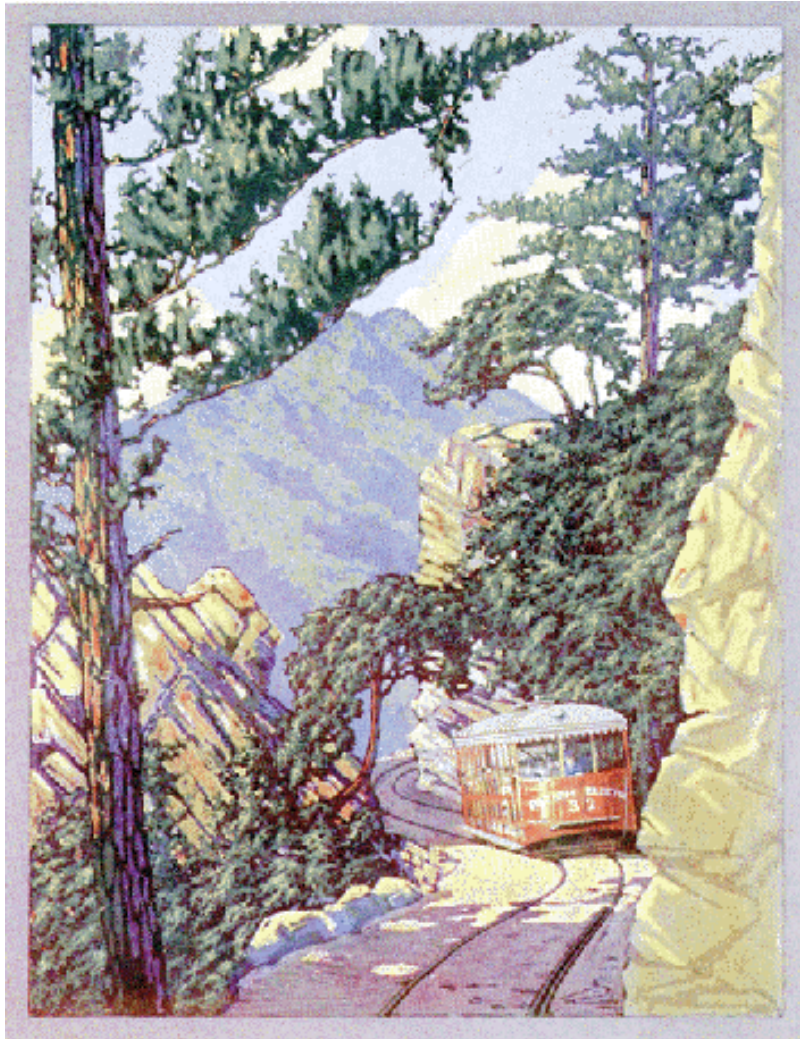


PUBLIC TRANSPORTATION TO LOCAL NATIONAL FORESTS



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PREFACE BY THE CENTER FOR LAW IN THE PUBLIC INTEREST

PUBLIC TRANSPORTATION TO LOCAL NATIONAL FORESTS documents the need for improved public transit to diversify support for and improve access to the four forests in Southern California.

The Southern California National Forests constitute four of the most urban-influenced forests in the United States, serving an increasingly diverse population of over 20 million people who live within an hour's drive of the four forests. Although Angeles, Cleveland, Los Padres, and San Bernardino National Forests are situated near urban communities, people of color and low-income communities in Southern California disproportionately lack access to a vehicle to drive themselves and their families to the four forests in Southern California.

The lack of public transportation to the four forests contributes to disparities in forest use among Southern California residents. According to the Forest Service, between 77 and 83% of visitors to the Angeles, Cleveland, and Los Padres National Forests are non-Hispanic White in a region that is disproportionately comprised of people of color and in a state in which non-Hispanic Whites are in the minority. Fully 93% of visitors to wilderness areas in Los Padres are non-Hispanic Whites. Only 1% of visitors to Angeles National Forest are African American.

To better understand and document the inaccessibility of the four National Forests in Southern California by public transit, Geography students at the University of Southern California (USC) conducted a study and prepared this report. **PUBLIC TRANSPORTATION TO LOCAL NATIONAL FORESTS** methodically describes a complete lack of public transportation services into the National Forests. Merely getting close to the forests requires a great deal of time and several transfers from route-to-route, and when buses access sites adjacent to the forests, they run infrequently, have restricted weekend availability, and have poorly timed and unaccommodating bus schedules.

The Center praises the innovative work of USC Professor Stephen R. Koletty, Ph.D. and his geography students in conducting the necessary research and producing a report that will help achieve equal justice, democracy, and livability by influencing the investment of public resources to achieve results that are equitable, enhance human health and the environment, and promote economic vitality for all communities.

1. INTRODUCTION

The Center for Law in the Public Interest (the Center) has recently embarked on an ambitious constituency building campaign to diversify support for, and access to, the four National Forests in Southern California. The forest campaign also intends to cultivate support for protection of the rich biodiversity in these forests, and to promote low impact recreation in these locations. While there is widespread support for forests among traditional environmental organizations, such support is not apparent among communities of color in Southern California. The challenge for the Center is to stimulate the interest of African-American, Latino, and other communities of color in the local national forests. There are numerous dimensions to this issue, but the focus of this project is the issue of accessibility to the local national forests via public transportation systems.

People of color in Los Angeles disproportionately have less access to personal transportation and rely much more heavily on public transportation systems. Local urban parks are the likely first contact many people of color have with a “natural environment.” Access to the national forests is limited to whatever is available via the public transportation systems or special excursions sponsored by community-based organization and agencies. Our charge was to investigate the public transportation linkages between certain urban parks and local national forests.

Our investigation sought to determine whether reasonable public transportation linkages currently exist between certain minority-dominated areas within Los Angeles and the four local National Forests which surround the city. The National Forests in question are Angeles National Forest, San Bernardino National Forest, Cleveland National Forest, and Los Padres National Forest. Several current and future urban parks might well serve as hubs for transport to these forest destinations. Specifically, these urban park locations are the planned Cornfield State Historic Park in Chinatown, the planned Taylor Yard State Park in Northeast Los Angeles along the Los Angeles River, the proposed park Ascot Hills Park in East Los Angeles, the existing Kenneth Hahn State Recreation Area (and future site of the expanded Baldwin Hills Park) in the Baldwin Hills, and the existing Augustus Hawkins Natural Park in South Los Angeles. This project identified specific destinations of interest within the four Southern California National Forests and points of access to these destinations. Through consulting current public transportation providers in Los Angeles such as the Los Angeles County Metropolitan Transportation Authority (MTA) and Metro Rail, existing public transportation linkages and travel times were identified between these forests and the specified urban parks.

2. HISTORY OF TRANSPORTATION TO FORESTS IN LOS ANGELES

It may be difficult to imagine that at one time in the early history of Los Angeles, much of the county was connected via public rail transportation. This included not only the more populated areas of the city, but also the beaches, mountains and other recreational destinations. In our research on contemporary transit linkages we have found many barriers and limitations to access Southern California’s mountain regions. Yet, early in the twentieth century when few had access to an automobile, people from all over what is now metropolitan Los Angeles could easily visit the Angeles National Forest. Over time, use of rail transportation diminished, and eventually was abandoned. Recent years have seen a revitalization of public transportation in Los Angeles County, but some of the old destinations have been forgotten.

From 1893 to 1938, the “Mount Lowe Railway” provided public transportation to the heights of the Angeles National Forest. This rail line was constructed and funded by Professor T. S. C. Lowe, for whom the mountain was named. It was his dream of building a railway into the scenic, mountainous terrain of the San Gabriels as an attraction for people from all over the country. Because of his efforts, at one point in Los Angeles history, the Angeles National Forest served as a premier tourist destination. In his book *Dawn on Mt. Lowe*, James G. Clark comments, “Once world famous, now forgotten-such is the story of the well-nigh incredible mountain railway which at the height of its popularity was Southern California’s outstanding tourist magnet, attracting

more visitors than Yosemite or Catalina.” This “incredible mountain railway” carried visitors to a destination high in the mountains of Angeles National Forest. Just below the summit of Mt. Lowe at 5000 feet the “Alpine Tavern” provided visitors with lodging, meals and an opportunity to relax after a day of hiking the wooded slopes. Unfortunately, Professor Lowe was not able to maintain his project because of the financial burden of necessary and constant maintenance. In 1886 he ceded control to the Pasadena and Los Angeles Electric Railway, the progenitor of Pacific Electric, known for its signature “Red Cars.” This company had the finances to support a more proficient rail system to Alpine Tavern.

