

CITY OF TEHAMA

COMMUNITY TRANSPORTATION PLAN

ADOPTED JULY 2023



City of Tehama

FINAL COMMUNITY TRANSPORTATION PLAN

PREPARED FOR



PREPARED BY



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Executive Summary

The City of Tehama (Tehama or City) is a small, quiet city in Northern California. The City is nestled between Interstate 5 (I-5) and State Route 99 W (SR-99W) to the west and State Route 99 E (SR-99E) to the east. Tehama serves as a key connection for freight and vehicular through-traffic. Due to this connection, the City receives heavy traffic levels that disproportionately impact the quiet, rural character of Tehama. Furthermore, the City lacks sufficient infrastructure for safe, comfortable and connected bicycle and pedestrian travel. The lack of pedestrian and bicycle facilities coupled with the speeding and heavy traffic creates an uncomfortable and unsafe travel experience. In the project area, there are no sidewalks or bicycle lanes, and only two striped crosswalks exist. The two existing crosswalks on the main corridor are not connected to sidewalks, do not meet ADA requirements, and lack pedestrian lights, signage, and other facility accessories to warn speeding drivers of pedestrian presence.

The City of Tehama Community Transportation Plan (CTP) was a coordinated effort between the City of Tehama, stakeholders, and the public that developed recommen-

dations for transportation improvement priorities within Tehama. The CTP aims to provide the framework for the City to implement an equitable multi-modal transportation network that will improve safety, accessibility, and livability in Tehama. The overall project goals of the CTP are as follows:

- Provide and maintain a safe, reliable and efficient transportation network system to support the movement of people and goods within the City, region and beyond.
- Maximize existing roadway capacity and functionality.
- Support the implementation of active transportation facilities.
- Improve community health, safety and overall well-being.
- Provide connected and integrated multi-modal transportation options for public transit users.
- Prioritize climate-friendly decisions in the City of Tehama.

SECTION 1: INTRODUCTION

Increasing safety and mobility throughout Tehama will provide an array of benefits in the City. Quantifiable, positive benefits will include improved community connectivity, enhanced safety, improved accessibility and comfortability, a healthier environment and improved physical and mental health.

The Plan is divided into six components: Introduction, Existing Conditions, Community Engagement, Policies, Project Recommendations and Funding and Implementation. The Introduction (Chapter 1) presents the project background and purpose while summarizing the Plan's cooperated effort with various agencies, the public and existing planning documents. The Existing Conditions (Chapter 2) summarize the project area's existing infrastructure, demographics, socio-economic conditions and existing travel behavior.

The CTP consisted of a thorough public outreach process that engaged community members and local stakeholders. Community outreach events, online engagement, and a community questionnaire were used to identify travel behavior, safety concerns and problem areas, and all input received was documented and considered during the development of the Plan. A summary of stakeholder and community outreach is outlined in Chapter 3, Community Engagement.

The Policy chapter (Chapter 4) includes an overview of goals, objectives and policies identified by the City of Tehama that will guide future transportation decisions. Policies are grouped by the following categories:

- Local Roadways

- Multi-Modal Transportation
- Public Transit
- Climate Change and the Environment

Project Recommendations (Chapter 5) provides an overview of CTP priority projects within the City of Tehama. The chapter includes a thorough profile of each project with detailed descriptions, project components and associated cost estimates.

The final chapter, Funding and Implementation (Chapter 6), assesses the benefits of the recommended projects and summarizes available funding sources. The Implementation Plan is intended to serve as a guide for the City of Tehama to pursue the appropriate funding for project implementation after CTP adoption.

The CTP lays the planning framework needed to assist the City of Tehama in successfully securing funding to implement the improvements identified in this plan. Implemented projects will improve mobility, accessibility, safety and quality of life in Tehama.

Section 1

Introduction

1.1 CITY OF TEHAMA COMMUNITY TRANSPORTATION PLAN

1.1.1 About the Plan

The City of Tehama Community Transportation Plan (CTP) will lay the foundation to help the City implement improvements that will improve overall safety of all travel modes and promote and encourage bicycle, pedestrian and transit use. The CTP provides the framework for multi-modal transportation network improvements that address the City of Tehama's existing transportation challenges and ultimately will establish connections between where people live, work and receive services. The CTP includes projects and policies to improve safety and enhance access to walking, biking, and public transportation in the City. These improvements will enhance mobility and livability of residents and visitors while promoting the benefits of walking and biking including improved physical, social, mental and environmental health of the community. Currently, the City receives high volumes of fast-moving through-traffic and freight traffic which

disrupts the quiet, peaceful character of Tehama. Calming traffic throughout the City and improving bicycle and pedestrian infrastructure will allow non-motorized users to be safe, comfortable and convenient while traveling by bike or foot. Furthermore, improving vehicle safety and calming traffic will aid motorists in maintaining safe, appropriate speeds while travelling through Tehama. The CTP will aid in achieving regional and State goals of reducing greenhouse gas emissions, improving air quality, and improving public and community health. The CTP is a necessary planning step to create a transportation network that provides all transportation modes to be sustainable and equitable.

1.1.2 Study Area

The City of Tehama (Tehama) is a small, incorporated city in Tehama County, located along the western edge of the Sacramento River. Tehama is located on Nomlaki village land of the Wintun Tribe. Tehama is in a Federal Emergency Management Agency (FEMA) special flood hazard area (Zone AE) and roughly all residents live within a regulatory floodway or floodplain. The City is located approx-

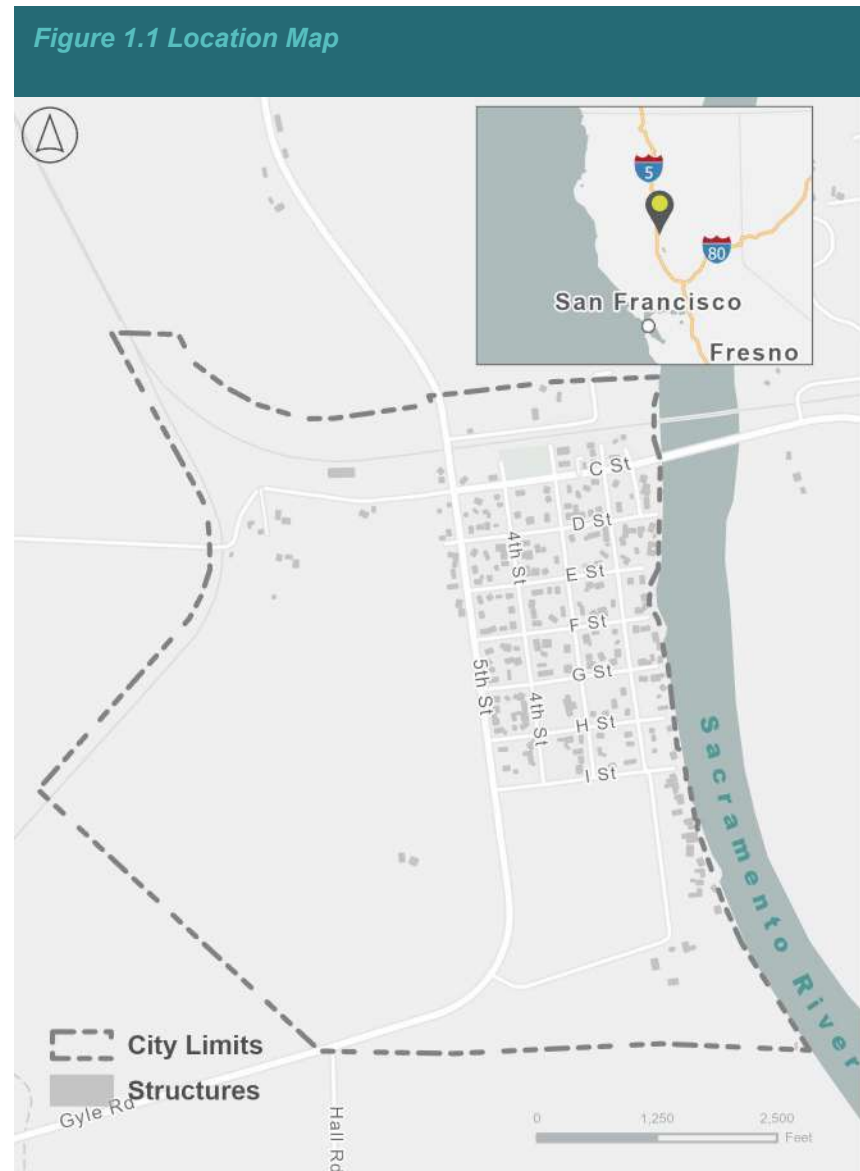
SECTION 1: INTRODUCTION

imately 45 miles south of Redding, CA in Shasta County and approximately 123 miles north of Sacramento, CA in Sacramento County. According to the American Community Survey (ACS) 2021 5-Year Estimates, the population of Tehama is 483. The CTP study area encompasses the entire city, although most priority project improvements that were identified are on minor arterial roadways that receive high volumes of through-traffic.

1.2 PURPOSE AND NEED

1.2.1 Purpose

The purpose of the Community Transportation Plan (CTP) is to increase the safety and mobility for users of all transportation modes in the City of Tehama. The recommended project improvements are intended to improve safety, implement traffic calming measures and provide community members and visitors with safe alternative transportation facilities that will increase community health, promote walking and biking, and improve mobility throughout Tehama. By implementing traffic calming measures, improving safety and constructing safe alternative transportation routes, safe access to transportation for all roadway users will be enhanced and a greater sense of community will be established.



1.2.2 Need

The City of Tehama is identified as a disadvantaged community due to its low median income, small population and rural setting. According to a survey conducted by the City, 61.11% of residents are categorized as Low-Moderate income. The relatively low income of Tehama residents will aid the City in qualifying and receiving grant funding for infrastructure and accessibility improvements. With a population of 483, the City endures unique challenges including transportation, flood hazards, and minimal access to schools and services within the City. Additionally, as Tehama has no schools, students must be driven, walk or bike to school to the neighboring town of Los Molinos located approximately two miles to the east. This poses a hazard to students who walk or bike, as the only route to Los Molinos includes crossing the highly trafficked C Street Bridge where protected bicycle and pedestrian facilities are absent.

As Tehama is a small city with limited resources, Tehama County supplements services such as police, fire, health-care or community organizations which the City cannot provide. The City of Tehama receives extremely high volumes of through traffic for a city of its size, including heavy volumes of freight trucks. This fast-moving traffic coupled with a lack of pedestrian and bicycle facilities creates challenges for residents who would otherwise enjoy walking or biking to destinations within the City. Walking and biking trips within Tehama are short distanced and flat, with the longest trip being under one mile. With improved facilities and enhanced safety, alternative modes of transportation would be perfectly suit-

able in Tehama. The projects identified in this plan will make improvements to the City's mobility and infrastructure that would greatly enhance the quality of life for all residents.

1.3 PLAN OBJECTIVES

The following objectives were identified for the development of this plan. The City of Tehama Community Transportation Plan (CTP) has developed implementable strategies to address the following transportation objectives of the

CTP:

- Identify community stakeholders and form a multidisciplinary team of partners committed to working together in developing a community vision, developing project applications and implementing those projects if selected for funding.
- Identify existing conditions, active transportation usage, development potential and safety concerns of the project area.
- Identify methods to enhance project area connectivity and safety.
- Identify potential improvements for bicycle and pedestrian needs, including connections to surrounding communities' schools and services.
- Develop planning-level alternative designs for identified priority projects. Identify funding sources for infrastructure improvements.
- Position identified project recommendations in the CTP for competitive grant program applications.

SECTION 1: INTRODUCTION

Coordination with the Community and Local Agencies
Throughout development of the CTP, equitable collaboration was established with multiple partners and stakeholders including the following:

- Tehama residents
- Caltrans
- City of Tehama Public Works
- Tehama County Sheriff's Office
- Tehama County Fire Department
- Los Molinos Volunteer Fire Department
- Tehama County Public Works
- Tehama County Transportation Commission
- Tehama County District 4 Supervisor
- Los Molinos Unified School District

Active community and stakeholder involvement is also a fundamental aspect of ensuring that the vision of the CTP is uniform with the desires of the City, community, Caltrans, County and other stakeholders. Multiple outreach events were held, and proper advertising was conducted beforehand to encourage attendance from stakeholders and residents. For more information about the community and stakeholder engagement process, see Chapter 4, Community Engagement.

Section 2

Existing Conditions

2.1 ABOUT THE CITY OF TEHAMA

The City of Tehama is one of the three incorporated cities within Tehama County. Established in 1846, it is the oldest and smallest incorporated city at approximately 0.8 square miles. The north, south, and eastern borders of the City are encased by agricultural operations, with the western border of the City hugging the Sacramento River. The City of Tehama is in a FEMA floodway and is located entirely within a Special Flood Hazard Area (SFHA), which means that mandatory flood insurance is required due to its proximity to the Sacramento River. Major flooding has occurred since the City was founded.

The streets of Tehama are laid out in a platted grid pattern adjacent to the Sacramento River, approximately seven degrees to the west. The City of Tehama is recognized as one of four Town Centers within Tehama County, which is significant because the County provides public services such as law enforcement and fire services to Tehama. Key destinations for locals include the Post Office, City Hall, the Tehama County Museum, Habert Park, Belbeck Park, Head Start at the old Tehama Grammar

School, and two churches.

