

5.0 TRANSPORTATION AND CIRCULATION

5.1 OVERVIEW

This section contains a discussion of the existing circulation system in Tehama County and related transportation issues.

5.2 PURPOSE AND METHODOLOGY

Information in this section is intended to facilitate preparation of an update to the Tehama County General Plan Circulation Element. A Circulation Element is one of the seven mandated elements of a general plan, pursuant to California Government Code Section 65302. The Circulation Element shall be correlated with the Land Use Element. This section will also provide information for the environmental impact report for adoption of the General Plan and its Circulation Element.

Information contained in this report is based upon review of documents pertaining to circulation and transportation. Some of the principle documents that were reviewed include but are not limited to:

- Tehama County General Plan, 1983.
- Tehama County Circulation Element, 1989 (Revised, 1997).
- Tehama County Regional Transportation Plan, 2001.

5.3 EXISTING SETTING

STREETS AND HIGHWAYS

The use of the automobile is recognized in the 2001 Regional Transportation Plan (RTP) as the dominant mode of transportation in Tehama County. The RTP reported that there were approximately 43,000 licensed motor vehicles (excluding trailers) that travel an average of 2,225,000 vehicle miles daily upon public roads in the county. There are nearly 1,200 centerline miles and 2,400 lane miles of streets and roads in the county. Tehama County's public street and road mileage is illustrated by **Table 5-1**. Additionally, all of Tehama County's major Arterials and Collectors are illustrated in **Table 5-2**.

TABLE 5.1
PUBLIC STREETS AND ROADS

AGENCY	MAINTAINED MILES	
	TOTAL MILES	LANE MILES
Tehama County	1,090	2,180
Red Bluff	62	130
Corning	33.3	68.4
Tehama	5.7	11.4
Total County and Cities	1,191	2,390
State Highways	206.3	414.3

Source: Tehama County Regional Transportation Plan, 2001.

The RTP reports that of the 1,200 centerline miles and 2,400 lane miles of streets and roads maintained by the County and the three cities in the county, 900 lane miles (38 percent) is deficient and needs rehabilitation. It was estimated that it would cost nearly \$200 million to

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rehabilitate deficient pavements in the cities and county to bring them up to good condition. An additional amount of approximately \$51.8 million is needed for state highways.

Table 5-1 lists roads that are indicated in the 1998 Tehama County Circulation Element as being in its Arterial and Collector Road System.

State Highways provide the primary routes connecting the cities and unincorporated areas in Tehama County. These highways account for nearly 70 percent of vehicle travel in the county.

Interstate 5

Interstate 5 is a high-emphasis route on the National Highway System and in the Interregional Road System. The route in California is 796 miles long from the international boundary with Mexico to the Oregon border and on to Canada. The route segment in Tehama County is approximately 42 miles long, passing through Corning and Red Bluff. I-5 is a principal arterial.

SR-36

State Route 36 is an east-west highway with important principal arterial segments near Red Bluff (which connects I-5 and SR 99E). The route is a total of 250 miles long and passes through Trinity, Shasta, Tehama, Plumas and Lassen Counties. The segment of SR-36 through Tehama County is 104 miles long.

SR-89

State Route 89, in total, is a 243-mile route. SR-70, SR-36, Lassen National Park Road and SR-44 break State Route 89 into several segments. It serves as an important link to interconnect these and other routes such as SR-147, SR-299 and I-5. State Route 89 is a 2-lane conventional highway in Tehama County. It is a minor arterial that is 4.4 miles long in Tehama County and leads to Lassen National Volcanic Park.

SR-99

State Route 99 (also known as 99 East) is a 2-lane conventional highway/expressway in Tehama County. This route, with a 25-mile long segment in the County, is a principal arterial.

SR-172

State Route 172 is a 2-lane conventional highway, 8.91 miles long in Tehama County starting in Mineral and continuing through Mill Creek. It is classified as a rural minor collector.