For an extended period of time, this rail line operated safely and efficiently. Over three million visitors traveled the railway during its forty-five year history, making it one of Southern California’s most popular tourist destinations. The Mt Lowe Railway line never experienced collisions or overturned trolleys in the high and narrow passages. But it did have to endure the natural hazards of the Angeles National Forest: fires, landslides, snowstorms and a number of cloudbursts. These natural challenges and the difficulty of line maintenance eventually contributed to the abandonment of the Pacific Electric Mount Lowe Division. On September 15, 1936, fire consumed Alpine Tavern and damaged the property beyond repair. In March 1938, a thunderstorm and resulting landslides tangled the Mount Lowe rails destroying most of the upper half of the line. Because of financial reasons, the railway was abandoned. These events took place at the same time Angelinos were becoming more enamored with the automobile and city planners were thinking of busses and freeways as the future of public transportation. Today, our report seeks to discover whether any linkages to the mountains can be found again in contemporary Los Angeles.

3. METHODOLOGY

The groundwork for researching linkages between urban parks and national forests in Southern California began with an examination of the five suggested urban departure points; Ascot Hills, Augustus Hawkins, the Baldwin Hills, the Cornfield, and Taylor Yard. Using a standard AAA road map of the greater Los Angeles area, we identified each park and made note of the major roads and highways in the immediate vicinity. Two afternoons were spent making site visits to the existing parks (Kenneth Hahn and Augustus Hawkins) and those proposed and/or planned (the Cornfield, Ascot Hills and Taylor Yard), during which we made note of bus stops and Metro Rail linkages.

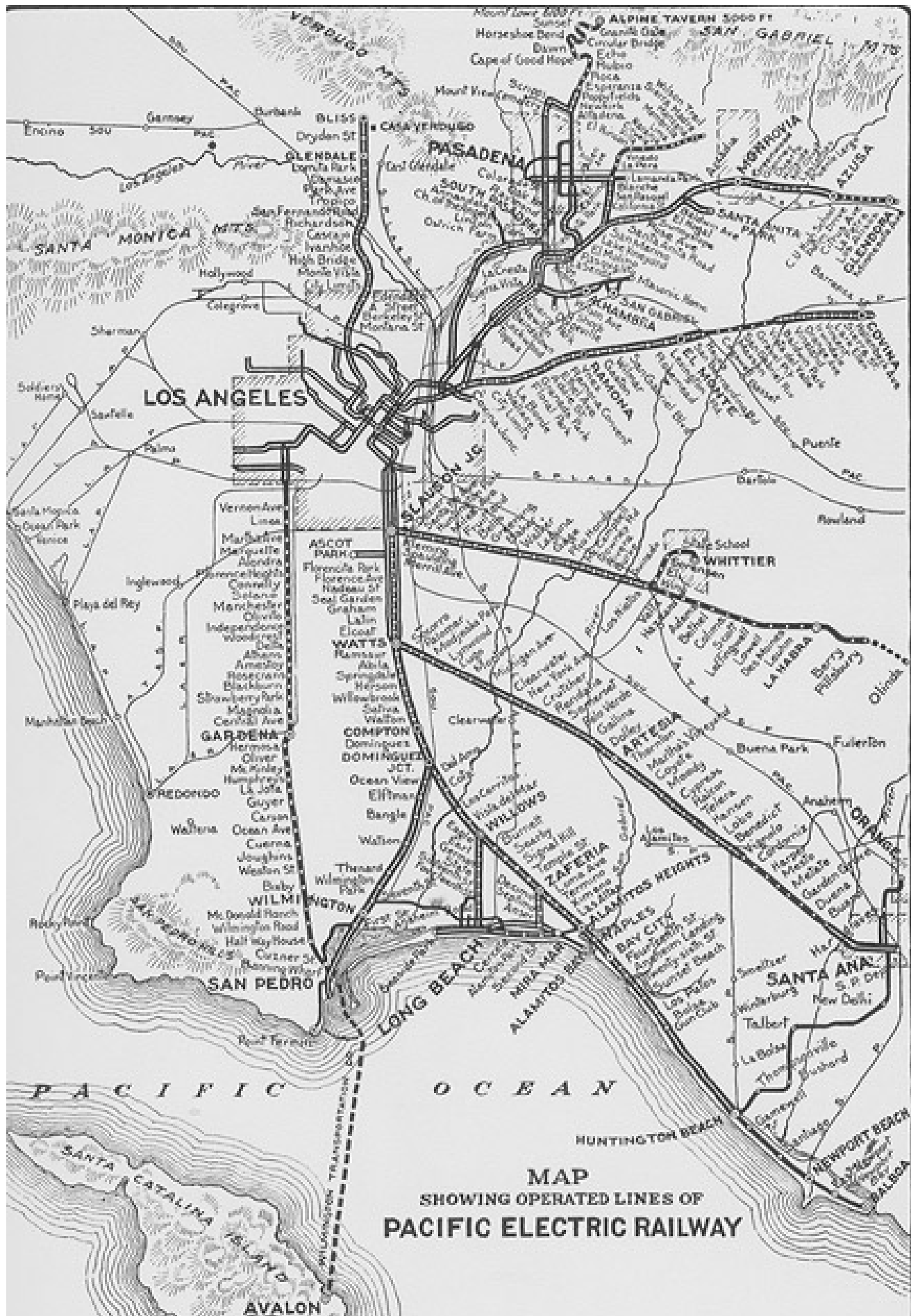
Once familiar with our urban departure points, we focused on potential destinations within Angeles National Forest, looking specifically for facilities amenable to visitors such as nature centers and visitors’ centers. Given that Angeles Forest has the closest proximity to downtown Los Angeles we assumed it would be the most easily accessible of Southern California’s four national forests. Therefore, we chose to use it as a template, modeling our subsequent examinations of the other parks after it.

During this phase, in addition to acquiring and examining maps, we gathered pertinent historical data pertaining to public transportation entering Angeles National Forest and useful information about parks adjacent to the Forest. Using a combination of the MTA maps and online trip planners we determined that public transportation to the inner reaches of Angeles National Forest does not exist. At this point our focus shifted

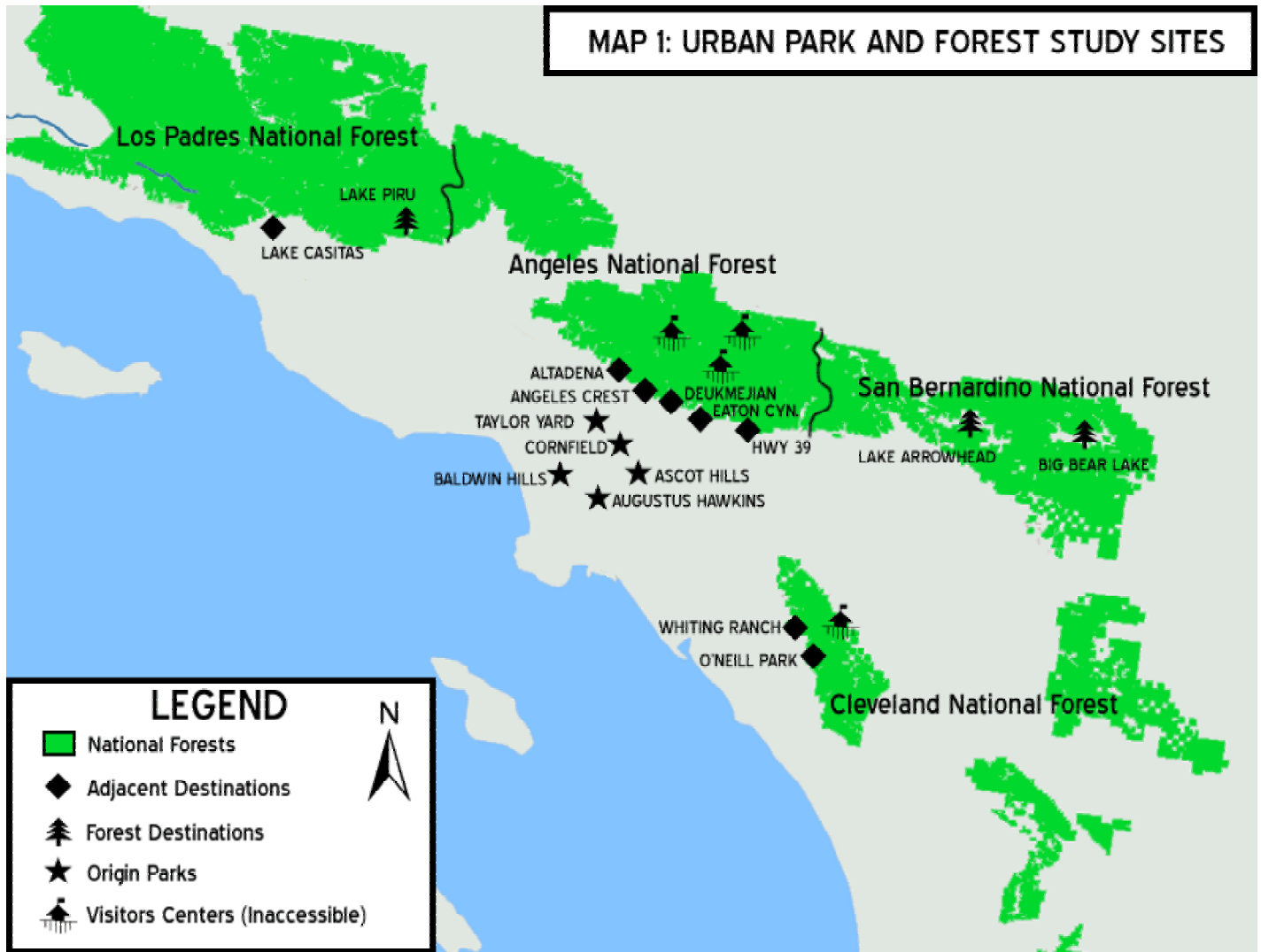
towards the adjacent parks, where we determined that only Eaton Canyon in Altadena is accessible by public transportation. We then condensed this information, including bus and train numbers, time required, and cost, into a step-by-step guide.

