

## 3.0 TRANSPORTATION AND CIRCULATION

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### 3.1 INTRODUCTION

#### LEGAL BASIS AND REQUIREMENTS

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Government Code Section 65302(b) establishes the legal requirements of a Circulation Element as:

“[The General Plan shall include] a Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan.”

Within the Tehama County General Plan, the Circulation Element is coordinated with the Land Use, Noise, and other elements that address topics related to circulation and transportation. The Circulation Element outlines the necessary transportation system and related components to serve the future needs of residents and visitors of Tehama County. The element also provides a framework to guide transportation planning throughout Tehama County. Goals, policies, and implementation measures provide direction for maintaining and improving Tehama County's transportation systems.

### 3.2 TRANSPORTATION SETTING

#### MOTORIZED CIRCULATION

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Automobile use is recognized in the 2001 and 2005 Regional Transportation Plan (RTP) as the dominant mode of transportation in Tehama County. According to the 2000 Census, almost 90 percent of all trips from home to work by County residents were made by automobiles, with the mean travel time to work being approximately 22 minutes.

Most of the roadways in the County can be characterized as rural. Existing and planned urbanization within portions of the County, as well as growth in Red Bluff and Corning, are resulting in the need to develop higher volume and higher capacity roadways. Interstate 5 and State Highways 99 and 36 are the primary transportation routes through the County and provide access to a large number of the developed urban and rural areas in the County. These roads, along with the various other state routes within the County, are a critical element to the overall circulation and form the backbone of the County's roadway infrastructure. Other county arterial, collector, and local roads, as well as private roads, constitute the remainder of the County's roadway system.

Essential roadways of the county include, but are not limited to, South Avenue, Gyle Road, Rawson Road, 99W, Corning Road, Adobe Road, Hooker Creek Road, Jelly's Ferry Road and Bowman Road. These roads function primarily as local and intra-regional routes providing localized access and connections to the major regional roads. While these routes are more local in nature than Interstate 5 and the State Highways, they provide the primary routes of travel inside the County. As such, their importance to local travel is significant. As the region in general continues to gain population, these roads will see increasing levels of traffic. Increases in traffic will ultimately require that these facilities be upgraded to address pavement conditions, shoulder width and roadway integrity, and will need capacity and safety enhancements to accommodate the increase in vehicle trips.



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Access is a major fire protection need, whether wildland or structural. Failure to provide access for emergency equipment and concurrent evacuation egress can result in major loss of life, property and natural resources. Safe access requires street and road networks that address life-safety allowances consistent with County roads by providing reasonable widths, grades, surfaces, and curves for all vehicular accesses.

The 2005 RTP reported that there were approximately 46,548 licensed motor vehicles (excluding trailers) that travel an average of 2,389,000 vehicle miles daily on public roads in the county. There are nearly 1,200 centerline miles and 2,400 lane miles of streets and roads in the County. The following table, **Table 3-1**, provides a breakdown of the **total miles** and **lane miles** of paved roadways within the County.

**TABLE 3-1**  
**TEHAMA COUNTY PAVED ROADWAY MILES**

AGENCY	TOTAL MILES	LANE MILES
Tehama County	804	1,608
City of Corning	44	72
City of Red Bluff	62	130
City of Tehama	6	11
State Highways	206	514
<b>Total Paved Roadway Miles</b>	<b>1,122</b>	<b>2,335.7</b>

Source: 2005 Tehama County Regional Transportation Plan

Trucking is an important link to industry and commerce in Tehama County, and Interstate 5 is a vital route for local, regional, and national trucking. Interstate 5 is a high-emphasis route of the National Highway System, Interregional Road System (IRRS), and State Extra legal load shell system. Average daily truck volumes on Interstate 5 range from 5,000 to over 7,800 trucks per day. This figure represents approximately 17 percent of all traffic on the route.

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.

At this time, there are no passenger rail stops within Tehama County. Amtrak stations are located in Redding and Chico. Tehama County passengers access Amtrak services through connecting bus service at boarding locations in Red Bluff and Corning.

While there are no passenger rail stops within the county, rail service should be viewed as an important component of the County's overall circulation system. In the absence of a passenger rail stop in the County, attention should be paid to the County's freight-hauling opportunities, resulting from the presence of the Union Pacific facilities. As a large portion of the county's industrial land uses are located near or adjacent to the UP mainline, the County should look at ways to protect and expand rail spurs and service lines to enhance the viability and utility of designated industrial properties. In addition, policies contained within the General Plan support the retention and expansion of

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freight-rail facilities in the County. The presence of a mainline rail facility in the county can also serve to reduce large vehicle and freight truck trips by providing alternative methods of freight transportation.

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 (Instrument Flight Rules) and VFR (Visual Flight Rules) operations. Corning Municipal Airport is also rated as a "community airport". It has a 2,700-foot runway, 50 feet in width, with 25-foot wide taxiways. Based upon information from the Federal Aviation Administration (FAA), the Red Bluff Municipal Airport has estimated annual operations (take-offs and landings) of approximately 26,150. The Corning Municipal Airport has an estimated 8,718 annual operations. The FAA reports that there are approximately 67 aircraft based year-round at the Red Bluff Municipal Airport. Approximately 25 aircraft are based at the Corning Municipal Airport. Please refer to Chapter 9.0 for more detailed airport information and maps.

Tehama County and its incorporated cities operate a regional transit system, as authorized by the Tehama County Transit Agency Board. Funds for this system are allocated by the Tehama County Transportation Commission.

The TRAX (Tehama Rural Area Express, fixed route) and the ParaTRAX (ADA only complimentary service in greater Red Bluff area) provide mobility to the communities of Red Bluff, Corning, Tehama, Los Molinos, and the greater unincorporated area of the County. TRAX ridership continues to increase as the regional transit system expands in response to the needs of the community.