The following section provides an overview of the City's demographic conditions. Data was extracted from the American Community Survey (ACS). However, it should be noted that ACS's data sampling in small populations such as the City of Tehama may be somewhat inaccurate.

2.2 DEMOGRAPHICS AND SOCIOECONOMIC CONDITIONS

2.2.1 Historic and Current Population

According to the 2021 American Community Survey, the City of Tehama has a population of 483 which has fluctuated back and forth over the span of the past eleven years. From 2010 to 2021, population trends were as low as 383 in 2011 to as high as 503 in 2020. Between 2010 and 2015 the population decreased by 6% and increased by 22.7% in 2020. The greatest growth in population between years occurred between 2015 and 2016, with a 13.9% increase. The biggest drop in population occurred between 2016 and 2017, with a 16% decrease. While there has been a 4% decrease in population between 2020

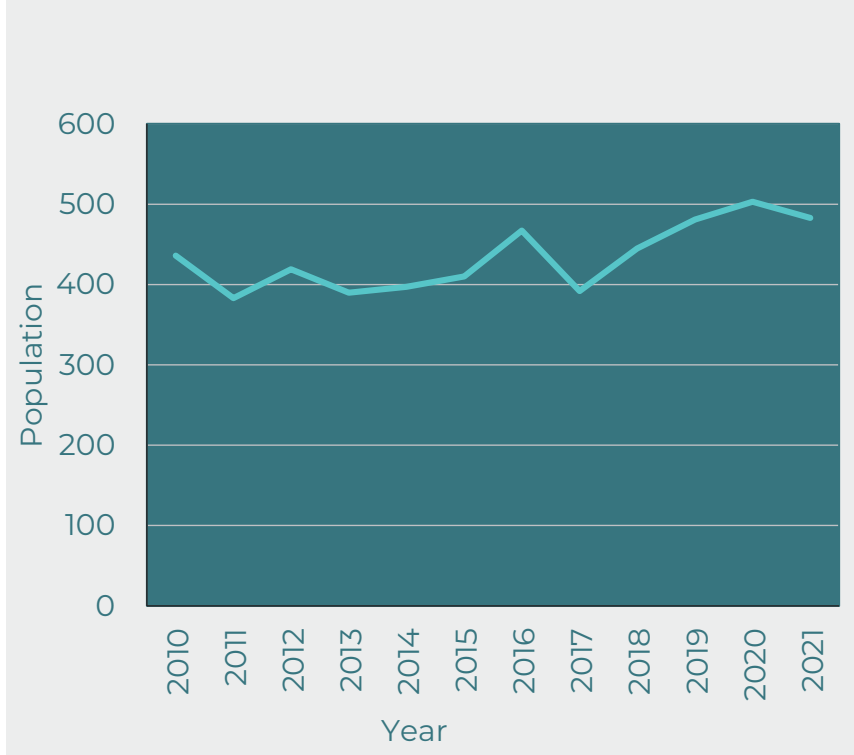
SECTION 2: EXISTING CONDITIONS

and 2021, there has been a 10.8% increase in population growth since 2010. The population for the City of Tehama rose the highest between 2019-2021, during the same period as the COVID-19 pandemic. Table 2.1 and Figure 2.1 show the historic and current population trends for the City of Tehama in accordance with the 2021 American Community Survey.

Year	City of Tehama	Tehama County
2010	436	62,575
2011	383	62,985
2012	419	63,200
2013	390	63,241
2014	397	63,284
2015	410	63,152
2016	467	63,015
2017	392	63,247
2018	445	63,373
2019	481	63,912
2020	503	64,176
2021	483	65,345

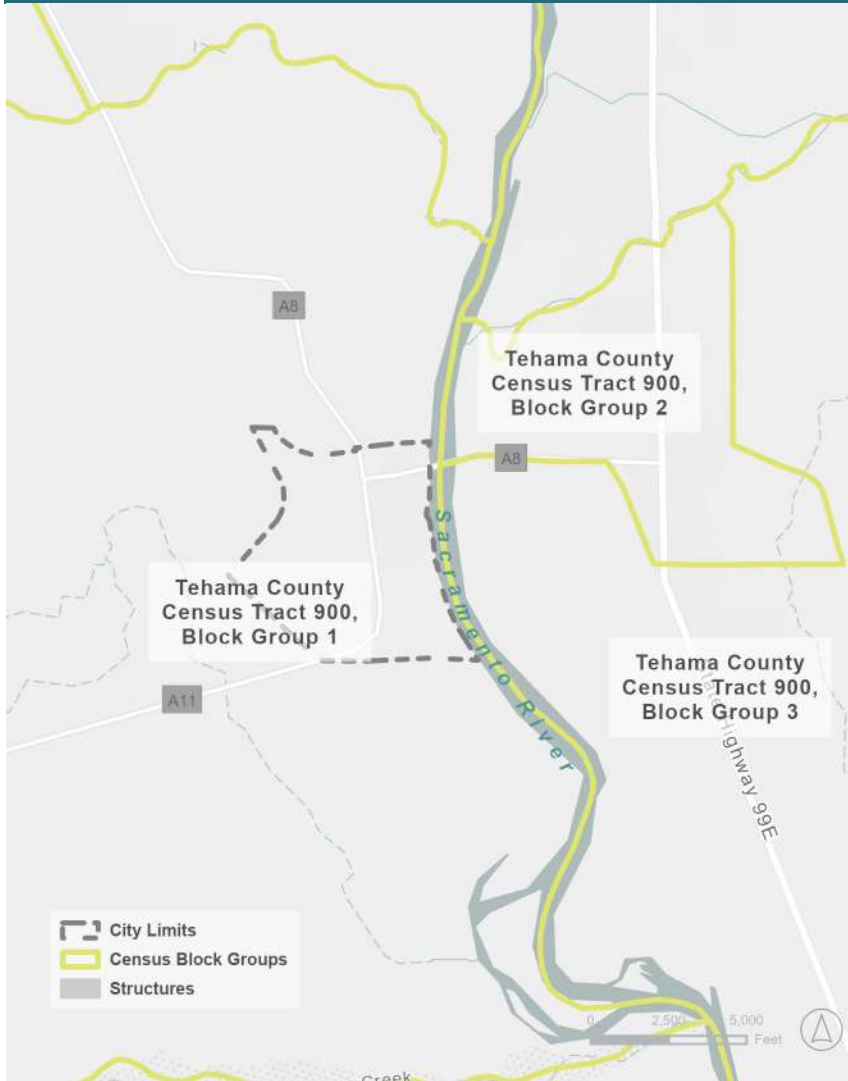
Source: 2010-2021 American Community Survey, 5-Year Estimates

Figure 2.1 City of Tehama Population



The City of Tehama is located on Block Group 1 of Census Tract 9. Figure 2.2 shows the Census tract map for the City of Tehama.

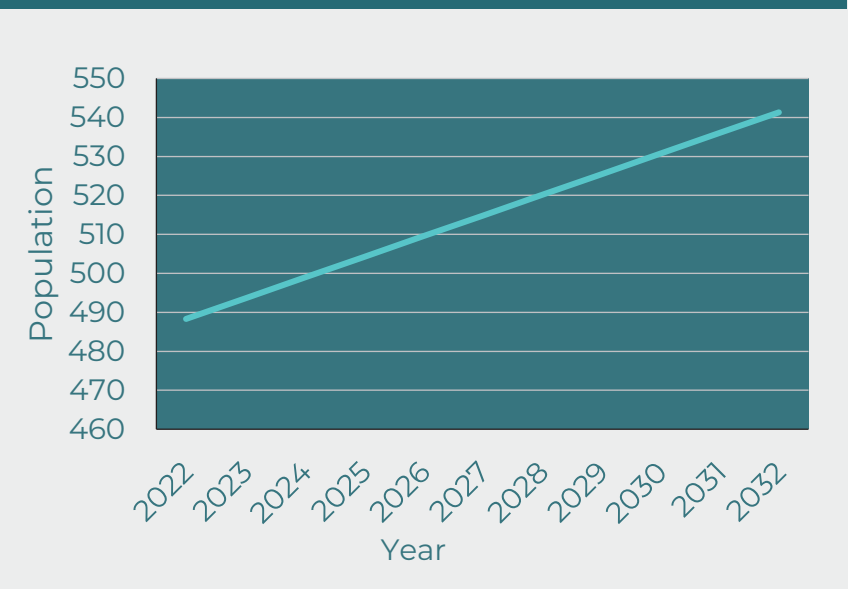
Figure 2.2 Census Tracts Location Map



2.2.2 Population Forecast

Figure 2.3 shows the population projection over the next ten years for the City of Tehama. With a limited housing supply of only 221 units (184 are occupied according to the City’s records), the population has remained in a relatively fixed state. However, trends are shifting as seen during the COVID-19 pandemic. The City of Tehama General Plan indicated a 0.6% annual average increase for the City of Tehama, and the California Department of Finance projected that Tehama County will experience consistent growth over the next two decades. The projected growth for the City of Tehama was calculated based on the annual percent population change over the past 11 years, with a projection of 1.1% annual growth.

Figure 2.3 Forecasted Population



2.2.3 Demographics

The 2021 American Community Survey (ACS) reported the City of Tehama had a total of 115 families living in the City with an average family size of 3. This does not account for the number of non-family households or single person dwellings. Of these families, nearly 60% of households reported having children between the ages of 6 and 17 years old. The median age for the City of Tehama is 46.8, and of the 370 residents over 18 years old, 49% reported as male and 51% reported as female. Furthermore, ACS indicated that 15.8% of City of Tehama residents are educated with a bachelor's degree or higher.

According to the 2021 ACS 5-Year Estimates Data Profile, 91.2% of the City of Tehama population identified as one race, and 8.8% identified as two or more races. A majority identified as White (61%), followed by Hispanic or Latino (24%), Two or More Races (7.8%), American Indian and Alaska Native (4.4%), Black (1.15%), Some Other Race (.92%), Asian (0.46%), and Native Hawaiian or Pacific Islander (.23%). Figure 2.4 provides details of the demographics of the City of Tehama.

Figure 2.4 Demographics

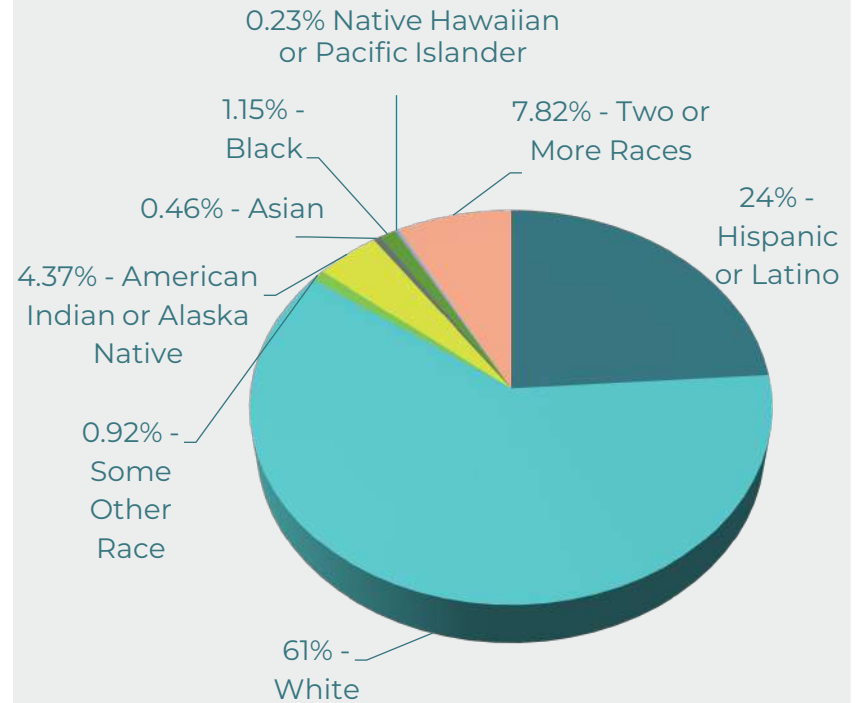


Table 2.2 Housing Characteristics

Location	Total Units	Owner-Occupied		Renter-Occupied		Vacant Units	
		Units	Percent	Units	Percent	Units	Percent
City of Tehama	221	142	64.25%	67	30.32%	12	5.43%
Tehama County	27,347	16,496	60.32%	8,055	29.45%	2,796	10.22%
California	14,328,539	7,335,247	51.19%	5,882,339	41.05%	1,110,953	7.75%

Source: 2021 American Community Survey, 5-Year Estimates

2.2.4 Housing

According to the 2021 American Community Survey, the total number of housing units in the City of Tehama is 221 units, with 209 units reported as occupied and 12 units as vacant. Of the 209 occupied units, 64.25% were reported as owner-occupied with an average household size of 2.58. The remaining 30.32% reported as renter-occupied housing units with an average household size of 1.75. In the City of Tehama, more housing units are owner occupied (64.25%) than both the County of Tehama (60.32%) and the State of California (51.1%). The 2021 American Community Survey furthers that 87.3% of the homes in the City range in price from \$100,000 to \$499,999, with a median home value of \$197,700. Table 2.2 displays further details regarding housing characteristics for the City of Tehama. In Tehama, 94% of residents live in 1-unit single family detached houses, with 6% reporting as residing in a mobile home or another type of unit. According to the 2021 American Community Survey, 39% of the housing stock was built between 1959 and earlier, and 38% was built between 1960 and 1979. 24% of the housing stock was built after 1980, however, there have been no homes

built in the City of Tehama after the year 2009. As shown in Table 2.3, the median home value is \$197,700. This is approximately \$46,000 less than the Tehama County Median Home Value (MHV) and significantly lower (\$376,000) than the State MHV. Although the Median Household Income of the City of Tehama is not much lower than the County average (\$2,800), the ratio of income versus home value for City residents is much greater than the surrounding County.