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TABLE 5-2
TEHAMA COUNTY ARTERIAL AND COLLECTOR ROAD SYSTEM

ROAD NAME	APPROXIMATE MILEAGE	ROAD NAME	APPROXIMATE MILEAGE
99 West	22.24	Live Oak Rd.	5.15
Adobe Rd.	3.69	Luther Rd.	0.37
Aramayo Way	1.09	Main Street	0.45
Baker Rd.	2.80	Manton Rd.	15.75
Basler Rd.	8.90	Marguerite Ave.	1.22
Bend Ferry Rd.	2.69	McCoy Rd.	7.96
Benson Rd.	5.91	Merrill Rd.	1.50
Bowman Rd.	14.54	Paskenta Rd.	29.14
Capay Rd.	6.62	Paynes Creek Rd.	2.86
Chestnut Ave.	0.74	Pine Creek Rd.	5.01
Corning Rd.	13.17	Rawson Rd.	17.77
East Chard Ave.	.04	Red Bank Rd.	23.77
Evergreen Rd.	8.29	Reeds Creek Rd.	14.55
Farquhar Rd.	2.95	Ridge Rd.	9.23
Finnell Ave.	1.97	River Rd.	2.75
Flores Ave.	1.97	Rowles Rd.	3.35
Gallagher Ave.	1.97	Samson Ave.	0.81
Gerber Rd.	2.77	San Benito Ave.	4.80
Gyle Rd.	9.17	Sherwood Blvd.	2.37
Hall Rd.	12.89	South Ave.	9.88
Hoag Rd.	2.02	Stice Road	1.02
Hooker Creek Rd.	1.80	St. Mary's Ave.	2.06
Houghton Ave.	1.50	Tehama & Vina Rd.	6.82
Jellys Ferry Rd.	14.11	Walnut St.	0.88
Kirkwood Rd.	4.61	Wilcox Rd.	2.10
Lake California Dr.	3.45	Wilder Rd.	2.75

Source: Tehama County Circulation Element, 1998.

COMMUTE PATTERNS

The 2000 Census provides some interesting information on commute patterns related to Tehama County. The following table indicates the county of residence and the area of the work place to which the indicated number of workers commute. (This is only a portion of the total information to indicate the primary destinations.)

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TABLE 5.3
COUNTY-TO-COUNTY COMMUTE PATTERNS

AREA OF RESIDENCE	AREA OF WORK PLACE	NUMBER OF WORKERS
Tehama County	Tehama County	15,734
Tehama County	Shasta County	2,464
Shasta County	Tehama County	2,026
Tehama County	Butte County	1,137
Butte County	Tehama County	667
Tehama County	Glenn County	528
Glenn County	Tehama County	490
Tehama County	Siskiyou County	53
Tehama County	Plumas County	51

Source: California Labor Market Information, EDD, from 2000 Census.

The 2000 Census also indicated that 75.4 percent (15,559) of the total of 20,640 workers living in Tehama County 16 years and older drove alone in a car, truck or van to commute to work and 13.4 percent (2,818) carpooled. Less than 120 people (0.6 percent) used public transportation or taxicabs. A total of 564 (2.7 percent) walked to work and 1.7 percent used other means (bicycles, etc.).

The mean travel time to work for Tehama County workers was 22.4 minutes, which is lower than the mean travel time to work for California as a whole (27.7 minutes).

AVIATION

There are two publicly owned general aviation airports in Tehama County; Red Bluff Municipal Airport and Corning Municipal Airport.

The Red Bluff Municipal Airport is classified as a "community airport" providing full service for general aviation. It has a runway length of 5,684 feet, width of 100 feet, and accommodates IFR and VFR operations. The facility is rated in the Regional Transportation Plan as being in "excellent" condition, noting that the runway, taxiways, apron area and fueling facilities were completely resurfaced and/or rehabilitated in 1998 through a project funded by FAA, State Aeronautics and local sources. The number of based aircraft is currently 65 and is estimated to grow to approximately 75 aircraft or more over the next 20 years. Current flight operations at the facility are in the range of 26,500 annually. Use is also expected to grow at a rate comparable to the projected increase in based aircraft.