METS, Medical Transportation Service, is a long established public/private partnership in Tehama County. Tehama County residents are transported by county volunteer drivers to medical appointments. Volunteers are reimbursed for their mileage.

Commercial bus service is available in Tehama County from Greyhound Bus Lines and Mount Lassen Motor Transit. Greyhound offers fixed route interregional and cross-county transportation from Red Bluff on a limited basis. Mount Lassen Motor Transit provides a variety of transportation services including daily services to Susanville, scenic tours, day trips and charter services. In addition, privately owned and operated taxi services are available in both the cities of Red Bluff and Corning.

In addition to the commercial bus and taxi services identified above, North Valley Services, a private non-profit agency, provides regional transportation services to a multi-county area for developmentally-disabled persons in Tehama, Glenn and Lassen Counties.

#### NON-MOTORIZED CIRCULATION

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Non-motorized facilities within the County include various local and county-wide bicycle facilities, hiking trails, equestrian trails and related facilities. Detailed information on these facilities can be found in the Tehama County Bikeways Plan. While the County has bike lanes, hiking trails and riding trails, due to the geography and size of the County and the costs associated with the integration of these facilities into a county-wide linked system, most facilities do not connect to larger intra-regional or inter-regional systems. With the exception of the Pacific Crest Trail, most non-motorized circulation facilities within the County are localized in nature and support movement within a defined area.



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Based upon data reported by the 2000 Census, less than 1 percent of the total respondents indicated that they utilize a bicycle to commute to work.

While the majority of the non-motorized facilities within the County are localized, the County's General Plan, RTP and the General Plans of the incorporated cities support the continued expansion of the non-motorized transportation system and encourage the continued progress in providing such facilities to County residents. The Transportation Commission coordinated the development of the Tehama County Bikeways Plan that includes components specific to each local jurisdiction and the potential for connections between communities and the continued development of non-motorized circulation routes. This plan supports the development of facilities with funding leveraged through grants and other means.

### RELATED TRANSPORTATION AGENCIES

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#### **California Department of Transportation (CalTrans)**

The California Department of Transportation is responsible for the planning, design, building, operations, and maintenance of California's State Highway System. State Highways provide the primary routes within Tehama County helping to connect the cities and unincorporated areas. The State Routes that traverse Tehama County include SR-36, SR-89, SR-99, SR-32, SR-172, and Interstate-5. The County is located in CalTrans District 2, headquartered in Redding. CalTrans Transportation Planning, System Planning Branch, in cooperation with local agencies, conducts long-range transportation plans to identify future highway improvements, while the Transportation Programming Division sets priorities for various State and federal transportation funding programs. The CALTRANS Division of Aeronautics oversees issues related to the permitting of airports and air transportation.

#### **California Transportation Commission**

The California Transportation Commission was established in 1978 out of a growing concern for a single, unified California Transportation policy. The Commission is responsible for the programming of projects for the construction of highway, passenger rail, and transit improvements throughout California. The fund programming and allocation is done primarily through the State Transportation Improvement Program (STIP) process.

#### **Tehama County Transportation Commission**

The Tehama County Transportation Commission's mission is to maintain and improve mobility and access for the people, goods, and services throughout Tehama County. The Commission is made up of six members and includes three members from the Tehama County Board of Supervisors, one member from the City of Corning City Council, one member from the City of Red Bluff City Council, and one member from the City of Tehama City Council. The Tehama County Transportation Commission is responsible for transportation policy and allocation of transportation funds. The Commission is also responsible for completing and updating Tehama County RTP on a four (4) year cycle.

The Tehama County Transportation Commission, CalTrans, and the California Transportation Commission allocate and administer funds for transportation improvements to the County and incorporated cities. Local agencies are responsible for the administration of various transportation related revenues that are sent directly to the agencies. The funds provide for the planning, design, operation, and maintenance of roadways and

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bridges, as well as a source for matching dollars for STIP and HBP (Highway Bridge Program) projects.

### Tehama County Transit Agency Board

The same six elected officials that serve on the Tehama County Transportation Commission serve as the Tehama County Transit Agency Board of Directors. The Transit Agency establishes the policies that guide the development of the regional transit system. The Tehama County Department of Public Works administers the contract for TRAX. For further information refer to the transit development plan or the transit website [ta.ketrax.com](http://ta.ketrax.com).

### 3.3 CIRCULATION PLAN

The Circulation Map (Figure 3.0-1) depicts the proposed circulation system to support existing, approved, and planned development in Tehama County through the year 2028. This circulation system is shown using a set of roadway classifications developed to guide the County's long-range transportation planning and programming. Existing roadways shown on the Circulation Map may or may not meet the appropriate traffic capacity requirements and will need additional in-depth study to ensure that the route complies with the appropriate roadway classification specification.

In addition to the Circulation Map, a Roadway Master Plan – Proposed Safety and Circulation Enhancements map (Figure 3.0-2) has been prepared to assist in providing an enhanced level of detail to the County's long-range circulation planning efforts. Figure 3.0-2 has been prepared to provide information to landowners, developers and interested parties on the types and locations of future roadway enhancements and safety projects that the County has identified. The Long-Range Planning and Transportation Enhancement Map is a conceptual diagram intended to support the County's Circulation Map and to provide the basis for the development of additional details necessary to ensure that future alignments of proposed roadways, locations of new safety enhancements and long-range plans for the enhancement of existing County roadways are accomplished in the proper manner. Consistent with the Circulation Map, the Transportation Enhancement Map is based on the use of roadway classifications as defined by the Institute of Traffic Engineers Highway Capacity Manual and as included in the General Plan.

Roads that do not contribute to regional circulation are generally not shown on the Circulation Map. Such roads may, however, be locally significant, and therefore are reflected in the RTP or within project master plans or area plans.