Table 2.3 Median Home Value Vs. Median Household Income

Location	Median Home Value	Median Household Income	Income/ Home Value
City of Tehama	\$197,700	\$50,104	25.34%
Tehama County	\$243,600	\$52,901	21.72%
California	\$573,200	\$84,097	14.67%

Source: 2021 American Community Survey, ACS 5-Year Estimates

SECTION 2: EXISTING CONDITIONS

2.2.5 Employment

Table 2.4 illustrates the unemployment rate of 0.6% during a November 2021 survey, according to California’s Employment Development Department website.

Table 2.4 Unemployment

Location	Employment/ Population Ratio	Labor Force Participati on	Unem- ployment
City of Tehama	46%	46.2%	0.3%
Tehama County	50.6%	55.1%	4.5%
California	59.3%	63.9%	4.1%

Source: 2021 American Community Survey, ACS 5-Year Estimates

Referring to the 2021 American Community Survey, results indicated that 46% of residents in the City of Tehama were employed in November 2021. ACS furthers that 140 responded they were employed full-time in the following industries: retail and wholesale trades (31%), education services, health care or social assistance (27%), manufacturing and construction (13%), transportation, warehousing, and utilities (12%), public administration, waste management services, professional, management, and scientific (8%), and agriculture, forestry, fishing and hunting, and other services (7%).

2.2.6 Income

According to the 2021 American Community Survey, the median household income was \$50,104 in the City of Tehama in comparison to Tehama County at \$52,901. Table 2.5 shows the Median Household Income (MHI) for the City of Tehama in Tehama County.

Table 2.5 Median Household Income (MHI)

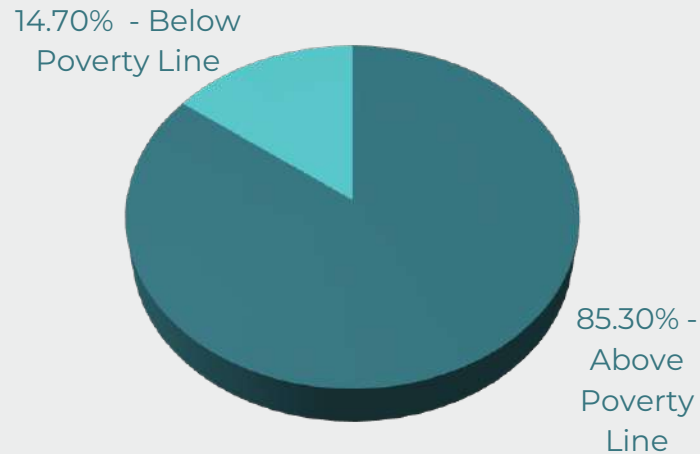
Location	Median Household Income	% California MHI
City of Tehama	\$50,104	59.58%
Tehama County	\$52,901	62.90%
California	\$84,097	100.00%

Source: 2021 American Community Survey, ACS 5-Year Estimates

2.2.7 Poverty

According to the 2021 American Community Survey, the poverty rate in the City of Tehama was 14.7%. By age, the poverty rate for those between the ages of 18 and 64 was 19.8%, and for those 65 years and older it was 14.5%. Figure 2.5 indicates the poverty percentage for respondents of the 2021 American Community Survey for the City of Tehama.

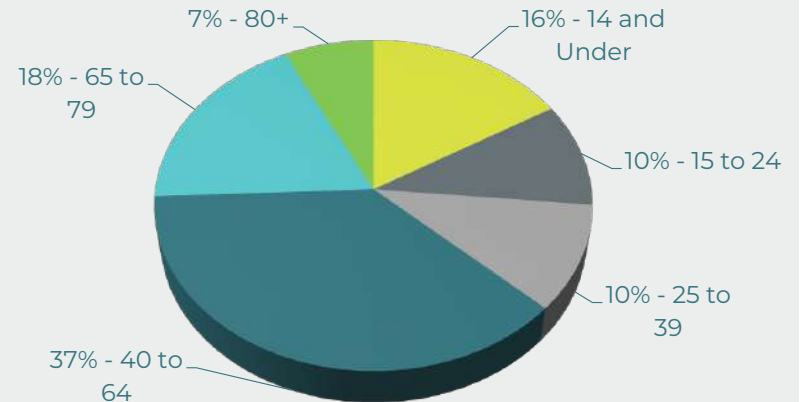
Figure 2.5 Poverty Rate in Tehama



2.2.8 Age of Population

According to the American Community Survey, 18% of residents are between the ages of 65 and 74 years old, and 16% of residents are 75 years or older. Figure 2.6 shows the age range for the population of the City of Tehama.

Figure 2.6 Age of Population



2.3 CIRCULATION ANALYSIS

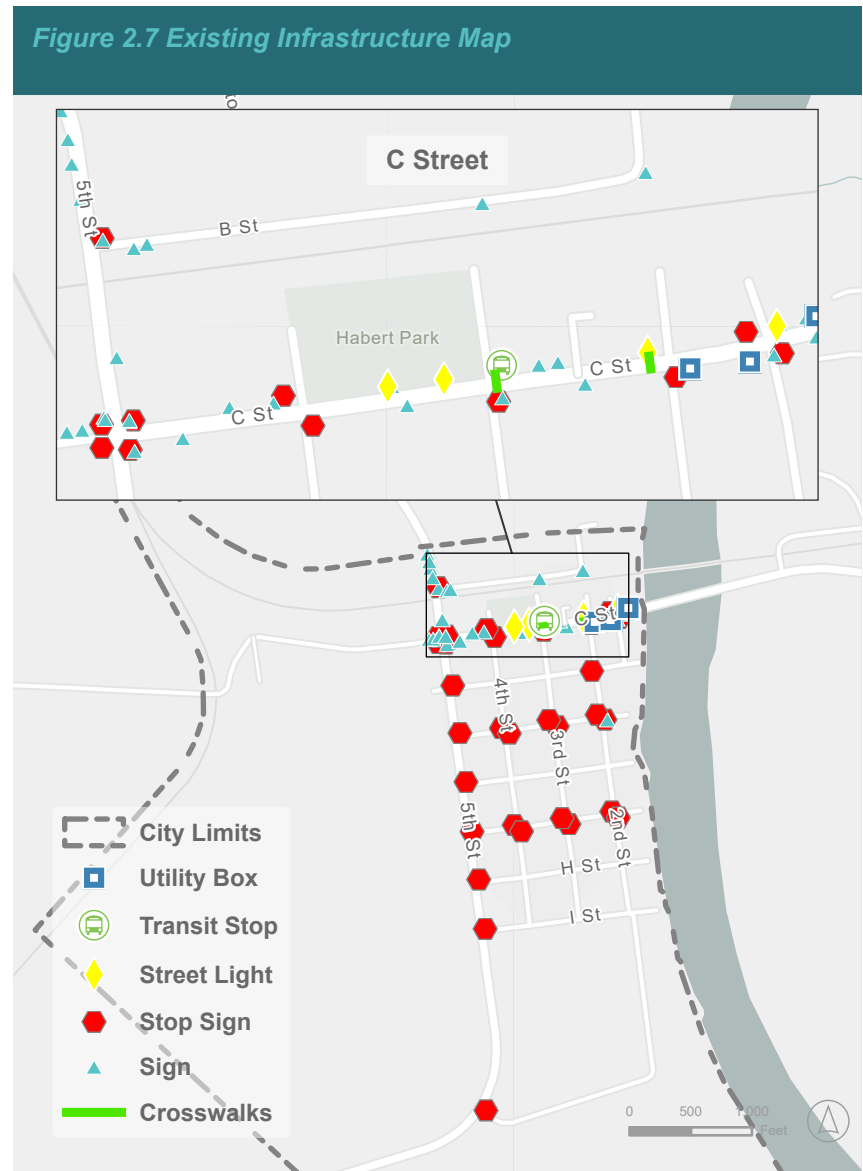
2.3.1 Existing Infrastructure

The City of Tehama is located within the central portion of Tehama County, nestled between Interstate 5 (I-5) and State Route 99 W (SR-99W) to the west and State Route 99 E (SR-99E) to the east. All are major arterial roadways for the City of Tehama, serving as a vital link for the local, regional, and national movement of people and resources throughout the area. I-5 is a major 4-lane interstate highway and is located 4.1 miles west of City limits. SR-99 is a 2-lane State Highway, located 1.1 miles from east City limits. There are only three types of roadway classifications in the City of Tehama: arterial, collector, and local.

SECTION 2: EXISTING CONDITIONS

Arterial roadways for the City of Tehama include C Street east of 5th Street, Gyle Road west of 5th Street, and 5th Street south of C Street. The one major collector in Tehama is 5th Street, north of C Street. The only minor collector is Hall Road, located in the southern segment of the City. The local streets in the City of Tehama include Tehama Ave, E Gyle Rd, Cavalier Drive, 2nd, 3rd, 4th, 5th, part of S2nd, and B, D, E, F, G, H, and I Streets, which provide access to residential units in the community. S2nd Street south of I Street is a private road. There are a total of 6 miles of paved roadways and 11 lane miles in the City of Tehama.

Figure 2.7 displays a map of infrastructure in the City of Tehama. The City's street network is influenced by surrounding agriculture which pushes most of the residential units to the northeast segment of the City. The residential area is designed in a grid pattern, and motorists travel into Tehama from the north, south, east and west. From the north, motorists travel into Tehama on San Benito Avenue, often from the nearby community of Gerber. Tehama Avenue serves as the primary roadway that motorists use to enter the City from the west and exit the City from the east. Tehama Avenue runs through the northern section of the City on what becomes C Street at the intersection of 5th Street and then Aramayo Way once it crosses the Sacramento River and reaches Tehama Vina Road in Los Molinos. Tehama Avenue is classified as a collector and is the main roadway that brings people from 99 W and the El Camino Area. This western entrance into the City is a lengthy 2-lane roadway that is characterized by gravel shoulders with a limited number of residences and private driveways. The posted speed on Tehama Avenue is 35 mph; however, the road is surrounded by agricultural operations and lacks a shoulder.



The lack of traffic calming, pedestrian infrastructure and development may prevent motorists from considering that they are in a residential community. On the west portion of Tehama Avenue, the road is immediately met with an elevated railroad track and an 'S' curve that limits driver visibility. There is one yellow and black circular 'X' Railroad Crossing sign with accompanying pavement markings about 400 feet before the railroad crossing. The posted speed limit across the railroad and the initial curve is 15 mph, however, the speed increases to 25 mph quickly after passing Forest Avenue. An auxiliary 'Sharpe Curve Ahead' sign near the Railroad Crossing sign can cue drivers to proceed to the nearly 60-degree curve with caution. The combination of fast-moving traffic and a lack of visibility creates an unsafe section of roadway for all users.



Image Caption: Tehama Avenue S-Turn from Above

From the south, motorists from Richfield and other areas enter Tehama on Gyle Road which becomes 5th Street once it passes E Gyle Road. This roadway is classified as a 2-lane collector road with posted speeds of 35 mph. Gyle Road is lined with agricultural operations and tight gravel shoulders on either side, and a large open drainage ditch runs parallel with the northbound side of the road. With limited shoulder space, farming operations often encroach on the right-of-way of drivers entering and exiting the area, requiring extra caution to equipment and trucks entering and crossing Gyle Road. There is one 'curve ahead' sign posted right after Hall Road, about 1,500 feet before the sharpest part of the curve, and seven additional 'curve ahead' signs starting about 400 feet before Gyle Road becomes 5th Street at E Gyle Road.

The residential grid streets begin at the intersection of 5th and I Street eastward to 2nd Street, encompassing 18 blocks. 5th Street has minimal street lighting from I up to C Street, with no street lighting available north of C Street. Large trees line 5th Street, with 400-foot intervals of driveways and street parking between each intersection. There is a grade railroad crossing between C and B Street, less than 100 feet south of B Street. The crossing is above road elevation which causes an abrupt slope and significant bump while driving over it; further, there is limited visibility along the road which causes a blind intersection at B Street.

SECTION 2: EXISTING CONDITIONS



Image Caption: Intersection at 5th and C Streets



Image Caption: 5th Street Facing South Towards Railroad Crossing

C through I Streets lay horizontally, are approximately a half mile in length and are classified as residential roadways. C Street is the local collector road that motorists utilize to connect with the neighboring community of Los Molinos and SR99 to the east, and it has upwards of 5,600 average daily trips. C Street is a tree-lined roadway, characterized by blocks of driveway and street parking at approximately 320 feet between each intersection. C Street is a key destination in the City of Tehama residents and visitors as it serves as the City's 'Main Street' and contains attractions for pedestrians such as the Post Office, Habert Park, Tehama County Museum, Tehama Pub Grill, and the only two bus stops in the City. Another key destination off

C Street is Cavalier Drive right before the east City limits, where City Hall is located. The last street at the northern limits is B Street, which lays horizontally like C through I Streets, however it stops at 2nd Street and is no longer directly connected to the grid. All streets within the City of Tehama have rights-of-way extending 40 feet from the center of the roadway with three exceptions: Cavalier Road extends 20 feet from the center, Tehama Avenue extends 25 feet from the center, and East Gyle Road extends 30 feet from the center. South 2nd Street south of I Street is a private road and is not included in the City's grid.