The methodology for the three remaining and more distant forests followed the pattern used in our examination of Angeles National Forest. Again, we first sought to identify roads into the forest and locate visitors' and nature centers within forest boundaries. Resulting from some difficulties encountered, including bus and park maps not providing accurate or sufficient information and online bus route systems not interfacing properly between services, site visits were necessary to Cleveland and San Bernardino National Forests. After concluding that access from metropolitan Los Angeles to Los Padres Forest was not feasible, we were able to identify routes from our five departure points to destinations adjacent to both Cleveland and San Bernardino National Forests. Two parks by the names of O'Neill Regional Park and Whiting Ranch Wilderness were feasible, though time-consuming, destinations adjacent to Cleveland National Forest. We also discovered possible destinations for San Bernardino Forest at Lake Arrowhead and Big Bear Lake.

The most notable of difficulties we encountered was a troublesome variance of scale between different map sources. Additionally the online trip planner service systems did not interface well between different county lines. Using a combination of Los Angeles, Orange, San Bernardino, and Ventura County maps as well as county and city transportation maps and online trip planners, customer service agents, and site visits, we are able to conclude that the linkages between urban parks and national forests are tenuous and ultimately unsatisfactory. Although it is technically possible to reach large parks adjacent to the three of the national forests, access to the forests themselves is prohibitive because of the absence of existing bus lines with the sole exception of San Bernardino National Forest.



MAP
 SHOWING OPERATED LINES OF
PACIFIC ELECTRIC RAILWAY

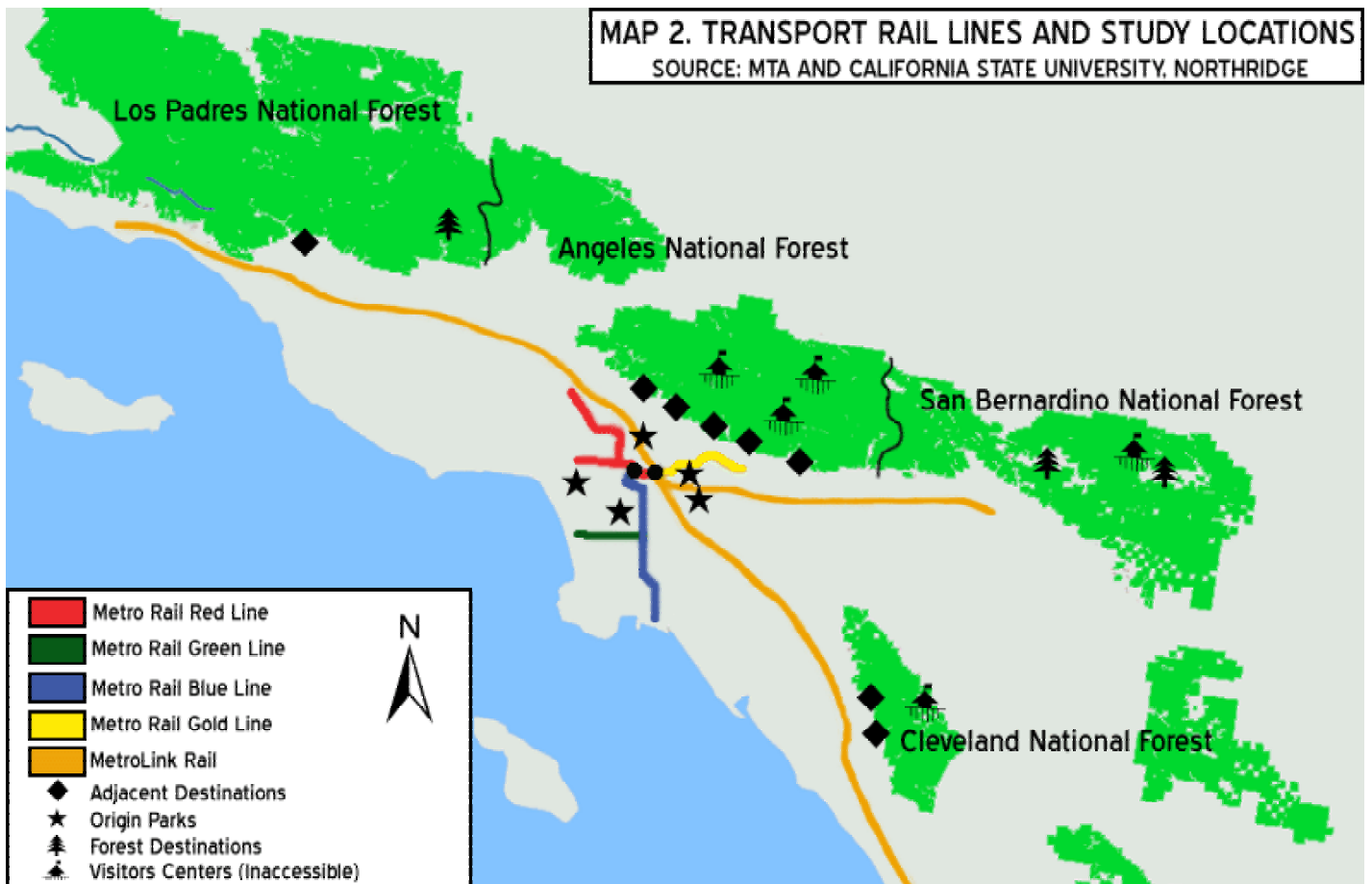


4. ANGELES NATIONAL FOREST

We began our analysis of transportation linkages to Angeles National Forest by determining potential destinations within the forest itself. After advisement from the Center, we decided to determine transportation linkages to Angeles National Forest's two Visitors Centers located along Highway 2 (Angeles Crest Highway) as well as its Visitors Center located at Mount Baldy. We also felt it would be beneficial to calculate linkages to adjacent developed destinations that would offer their own services as well as access to the National Forest. By seeking out developed destinations with multiple services that would appeal to a variety of interests, we identified five additional destinations. First, our analysis of the lack of transportation networks within the forest led us to decide to calculate linkages to the base of Highway 2/Angeles Crest as well as Highway 39; further transportation is not possible past the base of these two highways. We then chose three city park destinations bordering the forest: Eaton Canyon Park in Altadena, Deukmejian

Wilderness Park in Glendale, and Arcadia Wilderness Park north of Arcadia. While Deukmejian Wilderness Park is under construction, Eaton Canyon Park and Arcadia Wilderness Park are improved parks that both offer access to the national forest, hiking opportunities, learning centers, and nature centers.