Regionally significant roads are shown on the Circulation Map in the following two forms:

- 1) *Established Roadways and Alignments*: These are depicted by solid lines on the map. These include existing roadways where centerlines are precisely established or where the land development process has established a future alignment.
- 2) *Conceptually Proposed Roadways and Alignments*: These are depicted by dashed lines indicating future facilities, the alignments of which have not yet been determined.



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### ROADWAY STANDARDS AND CLASSIFICATIONS

The following descriptions define the road classifications depicted on the County Circulation Map. The Institute of Traffic *Engineers Highway Capacity Manual* describes the different basic roadway types, American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric design for Highways and Streets for collector and arterials, and further defined by the Tehama County Land Division Standards as follows:

- *Local/Minor* – Local streets and Minor roads provide direct access to adjacent properties and serve as low volume, small-area traffic conveyance routes. Local streets and Minor roads are not intended to serve through traffic. Local streets provide access to collector streets and carry low traffic volumes typically less than 2,000 average daily trips (ADT), at low speeds, typically at a maximum of 25 M.P.H. Right-of-way requirements for local and minor streets are 60 feet in width, with 24 to 32 feet of paved or improved surface width between the improved roadway wedges.
- *Collector* – Collector streets and roadways may be designated as *Major Collector Streets* or *Minor Collector Streets*, depending on existing or future traffic volumes, Level of Service, and roadway safety conditions, and may be designated as Rural or Urban based upon location and need. Collector streets (both major and minor and rural or urban) provide a linkage between local streets and minor roads and higher volume arterial streets and state and regional highways. Collector streets serve a variety of functions ranging from providing access to individual properties to conveying higher volumes of traffic to and between higher volume arterial and highway travel routes. Collectors carry light to moderately-heavy traffic volumes, generally ranging between 2,000 and 12,000 ADT, at speeds from 25 M.P.H. and 45 M.P.H. and above, and can be either two-lane, improved two-lane (having auxiliary turn lanes) or four-lane roadways. Right-of-way requirements for collector streets vary from a minimum of 60 feet in width (two-lane urban minor collector) to a maximum of 120 feet in width (four-lane rural major collector), with 32 to 64 feet of paved surface width. Collector streets may also provide separated and striped non-motorized transportation facilities.
- *Arterial* – Arterial streets and roadways connect with both residential local and collector streets and roads and are designed and intended to carry the greatest volumes of traffic. Arterial roadways generally have higher speed limits and are utilized to move traffic longer distances than Collector and Local streets and roads. Speed limits may range from 35 M.P.H. to 55 M.P.H. and traffic volumes may exceed 13,000 ADT. Right-of-way requirements for arterials typically range from 84 feet in width for four-lane minor arterial urban streets to 120 feet in width for four-lane rural arterial roadways. The width of the improved surface area of the street ranges from 64 feet to 68 feet with a paved surface of 60 feet in width between curbs.
- *Rural Divided Highway* – Rural divided highways are generally high speed, divided roadways having four lanes in width. Rural Highways are designed to accommodate the highest traffic volumes and the highest rates of speed. Speed limits ranging up to 65 M.P.H. may be accommodated, although speed limits generally range from 45 M.P.H. to 55 M.P.H. Rights of way vary depending on the road type and topography, but can range from 60 to 90 feet depending on the number of lanes and speeds.

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- *Freeways and Expressways* – Freeways and expressways serve both the inter-regional and intra-regional circulation needs. These routes are typically accessed by collector or arterial roadways and usually have very few or no at-grade crossings. Freeways and expressways have the highest carrying capacity with the maximum speed limits allowed by law. Rights of way for these facilities vary greatly depending on location and topography. The right of way may also increase substantially at interchanges or intersections to accommodate traffic movement at higher speeds.



The roadway classifications identified above are general in nature and are intended to serve as a guide for the planning of County roadways. Specific application of standards for right-of-way width, speed limits and acceptable traffic volumes is based upon characteristics that include location projected future traffic volumes and safety considerations and the application of specific development criteria applied at the local level as determined by the County.

#### LEVELS OF SERVICE STANDARDS

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The operating conditions experienced by motorists are described as “levels of service” (LOS). Level of service is established through the use of both qualitative and quantitative standards designed to measure the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort, and convenience. Levels of service are designated A through F, with A being the best conditions and F representing the worst. The LOS designations cover the entire range of traffic operations that might occur.

**Tables 3-2 and 3-3** provide a generalized illustration of the LOS standards that are used to quantify the functionality of intersections and roadways under ideal conditions. The LOS values noted must be adjusted for each roadway based on the various road design components, i.e. adequate structural design for roadway type, surface type, sight and stopping distance, vertical and horizontal alignment, roadside obstructions and/or encroachments, and the existence of roadway shoulders of a proper width and slope.

An important goal of this General Plan is to maintain acceptable Levels of Service and acceptable roadway safety standards along the County’s road network. To accomplish this, it is customary that the County, CalTrans, and other local agencies (incorporated Cities) adopt minimum level of service and roadway safety standards in order to plan for necessary roadway improvements as new development occurs. CALTRANS strives to maintain a level of service at the transition between LOS C and LOS D for its roadways.