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Image Caption: C Street Facing East

2.3.2 Transit

The City of Tehama is serviced by one bus system called the Tehama Rural Area eXpress (TRAX) which provides public transportation through a ParaTransit Service via San Benito Avenue. Route 3A picks up in front of the Tehama County Museum at the corner of 3rd and C Streets before heading up San Benito Avenue towards Gerber. When headed east towards Los Molinos, the transit bus picks passengers up on the south side of C Street in front of the local mini-mart.

2.3.3 Vehicle Ownership

According to the 2021 American Community Survey, of the 209 occupied housing units in the City of Tehama, 99% have at least 1 vehicle available at home; with only 1 housing unit reportedly having no vehicle available. 22.5% of residents reported 1 vehicle available in their household, 57% have 2 vehicles available in their household, and 20% reported having 3 or more vehicles in their household. At a minimum, 79.5% of City of Tehama households have between 1 to 2 vehicles available for daily needs. Table 2.6 shows vehicle availability for City of Tehama residents as reported in the 2021 American Community Survey.

Table 2.6 Vehicle Availability

Location	No Vehicle Available	1 Vehicle Available	2 Vehicles Available	3+ Vehicles Available
City of Tehama	0.5%	22.5%	57%	20%
Tehama County	7%	29%	35%	29%
California	7%	30%	37%	26%

Source: 2021 American Community Survey, ACS 5-Year Estimates

2.3.4 Modes of Travel

According to the 2021 American Community Survey, 71% of residents drove their vehicles alone as their primary mode of commuting, followed by carpooling at 14%, and public transportation at 5%. Both walking and bicycling as a mode of travel were reported at 0%, and the remaining 10% of residents reported working from home. Table 2.7 shows the mode of travel by percentage as reported for the City of Tehama in the 2021 American Community Survey.

2.3.5 Safety

The grid pattern of the internal street structure supports the efficient movement of vehicles to and from the residential units, with heavier traffic circulating on arterials like 5th and C Street. Both 5th and C Street receive heavy

Table 2.7 Mode of Travel

Location	Vehicle Drove Alone	Vehicle Car pooled	Public Transportation	Walked	Biked	Worked from Home
City of Tehama	71%	14%	5%	0%	0%	10%
Tehama County	82%	9%	0.5%	1.5%	1%	6%
California	71%	10%	4%	2%	2%	11%

Source: 2021 American Community Survey, ACS 5-Year Estimates

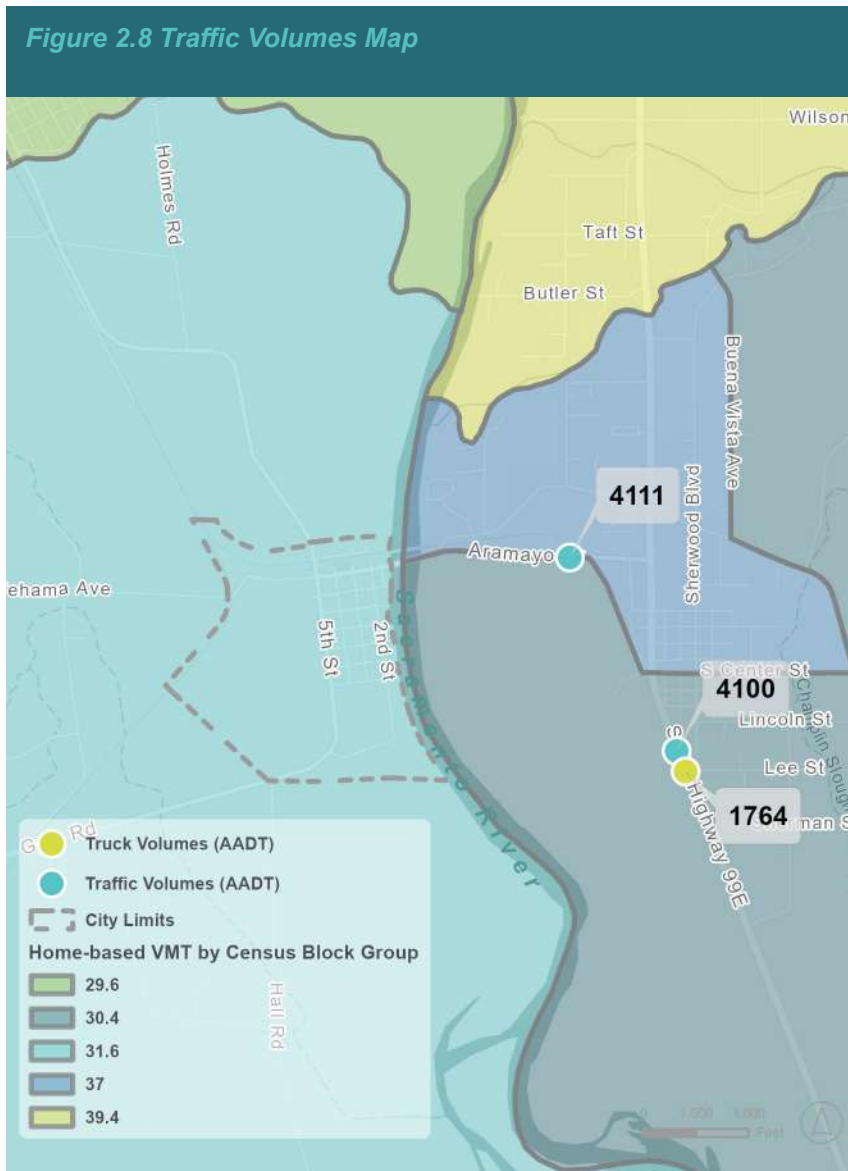
volumes of through-traffic which greatly impacts the safety for Tehama residents. There are no pedestrian or bicycle facilities available within the City of Tehama, however, it has the foundation to support it. There are no sidewalks or bicycle lanes along the arterial C Street, forcing pedestrians and cyclists onto paved shoulders to access public services and neighboring communities. Only two continental crosswalks along the entire span of C Street cross 2nd and 3rd Streets, both sides from narrow paved shoulders instead of safe sidewalks. A lack of bicycle or pedestrian infrastructure combined with the heavy and fast-moving traffic volumes make for unsafe walking and biking conditions in Tehama, even though trip distances within the city are flat and short (under 0.8 miles).

2.3.6 Traffic Volumes

Traffic volumes on streets within the City are regularly collected by the Tehama County Department of Public Works, although the most recent data was collected

in 2021 under contract by private agency by the City of Tehama. Data showed highways that connect with the City of Tehama had higher traffic counts during summer months in comparison to winter months, primarily due to agricultural operations in the area. Data collected through Tehama County and previous traffic studies indicated that most trips starting and ending in the City of Tehama were coming from County Highway A8 East through Los Molinos and via State Highway 99E (Golden State Hwy). A significant number of trips were shown to travel County Highway A8 North towards Red Bluff and towards Corning and I-5 via County Highway A11 West. Previous studies of traffic counts and travel behavior shared a consistently high traffic count within the City. It should be noted that a significant portion of the recorded vehicular traffic comes from freight trucks that travel through Tehama along C Street to Gyle Road to connect to I-5.

Figure 2.8 Traffic Volumes Map



The City of Tehama 2021 Traffic Counts and Speed Survey Study also performed radar speed surveys for the City of Tehama on February 16th, 2021, at four locations. These locations included 5th Street (between the north and city limits and F Street), C Street (between 5th Street and east city limits), Gyle Road (between Gyle Road and Hall Road), and Tehama Avenue (between west city limits and 5th Street).

The City of Tehama 2021 Traffic Counts and Speed Survey Study indicated that at least the 85th percentile of drivers monitored for speed on 5th Street between I Street and the north City limit was driving at 49 mph when the posted speed limit is 25 mph. This behavior coupled with an elevated railroad crossing near B Street creates limited driver sight visibility. Additionally, the data showed that the 85th percentile of motorists on C Street were traveling at an average of 37 miles per hour above the posted speed limit of 25 mph.

SECTION 2: EXISTING CONDITIONS

Figure 2.9 Speed Survey

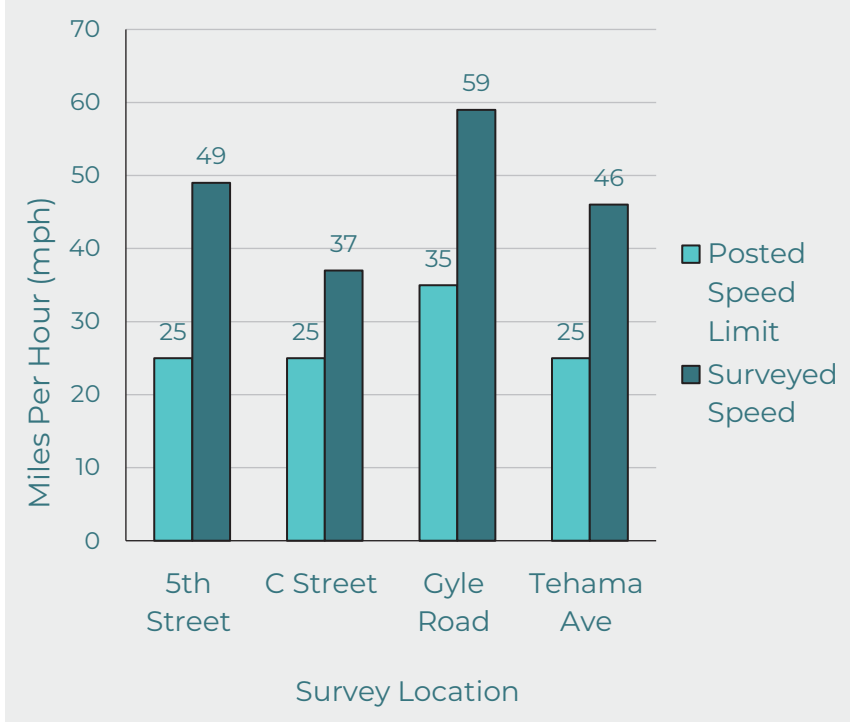
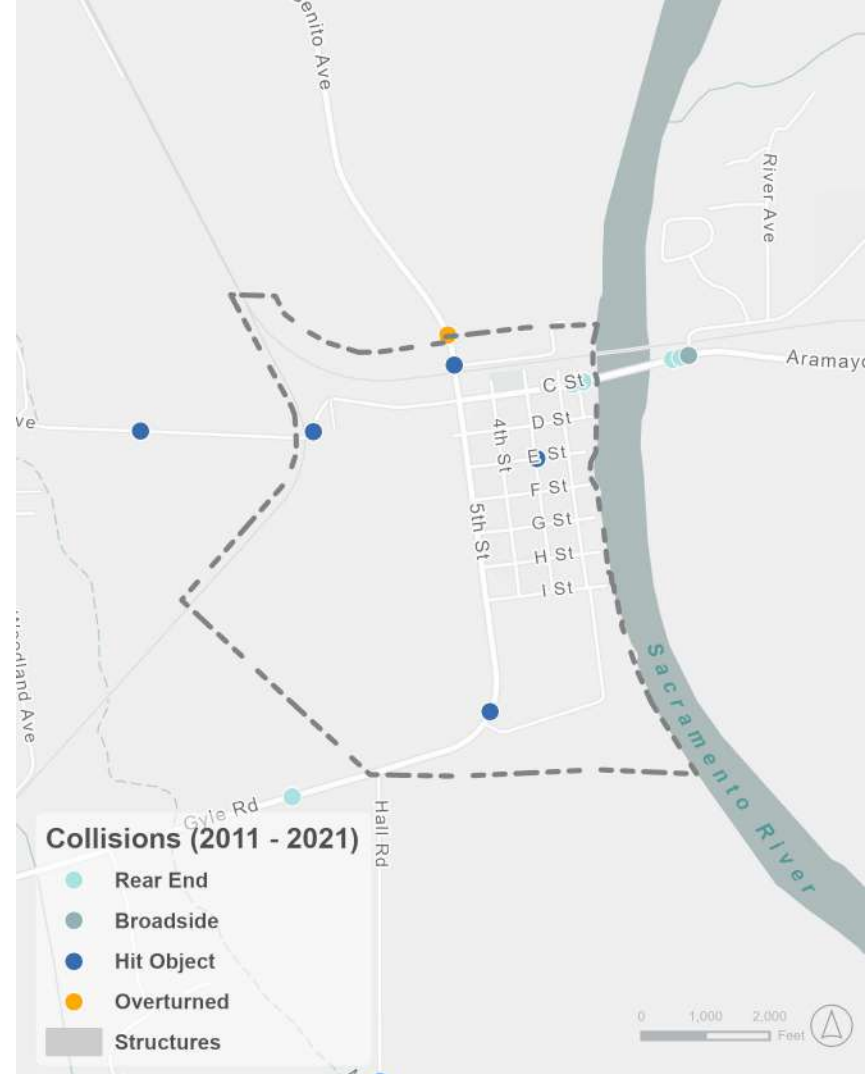


Figure 2.10 Collision Map



2.3.7 Collision Analysis

In the City of Tehama, 12 collisions were reported between 2011 and 2021. However, there are verbal reports of additional collisions that were not reported to CHP. Most collisions occur at ingress and egress points such as San Benito entering the City from the north, Gyle Road entering from the South, Tehama Avenue entering from the west, and Aramayo Way entering from the east. Figure 2.9 is a map of collision collisions that have occurred in the City of Tehama.