Corning Municipal Airport is also rated as a "community airport". It has a 2,700-foot long runway, 50 feet wide, with 25-foot wide taxiways. Airport lighting is pilot controlled. The airport has an estimated annual operations count of 8,718. In 2001 the RTP reported that there were 15 aircraft housed year around in hangars, along with an average of 18 aircraft tied down on the paved tarmac area.

Privately maintained airfields serve the recreation and business needs of a few of the County's private pilots. Small fields exist at Lake California, in the Bowman area, at Rancho Tehama and at Vina.

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Commercial passenger carrier service is available at the municipal airports in the City of Redding and the City of Chico. National and international connections can be made via the San Francisco and Sacramento International Airports.

NON-MOTORIZED TRANSPORTATION

Non-motorized circulation facilities include local or regionally significant bicycle facilities, hiking trails, equestrian trails and related travel ways and facilities.

In the Regional Transportation Plan, the assessment was made that, while there are existing bike lanes, hiking trails, riding trails, etc., in Tehama County, none are considered to be of regional significance except for the Pacific Crest Trail, which crosses a portion of the County for a short distance near Lassen National Park.

Bicycle and pedestrian facilities in Tehama County exist in a few locations, but the rural nature of most of the communities has precluded development of extensive non-motorized facilities.

The Tehama County Bicycle Plan was adopted in September 1999. That plan projected that the number of people who use bicycles for commuting to work is expected to increase to approximately 724 individuals by 2020.

Waterways

The Sacramento River is the only navigable waterway through Tehama County. It is used primarily by canoes, kayaks and small boats for recreation purposes.

Public Transportation

The 2001 Tehama County Regional Transportation Plan (RTPP) provides a summary of public transportation concerns and resources.

The RTP reports that the two largest segments of transit riders are the young and the elderly. Children and young adults (age 0-19) make up 30 percent of the Tehama County population. Elderly individuals (age 60 and over as defined by transit system policy) compose 21 percent of the population. Together these two segments of the population account for the majority of the total population (51 percent). An interesting observation from the 2000 Census reveals that 70 percent of individuals aged 60 and over live in the unincorporated areas of Tehama County.

Tehama Rural Area Express (TRAX) is a public transportation service that was implemented in 1996. It is provided by Tehama County utilizing a contract operator for service delivery. The operator is currently Laidlaw Transit Services. The cities of Corning, Red Bluff and Tehama and unincorporated communities along the Highway 99E, San Benito Avenue and Highway 99W corridors including Dairyville, El Camino, Gerber, Las Flores, Los Molinos, Los Robles, Proberta and Richfield are within the TRAX service area. Weekday service consists of local routes in Red Bluff and Corning and regional routes providing linkage with unincorporated communities.

The Red Bluff/Tehama County demand response dial-a-ride program known as VanTrans has been serving the greater Red Bluff area since 1981. VanTrans is a curb-to-curb service for the general public including persons with disabilities, seniors and students. It serves as a complimentary service to fixed routes of TRAX in the City of Red Bluff.

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There are several transportation programs serving specific client groups and trip purposes. Tehama County administers the Medical Transportation (METS) program. Non-emergency transportation is provided for ambulatory passengers to medical facilities in Butte, Glenn, Shasta and Tehama Counties. Tehama County residents who are unable to provide their own transportation to medical appointments may be eligible. METS services are only provided to qualified individuals with no other options.

The Tehama County Senior Nutrition Program is a County program that provides transportation to its elderly clients. An estimated 7,160 one-way passenger trips were being provided in 2001, primarily to meal sites located in Red Bluff, Los Molinos and Corning.