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**TABLE 3-2  
GENERALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS**

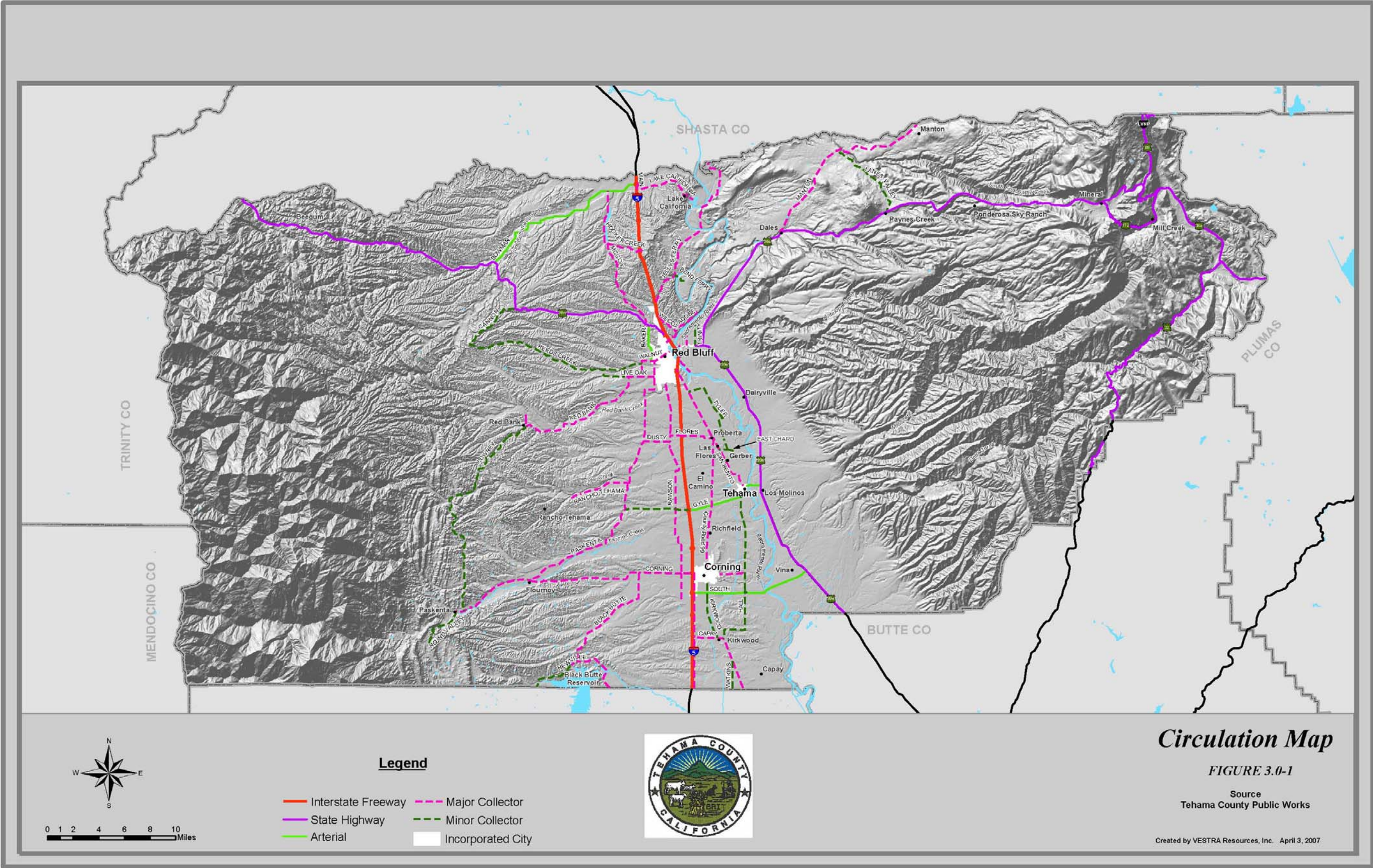
LEVEL OF SERVICE CHARACTERISTICS	A	B	C	D	E	F
Average Control Delay per Vehicle (In Seconds)	10.0 or less	10.1 to 20.0	20.1 to 35.0	35.1 to 55.0	55.1 to 80.0	80.0 +
Description	Represents free flow or very low delays and short cycle length.	In the range of stable flow, with low delays and short cycle lengths.	Average delays from fair progression and some longer cycle lengths.	Represents high-density slower speeds and longer delays, accompanied by many vehicle stops	Conditions unacceptable to most drivers, with poor progression and long cycle lengths.	Defines forced or breakdown conditions, due to oversaturation of vehicles and very long cycle lengths.

Source: Transportation Research Board, Highway Capacity Manual (2000)