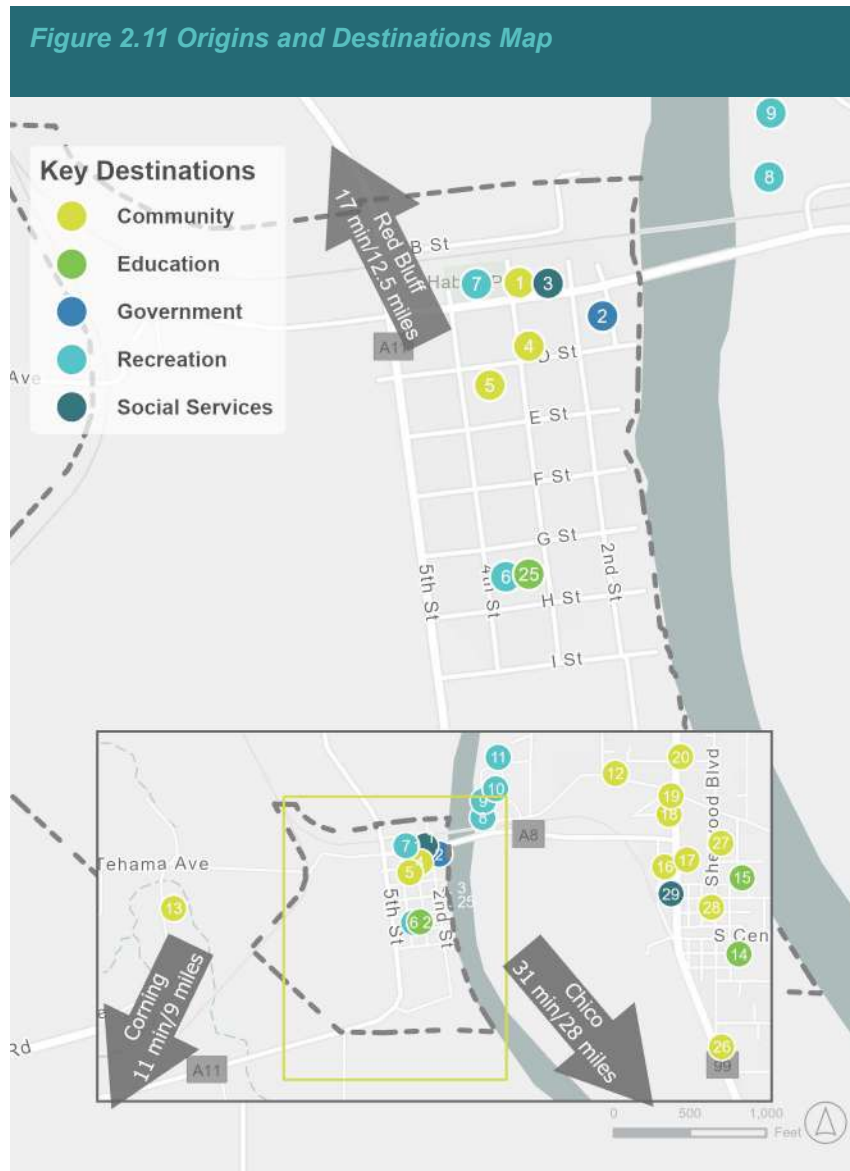
2.3.8 Origins and Destinations

An analysis of the travel patterns of the origins and destinations within and outside of the City of Tehama was conducted to better anticipate travel needs. This analysis aided in identifying and prioritizing infrastructure improvement projects. Key destinations included educational institutions, community resources, social and health services, government offices, shopping, and recreation. Within the City limits, destinations include the Tehama County Museum, the Post Office, and Habert Park along C Street, City Hall on Cavalier Drive, Tehama County Assembly of God and St. Stanislaus Mission Church at the intersection of D and 3rd Streets, and Belbeck Park and Head Start off of G Street. Another key destination right outside of the western City limits at Tehama and Woodland Avenues is the Tehama Cemetery. Data in the City of Tehama General Plan showed that a significant amount of traffic moves through the City of Tehama to and from the neighboring community of Los Molinos and SR99E.

Los Molinos is close to Tehama (approximately 1 mile) and has many key destinations that Tehama does not. Bordering the Sacramento River are recreation destinations like the River Lodge RV Park, the Driftwood RV Park, Mill Creek Park, and Hidden Harbor Marina & RV Park. Further east are community destinations such as the Masonic Lodge, Dollar General, Nu-Way Market, Fast Track Gas & Food, Mill Creek Veterinary Hospital, Los Molinos Veterans Halls, and the Los Molinos United Methodists. Educational destinations include the Los Molinos Elementary School and Los Molinos Highschool. Larger cities with additional resources include Red Bluff to the North, Corning to the southwest and Chico to the southeast. Locations of desti-

nations by type are included in the figure below. A more detailed map including location names is included in Appendix C.

Upon arrival to key origins and destinations within the City of Tehama, parking is generally not a problem within the City of Tehama. However, community surveys shared in the City of Tehama General Plan indicate there are concerns about parking near the U.S. Postal Office on C Street around peak hours. To reduce congestion along this corridor of C Street, between 2nd and 3rd Streets, the City of Tehama General Plan supports the implementation of pedestrian and bicycle facilities that can alleviate congestion and support alternative modes of travel.



2.4 WALKABILITY AND BIKEABILITY

The City of Tehama has an ideal setting for walking and biking. Most city destinations including all residences and services encompass a small area of 0.23 square miles. The topography is flat, and most trips within the City are a half mile or less. However, the fast-moving and heavy through vehicular and truck traffic makes for unsafe conditions for walkers and cyclists. A lack of infrastructure on 5th and C Streets leaves no dedicated space for walkers, bikers and rollers, which discourages many from venturing out without their vehicles. Based on a 2022 Community Survey done by the City of Tehama, data showed that many residents regularly walk or bike for exercise, transportation or recreation. However, many stick to the slow residential streets for their recreational walking routes to avoid the busy vehicular traffic. A lack of sidewalks, bike lanes, and safe crossings on C Street discourages many from taking a small trip over to the post office, park, or other destinations.

2.4.1 Bicycle Level of Stress Analysis

ABOUT THE CITY OF TEHAMA'S BICYCLE NETWORK

Although the City of Tehama has no designated bicycle infrastructure, its small footprint, low posted speed limits, and proximity to Los Molinos gives it strong potential for improved bicycle ridership. The City of Tehama is composed of a grid of local roadways and two minor arterial roadways, all with posted speed limits of twenty-five (25) miles per hour. There are no bike lanes, marked paths, or sidewalks in the City to direct pedestrian and bicycle traffic. C Street and 5th Street are classified as minor arterial roadways and are the busiest roads in the City of Tehama. Both roadways contain striped centerlines and

fog lines. Both local and through-traffic utilize C Street to connect with the neighboring community of Los Molinos and State Route 99 (SR-99) and utilize 5th Street to connect north to Red Bluff or west to Interstate 5 (I-5). Heavy through-traffic creates the largest impact traffic impact in the City of Tehama, and the City is challenged with heavy truck flow due to truck routes that identify short cuts through the City. C Street receives a total average of upwards of 5,600 average daily trips, which creates a constant flow of traffic coming into the small community's main street. C Street contains most frequented destinations in the City for locals, including a mini mart, museum, park, and US Postal Service (USPS). The USPS Office is located on the north side of C Street, and due to the City's lack of individual mailboxes, the Postal Office generates a significant number of daily trips. A significant amount of short, local trips such as those to C Street and the neighboring community of Los Molinos could be accomplished by bicycle or on foot if walkers and bikers felt comfortable and safe walking, biking or rolling.

The City of Tehama 2021 Traffic Counts and Speed Survey Study also performed radar speed surveys for the City of Tehama on February 16th, 2021, at four locations. These locations included 5th Street (between the north and city limits and F Street), C Street (between 5th Street and east city limits), Gyle Road (between Gyle Road and Hall Road), and Tehama Avenue (between west city limits and 5th Street). The Study indicated that at least the 85th percentile of drivers monitored for speed on 5th Street between I Street and the north City limit were driving at 49 miles per hour (mph) when the posted speed limit is 25. This behavior coupled with an elevated railroad crossing near B Street creates limited driver sight visibility. On C Street,

the 85th percentile were reported to be traveling 37 mph in a 25 mph zone. Speeding drivers on Tehama's main street C Street creates for unsafe biking and walking conditions with no protected infrastructure.

2.4.2 About the Level of Traffic Stress Methodology

This Level of Traffic Stress Analysis utilizes the Mineta Transportation Institute's nationally recognized methodology on low stress bicycling and network connectivity developed in 2012. The Mineta Transportation Institute identifies four factors of traffic stress: traffic speeds, traffic volumes, number of travel lanes, and the presence of bicycle facilities. By compiling these factors, each street within a transportation network can be classified within one of four levels of stress:

Level 1: The lowest level of stress, including neighborhood roads and cycle trails. Suitable for all riders, including young children.

Level 2: Low stress, including low volume/speed roads. Suitable for 60% of the population.

Level 3: Moderate stress, including moderate volume/speed roads with bike lanes. Suitable for 10% of the population.

Level 4: High stress, including high speed roads with no bike lanes. Suitable for 1% of the population.

Level of Traffic Stress is becoming increasingly used by California communities and Caltrans within active transportation plans, because it clearly illustrates why certain

SECTION 2: EXISTING CONDITIONS

roadways may not be comfortable or feel safe for users and identifies how to make a bicycle network accessible to a larger population. This analysis describes the Level of Traffic Stress (LTS) of the City of Tehama in both its existing condition and the proposed conditions per the project recommendations in the Community Transportation Plan.

EXISTING CONDITIONS

The City of Tehama is comprised of mostly local roads with little traffic and low speed limits; therefore, the majority of the community is designated as being low traffic stress for cyclists. However, C Street and 5 Street are noticeable exceptions, with high stress levels due to their higher speeds and tighter travel lanes. In this study, the actual speed (how fast motorists actually travel) was utilized for both 5th and C Streets, whereas the posted speed limit was utilized for the rest of the streets. The high stress conditions of C Street and lack of safe crossings cut off the residents of the community from many potential trips, such as to the local Postal Office, museum, and park, or to the neighboring community of Los Molinos.

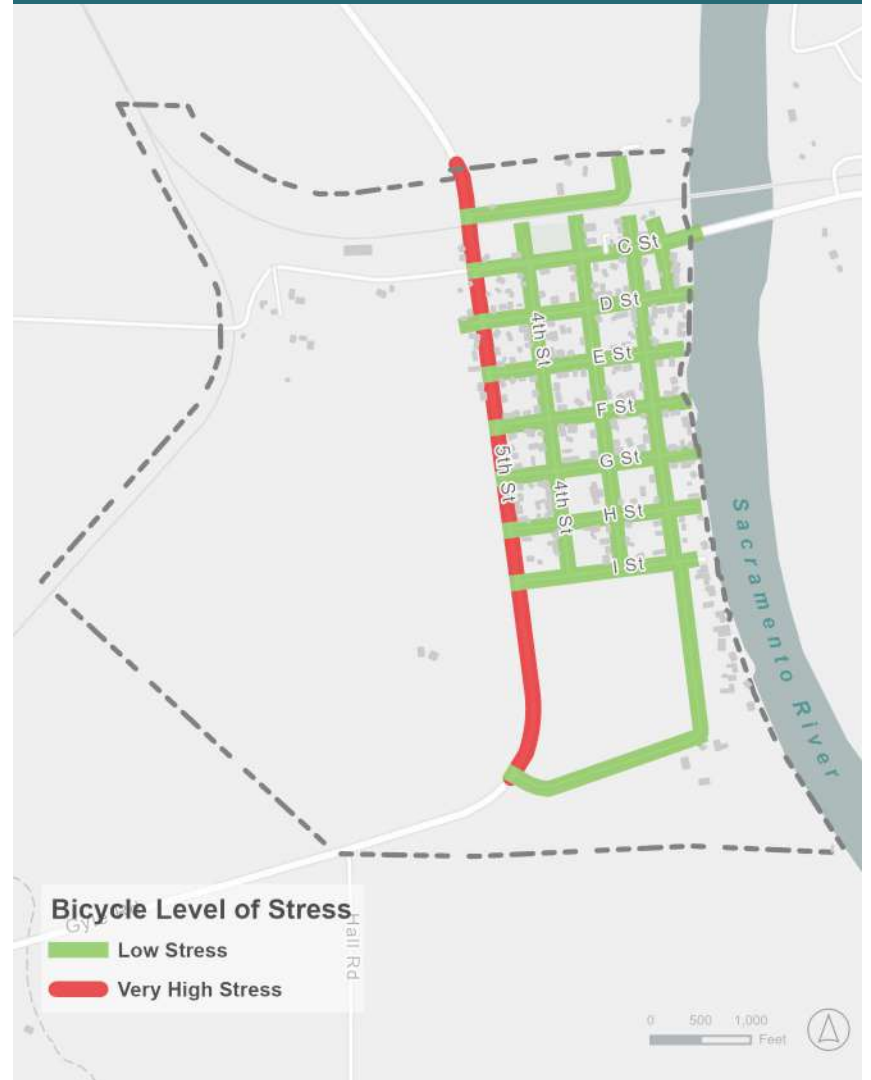
Table 2.8 Existing Level of Traffic Stress

