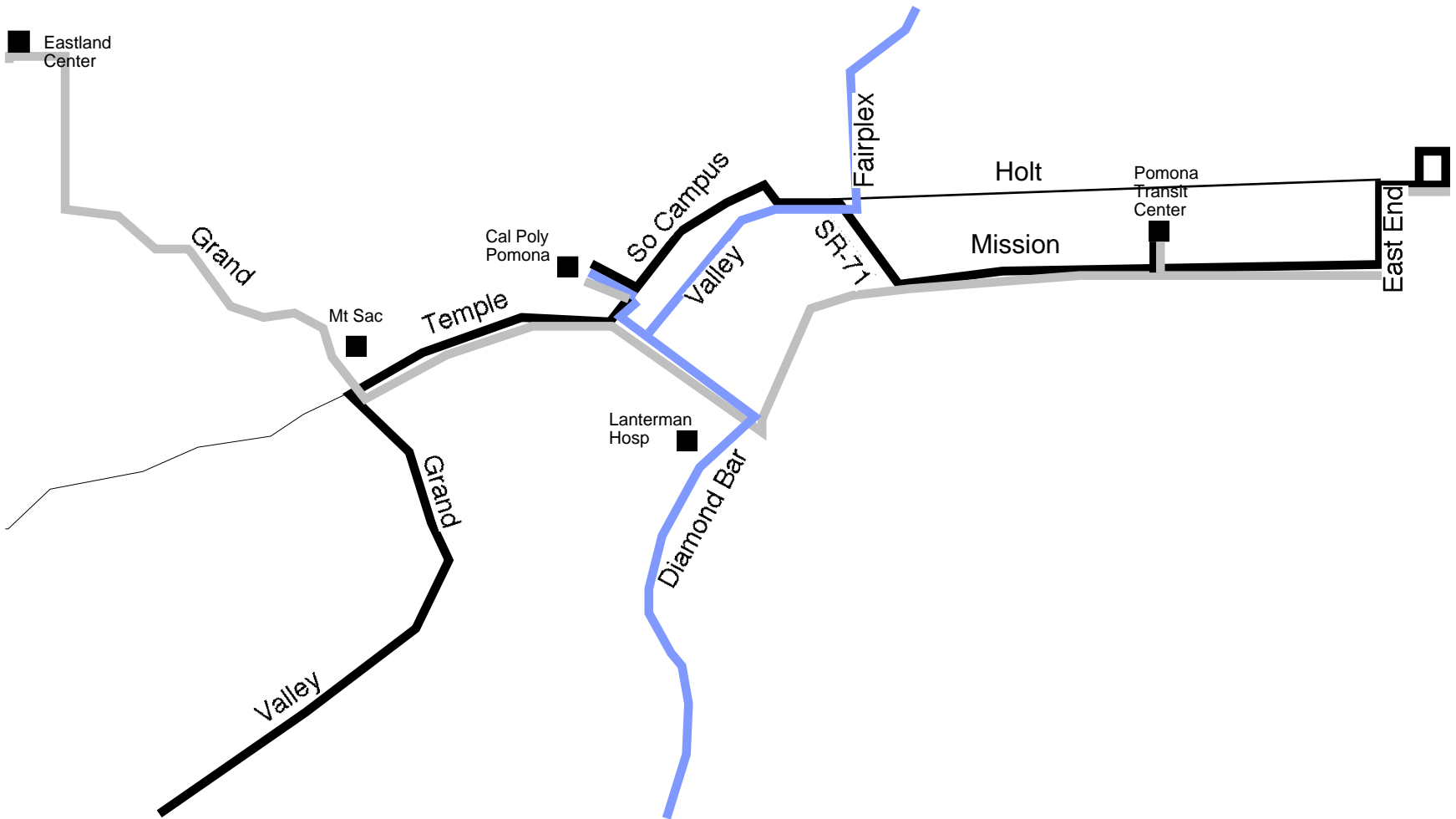
- c. #499 would also use its current route to San Dimas, and would also use the Azusa and Puente freeway stops. However, inbound (morning) trips would be routed via I-210 and I-10, rather than via Via Verde. This will allow the use of the Via Verde freeway stop at the Park and Ride, which would be more convenient (and safer!) than having to cross Via Verde Ave in order to get to the current #499 stop.