After we chose our destinations, we then analyzed existing transportation networks in Los Angeles County using information provided by the MTA. We calculated the time, cost, and transfers necessary to access each of our five destinations from each of the five urban park starting points. MTA’s computerized “Trip Planner” system provided routes, times, and fares; however, since the system was configured to determine only bus or only rail trips, we combined these two aspects to judiciously plan the fastest route from each urban park to each forest destination. We utilized both bus and rail networks to achieve this goal.



Our findings indicated that a trip from one of these parks to one of our five destinations, through current transportation networks in Los Angeles, would cost between \$1.50 and \$5.25, and nearly all these linkages required usage of both MTA bus routes, local bus routes (also determined through the MTA Trip Planner), and Metro Rail, Los Angeles’s rail/subway system. Trip times ranged from fifty-five minutes to two hours and twenty minutes. Trips required a variety of number of transfers- however, the majority of linkages required as many as five to six separate transfers from route to route and line to line.

5. SAN BERNARDINO NATIONAL FOREST

In beginning our investigation of the possibility of public transportation access to San Bernardino National Forest, we first sought out destinations with and adjacent to the forest. Unlike our investigation of Angeles, San Bernardino Forest did not possess adequate adjacent destination facilities. We then turned our attention within the forest, where we first assumed, based on available transportation information, that no bus or rail access existed. However, our investigation led us to discover MARTA, the Mountain Area Regional Transit Authority, which provides transportation to the mountain communities of Lake Arrowhead and Big Bear. This bus line provides daily service to and from San Bernardino's Metrolink Station.

We also found that San Bernardino National Forest operates a Discovery Center with full amenities at Big Bear in Fawnskin, which offers tours, lectures, hikes, and a series of forest activities. While the center is not located on MARTA's normal route, we found that the MARTA system will take passengers to the Center upon request. This marks the one and only true transportation link from urban parks to a National Forest destination that we discovered during this study. In order to get to San Bernardino Station and board the MARTA, we traced routes through Union Station in downtown Los Angeles, and then on Metrolink's San Bernardino Line, which runs daily.



Big Bear Discovery Center

Unfortunately, while these linkages between our urban parks and the national forest are relatively fast, they are also extremely expensive. In order to travel from the five parks to Big Bear or Lake Arrowhead, passengers would travel from three to four hours, and would pay from fifteen to nineteen dollars. While other linkages are more time-intensive, these linkages are by far the most costly.

6. CLEVELAND NATIONAL FOREST

Straddling Orange, Riverside, and San Diego Counties, Cleveland National Forest is actually three separate areas of forest, divided into the Trabuco Ranger District, Palomar Ranger District, and Descanso Ranger District. For the purposes of this study we have chosen to examine only the northernmost of these sections, the Trabuco District, due to its relative proximity to downtown Los Angeles. We acknowledge that further studies could go on to investigate public transportation linkages between the more

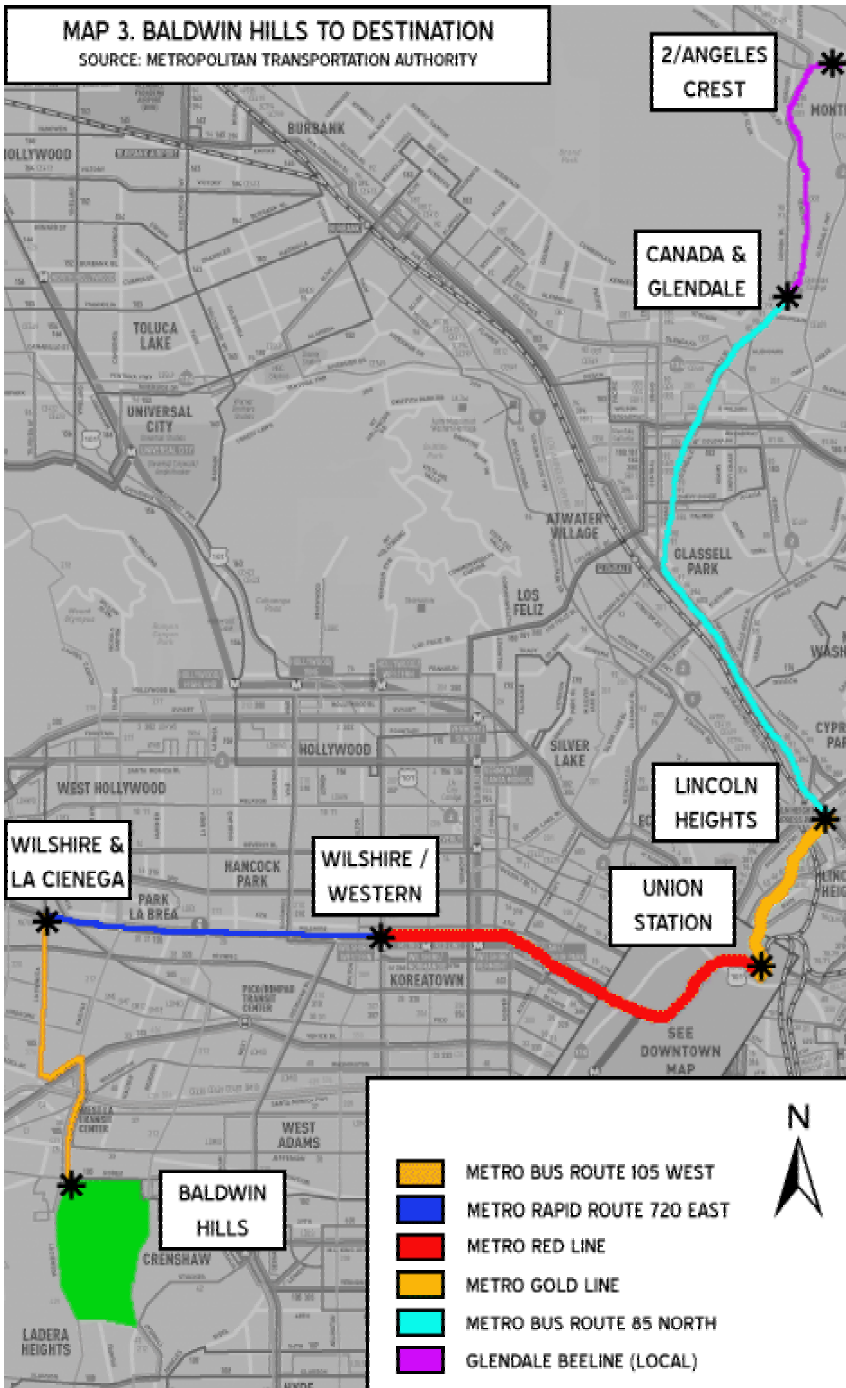
southerly portions of the forest and urban San Diego.

Following the model established in our examination of Angeles National Forest, we initially sought appropriate destinations and feasible roads within the forest. A visitor center is located within the Trabuco District and a promising thoroughfare, the Ortega Highway (Highway 74), bisects the Trabuco District. Additionally, several parks adjacent to this segment of Cleveland Forest were identified: Starr Ranch Sanctuary, Casper's Wilderness Park, Whiting Ranch Wilderness Park, O'Neill Regional Park, Limestone Canyon Reserve, and Tucker Canyon Park.



O'Neill Regional Park

Using maps and information provided by the Orange County Transit Authority (OCTA) and the Riverside Transit Authority (RTA) we were able to determine that no public buses go into this portion of Cleveland National Forest. The RTA is unable to get passengers anywhere near the forest although the OCTA showed more promise. Indeed, using the OCTA it is possible to get within one half mile from the entrance to two of the adjacent parks; Whiting Ranch Wilderness Park and O'Neill Regional Park. Calculated as departing from our five urban parks in Los Angeles, the trip from Los Angeles to Cleveland Forest is estimated to take anywhere from three hours and twenty-five minutes (from Taylor Yard to O'Neill Park) to three hours and forty-five minutes (from Baldwin Hills Hawkins to Whiting Ranch) and cost from \$9.00 to \$10.75. Both parks have information available at the trailheads upon entering the park and provide opportunities for hiking, picnicking, and bicycling, among other outdoors activities. (Did anyone actually take this trip by public transit?)