Street Names	Level of Traffic Stress	Speed Limit	2021 Speed Survey	Bike Lane	# of Though Lanes
B St	1	25 mph		No	2-3
C St	4	25 mph	37 mph	No	2-3
D St	1	25 mph		No	2-3
E St	1	25 mph		No	2-3
F St	1	25 mph		No	2-3
G St	1	25 mph		No	2-3
H St	1	25 mph		No	2-3
I St	1	25 mph		No	2-3
E Gyle Rd	1	25 mph		No	2-3
Cavelier Dr	1	25 mph		No	2-3
2nd St	1	25 mph		No	2-3
3rd St	1	25 mph		No	2-3
4th St	1	25 mph		No	2-3
5th St	4	25 mph	49 mph	No	2-3

Figure 2.12 Bicycle Level of Stress Analysis Map- Existing Conditions



Figure 2.13 Bicycle Level of Stress Analysis Map- Proposed Conditions



SECTION 2: EXISTING CONDITIONS

Table 2.9 Proposed Level of Traffic Stress

Street Names	Level of Traffic Stress	Speed Limit	Bike Lane	# of Though Lanes
B St	1	25 mph	No	2-3
C St	1	25 mph	Yes	2-3
D St	1	25 mph	No	2-3
E St	1	25 mph	No	2-3
F St	1	25 mph	No	2-3
G St	1	25 mph	No	2-3
H St	1	25 mph	No	2-3
I St	1	25 mph	No	2-3
E Gyle Rd	1	25 mph	No	2-3
Cavelier Dr	1	25 mph	No	2-3
2nd St	1	25 mph	No	2-3
3rd St	1	25 mph	No	2-3
4th St	1	25 mph	No	2-3
5th St	4	25 mph	No	2-3

In the CTP Project List Recommendations, the project team has included a recommendation for traffic calming and improved infrastructure on C Street, which includes a separated multi-use path along C Street to provide the community members of the City of Tehama a safe alternative to drive to short distance destinations. This multi-use path would reduce the level of traffic stress along C

Street from a rating of 4 (Very High Stress) to a rating of 1 (Low Stress), making it suitable for young children to bike and walk along the busy road. This would allow more residents to bike to the Postal Office and to Los Molinos by using entirely low stress streets and paths.

The proposed multi-use path along C Street would promote connectivity within the City of Tehama by providing the residents of the community a means to travel short distances using entirely low stress facilities. This would increase the frequency of bicycling and walking which is known to improve public health and reduce congestion. Providing safe routes to local destinations is essential to promoting equitable connectivity within a community. The proposed construction along C Street would dramatically improve the transportation options available to residents of Tehama.

2.5 SUMMARY OF PROJECT AREA ISSUES AND OPPORTUNITIES

The Tehama County Transportation Commission developed an Active Transportation Plan and Regional Transportation Plan which identify the need for bicycle and pedestrian facilities in the City of Tehama, particularly along C Street towards the neighboring community of Los Molinos. Furthermore, B Street and the adjacent rail right-of-way have been identified as potential locations for a class I multi-use path for recreation and connectivity. Community surveys conducted by the City of Tehama indicated that residents are concerned about traffic volumes and vehicle speeds. Many want the City to implement traffic calming measures to improve safety on roadways. Residents identified the greatest areas

of concern for improved traffic safety to be C Street, 5th Street, and H, G, and 3rd Streets bordering the old Tehama Grammar School. Additionally, the Community Transportation Plan project team developed a survey to gather further information from residents. Approximately a third of survey respondents wanted to see more bike facilities, crosswalks, biking and walking paths, and sidewalks. The speed of drivers and reckless/inattentive drivers were the top two reported barriers for residents getting around Tehama.

There are no primary or secondary public schools in the City of Tehama, which requires students to travel 1 ½ miles east to the neighboring community of Los Molinos. Some students ride their bicycles to school but lack designated and protected facilities along C Street and the bridge crossing the Sacramento River. Additionally, bicycle and pedestrian facilities encourage pro-environmental behavior that help reduce vehicle miles traveled.

With the City's flat topography and aesthetic views, bicycling has become more popular for both residents and visitors. Even so, the area lacks identified bicycle routes on arterial, collector, and local streets or supporting visual cues like wayfinding signage to incentivize riders with efficient transportation alternatives. Additionally, a lack of signage for both agricultural operations and bikers and walkers can prevent conflicts with differing roadway users.

Overall the City of Tehama has the ideal layout for a connected, multi-modal community. However, the barriers including lack of safety, traffic, fast speeds, and lack of infrastructure and signage prevent more people from

walking and biking. The Community Transportation Plan projects identify improvements to address these issues to improve the livability, mobility and accessibility for all residents and visitors.

Community Engagement

3.1 COMMUNITY ENGAGEMENT

3.1.1 Outreach Overview

Throughout the development of the CTP, project partners, stakeholders and the tight-knit community of Tehama were encouraged to participate in the planning process and provide input on project needs. Project updates were broadcasted to stakeholders and community members to keep the community abreast of the CTP development. Engagement throughout the CTP included the following outreach methods:

- Individual contact with stakeholders
- Community Workshop
- Community pop-up event
- City Council presentations
- Community questionnaire
- Project website
- Informational flyers
- Informational mailers
- Social media outreach

Community input is invaluable and essential to producing a shared vision of the City, stakeholders and community. The CTP consisted of a robust community outreach program to understand transportation priorities and to use public input to help shape the development of the CTP priority projects. Stakeholder and community engagement was critical in identifying improvements and shaping project scopes. The table below summarizes the outreach events that took place during the CTP development.

Table 3.1: Community Outreach Events

Meeting Type	Location	Date
Community Pop-up	Tehama County Museum	September 10, 2022
City Council Presentation - Introduction	City Hall	October 11, 2022
City Council Presentation - Draft Plan Presentation	City Hall	May 9, 2023
Community Workshop	Tehama County Museum	May 18, 2023

The community engagement received during the project was a driving force behind the ultimate recommendations of the CTP. The City cultivated an integration between local stakeholders, the community and Tehama County to ensure that an open, collaborative process occurred. The City and project team were successful in developing an outreach strategy that ensured thorough and inclusive opportunities for community participation that was both engaging and accessible to continuously encourage active participating in the planning process. A package of outreach materials including the Outreach

Strategy and Stakeholder List is included in Appendix A - Outreach.



Image Caption: Community Meeting



Community Transportation Plan

Improving mobility in the City of Tehama.

The City of Tehama was awarded a Caltrans Sustainable Communities Planning Grant and over the next year help us identify improvements for biking, walking and mobility in the City. The plan is intended to improve the lives, safety, and prosperity of the City and its visitors, while reducing vehicle speeds through our community. It will also contribute to the regional and State goals of reducing greenhouse gas emissions and improving air quality.

The many benefits to improving transportation infrastructure include the following:



HEALTH

Invest in overall quality of life. Increase physical activity while reducing obesity, diabetes and asthma.



ACCESSIBILITY

Increase access to employment, education, medical, recreation and transit centers for all.



SAFETY

Decrease pedestrian and bicycle injuries, collisions, and fatalities by identifying transportation issues.



AIR QUALITY

Reduce air pollution by eliminating excessive vehicle trips.



TRANSPORTATION

Promote non-motorized transportation as a citywide priority.



TRANSPORTATION EQUITY

Meet the community's transit needs with a focus on youths, the elderly, persons with disabilities, and the economically disadvantaged.

More information at

www.tehamacitytransportation.com

Figure 3.1 Project Infographic

3.2 STAKEHOLDER ENGAGEMENT

Throughout the development of the CTP, the City and project team maintained frequent communication with identified stakeholders including but not limited to Caltrans District 2, various local agencies, Tehama County Transportation Commission, Tehama Chamber of Commerce, District Supervisors, and various City and County staff.

Stakeholder engagement was crucial in shaping the CTP recommendations. Collaborative engagement helped to identify the preferred project alternatives that would meet the needs and provide safety to the community and project stakeholders. Stakeholder engagement methods included email communication, City Council presentations stakeholder and community workshop invitations via direct mailers and a questionnaire.

3.3 COMMUNITY OUTREACH RESULTS

The City of Tehama and project team hosted one pop-up event to introduce the Community Transportation Plan and collect feedback from the community, and one workshop at the Draft Plan stage. The Draft Plan workshop was well-attended with approximately 10% of the population of Tehama attending the workshop. Both events were advertised and promoted to encourage community members to attend and provide input. Engagement during both events included providing an overview of the CTP and its purpose as well as an interactive exercise to better understand transportation concerns. Community members were given the opportunity to determine priority projects and concerns with existing transportation conditions and identify areas of concern using blown up

project maps. In addition, sign-in sheets, questionnaires and comment cards were made available to help attendees identify specific areas of concern within the City.

Attendees of the pop-up included residents of the City of Tehama, Vina and Los Molinos. The project team received five (5) physical surveys and two (2) comment cards. Verbal comments or questions received by the project team are displayed in the table below.

Table 3.2 Community Workshop Comments

People don't let kids walk to Mill Creek Park.
Truck traffic is a problem.
Hard to wait in heat at bus stop.
Mill Creek Park across the river, kids like to go/lots of events, but homeless camps are a problem, parents don't let kids walk/bike across.
Crossing the bridge is a problem.
Would like a wider shoulder on C St.
Tough for wheelchair accessibility.
People bike on Tehama Ave.
Parking at Post Office is a problem.
Hard to use transit in summer heat.
When walking in neighborhood, I feel like I'm in the way of cars.
More people might walk/bike on C St. if it was safer.
Truck drivers use 2nd St to I St. to avoid stop signs.
Can't use C Street Bridge sidewalk in wheelchair due to gaps in the sidewalk so need to go on shoulder.
Pedestrian was hit by drunk driver on the C Street bridge.

Comments received during the pop up were consistent with other concerns recorded throughout the outreach process. In general, the community expressed concerns with safety, walkability and accessibility in Tehama. Calls

to improve multi-modal alternatives, calm traffic and improve accessibility helped to shape the project recommendations in the CTP.

Comments received during the Draft Plan workshop were supportive of the proposed projects. Community members expressed the desire to see the proposed changes implemented.

3.3.1 Community and Stakeholder Questionnaire

A questionnaire was designed to gather information and facilitate participation in the CTP project development. The questionnaire was prepared in both paper format and online through SurveyMonkey. Questions were intended to gauge the community travel behavior and provide an opportunity for respondents to share specific areas of concern or facilities that need general improvements. The questionnaire consisted of ten (10) questions that focused on the respondent's mode preference, thoughts on accessibility and feedback on where safer transportation infrastructure was needed. For complete community questionnaire results and tables, see Appendix A.

3.3.2 Web-Based Outreach

The project team relied on web-based outreach to distribute project information and gather comments from community members and stakeholders who were not able to participate in in-person meetings. Social media

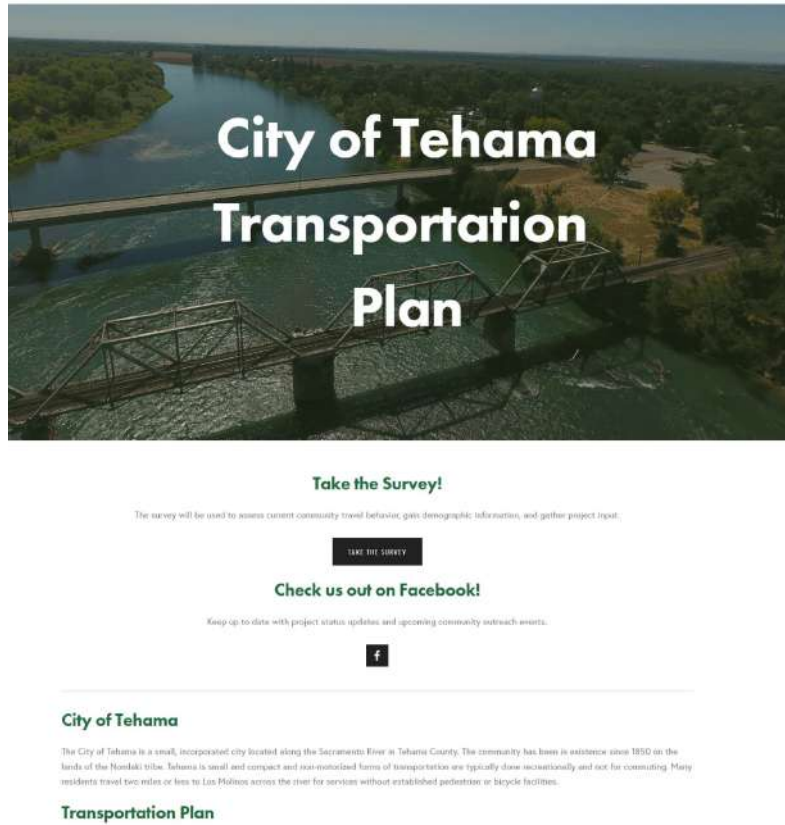


Figure 3.2 City of Tehama Website

and website interfacing has continuously proven to be a powerful tool for community outreach. The project team created a project specific Facebook page to promote the project, meetings and surveys. The distribution of the survey via social media resulted in 21 online responses alone. The project specific website was created for the Community Transportation Plan to share project information in a dedicated and accessible space. The project website can be found at www.tehamacitytransportation.com and was used throughout the project to distribute pertinent proj-

ect information and collect input through the survey and comment section.