**TABLE 3-3  
GENERALIZED ROADWAY LEVEL OF SERVICE DEFINITIONS**

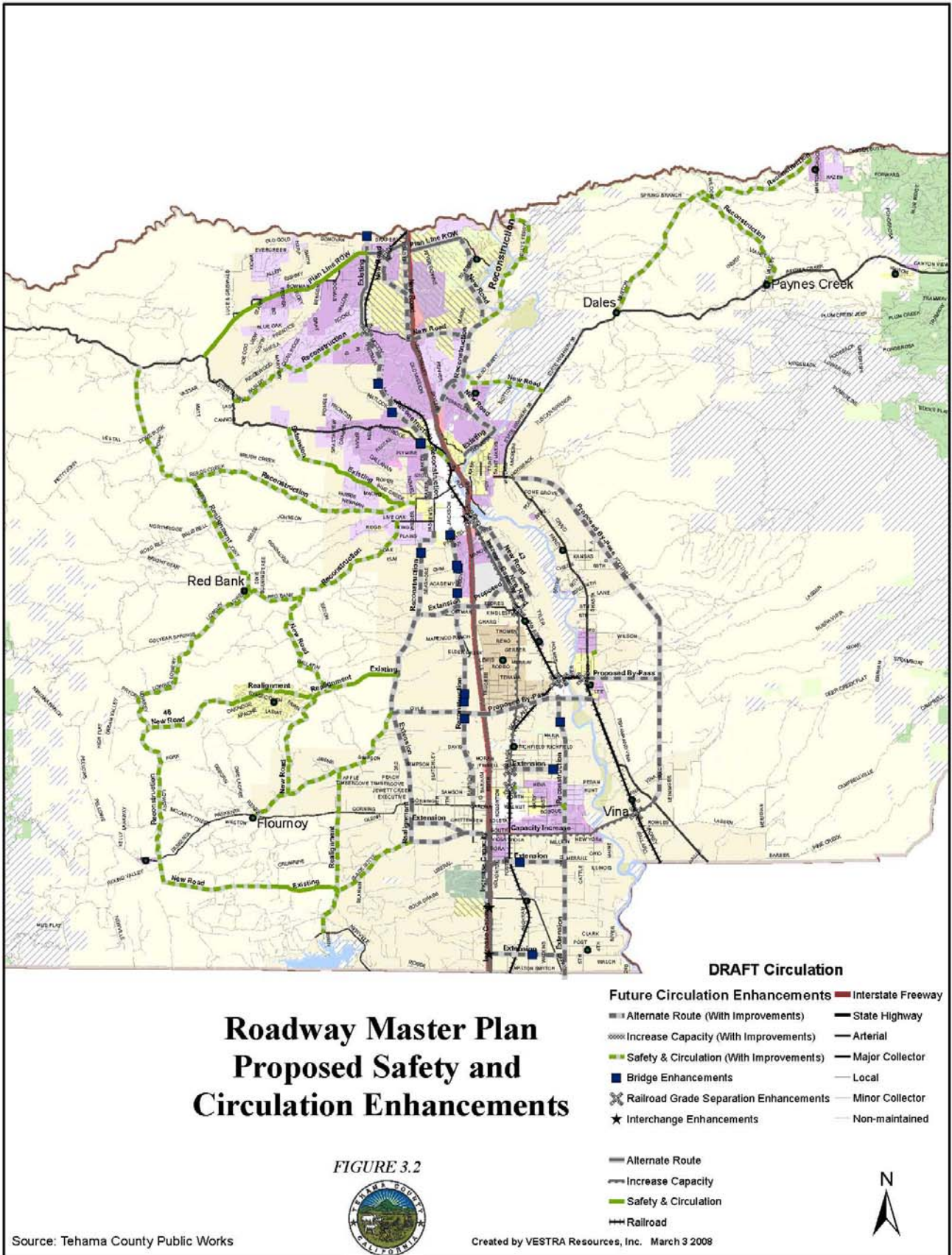
LEVEL OF SERVICE CHARACTERISTICS	A	B	C	D	E	F
Arterial Volume/Capacity Ratio	< 0.6	0.6-0.7	0.7-0.8	0.8-0.9	0.9-1.0	> 1.0
Maneuverability	Almost Completely Unimpeded	Only Slightly Restricted	Noticeably Restricted	Severely Limited	Extremely Unstable	Almost None
Driver Comfort	High	High	Some Tension	Poor	Extremely Poor	The Lowest
Average Traveling Speed	Speed Limit	Close to Speed Limit	Close to Speed Limit	Some Slowing	Significantly Slower than Speed Limit	Significantly Slower than Speed Limit

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### 3.4 GOALS, POLICIES, AND IMPLEMENTATION MEASURES

The following goals, policies, and implementation measures provide a basis for evaluating development proposals and other land-use related activities within Tehama County.

#### ROADWAY SYSTEM

##### GOAL CIR-1

To provide for the development and long-range planning of Tehama County's roadway system and for the safe and efficient movement of people and goods throughout the County.

##### *Policy CIR-1.1*

*The County shall work to ensure that Levels of Service (LOS) and safety standards on County roadways and at intersections are maintained or enhanced when considering new development.*

##### **Implementation Measure CIR-1.1a**

The County shall utilize the standards and significance thresholds shown in **Table 3-4** to ensure that Levels of Service (LOS) and safety standards on County roadways and at intersections are maintained or enhanced when considering new development proposals.

**TABLE 3-4  
ROADWAY, INTERSECTION AND FREEWAY RAMP JUNCTION  
LEVEL OF SERVICE STANDARDS AND THRESHOLDS OF SIGNIFICANCE**

FACILITY TYPE	LEVEL OF SERVICE (LOS)	SIGNIFICANCE THRESHOLD	MITIGATION REQUIRED
<b>Intersections</b> (Performance Measure: Average Vehicle Delay)	Acceptable LOS A – C or D during peak hour	Project degrades intersection to an unacceptable Level of Service.	Mitigation measure(s) to return the intersection to an acceptable LOS will be required.
	Unacceptable LOS D during non-peak hour or E or F	Traffic volume increase of 10 percent or more.	Mitigation measure(s) to return the intersection to the "no project" delay value (or fair share amount towards improvements to an acceptable LOS) will be required.

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FACILITY TYPE	LEVEL OF SERVICE (LOS)	SIGNIFICANCE THRESHOLD	MITIGATION REQUIRED
<b>Freeway Ramp Junctions</b> (Performance Measure: Density)	Acceptable LOS A – C or D during peak hour	Project degrades ramp junction to an unacceptable Level of Service.	Mitigation measure(s) to return the ramp junction to an acceptable LOS will be required.
	Unacceptable LOS D during non-peak hour or E or F	Traffic volume increase of 10 percent or more	Mitigation measure(s) to return the ramp junction to the “no project” density value (or fair share amount towards improvements to an acceptable LOS) will be required.
<b>Roadway Segments</b> <sup>1</sup> (Performance Measure: Volume/Capacity Ratio)	Acceptable LOS A – C or D during peak hour	Project degrades roadway segment to an unacceptable Level of Service.	Mitigation measure(s) to return the roadway segment to an acceptable LOS will be required.
	Unacceptable LOS D during non-peak hour or E or F	Traffic volume increase of 10 percent or more.	Mitigation measure(s) to return the roadway segment to the “no project” volume/capacity (V/C) ratio (or fair share amount towards improvements to an acceptable LOS) will be required.