School buses operated by or under contract to various school districts provide another major source of transportation. Both Mercy High School in Red Bluff and Shasta College in Redding provide daily transportation service for students during the academic school year with many stops on the major transportation corridors. TRAX also provides service to Shasta College students and connects with the Shasta College bus in Red Bluff.

Interregional bus lines pass through Tehama County. Greyhound, Inc., from Corning and Red Bluff has daily northbound and southbound schedules. Southbound destinations include Sacramento, San Francisco, Los Angeles and San Diego. Northbound destinations include Redding, Portland, Seattle and Vancouver, British Columbia.

Mt. Lassen Motor Transit is a locally owned charter service that provides service to Butte, Glenn, Shasta and Tehama Counties. Mt. Lassen Motor Transit also has space for passengers on their mail run, which provides daily (except Sundays and Holidays) round-trip service eastward between Red Bluff, Mineral, Chester and terminating at Susanville.

Passenger rail service through Tehama County is provided by Amtrak via the Coast Starlight route. Amtrak Connector Bus service is provided from Red Bluff and Corning. Three daily buses connect to Capitol Corridor trains in Sacramento and three daily buses connect to San Joaquin trains in Stockton. At this time there are no passenger rail stops within Tehama County.

MOVEMENT OF GOODS

Trucking

Trucking is an important link to industry and commerce in Tehama County, and Interstate 5 is a vital route for both local and regional trucking. Average daily truck volume on I-5 ranges from 5,000 to over 7,800 trucks per day. This is approximately 25 percent of all traffic on the highway.

In 1998 the Northbound Truck Scales facility south of Cottonwood was relocated and expanded. The expansion included installation of a weigh-in-motion system.

Railroads

Tehama County is served by two single-track Union Pacific (UP) rail lines including the primary Union Pacific line between Sacramento and Portland, Oregon. The main line enters the county from the southeast parallel to Highway 99E, turns north near Red Bluff and exits the county along Interstate 5 at Cottonwood. The second line (formerly California Northern) is a secondary line that enters the County from the south along Interstate 5 and connects with the primary line at the City of Tehama.

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As observed in the RTP, rail service in Tehama County primarily focuses on the freight-hauling facilities available at Red Bluff, Corning, Richfield, Tehama, Gerber, Vina and Los Molinos. Industrial activities served by rail contribute to the county's economic base. Freight-rail service plays an important role in the transportation of heavy or bulky materials produced locally and shipped to regional markets. Rail spurs serving these activities represent an important asset to Tehama County.

The RTP emphasizes that the continued reservation of these facilities for use by the timber processing and manufacturing industries must be assured. It notes that the current General Plan helps accomplish this by designating rail-served industrial land uses on the General Plan Land Use Map.

Pipe and Transmission Lines

The Pacific Gas and Electric Company (PG&E) has three gas transmission lines in and through Tehama County. One line between Yreka and Chico enters the northwest corner of the County and passes near Red Bluff on its way to Chico. The second line enters the County near Manton and passes near Red Bluff on its way south towards Willows. A third line runs from just northwest of Dale's Station to Shasta County, crossing the Sacramento River north of the confluence with Cottonwood Creek.

Several electric transmission lines pass through the county, two passing directly west of Red Bluff.

The 1998 Circulation Element noted that, generally, pipe and transmission lines do not present impacts to areas designated for development in the General Plan. Both types of transmission lines maintain rights-of-way to prevent conflicts with adjacent land uses.

5.4 REGULATORY FRAMEWORK

1989 CIRCULATION ELEMENT

The Circulation Element of the Tehama County General Plan was adopted on July 25, 1989. The Element was prepared by Sharrah Dunlap and Associates, Inc., with revisions by the Tehama County Road Department.

The following notes present a recap of the current element in order to revisit its findings and proposals for the update of the Circulation Element.

The 1989 Circulation Element proposed to address the following circulation issues "to the degree that they pertain to Tehama County":

- Freeways, highways, arterial, collector, and local roads.
- Public transit.
- Railroads.
- Paratransit (e.g., jitneys*, carpooling and taxi service).
- Bicycle and pedestrian facilities.
- Commercial and general airports.
- Navigable waterways, harbors (small boat), and terminals.