- d. #699 would no longer stop at the Lakes, but run non-stop (or maybe use the Puente and Azusa bus stops) to serve Fairplex Park/Ride, Pomona Park/Ride (when it reopens) and Montclair Transcenter. Even if Pomona Park/Ride never reopens, the stop at Garey should be reinstated for connections to/from #291.

- *Route 187: Pasadena-Glendora-Claremont-Montclair*
- *Route 189: Pasadena-Glendora-San Dimas-Claremont*
- *Route 850: Glendora Local Loop*



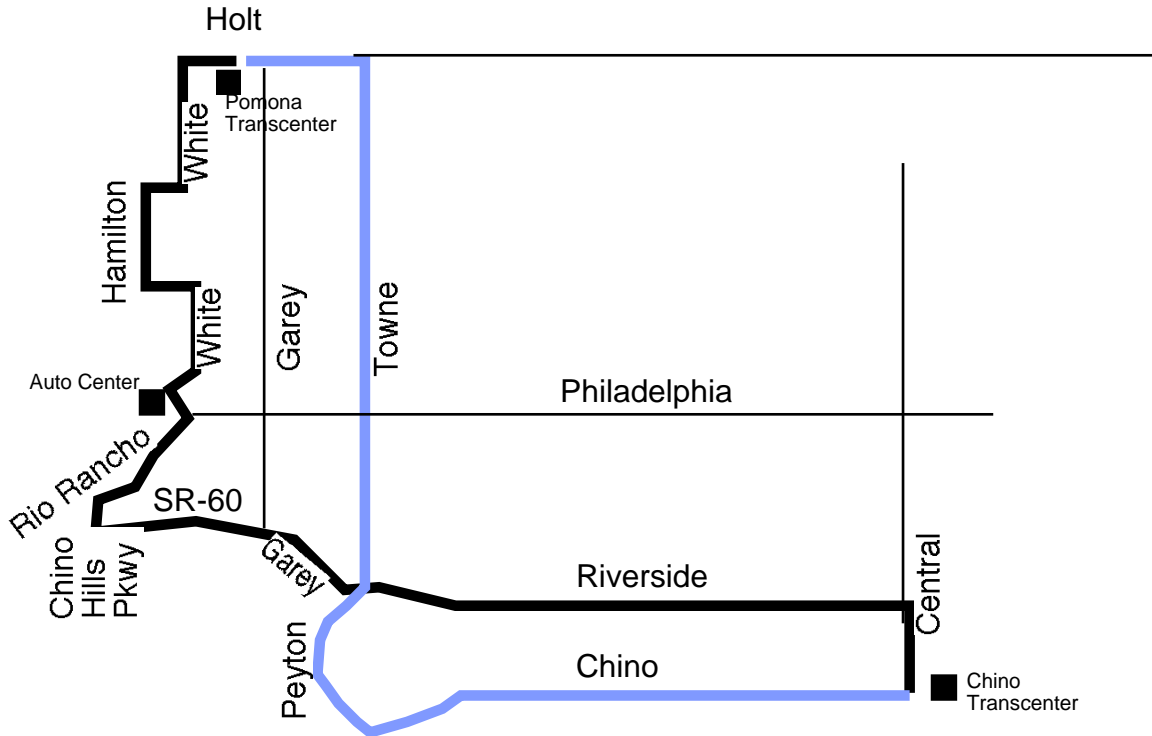
- *Route 484: Los Angeles-El Monte-Industry-Pomona*
- *Route 490: Los Angeles-El Monte-Covina-Pomona*
- *Route 190: Brea-Diamond Bar-Cal Poly-Fairplex-Claremont-Montclair*