3.4 PRIORITY COMMUNITY NEEDS

The CTP outreach results showed that community members consistently voiced safety concerns about C Street and expressed the desire for traffic calming measures. Respondents voiced concerns regarding the tolerance of non-motorized facilities due to frequent flooding and frequent vehicle speeding along C Street and through the neighborhoods. There was a general desire for increased walking and biking facilities protected from vehicles. Furthermore, desires for low mobility infrastructure features were expressed. All comments, concerns and questions from the community were well-received by the project team and the City.

For a full list of all comments received during community outreach events see Appendix A.

Section 4

Policy Element

4.1 POLICY ELEMENT

4.1.1 Purpose

The purpose of the following chapter is to identify transportation issues, opportunities and priorities within the City of Tehama. The Policy Element is intended to:

- Describe and identify important transportation issues in the City of Tehama.
- Identify the transportation needs in the City.
- Maintain consistency with City and County transportation priorities.

4.2 TRANSPORTATION ISSUES

4.2.1 Federal Issues

Federal transportation policy and programming guidance provides the necessary framework for transportation planning decisions that are made at the State, local and regional levels.

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

On November 15, 2021, President Biden signed the In-

frastructure Investment and Jobs Act (IIJA) also known as the “Bipartisan Infrastructure Law” into law. The IIJA provides \$550 billion from 2022 through 2026 into infrastructure including roads, bridges, mass transit, water infrastructure, resilience and broadband. \$350 million of the funding will make a once-in-a-generation investment in highway programs.

4.2.2 State Issues

California is committed to reducing greenhouse gas emissions (GHG) by implementing and supporting sustainable land use and transportation planning. In 2016, California Senate Bill 32 (SB 32) was passed, which implements a 2030 GHG emissions reduction target of at least 40% below 1990 levels. The transportation sector consists of 37% of California’s goals for GHG reductions, such as Senate Bill 743 (SB 743). In 2017, California Senate Bill (SB 1) is a \$52 billion transportation funding program that is funded by increased State gas taxes and vehicle license fees.

PRESERVATION OF CALIFORNIA'S TRANSPORTATION INFRASTRUCTURE

The current state of California's transportation network is rapidly deteriorating due to increased usage and reliance. The spike in demand is negatively affecting the efficiency of the transportation system and therefore disrupting the State's ability to protect and support mobility, the economy and the environment. A lack of insufficient funding is the leading cause in California's capability to preserve and maintain the existing transportation infrastructure network. The State's transportation network and system are critical components of the State's economic well-being.

SENATE BILL 743 (SB 743)

Former California Governor Brown signed Senate Bill 743 (SB 743), into law which provides a specific process to change how transportation impacts are analyzed under the California Environmental Quality Act (CEQA). SB 743 requires the Office of Planning and Research (OPR) to amend the CEQA guidelines and provide an alternative to evaluating Level of Service (LOS) for transportation impacts. In 2018, the CEQA guidelines were amended to include alternative criteria and it was determined that under CEQA, automobile delay due to slowed traffic congestion is no longer allowable to be considered a significant impact. Transportation impacts related to air quality, noise and safety must be analyzed where appropriate under CEQA. SB 743 amended the congestion management law to allow cities and counties to opt out of the LOS standards within specific infill areas.

SENATE BILL 1 (SB 1) AND TRANSPORTATION FUNDING IM-PACTS

In 2016, there were several proposed bills debated among State legislators that would change the financial opportunities for transportation fundings. In 2017, the outcomes of these legislative efforts were refined in former California Governor Brown's signing of Senate Bill (SB 1). In 2018, California's Proposition 8 (Prop 8) aimed to repeal SB 1 but was defeated.

SB 1 is a \$52 billion transportation funding plan funded by increased State taxes on gasoline and diesel fuel, vehicle license fees and vehicle fees that do not rely on fossil fuels but do use public roads. This funding source is used exclusively for transportation purposes, including maintenance, repair and rehabilitation of roads, bridges, bicycle and pedestrian facilities, public transportation and planning grants.

SB 1 produced the following new funding programs that are categorized under the California Transportation Commission (CTC) guidelines:

- Active Transportation Program (ATP) - \$100 million annually for bicycle and pedestrian infrastructure projects.
- Local Streets and Roads - \$1.5 billion annually for road maintenance and rehabilitation.
- State Highway Operation and Protection Program (SHOPP) - \$1.9 billion annually for projects specifically on State Highways.
- State Transportation Improvement Program (STP) – Biennial plan dedicated to the organization and stabilization of future transportation improvement funding allocations.

SECTION 4: POLICY ELEMENT

CALIFORNIA ELECTRIC VEHICLE MANDATE

In 2020, California Governor Newsom signed Executive Order N-79-20 into law which established a State goal that 100% of in-state sales of new passenger vehicles and trucks will be zero-emission by 2035. The Executive Order also determined that 100% of medium to heavy duty vehicles sold and purchased in the State of California be zero-emission by 2035 for drayage trucks and 2045 for all feasible operations. The Electric Vehicle Mandate establishes a State goal of transitioning to 100% zero-emission off-road vehicles and equipment where feasible by 2035. Under the mandate, transit fleets are subject to the California Air Resources Board's (CARB) Innovative Clean Transit Rule, requiring 25% of new vehicles in transit fleets to be zero-emission by 2026 and all new fleet vehicles by 2029.

4.2.3 Local Issues

While there is funding guaranteed through the IJA and SB 1, local issues primarily revolve around maintaining the reliability of existing facilities. Additional issues at the local level include improvement for circulation, creating accessibility and connectivity within the community and to nearby communities, health services, shopping, recreation and employment areas.

The following general categories of transportation issues within the City of Tehama have been identified:

- Maintenance and improvements to local roadway network
- Multi modal transportation improvements
- Transit access improvements

- Climate change emissions reductions

The City of Tehama will partner with the Tehama County Transportation Commission (TCTC) and Caltrans District 2 to maintain roadways that support industrial, recreational and commercial activity. Elements of the transportation system concerning to the industrial and commercial industries include the following:

- Road systems should have adequate structural strength to support the movement of goods on a consistent basis.
- Adequate road width shall be prevalent to support travel and industrial activities.

CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

Climate change is a global crisis that is threatening humanity. In 2006, the California State Legislature adopted Assembly Bill 32 (AB 32) known as the California Global Warming Solutions Act. The bill created a maximum cap on statewide greenhouse gas emissions (GHG) and provides the regulatory framework to achieve the corresponding statewide emission reduction targets. Local agencies are required to comply with this Bill to ensure that California achieves its climate targets.

4.3 GOALS, OBJECTIVES AND POLICIES

The comprehensive goals, objectives and policies that have been developed for the CTP meet the needs of the City and are consistent with the local and regional vision and priorities, which set the framework for executing roles and responsibilities of the City and partners while

guiding them in the decision-making process for future transportation investments. These objectives are expected to guide the development of a transportation network that is balanced, multi-modal, well maintained and will improve the quality of life for the City of Tehama and surrounding communities.

The goals, objectives and policies set forth in this Plan are consistent with the policy direction of the City of Tehama, the Tehama County Transportation Commission, the Tehama County Regional Transportation Plan (RTP 2020) and the updated California Transportation Plan (CTP 2050).

Due to high traffic volumes and minimal population growth, increasing traffic capacity of roadways is not a high priority for the City. However, the following issues have been identified as priorities:

- Increased safety and operation improvements with minimal maintenance necessary to the existing transportation system and ensuring connectivity and increased circulation.
- Reduced high rates of vehicle speed, specifically freight, to improve roadway safety.
- Maintained and improved the safety and connectivity of City roadways to nearby Los Molinos and within Tehama County.
- Enhanced multi-modal transportation connectivity.

4.3.1 Local Roadways

GOAL 1

Provide and maintain a safe, reliable and efficient transportation network system to support the movement of people and goods within the City, region and beyond.

Objective: Implement and promote the use of a pavement management system.

Policy 1.1: Strive for Pavement Condition Index (PCI) of 71 in the City of Tehama.

Policy 1.2: Maintain the roadways in safe condition for vehicles, trucks, and vulnerable roadway users such as pedestrians and bicyclists.

GOAL 2

Maximize existing roadway capacity and functionality.

Objective: Maintain roadways in a timely manner to avoid drastic and expensive repairs that can disrupt the functionality of the roadway.

Policy 2.1: Analyze the costs of new and rehabilitation infrastructure improvements while considering potential alternatives that will decrease future maintenance costs.

4.3.2 Multi-Modal Transportation

GOAL 3

Support the implementation of active transportation facilities.

Objective: Promote and encourage the development and use of active transportation facilities including bicycle and pedestrian facilities and community connectivity.

Policy 3.1: Actively pursue funding opportunities to increase the availability of active transportation facilities.

SECTION 4: POLICY ELEMENT

GOAL 4

Improve community health, safety and overall well-being.

Objective: Promote walking and biking as viable modes of transportation.

Policy 4.1: Identify and determine transportation gaps to improve active transportation network.

Policy 4.2: Promote and encourage public access and input in the planning and decision-making process of multi-modal projects.

4.3.3 Public Transit

GOAL 5

Provide connected and integrated multi-modal transportation options for public transit users.

Objective: Encourage the expansion and frequency of existing public transit routes.

Policy 5.1: Provide a safe, comfortable, clean and inviting environment for transit users at bus stops.

Policy 5.2: Advertise transit route information to increase knowledge of operations.

4.3.4 Climate Change and the Environment

GOAL 6

Prioritize climate-friendly decisions in the City of Tehama.

Objective: Adhere to local, State and Federal greenhouse gas and climate change reduction targets.

Policy 6.1: Consider transportation alternatives and infrastructure improvements in an environmental focused lens to ensure compliance with local, State or Federal climate reduction targets and to reduce emissions in the City of Tehama.

Section 5

Project Recommendations

5.1 PROJECT DEVELOPMENT

5.1.1 Background

The main purpose of the Community Transportation Plan (CTP) is to position the City improve safety, comfort and mobility through expanding transportation alternatives and enhancing roadway safety. To achieve the goals set forth in the CTP, the project team worked with local stakeholders and the community to identify transportation needs and examine the feasibility of various improvements. Top priorities included implementing complete streets improvements, improving traffic calming measures and enhancing bicycle and pedestrian routes.

The CTP will create the framework for the City to improve transportation facilities for residents and visitors by providing and maintaining a safe, walkable and bikeable community core. Priorities also include opening developable lots on B street, safety improvements on Gyle and Tehama, and the other projects. If the identified projects are implemented, the City of Tehama will reap the benefits of decreased vehicle usage, greenhouse gas emission reductions, reduced vehicle speeds and improved access to non-motorized transportation alternatives.

5.1.2 Opportunities and Constraints

Several issues with the current transportation system were identified during CTP development, further supporting the need for safe pedestrian and bicycle facilities, traffic calming measures and intersection improvements. C Street has been identified as a prime location to implement traffic calming measures to reduce vehicle speeds and increase the safety of non-motorized users.

Current challenges that the City faces include addressing the current heavy traffic levels, securing funding for project implementation and having insufficient staffing capabilities to maintain improvements. The City of Tehama will likely remain a heavily trafficked commercial and commuting route due to its proximity to SR-99 and I-5; however, the identified projects would implement traffic calming measures and improved infrastructure to reduce the impacts of heavy vehicle traffic to improve the safety and character of Tehama. The City has a small staff and limited means to maintain improvements that require heavy maintenance. However, the projects identified

SECTION 5: PROJECT RECOMMENDATIONS

in the CTP were designed to require low maintenance and cost effective solutions, therefore reducing potential maintenance challenges. Furthermore, the City has limited funds available to implement priority projects, and therefore will need to diligently apply to discretionary grant programs to acquire the necessary funding. However, funding opportunities are currently plentiful with ample funding coming from State and Federal programs, and the City is ambitious in its pursuit of projects. For a more detailed overview of funding opportunities and constraints, see Chapter 6.

5.2 PRIORITY PROJECTS

The CTP Project Team worked with the City Council, stakeholders and community to understand the priority transportation needs within Tehama. These efforts resulted in a list of ten (10) priority projects identifying improvements to enhance safety, mobility, and accessibility within Tehama. The following sections include thorough project profiles for each priority project. Furthermore, detailed tables of each project's components and associated cost estimates are included to provide key information. Projects will be prioritized based on the availability of funding program cycles, funding availability, and current needs in the City. The following Table and Figure 5.1 provide an overview of the priority transportation projects within the City of Tehama.