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- Pipelines for petroleum and natural gas and facilities for the transportation of electricity. (*Note: A "jitney" is a small shuttle bus.)

A fundamental question proposed in the 1989 Circulation Element was, "How can a circulation and transportation system be provided which meets the travel needs and desires of the residents and employers of the County without exceeding the capacity of both the natural and economic environment to support that system?" Important issues related to that question were recognized as:

- Providing mobility to all segments of the County.
- Facilitating the flow of regional travel.
- Protecting residential neighborhoods.
- Insuring public safety.
- Providing adequate access to all residential, commercial and industrial development.
- Protecting capital resources.
- Providing for inter-county travel.
- Protecting the environmental resources of the County.

The 1989 Circulation Element states that the element will cover all territory within the boundaries of the County and that it will address the three incorporated cities of Red Bluff, Corning and Tehama, even though it does not exercise regulatory control over these cities.

The 1989 Circulation Element evaluated environmental impacts related to adoption of that element. The concerns of that evaluation are referenced here because they provide a good overview of areas of concern that should be recognized and further addressed, if warranted, in the update of the element.

The 1989 Element expressed concern that increased residential growth in the Bowman area and in Lake California would result in significant increases in traffic volume. In particular, Bowman Road, Main Street and Lake California Drive were predicted to experience greater peak hour traffic volume as these roads provide primary access to Interstate 5. Also, the Bowman Road freeway interchange will be significantly impacted by anticipated residential growth in these areas.

Significant increases in peak hour traffic volumes will also be experienced along the following roads serving future residential growth in the County and in the vicinity of the Cities of Red Bluff, Corning and Tehama.

- Baker Road south from Highway 36 to Walnut Street.
- Walnut Street to the Red Bluff City Limits.
- Paskenta Road from Live Oak Road to the Red Bluff city limits.
- Jellys Ferry Road from Bend Ferry Road to I-5.
- Adobe Road from its northeastern terminus to the Red Bluff city limits.
- 99W from the Red Bluff city limits to the southern city limits of Corning.
- The entire length of South Avenue.

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- Corning Road from Paskenta Road to Corning city limits.
- Hall Road from River Road to South Avenue.
- Hoag Road from the Corning city limits to Hall Road.
- Gyle Road from Interstate 5 to the Tehama city limits.
- Aramayo Way from the Tehama city limits to 99E.
- The entire length of San Benito Avenue.
- Hooker Creek Road from Bowman Road to Interstate 5.
- Solano Street through the City of Corning.

In addition to the above roads, the internal circulation system of Red Bluff, particularly streets leading into and serving the downtown area and streets providing access to the I-5 interchange at Oak and Main Streets, were expected to experience significant increases in traffic volume.

An important policy (Policy C-a) of the Circulation Element has been that Tehama County and the cities of Red Bluff, Corning and Tehama shall jointly coordinate planning in areas adjacent to incorporated city limits to develop a consistent land use pattern and circulation system adequate to meet short and long-term needs. Also, in order to maintain consistency among all jurisdictions, it was proposed that the resulting circulation system should be reflected in the General Plans of each jurisdiction and in the Regional Transportation Plan for Tehama County.

REGIONAL TRANSPORTATION PLAN

A 2001 Tehama County Regional Transportation Plan (RTP) was prepared for the Tehama County Regional Transportation Planning Agency. This RTP is dated October 30, 2001 and was prepared by John Garlock, P.E., of Quincy Engineering, Inc.

This review of the RTP is intended to review and emphasize provisions of the RTP that are most relevant to the update of the Tehama County General Plan and, in particular, the Circulation Element.