Note: <sup>1</sup> The capacity of standard roadway classifications will be reduced based upon non-standard and/or substandard roadway features.

**Implementation Measure CIR-1.1b**

Conduct a review of each proposed development for any potential traffic impacts and roadway safety hazards. Should the County determine that a development proposal requires a traffic impact study or project-specific analysis; an analysis will be prepared with the assumptions and methodology used for traffic projections made in this General Plan or as otherwise established by the County Public Works Department. The traffic study will define what transportation improvements or measures are necessary to maintain acceptable LOS standards. The County will consider whether improvements should be included in the existing right-of-way before widening or otherwise expanding streets and intersections.

**Implementation Measure CIR-1.1c**

In the absence of an adopted Tehama County traffic model, the County shall utilize the Institute of Transportation Engineers Highway Capacity Manual standards as a baseline when calculating roadway capacity thresholds and when calculating Average Daily Trip (ADT) thresholds.

**Implementation Measure CIR-1.1d**

Ensure that existing roadway alignment and structural section capacities are addressed when determining road improvement needs in accordance with AASHTO and Institute of Transportation Engineers Highway Capacity Manual Guidelines.



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### **Implementation Measure CIR-1.1e**

Utilize the American Association of State Highway and Transportation Officials (AASHTO) street classification standards and definitions as a base document that is further defined by the Tehama County Land Development Standards when determining street typology.

### ***Policy CIR-1.2***

*The County shall utilize the development review process to ensure that non level-of-service impacts, such as roadway safety impacts, are identified and addressed in conjunction with new development proposals.*

### **Implementation Measure CIR-1.2a**

In conjunction with the preparation of traffic studies to determine potential level of service impacts to existing County roadways from proposed projects, additional analysis may be required irrespective of level of service impacts, to determine if structural and/or safety hazards exist. Structural deficiencies and safety hazards shall be identified and appropriate measures shall be determined to mitigate and/or enhance the structural capacity and/or safety of the roadway.

### **Implementation Measure CIR-1.2b**

The County may require roadway safety enhancements to include the construction of roadway improvements beyond the standard half-street improvement levels where it is determined that hazardous, unsafe or deficient structural conditions exist.

### **Implementation Measure CIR-1.2c**

Traffic studies shall address on- and off-site roadway conditions for both local and state routes and mitigation measures that are proposed to address all identified issues.

### **Implementation Measure CIR-1.2d**

The County should review available options for the establishment of standards and guidelines for oversized vehicles and should work to identify and establish standards for the designation of truck routes within the County.

### **Implementation Measure CIR-1.2e**

The County should explore the feasibility of establishing a permit system to deal with impacts for oversized vehicles, heavy-load vehicles and "super-trucks" to include the review of tonnage fees and roadway use fees for vehicles having disproportionate impacts to County roadways.

### ***Policy CIR-1.3***

*The County should maintain and upgrade existing roads, as feasible, to meet the needs of County residents, visitors, and through traffic.*

### **Implementation Measure CIR-1.3a**

All proposed development shall mitigate its proportionate share of impacts on the County roadways, transit, and pedestrian systems. The County shall consider adoption of a roadway impact fee on all new development, through fee adoption by ordinance, development

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agreements, conditions of approval, and other project entitlements. In the absence of an impact fee the County Public Works Director may determine the value of proportionate share of impact associated with the proposed project.

#### **Implementation Measure CIR-1.3b**

In consideration of proposed and existing projects or operations that generate a substantial number of large trucks and/or heavy load vehicles, the County shall explore options for the adoption of a roadway tonnage fee or oversized load fee to insure that those projects or operations do not cause, or will adequately mitigate, significant deterioration of County roads.

#### **Implementation Measure CIR-1.3c**

Proposed projects shall be required to reserve or dedicate sufficient rights-of-ways, or shall be required to design projects to maintain opportunities for the future expansion of interchanges, intersections, roadways and transit needs as determined by the County Public Works Department.

#### ***Policy CIR-1.4***

*The County shall require the construction of new roads, as necessary, to support increases in land use density and to facilitate the movement of traffic through the County.*

#### **Implementation Measure CIR-1.4a**

Work with CALTRANS to assure that impacts to the State Highway system are addressed through measures that could include the use of alternative circulation routes, alternative roadway funding sources, and roadway impact fees.

#### ***Policy CIR-1.5***

*The County shall utilize contemporary design standards and apply appropriate functional classifications in the construction of new roadways and for the reconstruction of existing roadways within the County.*

#### **Implementation Measure CIR-1. 5a**

Require that all new and reconstructed roadways meet the standards pursuant to CalTrans' Traffic Manual and Highway Design Manual or the Tehama County Land Development Standards.

#### **Implementation Measure CIR-1. 5b**

Investigate the feasibility of using traffic calming design features in future residential developments and in areas with traffic issues.

#### **Implementation Measures CIR-1. 5c**

Review the Zoning Ordinance and the Land Development and Engineering Design Standards Ordinance and amend them as needed to bring them into conformance with the policies and measures in this Circulation Element.

#### ***Policy CIR-1.6***

*The County shall continue to support traffic safety enforcement safety as a*



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*means of improving traffic, bicycle, and pedestrian safety.*

### **Implementation Measure CIR-1.6a**

Work with the Sheriff's Office, the California Highway Patrol, and city police departments to develop opportunities that would ensure that adequate traffic enforcement is provided. Examples would be researching of grant programs and the coordination of Office of Traffic Safety Grant activities.

### ***Policy CIR-1.7***

*The County shall work with local, state, tribal and federal agencies to assure opportunities for meaningful input in the review of proposed project roads and roadway improvements.*

### **Implementation Measure CIR-1.7a**

All proposed projects within the LAFCO adopted Sphere of Influence of a local agency shall be referred to the appropriate local agency for input and consistency review.

