

## 3.8 Transportation

This section describes the existing transportation systems in the study area, including major roadways, modes of public transportation, and air travel. For this section, the study area includes the Covered Lands and the surrounding roadways used to reach the Covered Lands. The study area is divided into northern and southern regions. The northern region is in Kern County and the southern region is in the northwest part of Los Angeles County.

### 3.8.1 Major Roadways

The study area is encircled by a network of Federal and state highways. Access to the Covered Lands from the south is provided by Interstate 5 (I-5), which runs north-south along the southwestern edge of the Covered Lands, and by State Route (SR) 138, which runs east-west to the south of the Covered Lands. Access from the north is provided by SR 223 and SR 58, which are located several miles to the north and transect the Covered Lands near the Veteran's Administration cemetery site. SR 138 runs east-west, generally parallel to, but several miles south of, the southern portion of the Covered Lands. Access from the east is provided by SR 58 and SR 14, which runs north-south, far to the east of the Covered Lands, and connects SR 58 with SR 138. Major roadways are identified on Figure 3.6-1.

There is no public access in most of the Covered Lands except along public roadways adjacent to and including I-5 from approximately the Lebec Road interchange to the Fort Tejon interchange and along SR 223. Private access to the interior of the Covered Lands primarily occurs at three locations:

- DWR Road, which runs from the Lebec Road/I-5 interchange and connects with a private paved road that extends up to the southern end of Bear Trap Canyon and then runs north to the California Aqueduct facilities on the valley floor at Edmonston Pumping Plant Road.
- Unpaved turnoffs located along SR 223 that access the far northern portion of the Covered Lands.
- A paved, private mining road extending from SR 138 to the National Cement facility on the southern face of the Tehachapi Mountains

All other roadways in the interior are unpaved, private, and maintained by Tejon Ranchcorp (TRC).

The tables in this section provide the most recent traffic counts available (2009) for the primary access routes identified above. The traffic counts are generated by the California Department of Transportation (Caltrans) and reported in terms of:

- annual average daily traffic (AADT) counted at a specific location, such as an interchange or an intersection along a roadway;
- the peak hour traffic at the same location; and
- the peak month average daily traffic (ADT) at the same location.

The AADT represents the total volume of traffic measured (or extrapolated) at a location between October 1 and September 30 of each year, divided by 365. The peak hour is the highest level of traffic recorded for a single hour at a location, generally during weekday work commutes in urban

and suburban areas. The peak month ADT represents the ADT of the month in which the heaviest traffic flow occurs at a location (California Department of Transportation Traffic and Vehicle Data Systems Unit 2010).<sup>1</sup>

### 3.8.1.1 Interstate 5

I-5 is the main north-south interstate highway on the west coast passing through California, Oregon, and Washington between Canada and Mexico. South of the intersection with SR 99 the highway consists of four mixed-flow lanes in each direction. As I-5 parallels the southern boundary of the Covered Lands, it rises sharply from the San Joaquin Valley floor, eventually reaching Tejon Pass. In the vicinity of the study area, I-5 is primarily used for short and long-haul semitruck trips and weekend and holiday leisure travel, with peaks during popular travel periods. Traffic on I-5 is typically in a free-flow condition.

Table 3.8-1 presents the 2009 traffic counts for I-5 at the Caltrans monitoring locations from Quail Lake Road, south of the Covered Lands in Los Angeles County, to the intersection with SR 223 to the north.

**Table 3.8-1. 2009 Caltrans I-5 Traffic Counts (number of vehicles)**

Off-Ramp or Intersection Location	South Peak Hour	South Peak Month	South AADT	North Peak Hour	North Peak Month	North AADT
<b>Los Angeles County</b>						
Quail Lake Road IC	9,100	78,000	68,000	9,200	78,000	68,000
North Jct. SR 138, SR 138 IC	9,200	78,000	68,000	9,700	82,000	71,000
Gorman Road IC	9,700	82,000	71,000	9,700	81,000	70,000
Los Angeles/Kern County Line	9,400	80,000	69,000			
<b>Kern County</b>						
Los Angeles/Kern County Line				9,400	80,000	69,000
Frazier Mountain Park Road IC	9,700	81,000	70,000	9,400	80,000	69,000
Lebec Road IC	7,700	75,000	69,000	7,700	75,000	69,000
Fort Tejon/Digier Roads IC	7,700	75,000	69,000	7,700	75,000	69,000
Junction of Route 166	4,500	35,000	28,500	4,700	35,500	29,500
Old River Road IC	4,700	35,500	29,500	4,300	36,000	29,800
Junction of SR 223	4,300	36,000	29,000	4,700	41,500	30,000

Notes: IC = Interchange, AADT = annual average daily traffic, SR = State Route

Source: California Department of Transportation 2010.