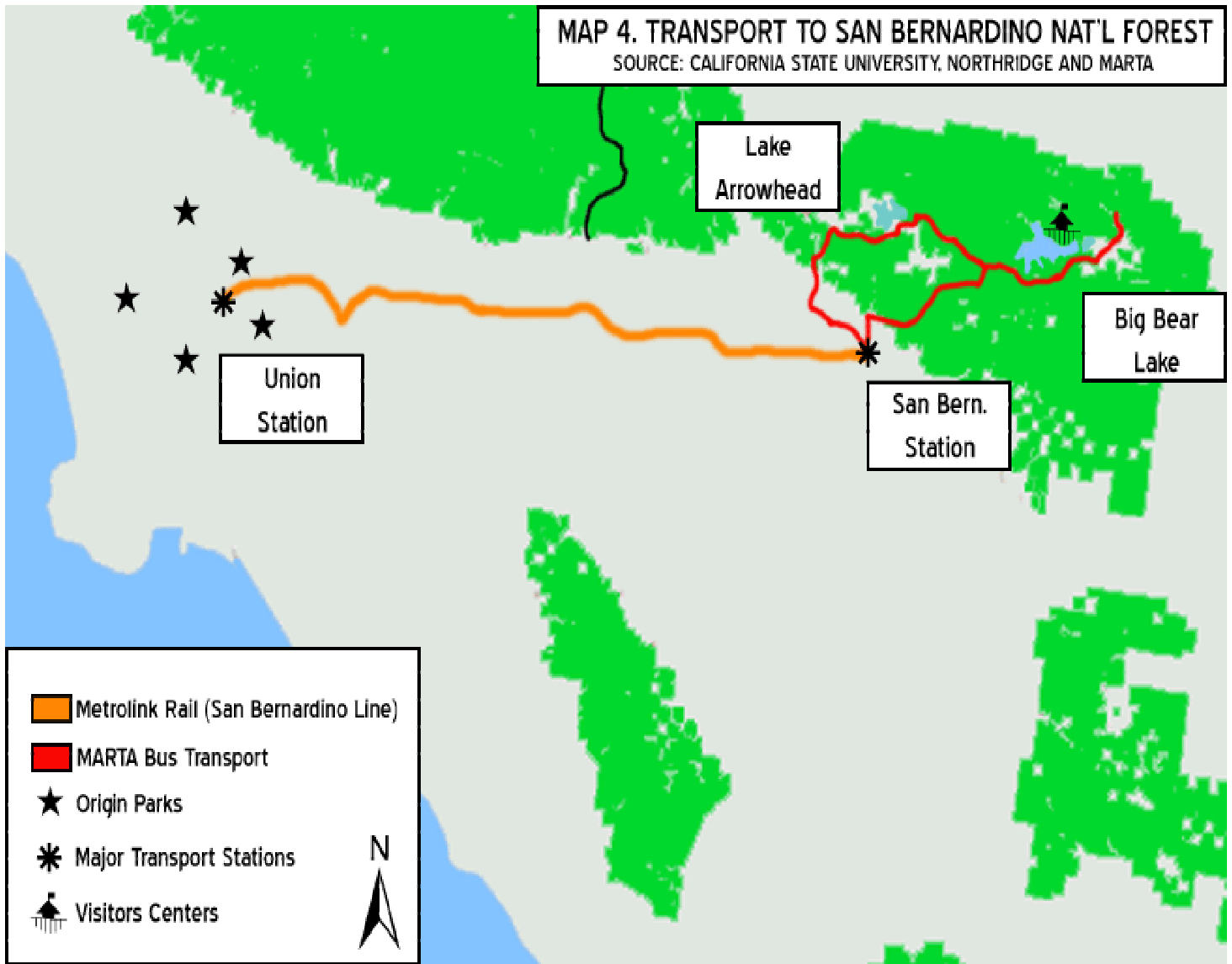
7. LOS PADRES NATIONAL FOREST

Of the four national forests we analyzed, Los Padres is the most distant from the five urban parks. The forest stretches from just north of Ojai and east of Pyramid Lake, to north of Monterey, and is segmented into a number of sections. Our analysis considered only the southernmost section of the forest, the section closest to our five park starting points. We then processed information available from the Metropolitan

Transportation Authority (MTA) as well as the Ventura County Transportation Commission (VCTC). We could find no useful transportation linkages between the five urban parks and destinations within Los Padres National Forest.

We began by considering possible destinations within the forest as well as searching for possible adjacent destinations that would provide their own amenities as well as forest access. We discovered that unlike the other forests, there is a significant lack of "improved" destinations within this southern section of the forest. The forest's visitors' center is located in Goleta, north of Santa Barbara, outside the reach of the Metrolink rail system. We did conclude that Lake Piru and a number of destinations north of Ojai on Highway 33 were acceptable for analysis, as these destinations offered multiple usages (though they still demonstrated a lack of acceptable improved facilities).

We then analyzed transportation linkage information from MTA and VCTC. The Metrolink rail line provides access from Union Station to Oxnard and Camarillo, and VCTC provides a number of local transportation services within Ventura, Oxnard, Camarillo, and Ojai, among other cities. However, while travelers could utilize Metrolink rail services from Union Station to arrive in Oxnard and Camarillo, these local transportation services do not provide adequate access to the National Forest or adjacent destinations and center only within the downtown urban core of each town.



8. CONCLUSION AND RECOMMENDATIONS

In conclusion, current public transportation linkages do not allow for feasible trips to Southern California's four National Forests. With the exception of San Bernardino National Forest, county and city transit systems altogether fail to provide regular, convenient access to the forests. Recurring problems for public access among all these forests are:

- 1 A complete lack of transportation services into the actual forests.
- 2 The placement of visitors/nature/discovery centers and other facilities are located far within the park, out of the range of a person without private transport.
- 3 The major roads and highways which bisect these forests do not include bus/transit routes.
- 4 Due to a lack of direct routes, too much time is spent on a prohibitive number of

- transfers from route to route.
- 5 The prohibitively low frequency, restricted weekend availability, and poorly timed and unaccommodating bus schedules of those areas where a bus comes close to an adjacent park.

These following general recommendations are intended as possible solutions towards better transportation between parks and national forests, not necessarily as recommendations on transportation systems, passenger usage, or system setup.

- 1 Include access to recreational areas among goals of public transportation;
- 2 Foster better cooperation between transportation systems in order to better facilitate trip planning using multiple systems is needed;
- 3 Plan and place visitors centers in locations that are easier to access; and
- 4 Improve cooperation between the National Forest Service and public transportation agencies in Southern California.

Park Specific Evaluations and Suggestions

San Bernardino National Forest

San Bernardino National Forest enjoys the distinction of being the most easily accessible of the four national forests investigated. This is the only forest which can be reached directly by public transportation. Careful thought has been given to the MARTA system, as evidenced by the timely correlation between the arrival times of Metrolink trains coming from Union Station in Los Angeles and the uphill departure times of the MARTA. Also unique to San Bernardino is the nature, visitor, and discovery center that is located directly off the MARTA line. Upon entering the bus it is possible to request a stop at the Discovery Center, on the north shore of Big Bear Lake in Fawnskin. In light of the superior infrastructure existing in the San Bernardino National Forest our only suggestions are as follows:

- 1 Increase the number and frequency of MARTA uphill departures along the route to Big Bear. Currently there are only two bus departures, one in the morning and one in the evening. Persons traveling from Los Angeles must allow for more early morning travel time in order to get to Union Station for the 7am departure. This could be an added difficulty to those travelers already relying on buses to get to Union Station. The Lake Arrowhead/Crestline route has four departure times throughout the day; a more flexible schedule such as this would benefit people wishing to get to Big Bear.
- 2 MARTA does not run on Sundays. The introduction of a restricted schedule, such as the one currently operating for Big Bear, would allow people to make full use of this weekend recreation opportunity.