### ***Policy CIR-1.8***

*The County shall continue to assure that all new development proposals comply with Title 9.14 of the Tehama County Code regarding cul-de-sac length and dead-end streets.*

### **Implementation Measure CIR-1.8a**

Review its existing land development and zoning standards to ensure that all new land divisions and all new non-residential developments provide a minimum of two improved all-weather accesses.

### **Implementation Measure CIR-1.8b**

As part of the development review process, the county shall continue to route all new development proposals to local emergency service providers for review of public safety issues and shall work with the providers to assure the appropriate access standards and roadway improvements are available to protect the public health, safety and welfare.

### ***Policy CIR-1.9***

*The County shall continue to work with the California Department of Transportation to adopt practical and fair policies for access management and right-of-way acquisition for the improvement of highways, including Interstate 5, Highway 99, and Highway 36, and incorporate and evaluate options to further implement such policies with development standards within the County's Land Development and Engineering Design Ordinance and other development codes.*

### **Implementation Measure CIR-1.9a**

Continue to work with the California Department of Transportation and the Cities of Red Bluff and Corning to prepare and implement transportation impact fees to fund County-wide roadway improvements.

### ***Policy CIR-1.10***

*The County shall work with the California Department of Transportation to*

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*evaluate opportunities for the incremental addition of lanes, including increased numbers of passing lanes, and will work with CALTRANS and the local transportation planning agency in the consideration and implementation of access management policies to protect traffic efficiency and safety and to facilitate future highway improvements.*



#### **Implementation Measure 1.10a**

Work with CALTRANS, the local transportation planning agency, and incorporated cities, in the consideration of highway improvements, new public roads, interchanges, and parallel route locations to reduce the adverse impacts of growth and development on the existing and planned roadway network.

#### **GOAL CIR-2**

**For those lands deemed appropriate for commercial and industrial uses, improve access to road, rail, and air transportation in a cost-effective manner to facilitate their economic development.**

#### ***Policy CIR-2.1***

*All commercial and industrial uses shall be served by paved roads designed to in accordance with the Tehama County Land Department Standards to effectively serve the long-term circulation needs of non-residential uses.*

#### **Implementation Measure CIR-2.1a**

Require that all new commercial and industrial uses be served by a paved roadway, constructed in accordance with the Tehama County Land Division Standards, as a condition of project approval.

### AVIATION

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#### **GOAL CIR-3**

**To promote the maintenance and improvement of aviation facilities within the parameters of compatible surrounding land uses.**

#### ***Policy CIR-3.1***

*The County shall continue to protect public and private airports from conflicting land use patterns to the extent practical and discourage noise-sensitive uses and activities near airports.*

#### **Implementation Measure CIR-3.1a**

Work with the Tehama County Airport Land Use Commission in the planning of land uses around the airport and the implementation of the Tehama County Airport Comprehensive Land Use Plan (TCACLUP) to ensure protection of airport operations from encroachment.

#### **Implementation Measure CIR-3.1b**

Work with the Tehama County Airport Land Use Commission to secure aviation easements where requested by the local airport authority for any development within airport approach zones and runway protec-

## 3.0 TRANSPORTATION AND CIRCULATION



tion zone (RPZ) of the municipal airports, within the Airport Land Use Planning Area delineated by the Tehama County Airport Land Use Commission, and under the traffic pattern adopted by the Red Bluff and Corning Airports.

### ***Policy CIR-3.2***

*The County shall support, encourage, and plan for the expansion of the Red Bluff and Corning Municipal Airports for the purpose of public safety and expand their capacity to accommodate larger aircraft and new air services as specified in the respective airport master plans.*

### **Implementation Measure CIR-3.2a**

Work with the Red Bluff and Corning Municipal Airports, the Tehama County Airport Land Use Commission, the Tri-County Economic Development Corporation, local Chambers of Commerce, and the California Department of Transportation Aeronautics Division, as well as other affected parties, to study the feasibility of expanding the Red Bluff and Corning airports. Should expansion turn out to be a viable option, then the County shall assist in the planning of these expansions.

### **Implementation Measure CIR-3.2b**

Coordinate with the cities and the State to ensure that Airport Master Plans for each airport are kept up to date in accordance with state and federal requirements to ensure that future aviation demands can be met, and that surrounding land uses will be compatible with airport activities.

### **Implementation Measure CIR-3.2c**

Implement land use decisions that encourage the orderly growth of the Corning and Red Bluff Municipal Airports and the areas surrounding the facilities within the identified planning boundary. Land use decisions shall be consistent with the standards for buffers and guidelines, as established in the Airport Land Use Plans for the Corning and Red Bluff Airports.

### **Implementation Measure CIR-3.2d**

Discourage residential development directly adjacent to airports unless the impacts of such uses can be mitigated.

## NON-MOTORIZED TRANSPORTATION

### **GOAL CIR-4**

**To encourage, support, and provide for a comprehensive system of facilities for non-motorized transportation.**

### ***Policy CIR-4.1***

*The County should work towards developing a comprehensive and safe system of bicycle and pedestrian facilities that will serve both commuter and recreational cyclists and walkers through the development of a regional network of paths, trails, and routes, especially for access to neighborhoods,*

## 3.0 TRANSPORTATION AND CIRCULATION

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*commercial centers, schools, parks, and other key activity centers.*

### **Implementation Measure CIR-4.1a**

Implement the Tehama County Bikeways Plan and update the Plan as necessary.

### **Implementation Measure CIR-4.1b**

Establish pedestrian and bicycle access standards and require developers to finance and install pedestrian walkways, equestrian trails, and multi-use trails and facilities in new development as appropriate.

### **Implementation Measure CIR-4.1c**

Actively identify and pursue available funding sources for the planning, development, and improvement of bicycle and pedestrian facilities including: development of a Capital Improvement Program (CIP), funding through public and private organizations and agencies, and other options.