<sup>1</sup> Caltrans also reports traffic counts in terms of back and ahead flows. *Back* generally means southern or western flows, depending on the designated direction of the applicable roadway. *Ahead* means northern or eastern flows. For ease of reference, the tables identify the actual directional flow of the traffic counts, rather than use the back or ahead nomenclature.

In 2001, Kern County approved the Frazier Park/Lebec Specific Plan for the mountain communities located west of the study area. The plan covers approximately 150 acres of the Covered Lands. The circulation element addresses the condition and desired future capacity of the local roadway system that accesses I-5. Based on late 1990 traffic information, the Frazier Park/Lebec Specific Plan states that buildout of the plan area would result in additional traffic at I-5 intersections and adjoining roads that would fall below acceptable level of service (LOS)<sup>2</sup> goals without mitigation. To address these concerns, the plan provides that:

Any future project which will add substantial traffic in the Plan Area, defined as a “project” generating in excess of fifty (50) peak hour trips or ten (10) peak hour trips through the intersection of Frazier Mountain Park Road and Lebec Road, or Frazier Mountain Park Road and an off-ramp of Interstate 5, or as determined by Kern County Roads Department, shall conduct a traffic study identifying appropriate mitigations, if any, to maintain a Level Of Service D (LOS D) at the intersection of Lebec Road, Frazier Mountain Park Road and its related frontage road, or LOS C for Interstate 5 off-ramps (Kern County 2003: 6-6).

### 3.8.1.2 State Route 138

SR 138 is an east-west state highway extending east from I-5 south of the community of Gorman. Near the Covered Lands, SR 138 is a two-lane highway providing access to the cities of Lancaster and Palmdale. The highway serves numerous rural high desert communities and also serves as a connection between Interstates 5 and 15. As the highway passes to the south of the Covered Lands it operates generally in a free-flow condition but can experience operating constraints given two-lane highway conditions.

Table 3.8-2 presents the 2009 traffic counts for SR 138 at the California Department of Transportation (Caltrans) monitoring locations between I-5 and SR 14.

**Table 3.8-2. 2009 Caltrans SR 138 Traffic Counts (number of vehicles)**

Off-Ramp or Intersection Location	West Peak Hour	West Peak Month	West AADT	East Peak Hour	East Peak Month	East AADT
<b>Los Angeles County</b>						
Jct. I-5, Golden State Freeway IC				250	1,900	1,800
Gorman Post Road	500	3,800	3,600	510	4,700	44,00
Old Ridge Route Road	510	4,700	4,400	440	4,050	3,850
245th Street West	410	4,150	3,900	390	4,000	3,750
110th Street West	480	2,900	2,850	500	3,050	2,950
Junction of SR 14 North, Antelope Valley Freeway	640	3,850	3,750	2,750	33,000	31,500

Notes: IC = Interchange, AADT = annual average daily traffic, SR = State Route  
Source: California Department of Transportation 2010

<sup>2</sup> Level of service (LOS) refers to the condition of traffic flow along a roadway or at an intersection relative to certain performance standards generally described in the Highway Capacity Manual published by the Transportation Research Board of the National Research Council. The applicable LOS is generally analyzed on an A to F scale, with LOS A representing highest level of performance and LOS F the lowest level of performance.

### 3.8.1.3 State Route 223

SR 223 is located in Kern County and is a two-lane highway connecting I-5 and SR 58. Situated north of the Covered Lands, SR 223 passes through the City of Arvin and agricultural land. Similar to SR 138, SR 223 operates in a free-flow condition but can experience operations constraints due to the two-lane configuration.

Table 3.8-3 presents the 2009 traffic counts for the northern portion of the study area along the SR 223 corridor at the Caltrans monitoring locations between I-5 and SR 58.

**Table 3.8-3. 2009 Caltrans SR 223 Traffic Counts (number of vehicles)**

Off-Ramp or Intersection Location	West Peak Hour	West Peak Month	West AADT	East Peak Hour	East Peak Month	East AADT
<b>Kern County</b>						
Old River Road	130	1,400	1,200	380	4,750	4,400
Wible Road	440	5,400	5,000	440	5,400	5,000
Junction of SR 99	410	5,100	4,700	570	7,500	6,900
Union Avenue	550	7,200	6,700	580	8,200	5,500
Junction of SR 184 North	540	7,100	6,600	580	7,600	7,000
Arvin, Comanche Drive	600	7,900	7,200	830	10,800	10,000
Arvin, A Street	840	10,800	10,000	800	10,500	9,600
Arvin, Derby Street (El Tejon Highway)	480	6,300	5,800	180	2,400	2,200
Tower Line Road	180	2,400	2,200	170	2,150	2,000
Arvin, East	170	2,150	2,000	170	2,050	1,550
Junction of SR 58	200	1,350	1,150			

Notes: AADT = annual average daily traffic, SR = State Route  
Source: California Department of Transportation 2010

### 3.8.1.4 State Route 58

SR 58 is a four-lane east-west highway passing northwest of the Covered Lands through the Tehachapi Mountains as it links the Mojave Desert from a junction with Interstate 15 with the coast from a junction with US 101. SR 58 serves an important regional function as it passes through the Tehachapi Pass and connects the town of Tehachapi with the City of Bakersfield. Similar to other highways in the region, SR 58 typically operates under free-flow conditions but can experience some operating constraints due to grade and weather conditions.