Cleveland National Forest

It proved impossible to link Cleveland National Forest directly with our urban departure points. Although the forest is segmented and crossed by major roads, no public transport linkages exist within the forest. We did find however that OCTA enables

travelers to get within one half mile from the entrance to two adjacent parks; Whiting Ranch Wilderness Park and O'Neill Regional Park. These large parks offer facilities amenable to visitors and are directly linked to the greater forest system. Some recommendations for improved access to Cleveland National Forest include:

- 1 Currently neither the RTA nor the OCTA cross the Ortega Highway (Highway 74), a large artery connecting Riverside and Orange counties. We suggest that bus lines be added to both systems which travel Highway 74 and allow for stops within the forest (most importantly at the visitor center located along Ortega Highway/74).
- 2 Although the OCTA comes close to Cleveland National Forest, the eastern (Riverside) side of the forest is not connected to public transport; bus lines should be added from Lake Elsinore to adjacent parks or stops within the forest.
- 3 The limited number of buses arriving at and departing from the bus stops near the adjacent parks contribute to making a trip from Los Angeles time consuming and widely prohibitive considering the necessity of a return trip. There should be more buses stopping at these locations to allow visitors to plan a reasonable daytrip.
- 4 Considering the number and variety of the parks, sanctuaries, and reserves bordering Cleveland Forest, more of these adjacent destinations should be accessible using the OCTA, including Starr Ranch Sanctuary, Casper's Wilderness Park, Limestone Canyon Reserve, and Tucker Canyon Park.

Angeles National Forest

Given its proximity to the five urban departure points it came as a surprise that it is impossible to reach the actual forest using public transportation. The existing transportation linkages simply do not allow for convenient or inviting access to Angeles National Forest. Although the cost of the journey and actual length of transportation time were not prohibitive factors, the number of transfers required makes for a trying and tiresome journey to Angeles Forest, particularly for the disabled, those traveling with small children or the elderly. If demand were high enough to support it, we suggest the implementation of some of the following suggestions.

- 1 An express line to take passengers from Union Station along the base of the San Gabriel Foothills.
- 2 Adjacent destinations providing actual forest access (currently only Eaton Canyon Park provides such access).
- 3 The creation of a new transit system that would allow for public transport up Angeles Crest and Highway 39 to the Antelope Valley and Lancaster/Palmdale.
- 4 The development of shuttle networks which would enable the public to travel from the base of Angeles Crest to National Forest Visitors Centers located deep within the forest. Angeles National Forest has three visitor centers are located along the highway at Mount Baldy, Chilao, and Grassy Hollow.

Los Padres National Forest

Los Padres Forest proved to be the least accessible of the four forests examined.

Although the Metrolink rail line provides access from Union Station to Oxnard and Camarillo, and VCTC provides a number of local transportation services within Ventura, Oxnard, Camarillo, and Ojai, linkages to appropriate destinations within or adjacent to Los Padres National Forest cannot be made. Although any major changes would be difficult because of the complete lack of infrastructure, we suggest the following:

- 1 With the possible division of Los Padres into two separate National Forests, the southern section would become its own Forest. This may allow the chance for construction of a new visitor's center, and a new center should be constructed nearer to the Los Angeles Metropolitan area.
- 2 While it is possible to reach Ventura County using Metrolink rail services, the local transit services of Oxnard and Camarillo do not provide access to the National Forest or adjacent destinations, serving only the downtown urban core of each town. These transit services should be better linked and should allow access to adjacent as well as forest destinations.
- 3 The recreation areas around Lake Piru and Lake Casitas are inaccessible by public transportation and should be included with local transit services.
- 4 The southern portion of Los Padres lacks the adjacent parks and recreation areas that we have seen in other forests. If linking public transportation to the actual forest proves infeasible for transit operators, at the very least adjacent, improved parks with opportunities for outdoor recreation should be developed.
- 5 There is no Visitors' Center facility located within a reasonable distance of the Los Angeles metropolitan area; to better facilitate visitation to this forest, one should be constructed in closer proximity. (maybe put this recommendation before the first recommendation, which relies on the lack of visitors' centers within reach of the L.A. metropolitan area).

Conclusion

There can be no doubt that those populations of Los Angeles dependant upon public transit are denied the opportunity to enjoy, visit, and use the National Forests of Southern California. If more widespread support for forest conservation and funding is to be garnered from people of color and low income groups, more direct access to National Forests as well as the construction and maintenance of proximate and adjacent parks and wilderness areas are imperative. The recommendations we have suggested would result in allowing these visitors to enjoy the park as well as cut down on traffic and pollution while traveling through the forest.

Transit companies and the Forest Service must cooperate with one another in order to address and remedy the issue of inequality of forest access and use. We acknowledge that with visitor centers and other destinations of interest so widely spread through out the parks (often on remote mountainous roads), it may not be feasible for transit companies to operate within the forests. This only furthers the case for modifying the existing system. Likewise, better cooperation between these companies and the Forest Service would allow the construction of internet services allowing residents to plan trips to the forests. Currently, however, there is not enough cooperation between these agencies to allow the facilitation of such a website service.

The Forest Service must give more attention to the population of Southern

California without private vehicles. Likewise, the transit companies of all counties we investigated must endeavor to make changes in routing, weekend scheduling, and location of bus stops. With determination and planning these meaningful changes can be brought about. The current discriminatory status quo must be rectified in order to make the forests of Southern California truly public.

APPENDIX: TRANSPORTATION LINKAGES REPORT

1. ANGELES NATIONAL FOREST TO THE 2/ANGELES CREST

TAYLOR YARD

(1 Hour , 2 Minutes total, \$1.50 total, 2 transfers)

From San Fernando/Fletcher: Metro Route 90 North (\$1.25) --> Verdugo/Honolulu

Glendale Beeline 3 North (\$.25) --> Honolulu/Ocean View

Glendale Beeline 3 East (\$.25) --> Verdugo Hills Hospital (Verdugo/2-Angeles Crest)

ASCOT HILLS

(1 Hour, 57 Minutes total, \$5.00 total, 5 transfers)

From Mission/Soto: Metro Route 78 South \$.75 --> 1st/Hill

Metro 81 North \$.75 --> Southwest Museum Station (Figueroa/Woodside)

Southwest Museum Station \$1.75 (GOLD LINE) --> Lincoln Heights Station

Metro Route 85 North \$1.25 --> Canada/Glendale College

Glendale Beeline 3 North \$.25 --> Honolulu/Ocean View

Glendale Beeline 3 East \$.25 --> Verdugo Hills Hospital (Verdugo/2-Angeles Crest)

BALDWIN HILLS

(2 Hours total, \$4.50 total, 6 transfers)

From Rodeo/La Cienega: 105 West \$.75 --> La Cienega/Wilshire

Metro Rapid 720 East \$.75 --> Wilshire/Western Station

Wilshire/Western Station (RED LINE) (\$1.25) --> Union Station

Union Station (GOLD LINE) --> Lincoln Heights Station

Metro Route 85 North \$1.25 --> Canada/Glendale College

Glendale Beeline 3 North \$.25 --> Honolulu/Ocean View

Glendale Beeline 3 East \$.25 --> Verdugo Hills Hospital (Verdugo/2-Angeles Crest)

CORNFIELD

(1 Hour, 12 Minutes total, \$3.00 total, 3 transfers)

Chinatown Station --> Lincoln Heights Station: 2 minutes (Gold Line) \$1.25

Metro Route 85 North \$1.25 --> Canada/Glendale College

Glendale Beeline 3 North \$.25 --> Honolulu/Ocean View

Glendale Beeline 3 East \$.25 --> Verdugo Hills Hospital (Verdugo/2-Angeles Crest)

AUGUSTUS HAWKINS

(1 Hour, 45 Minutes total, \$3.00 total, 5 transfers)

Slauson Station--> 7th Street/Metro Center: 15 minutes, \$1.25 (BLUE LINE)

Metro Center --> Union Station: 9 minutes (RED LINE)

Union Station --> Lincoln Heights Station: 4 minutes (GOLD LINE)

Metro Route 85 North \$1.25 --> Canada/Glendale College

Glendale Beeline 3 North \$.25 --> Honolulu/Ocean View

Glendale Beeline 3 East \$.25 --> Verdugo Hills Hospital (Verdugo/2-Angeles Crest)

TO EATON CANYON PARK

TAYLOR YARD

(1 Hour , 50 Minutes total, \$2.50 total, 3 transfers)

From San Fernando/Fletcher: Metro Route 94 South \$1.25 --> Lincoln Heights Station, 9 minutes

Lincoln Heights Station to Allen Station \$1.25 (GOLD LINE)

Metro Route 686 North \$1.25 --> Washington/Allen

Pasadena Arts 32 East \$.25 --> New York/Altadena

ASCOT HILLS

(1 Hour, 40 Minutes total, \$4.25 total, 4 transfers)

From Mission/Soto: Metro Route 78 South \$.75 --> 1st/Hill

Metro 81 North \$.75 --> Southwest Museum Station (Figueroa/Woodside)