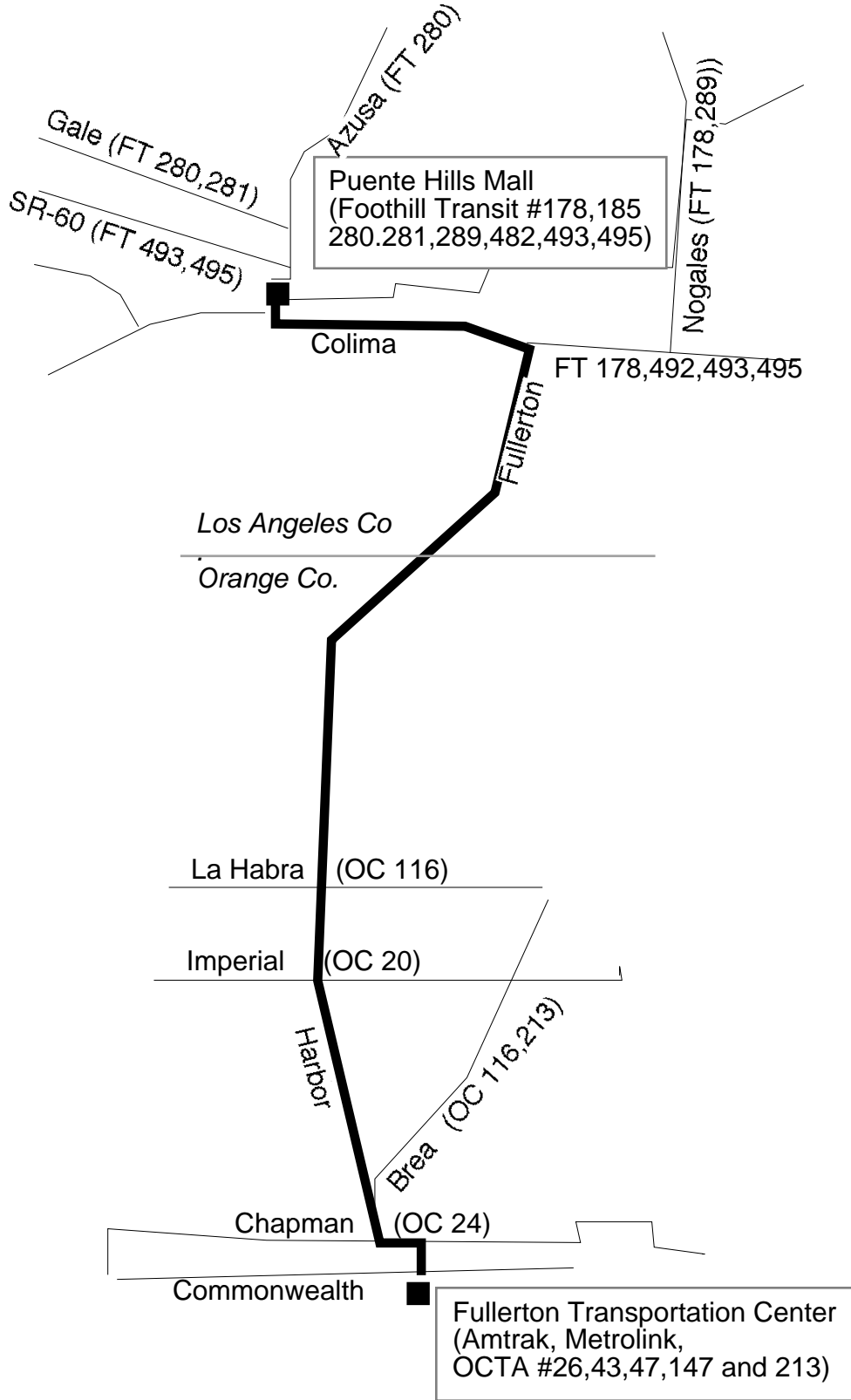
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■ *Route 290: Pomona-Chino via White, Riverside, Central*

■ *Route 293: Pomona-Chino via Towne, Peyton, Chino*



La Puente-Fullerton Connector



■ *Route 687: Metro Gold Line Reverse Commute Express*

■ *Route 689: Glendora-Azusa-Pasadena Express*

■ *Route 690: Montclair-Claremont-Pasadena Express*

■ *Route 691: Pomona-Glendora-Pasadena Express*