Table 3.8-4 presents the 2009 traffic counts in the northern portion of the study area along SR 58 at the Caltrans monitoring locations between SR 178 in Bakersfield and the junction with SR 14.

**Table 3.8-4. 2009 Caltrans SR 58 Traffic Counts (number of vehicles)**

Off-Ramp or Intersection Location	West Peak Hour	West Peak Month	West AADT	East Peak Hour	East Peak Month	East AADT
<b>Kern County</b>						
Break in Route						
Bakersfield, Real Road	3,850	51,000	49,500	4,050	42,500	40,500
Bakersfield, South Jct. SR 99	4,050	42,500	40,500	5,800	71,000	68,000
H Street	5,800	71,000	68,000	7,000	73,000	70,000
South Chester Avenue IC	7,000	73,000	70,000	7,700	73,000	70,000
South Union Avenue IC	7,700	73,000	70,000	7,400	71,000	67,000
Cottonwood Road	7,400	71,000	67,000	7,100	69,000	65,000
Mt. Vernon Avenue IC	7,100	69,000	65,000	6,800	66,000	62,000
Oswell Street	6,800	66,000	62,000	5,000	54,000	51,000
Fairfax Road IC	5,000	54,000	51,000	3,800	38,000	36,000
Junction of SR 184	3,800	38,000	36,000	2,650	26,500	25,000
Edison Road IC	2,650	26,500	25,000	2,450	24,700	23,000
Comanche Drive IC	2,450	24,700	23,000	2,100	22,300	21,200
Tower Line Road IC	2,100	22,300	21,200	2,000	20,500	20,000
General Beale Road	2,000	20,500	20,000	1,900	19,400	19,000
Junction of SR 223	1,900	19,400	19,000	2,000	19,900	19,500
Bear Mountain Ranch	2,000	21,000	19,500	2,200	22,900	21,200
Junction of SR 202 Southwest	2,200	22,900	21,200	2,800	23,000	209,000
Tehachapi, Mill Street IC	2,800	23,000	20,900	1,950	21,300	20,500
Summit IC	1,950	21,300	20,500	1,950	20,900	19,500
Sand Canyon OH	1,950	20,900	19,500	2,000	21,400	20,000
Cameron Road IC	2,000	21,400	20,000	2,000	21,400	20,000
Randsburg Cut-Off Road	2,100	20,500	19,300	2,100	20,500	19,300
SR 58 Business	1,800	21,000	19,900	1,550	14,500	14,050
Junction of SR 14	1,550	14,500	14,050	1,500	15,100	14,000

Notes: IC = Interchange, AADT = annual average daily traffic, SR = State Route  
Source: California Department of Transportation 2010

### 3.8.1.5 State Route 14

SR 14 is a north-south highway located east of the Covered Lands. As it passes east of the Covered Lands, SR 14 consists primarily of two travel lanes in each direction separated by a median. SR 14 connects the town of Mojave with the cities of Lancaster and Palmdale and serves a regional transportation function as it traverses between SR 58 and I-5. Traffic volumes east of the Covered Lands are free-flowing with heavy volumes between Lancaster/Palmdale and I-5, especially during weekday commute periods.

The primary access to the western portion of the Covered Lands would likely occur via SR 14, which is located several miles to the east. Table 3.8-5 presents the 2009 traffic counts for SR 14 at the Caltrans monitoring locations from the junction with the Angeles Forest Highway to SR 58.