The 2001 RTP was developed in accordance with the guidelines for regional transportation plans as revised and adopted by the California Transportation Commission in 1999. The revised guidelines reflected the transportation planning requirements of the Transportation Equity Act for the 21st Century (TEA 21) and by Senate Bill 45 (Kopp, 1997). Proposed actions in the plan were proposed to be compatible and coordinated with the current Overall Work Program, and to be fully coordinated with the 2000 STIP adopted by the California Transportation Commission.

In the executive summary of the RTP it is noted that the plan embraces the same overall transportation goal as earlier plans. Tehama County chooses to emphasize multimodal transportation with major consideration toward road improvements. This goal reflects the priorities of a rural county where dependence on the automobile and truck for mobility and goods movement means that properly maintained streets, roads and highways with adequate capacity are paramount.

As stated in the RTP, Tehama County is faced with the issue and choices to be made between the need to rehabilitate city and county local streets, roads and bridges, and the need to relieve existing congestion and associated impacts to the region. The 2001 RTP states that 1,200 miles of city and county streets and roads in Tehama County and more than 500 city and county owned bridges have suffered from years of funding shortfalls for maintenance and rehabilitation.

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It was estimated that it would take nearly \$200 million to rehabilitate deficient pavements and bring them up to good condition and over \$75 million to rehabilitate or replace deficient bridges. The RTP maintains that these deficiencies have significantly decreased the level of service that local streets and roads provide for personal mobility and goods movement and, if allowed to continue, could impact safety as well.

The Executive Summary of the 2001 RTP recognizes 210 miles of State Highways in Tehama County. Interstate 5 and State Route 99 East between Red Bluff and Chico were found to be experiencing congestion on major holiday weekends.

The level of service at the existing South Avenue Interchange area was judged to be less than desirable in servicing the high volume of large interstate trucks that use the interchange. Approximately 42 percent of the traffic traveling between Chico and Red Bluff use South Avenue between Highway 99 East (99E) and I-5. Trucks from I-5 accessing the existing industrial lands located along County Road 99W south of Red Bluff adversely impact existing residential and commercial land uses in the communities of Proberta, Gerber, Tehama, Los Molinos and south Red Bluff.

The Tehama County Transportation Commission considered five funding options during preparation of the regional transportation plan. The Commission generally approved "Option 5" for development of the RTP objectives and action plan. Option 5 was summarized as follows:

Provide STIP funds for preliminary engineering and right of way costs for the South Avenue interchange reconstruction and distribute remaining funds for rehabilitation and reconstruction of local streets, roads and bridges. (A request for Federal High Priority funds for construction would be submitted in the TEA21 reauthorization process.)

However, as the RTP executive summary notes, before the final 2001 RTP was presented to the Tehama County Transportation Commission for adoption in October 2001, Caltrans determined that Interregional Transportation Improvement Program funding for the South Avenue interchange would not be available (as proposed when the options were developed). Because this change increased the funding shortfall for Option 5, the proposed Short Term Action Plan for new Operational Improvements had to be revised. Less expensive alternatives for the South Avenue interchange have been considered to provide solutions to congestion problems and revised funding strategies are being examined.

The RTP stated that it incorporated, and was consistent with, the current Tehama County General Plan, as well as the Tehama County Bicycle Plan and the draft Transit Development Plan. The amount of proposed activity for other transportation modes in the RTP varies in relation to demand and cost effectiveness.

In considering Long Term planning (defined as the period 2011/12 to 2020/21), it was estimated that \$54.1 million STIP funding will be available for transportation projects. Because of the long period of deferred maintenance, it was proposed that this funding should be distributed entirely for city and county rehabilitation projects. It is predicted that, even with this level of funding, the level of service provided by local streets and roads will continue to decline.

The RTP affirmed that it is essential that funding for rehabilitation of streets, roads and bridges remain at the highest level possible so that the safety of the highway transportation system is not threatened.

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5.5 ISSUES AND OPPORTUNITIES

The 2001 Regional Transportation Plan emphasized that there are two State Highway facilities that are experiencing congestion with impacts to Tehama County residents as well as to interregional traffic traveling through the area. The RTP notes that the need for operational improvements of these facilities has the highest priority in the region.