Southwest Museum Station to Allen Station (GOLD LINE)

Metro Route 686 North \$1.25 --> Washington/Allen

Pasadena Arts 32 East \$.25 --> New York/Altadena

BALDWIN HILLS

(1 Hour, 40 Minutes total, \$4.25 total, 5 transfers)

From Rodeo/La Cienega: 105 West \$.75 --> La Cienega/Wilshire

Metro Rapid 720 East \$.75 --> Wilshire/Western Station

Wilshire/Western Station (RED LINE) (\$1.25) --> Union Station

Union Station (GOLD LINE) to Allen Station (GOLD LINE)

Metro Route 686 North \$1.25 --> Washington/Allen

Pasadena Arts 32 East \$.25 --> New York/Altadena

CORNFIELD

(55 Minutes total, \$2.75 total, 2 transfers)

Chinatown Station --> Allen Station \$1.25 (GOLD LINE)

Metro Route 686 North \$1.25 --> Washington/Allen

Pasadena Arts 32 East \$.25 --> New York/Altadena

AUGUSTUS HAWKINS

(1 Hour, 45 Minutes total, \$2.75 total, 4 transfers)

Slauson Station--> 7th Street/Metro \$1.25 (BLUE LINE)

7th/Metro --> Union Station (RED LINE)

Union Station --> Allen Station (GOLD LINE)

Metro Route 686 North \$1.25 --> Washington/Allen

Pasadena Arts 32 East \$.25 --> New York/Altadena

TO DEUKMEJIAN WILDERNESS PARK

TAYLOR YARD

(43 Minutes total, \$1.25 total, no transfers)

Metro Bus 91 North \$1.25 --> Foothill/Dunsmore

ASCOT HILLS

(1 Hour, 40 Minutes total, \$5.00 total, 3 transfers)

Mission/Soto: Metro Route 78 South \$.75 --> 1st/Hill

Metro 81 North \$.75 --> Southwest Museum Station (Figueroa/Woodside)

Southwest Museum Station \$1.75 (GOLD LINE) --> Lincoln Heights Station

Metro Bus 91 North \$1.25 --> Foothill/Dunsmore

BALDWIN HILLS

(1 Hour, 45 Minutes total, \$4.00 total, 4 transfers)

Rodeo/La Cienega: 105 West \$.75 --> La Cienega/Wilshire

Metro Rapid 720 East \$.75 --> Wilshire/Western Station

Wilshire/Western Station (RED LINE) \$1.25 --> Union Station

Union Station (GOLD LINE) --> Lincoln Heights Station

Metro Bus 91 North \$1.25 --> Foothill/Dunsmore

CORNFIELD

(1 Hour total, \$2.50 total, 1 transfer)
Chinatown Station (GOLD LINE) \$1.25 --> Lincoln Heights Station
Metro Bus 91 North \$1.25 --> Foothill/Dunsmore

AUGUSTUS HAWKINS

(1 Hour, 45 Minutes total, \$2.50 total, 3 transfers)
Slauson Station (BLUE LINE) \$1.25 --> 7th Street/Metro Center
Metro Center (RED LINE) --> Union Station
Union Station (GOLD LINE) --> Lincoln Heights Station
Metro Bus 91 North \$1.25 --> Foothill/Dunsmore

TO HIGHWAY 39

TAYLOR YARD

(1 Hour, 50 Minutes total, \$3.85 total, 3 transfer)
Metro Route 94 South \$1.25 --> Lincoln Heights Station
Lincoln Heights Station (GOLD LINE) \$1.25--> Sierra Madre Villa Station
Foothill Transit 187 East \$1.10 --> Foothill/Vernon
Azusa Canyon Coach West \$.25 --> San Gabriel/Sierra Madre

ASCOT HILLS

(1 Hour, 55 Minutes total, \$4.10 total, 4 transfers)
Mission/Soto: Metro Route 78 South \$.75 --> 1st/Hill
Metro 81 North \$.75 --> Southwest Museum Station (Figueroa/Woodside)
Southwest Museum Station \$1.25 --> Sierra Madre Villa Station
Foothill Transit 187 East \$1.10 --> Foothill/Vernon
Azusa Canyon Coach West \$.25 --> San Gabriel/Sierra Madre

BALDWIN HILLS

(2 Hours, 20 Minutes total, \$4.10 total, 5 transfers)
Rodeo/La Cienega: 105 West \$.75 --> La Cienega/Wilshire
Metro Rapid 720 East \$.75 --> Wilshire/Western Station
Wilshire/Western Station (RED LINE) \$1.25 --> Union Station
Union Station (GOLD LINE) --> Sierra Madre Villa Station
Foothill Transit 187 East \$1.10 --> Foothill/Vernon
Azusa Canyon Coach West \$.25 --> San Gabriel/Sierra Madre

CORNFIELD

(1 Hour, 30 Minutes total, \$2.60 total, 2 transfers)
Chinatown Station (GOLD LINE) \$1.25 --> Sierra Madre Villa Station
Foothill Transit 187 East \$1.10 --> Foothill/Vernon
Azusa Canyon Coach West \$.25 --> San Gabriel/Sierra Madre

AUGUSTUS HAWKINS

(2 Hours, 10 Minutes total, \$2.60 total, 4 transfers)
Slauson Station (BLUE LINE) \$1.25 --> 7th Street/Metro
7th/Metro (RED LINE) --> Union Station
Union Station (GOLD LINE) --> Sierra Madre Villa Station
Foothill Transit 187 East \$1.10 --> Foothill/Vernon
Azusa Canyon Coach West \$.25 --> San Gabriel/Sierra Madre

TO ARCADIA WILDERNESS PARK

TAYLOR YARD

(1 Hour, 30 Minutes, \$5.00 total, 3 transfers)
Metro Route 94 South \$1.25 --> Lincoln Heights Station
Lincoln Heights Station (GOLD LINE) \$1.25--> Sierra Madre Villa Station
Metro Bus 177 East \$1.25 --> Foothill/Santa Anita
Metro Bus 491 North \$1.25 --> Sierra Madre/Santa Anita

ASCOT HILLS

(1 Hour total, 30 Minutes, \$5.25 total, 4 transfers)
Mission/Soto: Metro Route 78 South \$.75 --> 1st/Hill
Metro 81 North \$.75 --> Southwest Museum Station (Figueroa/Woodside)
Southwest Museum Station \$1.25 --> Sierra Madre Villa Station
Metro Bus 177 East \$1.25 --> Foothill/Santa Anita
Metro Bus 491 North \$1.25 --> Sierra Madre/Santa Anita

BALDWIN HILLS

(2 Hours total, \$5.25 total, 5 transfers)
Rodeo/La Cienega: 105 West \$.75 --> La Cienega/Wilshire
Metro Rapid 720 East \$.75 --> Wilshire/Western Station
Wilshire/Western Station (RED LINE) \$1.25 --> Union Station
Union Station (GOLD LINE) --> Sierra Madre Villa Station
Metro Bus 177 East \$1.25 --> Foothill/Santa Anita
Metro Bus 491 North \$1.25 --> Sierra Madre/Santa Anita

CORNFIELD

(1 Hour, 10 Minutes total, \$3.75 total, 2 transfers)
Chinatown Station (GOLD LINE) \$1.25 --> Sierra Madre Villa Station
Metro Bus 177 East \$1.25 --> Foothill/Santa Anita
Metro Bus 491 North \$1.25 --> Sierra Madre/Santa Anita

AUGUSTUS HAWKINS

(1 Hours, 50 Minutes total, \$3.75 total, 4 transfers)
Slauson Station (BLUE LINE) \$1.25 --> 7th Street/Metro
7th/Metro (RED LINE) --> Union Station
Union Station (GOLD LINE) --> Sierra Madre Villa Station
Metro Bus 177 East \$1.25 --> Foothill/Santa Anita
Metro Bus 491 North \$1.25 --> Sierra Madre/Santa Anita

2. CLEVELAND NATIONAL FOREST TO O'NEILL REGIONAL PARK

TAYLOR YARD

(3 Hours, 20 Minutes total, \$10.25 total, 6 transfers)
Metro Bus 94 South \$1.25 --> Spring/Cesar Chavez
Metro Bus 446 East \$1.25 --> Union Station
Metrolink 91 Line Fullerton \$5.25 --> Fullerton Station
Purchase OCTA Day Pass \$2.50
Route 47 South --> Haster/Katella
Route 205 South --> Calle De La Plata/ Paseo De Valencia
Route 87 North --> Santa Margarita/Alicia
Route 82 East --> Santa Margarita/Antonio