**Table 3.8-5. 2009 Caltrans SR 14 Traffic Counts (number of vehicles)**

Off-Ramp or Intersection Location	South Peak Hour	South Peak Month	South AADT	North Peak Hour	North Peak Month	North AADT
<b>Los Angeles County</b>						
Angeles Forest Highway IC	7,600	102,000	97,000	5,600	76,000	72,000
Palmdale, Avenue S IC	5,600	76,000	72,000	6,300	80,000	77,000
Palmdale, South Jct. SR 138, Palmdale Boulevard	6,300	80,000	77,000	7,200	91,000	87,000
Palmdale, 10th Street West IC	7,200	91,000	87,000	7,500	94,000	90,000
Palmdale, Avenue N IC	7,500	94,000	90,000	7,800	98,000	93,000
Lancaster, Columbia Way/Avenue M IC	7,800	98,000	93,000	7,800	96,000	92,000
Lancaster, Avenue L IC	78,00	96,000	92,000	6,500	79,000	75,000
Lancaster, Avenue K IC	6,500	79,000	75,000	5,200	63,000	60,000
Lancaster, Avenue J-8/20th Street West IC	5,200	63,000	60,000	3,650	44,000	42,000
Lancaster, Avenue J IC	3,650	44,000	42,000	4,300	51,000	48,000
Lancaster, Avenue I IC	4,300	51,000	48,000	3,500	41,500	39,000
Lancaster, Avenue H IC	3,500	41,500	39,000	3,500	38,500	37,500
Avenue G IC	3,500	38,500	37,500	3,500	3,8000	36,500
Avenue F IC	3,500	38,000	36,500	3,400	36,500	35,000
North Junction of SR 138; Avenue D IC	3,400	36,500	35,000	3,250	34,500	33,500
Avenue A IC, Los Angeles/Kern County Line	3,250	34,500	33,500			
<b>Kern County</b>						
Avenue A IC, Los Angeles/Kern County Line				2,950	31,000	30,000
Rosamond Boulevard	2,850	32,500	31,000	2,000	18,000	17,600
Silver Queen Road	2,000	18,800	17,600	2,000	18,800	17,600
Mojave, South Junction of SR 58	1,900	19,200	18,300	1,750	18,300	17,800
Mojave, North Junction of SR 58	1,650	17,400	16,700	850	11,700	9,800

Notes: IC = Interchange, AADT = annual average daily traffic, SR = State Route

Source: California Department of Transportation 2010

## 3.8.2 Public Transit

There are no public transportation services in the Covered Lands. Public transit in the surrounding area is discussed below.

### 3.8.2.1 Bus

Kern Regional Transit operates bus service in the unincorporated portions of Kern County, including a daily route (except Sunday) between various locations in Bakersfield and Frazier Park, the Lebec Post Office, and the Flying J truck and travel facility in Frazier Park. In the summer, Kern Regional Transit operates the Frazier Park Community Route, which provides service to Frazier Park, Lake of

the Woods, Pinon Pines, Gorman, and Pine Mountain Club. Dial-a-Ride service is also available Monday through Saturday in the Frazier Park and Lebec areas near the Covered Lands and in the East Kern and Tehachapi areas (Kern Regional Transit 1998, 2007, 2011).

### **3.8.3 Nonmotorized Transportation**

There are no publicly dedicated bicycle or pedestrian routes in the study area. Private recreational activity including mountain biking and hiking (on existing ranch roads) occurs on a limited basis on the ranch and in the Covered Lands.

### **3.8.4 Other Modes of Transportation**

#### **3.8.4.1 Rail**

There is no passenger rail service located close to the study area. The extreme northern portion of the study area is located approximately 2 miles south of an existing freight line (roughly paralleling SR 58). The nearest Amtrak passenger rail facility is located approximately 30 to 45 miles away in Bakersfield. The Lancaster Metrolink station is located approximately 55 miles away.

Planning for the California High-Speed Train is currently underway and includes a proposed route from Bakersfield to Palmdale along SR 38 (California High-Speed Rail Authority 2010). This route has only been examined programmatically. Although alternative alignments to be analyzed for this corridor are still being developed, all alignments currently under consideration run parallel to SR 58 to the north, and then turn south at Mojave to parallel SR 14 (California High Speed Rail Authority 2010). It is possible other alternative alignments could be proposed in the future. Stations would be in the terminus cities of Bakersfield, where the train would connect with the Fresno to Bakersfield Section, and Palmdale, where it would connect with the Palmdale to Los Angeles Section.

#### **3.8.4.2 Air Travel**

The nearest commercial airport is the Meadows Field Airport located approximately 35 to 50 miles north in Bakersfield. Another commercial airport is located in Burbank, approximately 65 miles to the south. A third commercial airport is located in Palmdale, approximately 60 miles to the southeast. There are small municipal airports in Tehachapi (Mountain Valley Airport), approximately 15 miles east of the northern portion of the Covered Lands, and in Bakersfield.

A private airstrip is located approximately 7 miles southeast of the Covered Lands near Quail Lake. This facility does not support jet aircraft and is not used by public carriers. Another private airstrip is located adjacent to the ranch off Laval Road East, and it is periodically used by TRC and local farms. Subject to permission from TRC, passenger, public service, and utility company helicopters can land in level locations throughout the Covered Lands, including near the Tejon Ranch headquarters.