INTERSTATE 5 NORTH OF RED BLUFF

Improvements are needed on Interstate 5 through Tehama County. This facility is heavily used as a trucking route. Truck volume ADT on I-5 ranges from 5,000 to upwards of 7,800 per day. On average, approximately 25 percent of all traffic is comprised of trucks. This especially impacts traffic north of Red Bluff where the terrain is no longer flat and trucks traffic slows to climb the rolling hills. Northbound traffic from State Route 99 has also been added to the traffic stream.

INTERSTATE 5/SOUTH AVENUE INTERCHANGE

Increased traffic volumes and substandard interchange geometrics have resulted in a need for improvements at the South Avenue Interchange of Interstate 5. The use of commercial truck stops and service areas immediately adjacent to the interchange has steadily grown as well as the interregional traffic that uses the facilities in this area and South Avenue as a connection between I-5 and Chico. The growth in use of this route and limitations in the design of the interchange has impacted the operations of the interchange. Resultant operational problems include long queues of trucks backed up at the intersections and which, at times and especially at the northbound I-5 off-ramp, back up onto Interstate 5.

In evaluating the need for new highway facilities, the RTP identified the need for improved access that would be provided by a more direct connection between Interstate 5 and County Road 99W. This would serve trucking activities to and from the industrial areas south of the City of Red Bluff. Currently, trucks accessing the industrial areas adversely impact existing residential and commercial land uses in the communities of Proberta, Tehama and Los Molinos. One alternative is a new Flores Avenue Access Road that would utilize the existing Flores Avenue interchange. A second alternative would be to construct a new interchange north of Flores Avenue.

CIRCULATION ISSUES CONCERNING LAND DEVELOPMENT

The 2001 Regional Transportation Plan (page 36) included policies that pertain to the relationship of land development and local streets and roads. These policies warrant inclusion here:

- Assign high priority to transportation projects that support the adopted land use policies of the Cities and Tehama County.
- Reassess transportation projects that do not support the adopted land use policies of the Cities and Tehama County.
- All streets, roads and easements shall be offered for dedication to the public. Whereas, Tehama County and the Cities may, upon the offer of dedication, not accept the streets, roads and easements into the system, all improvements and rights-of-way shall be to City or County standards.
- The Cities and Tehama County should adopt a road standard criteria uniformly applied to all subdivisions within their jurisdiction, including parcel maps and actual development.

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- All commercial and industrial uses shall be served by paved roads designed to County or City standards to effectively serve the long-term circulation, both within the project and the off-site road system of the area affected by the project.
- In Urban Residential (UR) and Suburban Residential (SR) General Plan designated areas, individual residences in new subdivisions shall not have direct access to arterials and only limited access to collectors, but shall be served by internal street systems. Commercial and industrial development shall only have limited access to collectors.
- All proposed land divisions shall be legally and physically accessible by a road.
- The County shall not allow individual residences direct access, when there are other feasible alternatives, to the State Highways, in particular, Highway 36W from Bowman Road to Red Bluff and Highway 99E from Red Bluff to Butte County. No direct access for individual residences should be allowed to the balance of the State Highway system where the land use designation is for residential purposes unless the minimum distance between access points is not less than 600 feet.

Additional policies were contained in the "Aviation" section of the RTP (page 40), although some of the policies concern issues in addition to aviation. The following policies are selected as being especially relevant to the process of updating the General Plan:

- To provide the County of Tehama, the City of Red Bluff and the City of Corning with comprehensive land use policies designed to protect the viability and growth-potential of the airports, and to contribute to the safe and efficient use of the airports by ensuring compatible land uses in the vicinity of the airports.
- Discourage residential development adjacent to the freeways, railroads, arterial streets and the airports.
- Discourage planning, zoning or development proposals which result in conflicting land uses.
- Encourage and plan for airport development and discourage noise-sensitive activities near the airports.