### **Implementation Measure CIR-4.1d**

Support and encourage programs to educate, inform, and promote the use of non-motorized travel options including a local bicycle safety awareness program targeted specifically to school students.

### **Implementation Measure CIR-4.1e**

Encourage and coordinate with adjacent jurisdictions to develop and adopt a system of pedestrian and bicycle trails that complements the County's system.

### ***Policy CIR-4.2***

*The County shall encourage and support the construction and improvement of bicycle lanes and pedestrian paths as part of the Safe Routes to School Program.*

### **Implementation Measure CIR-4.2a**

Work with various local agencies and the Tehama County School Districts to identify those routes that are critical for Safe Routes to School improvements.

### **Implementation Measure CIR-4.2b**

Identify and pursue available funding sources for the Safe Routes to School Program to assist in the funding of improvements. Possible funding sources include: SAFETEA-LU, transportation funds, State Transportation Improvement Program (STIP), federal air quality funds, State Parkland Bond monies, and the California Department of Boating and Waterways.

### ***Policy CIR-4.3***

*The County shall encourage the use of pedestrian pathways and sidewalks where feasible as a component of the County's circulation system.*

### **Implementation Measure CIR-4.3a**

All future subdivision design should consider the need for pedestrian



## 3.0 TRANSPORTATION AND CIRCULATION



circulation within and outside of the development.

### **Implementation Measure CIR-4.3b**

Work with residents and businesses to provide curbs, gutters, and sidewalks where needed.

### **Implementation Measure CIR-4.3c**

- Where appropriate the following sidewalk design principles should be considered when constructing new or re-construction of old sidewalks.
- Maintain a minimum sidewalk clearance of at least four (4) feet in residential areas and six (6) feet in commercial areas.
- Consider the use of decorative concrete, stamps, and other aesthetic treatments for sidewalks in commercial locations or areas used for public gatherings.
- Include streetscape amenities with sidewalks including: street trees, landscape planters, and benches or sitting areas.
- Provide adequate and aesthetically pleasing lighting of sidewalks to improve safety.

### **Implementation Measure CIR-4.3d**

Identify and pursue available local, state, and federal funding sources as appropriate for sidewalk maintenance and improvements including: curb cuts, construction of new sidewalks, and maintenance of existing sidewalks.

### ***Policy CIR-4.4***

*The County shall strive to improve and ensure access for the physically disabled throughout the County.*

### **Implementation Measure CIR-4.4a**

Identify and pursue funding for improvements including curb cuts to County sidewalks to allow for easier access for disabled persons when appropriate.

### **Implementation Measure CIR-4.4b**

Identify and pursue available funding sources for pedestrian improvement projects to bring pedestrian facilities into compliance with the Americans with Disabilities Act (ADA) when appropriate.

### **Implementation Measure CIR-4.4c**

Review the Zoning Code and amend it as needed to ensure that parking and accessibility features for disabled persons are considered by new development or redevelopment projects.

## 3.0 TRANSPORTATION AND CIRCULATION

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### PUBLIC TRANSPORTATION

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#### GOAL CIR-5

To promote, encourage, and support a safe and efficient public transportation system, which includes both bus and rail services to increase mobility to life line services, help reduce congestion, improve the environment, and provide viable non-automobile means of transportation throughout Tehama County.

#### *Policy CIR-5.1*

*The County shall provide convenient and accessible transit facilities for the elderly, youth, commuters, and persons with disabilities.*

#### **Implementation Measure CIR-5.1a**

Implement land use decisions that are consistent with the Transit Development Plan and Tehama County Bus Stop Standards Policies and Procedures and actively coordinate with the Tehama County Transit Agency Board for the planning and implementation of appropriate transit services throughout Tehama County.

#### **Implementation Measure CIR-5.1b**

Work with employers, residents, and other agencies including: Tehama County Transportation Commission, the Tehama County Transit Agency Board to encourage and support increased car pools, van pools, and park and ride lots.

#### *Policy CIR-5.2*

*The County shall expand the number of public transit stops and locations throughout the County.*

#### **Implementation Measure CIR-5.2a**

New developments shall be required to install bus turnouts, shelters, and other transportation-related improvements where appropriate in accordance with the Tehama County Bus Stop Standards Policies and Procedures.

#### **Implementation Measure CIR-5.2b**

The County, in conjunction with Tehama County Transit Agency Board and the Tehama County Transportation Commission, shall identify appropriate locations for additional transit stops within Tehama County. Ensure that identified locations will be available should additional transit stops be required.

#### *Policy CIR-5.3*

*The County shall utilize the development review process to ensure that Tehama County Transit Agency's comments on development proposals are implemented to ensure that appropriate transit facilities are included in all new developments as appropriate.*





### **Implementation Measure CIR-5.3a**

As part of the agency review procedures of the development review process, the County shall route all new development proposals to the Tehama County Transit Agency Board for their review and comments.

### MOVEMENT OF GOODS

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#### **GOAL CIR-6**

**To maintain a balanced freight transportation system to provide for the safe and efficient movement of goods.**

#### ***Policy CIR-6.1***

*The County shall coordinate with local, state, and federal agencies to encourage and support efficient inter-regional goods movement along the Interstate-5 corridor.*

#### **Implementation Measure CIR-6.1a**

Pursue coordination with local, state and federal agencies to support the efficient inter-regional transportation of goods along the I-5 corridor.

#### ***Policy CIR-6.2***

*The County shall support and assist both public and private agencies in the integration of railroad freight and possible passenger services into regional transportation and economic development plans and strategies.*

#### **Implementation Measure CIR-6.2a**

Work to protect existing rail spurs and encourage the creation of new rail spurs to support industrial and agricultural businesses.