ASCOT HILLS

(3 Hours, 21 Minutes total, \$9.00 total, 5 transfers)
Mission/Soto: Metro Bus 79a South \$1.25 --> Union Station

Metrolink 91 Line Fullerton \$5.25 --> Fullerton Station
Purchase OCTA Day Pass \$2.50
Route 47 South --> Haster/Katella
Route 205 South --> Calle De La Plata/ Paseo De Valencia
Route 87 North --> Santa Margarita/Alicia
Route 82 East --> Santa Margarita/Antonio

BALDWIN HILLS

(3 Hours, 40 Minutes total, \$9.50 total, 5 transfers)
Rodeo/La Cienega: Metro Bus 439 \$1.75 --> Union Station
Metrolink 91 Line Fullerton \$5.25 --> Fullerton Station
Purchase OCTA Day Pass \$2.50
Route 47 South --> Haster/Katella
Route 205 South --> Calle De La Plata/ Paseo De Valencia
Route 87 North --> Santa Margarita/Alicia
Route 82 East --> Santa Margarita/Antonio

CORNFIELD

(2 Hours, 50 Minutes total, \$9.00 total, 5 transfers)
Chinatown Station: Metro \$1.25 --> Union Station (GOLD LINE)
Metrolink 91 Line Fullerton \$5.25 --> Fullerton Station
Purchase OCTA Day Pass \$2.50
Route 47 South --> Haster/Katella
Route 205 South --> Calle De La Plata/ Paseo De Valencia
Route 87 North --> Santa Margarita/Alicia
Route 82 East --> Santa Margarita/Antonio

AUGUSTUS HAWKINS

(3 Hours, 20 Minutes total, \$9.00 total, 6 transfers)
Slauson Station (BLUE LINE) \$1.25 --> 7th Street/Metro
7th/Metro (RED LINE) --> Union Station
Metrolink 91 Line Fullerton \$5.25 --> Fullerton Station
Purchase OCTA Day Pass \$2.50
Route 47 South --> Haster/Katella
Route 205 South --> Calle De La Plata/ Paseo De Valencia
Route 87 North --> Santa Margarita/Alicia
Route 82 East --> Santa Margarita/Antonio

TO WHITING RANCH WILDERNESS PARK

TAYLOR YARD

(3 Hours, 25 Minutes total, \$10.25 total, 5 transfers)
Metro Bus 94 South \$1.25 --> Spring/Cesar Chavez
Metro Bus 446 East \$1.25 --> Union Station
Metrolink 91 Line Fullerton \$5.25 --> Fullerton Station
Purchase OCTA Day Pass \$2.50
Route 43 South --> Harbor/Shuttle
Route 205 South --> 5th/Sycamore
Route 206 South --> Icon/Ellipse

ASCOT HILLS

(3 Hours, 26 Minutes total, \$9.00 total, 4 transfers)
Mission/Soto: Metro Bus 79a South \$1.25 --> Union Station
Metrolink 91 Line Fullerton \$5.25 --> Fullerton Station

Purchase OCTA Day Pass \$2.50+
Route 43 South --> Harbor/Shuttle
Route 205 South --> 5th/Sycamore
Route 206 South --> Icon/Ellipse

BALDWIN HILLS

(3 Hours, 45 Minutes total, \$9.50 total, 4 transfers)
Rodeo/La Cienega: Metro Bus 439 \$1.75 --> Union Station
Metrolink 91 Line Fullerton \$5.25 --> Fullerton Station
Purchase OCTA Day Pass \$2.50
Route 43 South --> Harbor/Shuttle
Route 205 South --> 5th/Sycamore
Route 206 South --> Icon/Ellipse

CORNFIELD

(2 Hours, 55 Minutes total, \$9.00 total, 4 transfers)
Chinatown Station: Metro \$1.25 --> Union Station (GOLD LINE)
Metrolink 91 Line Fullerton \$5.25 --> Fullerton Station
Purchase OCTA Day Pass \$2.50
Route 43 South --> Harbor/Shuttle
Route 205 South --> 5th/Sycamore
Route 206 South --> Icon/Ellipse

AUGUSTUS HAWKINS

(3 Hours, 25 Minutes total, \$9.00 total, 5 transfers)
Slauson Station (BLUE LINE) \$1.25 --> 7th Street/Metro
7th/Metro (RED LINE) --> Union Station
Metrolink 91 Line Fullerton \$5.25 --> Fullerton Station
Purchase OCTA Day Pass \$2.50
Route 43 South --> Harbor/Shuttle
Route 205 South --> 5th/Sycamore
Route 206 South --> Icon/Ellipse

3. SAN BERNARDINO NATIONAL FOREST TO LAKE ARROWHEAD

TAYLOR YARD

(3 Hours, 45 Minutes total, \$19.25 total, 3 transfers)
Metro Bus 94 South \$1.25 --> Spring/Cesar Chavez
Metro Bus 446 East \$1.25 --> Union Station
Metrolink San Bernardino Line \$15.75 --> San Bernardino Station
MARTA Arrowhead Line \$1.00 --> Lake Arrowhead

ASCOT HILLS

(2 Hours, 45 Minutes total, \$18.00 total, 2 transfers)
Mission/Soto: Metro Bus 79a South \$1.25 --> Union Station
Metrolink San Bernardino Line \$15.75 --> San Bernardino Station
MARTA Arrowhead Line \$1.00 --> Lake Arrowhead

BALDWIN HILLS

(3 Hours, 30 Minutes total, \$18.50 total, 2 transfers)
Rodeo/La Cienega: Metro Bus 439 \$1.75 --> Union Station
Metrolink San Bernardino Line \$15.75 --> San Bernardino Station
MARTA Arrowhead Line \$1.00 --> Lake Arrowhead

CORNFIELD

(2 Hours, 40 Minutes total, \$18.00 total, 2 transfers)

Chinatown Station: Metro \$1.25 --> Union Station (GOLD LINE)

Metrolink San Bernardino Line \$15.75 --> San Bernardino Station

MARTA Arrowhead Line \$1.00 --> Lake Arrowhead

AUGUSTUS HAWKINS

(2 Hours, 45 Minutes total, \$18.00 total, 3 transfers)

Slauson Station (BLUE LINE) \$1.25 --> 7th Street/Metro

7th/Metro (RED LINE) --> Union Station

Metrolink San Bernardino Line \$15.75 --> San Bernardino Station

MARTA Arrowhead Line \$1.00 --> Lake Arrowhead

TO BIG BEAR LAKE

TAYLOR YARD

(3 Hours, 25 Minutes total, \$19.25 total, 3 transfers)

Metro Bus 94 South \$1.25 --> Spring/Cesar Chavez

Metro Bus 446 East \$1.25 --> Union Station

Metrolink San Bernardino Line \$15.75 --> San Bernardino Station

MARTA Big Bear Line \$1.00 --> Big Bear Lake

ASCOT HILLS

(3 Hours, 30 Minutes total, \$18.00 total, 2 transfers)

Mission/Soto: Metro Bus 79a South \$1.25 --> Union Station

Metrolink San Bernardino Line \$15.75 --> San Bernardino Station

MARTA Big Bear Line \$1.00 --> Big Bear Lake

BALDWIN HILLS

(3 Hours, 45 Minutes total, \$18.50 total, 2 transfers)

Rodeo/La Cienega: Metro Bus 439 \$1.75 --> Union Station

Metrolink San Bernardino Line \$15.75 --> San Bernardino Station

MARTA Big Bear Line \$1.00 --> Big Bear Lake

CORNFIELD

(2 Hours, 55 Minutes total, \$18.00 total, 2 transfers)

Chinatown Station: Metro \$1.25 --> Union Station (GOLD LINE)

Metrolink San Bernardino Line \$15.75 --> San Bernardino Station

MARTA Big Bear Line \$1.00 --> Big Bear Lake

AUGUSTUS HAWKINS

(3 Hours total, \$18.00 total, 3 transfers)

Slauson Station (BLUE LINE) \$1.25 --> 7th Street/Metro

7th/Metro (RED LINE) --> Union Station

Metrolink San Bernardino Line \$15.75 --> San Bernardino Station

MARTA Big Bear Line \$1.00 --> Big Bear Lake