Table 5.1: City of Tehama Community Transportation Plan Project List

Project ID	Project	Description	Location	Cost (2023)
CTCTP-1	C Street Complete Streets	Traffic calming and pedestrian/bicycle safety improvements on C Street.	C Street - City of Tehama	\$ 766,733
CTCTP-2	Tehama Avenue Traffic Calming	Traffic calming on S turn on Tehama Ave (At Rodeo Creek and at Tehama and Forest Ave).	Tehama Ave at RR Crossing and Forest Ave - City of Tehama	\$ 32,000
CTCTP-3	Neighborhood Traffic Calming	Traffic Calming on 2nd Street and 3rd Street near the Head Start Preschool.	2nd and 3rd St - City of Tehama	\$ 68,675
CTCTP-4	5th and C Intersection Treatments	Redesign of intersection of 5th Street and C Street.	5th and C St - City of Tehama	TBD
CTCTP-5	Gyle and E Gyle Rd. Flood Closure Gate	Installation of two flood closure gates.	Gyle and E Gyle Rd - City of Tehama	\$ 41,000
CTCTP-6	B Street Realignment	New roadway construction north of B Street connecting 5th St to the new housing development.	B St - City of Tehama	\$ 247,550
CTCTP-7	Transit Shelter Improvements	Improvements to transit shelter environments and support of projects put forth by TCTC and Tehama Transit Agency Board.	C St - City of Tehama	\$ 42,200
CTCTP-8	5th Street Traffic Calming	Traffic Calming improvements on 5th Street approaching Gyle Road.	5th St - City of Tehama	\$ 89,200
CTCTP-9	Tree Removal and Replacement	Removal and replacement of dead and dying trees within public right of way.	City of Tehama	TBD
CTCTP-10	Community River Access Project	Improvements to riverfront park including recreational trail and river access.	City-owned river front plot north of C Street - City of Tehama	TBD



5.3 CTCTP-1: C STREET COMPLETE STREETS

5.3.1 Purpose and Need

C Street is a minor arterial roadway that serves as the City of Tehama’s main street, connecting residents to vital destinations along C Street as well as to the adjacent city of Los Molinos. In addition to the local connectivity it provides, C Street is a trucking and commuter route serving as a connection between State Route 99 (SR 99) and Interstate 5 (I-5) among other connections between neighboring communities. The reported fast-moving traffic and high volumes of freight and passenger vehicles significantly impacts the safety and mobility of Tehama’s downtown core. The current lack of pedestrian infrastructure coupled with heavy, speeding traffic makes C Street an unsafe and unpleasant place to walk and bike, forcing community members to drive very short distances to get to local destinations. The proposed improvements would provide a safe, separate, designated area for pedestrians and bikers and simultaneously reduce the speed of traffic.

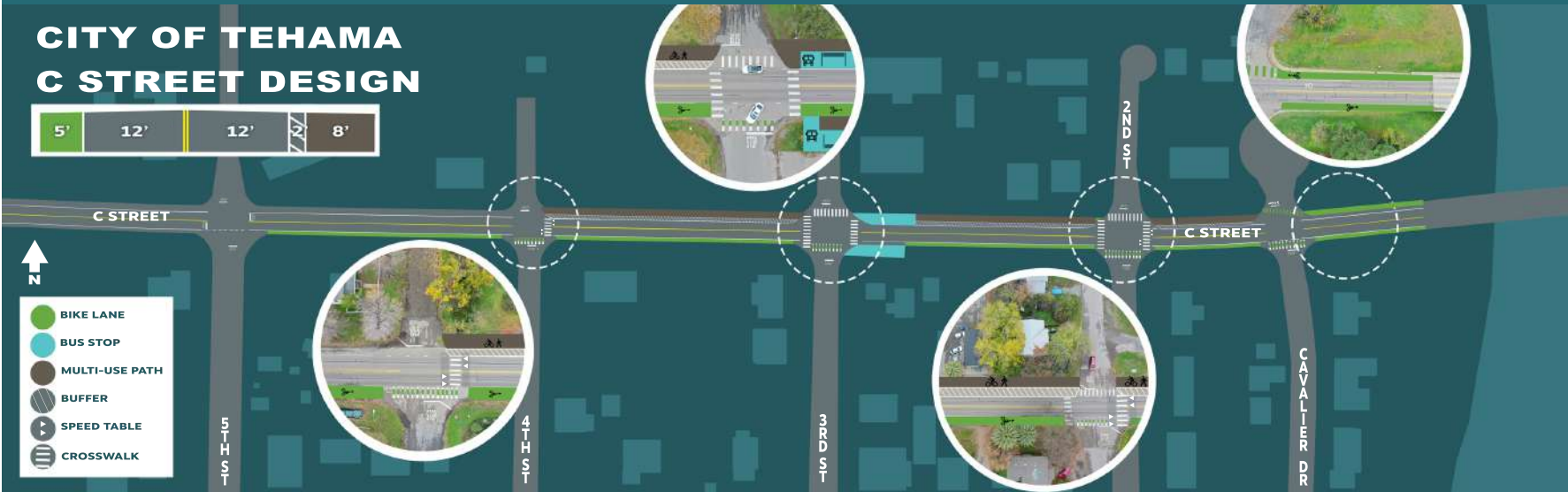
Currently, pedestrians walk along the shoulder of C Street, separated from high speed vehicular and freight traffic only by the fog line and a few feet of extra space. The proposed multi-use path would provide complete separation from traffic for walkers and bikers traveling along the north side of C Street, and the Class 2 bike lane on the south side would provide designated space for bikers travelling eastbound. Additionally, the proposed crosswalks and speed tables would provide multiple designated areas for pedestrians to cross C Street to reach the path. Increasing the number of crosswalks along C

Table 5.2: Project Summary Table - C Street Complete Streets

Project ID	Project	Description	Location	Project Cost (2023)
CTCTP-1	C Street Complete Streets	Traffic calming and pedestrian/bicycle safety improvements on C Street.	C Street - City of Tehama	\$ 766,733

Street from one to four will increase the number of visual cues that drivers are now in a community and should monitor their speeds. The proposed speed tables will also aid in reducing vehicular speeds as vehicles will be forced to slow down to cross the tables. Currently, drivers coming down from the C Street Bridge pick up speed as they enter the City of Tehama, creating unsafe crossing conditions for pedestrians crossing the street. The proposed speed tables will significantly reduce speeds as drivers enter the City of Tehama. The following section details the proposed project components for C Street. A conceptual design with the proposed project improvements is included as Figure 5.2.

Figure 5.2 C Street Conceptual Design



SECTION 5: PROJECT RECOMMENDATIONS

Table 5.3: Detailed Project Components - C Streets Complete Streets

Project Components	Description & Extents	Quantity	Units	Cost (2023)
Speed Table	Speed Table with crosswalk and identifying markings per the California MUTCD Section 3B.25.	2	EA	\$ 44,200
Multi-Use Path	8' wide westbound asphalt path including markings per the California MUTCD Section 9C.03.	6400	SF	\$ 439,800
Painted Buffer Zone	2' wide westbound painted buffer zone separating multi-use path from traffic per the California MUTCD Section 9C.04.	1600	SF	\$ 8,333
Raised Edge Line Rumble Strips	Raised Edge Line Rumble Strips Per the California MUTCD Section 3J	1000	LF	\$ 140,000
Class 2 Bicycle Lane	5' wide eastbound single lane bicycle lane including markings from the California MUTCD Section 9C.04.	1700	LF	\$ 8,333
Rectangular Rapid-Flashing Beacon (RRFB)	Flashing beacon in conjunction with pedestrian crosswalk to provide enhanced warning for vehicles to yield to pedestrians.	1	EA	\$ 29,400
Crosswalk	Crosswalk markings for 7 crosswalks per the California MUTCD Section 3B.18.	350	LF	\$ 11,667
Miscellaneous Construction Items	Mobilization, traffic control, demolition, etc.	1	LS	\$ 85,000
Total:				\$ 766,733

C STREET MULTI-USE PATHWAY

The proposed 8-foot-wide multi-use path with a 2-foot buffer and edge line rumble strips will provide a safe, protected area for walkers, bikers and rollers to travel along the main street of the City of Tehama. With the proposed extents providing approximately 1000 feet along C street, the path will connect residents to many key destinations within the community including the C street bridge, the Post Office, City Hall, the Tehama County Museum, and Habert Park. The pathway is proposed to be constructed with asphalt, therefore requiring very minimal maintenance while providing over twenty years of durability. The 8-foot width of the path will provide ample space for bi-directional travel of both pedestrians and bikers without conflict. ADA ramps will be installed in key locations in order to allow low mobility pedestrians to access the multi-use path and the C Street Bridge. Due to Tehama's floodplane status, the City will attempt to use permeable surfaces when constructing the path.



Image Caption: C Street from Above, Facing East

CLASS II BIKE LANE

The proposed Class II bike lane on the south side of C Street would span the entirety of C Street and would provide a designated space for bicyclists traveling eastbound on C Street. Although the proposed bicycle facility would not be protected, it would serve as an effective option for bikers that are comfortable using the class II bike lane instead of crossing C Street to reach the multi-use path.

2ND STREET AND 3RD STREET INTERSECTION IMPROVEMENTS

Four-way cross walks, yield signs, and speed tables are proposed to reduce speeds and improve pedestrian safety at the intersections of C Street with 2nd Street and 3rd Street. Two speed tables are proposed at both intersections to slow traffic coming into the City of Tehama, and a Rectangular Rapid Flashing Beacon (RRFB) is proposed at the intersection of C and 2nd Street to alert vehicles to pedestrians crossing the roadway. Speed tables are long speed humps with flat surfaces stretching across the roadway from curb to curb. With a width of 10 feet, they are wide enough to accommodate the wheelbase of most passenger cars, allowing for more comfortable and safe vehicle operating speeds than speed humps. Approximately 850 feet of roadway exists between the crest of the C Street bridge and the closest proposed speed table, providing ample stopping distance for oncoming traffic. Supplemental signage would be placed in advance of each speed table to warn drivers of the oncoming obstacle. In addition to the natural traffic calming features, the seven proposed crosswalks would provide pedestrians with ample opportunities to safely cross C street and its cross streets. When no pedestrians are present, the lack of stop signs will allow oncoming traffic to continue along C Street without coming to a full stop.

SECTION 5: PROJECT RECOMMENDATIONS



Image Caption: Example Speed Table

PROJECT EXTENTS

The proposed multi-use path will parallel C Street along the north side, extending from Cavalier Drive and terminating at 4th Street. Seven crosswalks will be installed across C Street and relevant cross streets to ensure safe pedestrian access across the main street. Curb ramps will be installed at the northeast and northwest curbs of the intersection, allowing for low mobility pedestrians to cross from the multi-use path over to the C Street Bridge. The path will utilize existing right of way north of C Street which is mostly free of obstructions except for signs and streetlights. The Class II bike lane will extend the entirety of C Street from west of 5th Street to Cavalier Drive.

5.4 CTCTP-2 TEHAMA AVENUE TRAFFIC CALMING

Table 5.4: Project Summary Table - Tehama Avenue Traffic Calming

Project ID	Project	Description	Location	Project Cost (2023)
CTCTP-2	Tehama Ave Traffic Calming	Traffic calming on S turn on Tehama Ave. Transverse rumble strips to alert drivers of upcoming curves.	Tehama Ave at RR Crossing and Forest Ave -City of Tehama	\$ 32,000

5.4.1 Purpose and Need

Tehama Avenue is a local roadway that runs west to east, eventually turning into Minor Arterial C Street. Several traffic incidents have occurred on Tehama Avenue where two sharp turns occur within 500 feet of each other, creating an unsafe 's-turn' that catches motorists by surprise (see aerial image below). Existing signage warning drivers of the oncoming turns has not been sufficient in completely deterring collisions. Distracted or drowsy motorists may be especially prone to miss the signs. The proposed transverse rumble strips will provide an audible noise and sensation to better alert motorists of oncoming turns.



Image Caption: Tehama Avenue S-Turn

5.4.2 Project Description

Table 5.5: Detailed Project Components – Tehama Avenue Traffic Calming

Project Components	Description & Extents	Quantity	Units	Cost (2023)	
Transverse Rumble Strips	Two sections of transverse rumble strips spanning 12' westbound travel lane of Tehama Ave MUTCD 3J.02.	40	LF	\$	10,000
Transverse Rumble Strips	Two sections of transverse rumble strips spanning 12' eastbound travel lane of Tehama Ave MUTCD 3J.02.	40	LF	\$	10,000
Warning Signage	Signs and posts warning of upcoming transverse rumble strips.	4	EA	\$	2,000
Miscellaneous Construction Items	Mobilization, traffic control, etc.	1	LS	\$	10,000
				Total:	\$ 32,000

The Tehama Avenue Traffic Calming Project is comprised of four sections of transverse rumble strips stretching across the travel lanes of Tehama Avenue. Each turn requires roughly 20 feet of rumble strips to be installed for both directions of oncoming traffic, two sections on the eastbound lane and two on the westbound lane before the tight curves in the s-turn. Transverse rumble strips are cost effective and are proven to significantly reduce single-vehicle run-off collisions.

5.5 CTCTP-3: NEIGHBORHOOD TRAFFIC CALMING

Table 5.6: Project Summary Table – Neighborhood Traffic Calming

Project ID	Project	Description	Location	Project Cost (2023)	
CTCTP-3	Neighborhood Traffic Calming	Traffic Calming throughout the City of Tehama's residential neighborhood on 2nd, 3rd, I, and Cavalier Streets.	2nd, 3rd, I, and Cavalier Streets	\$	68,675

5.5.1 Purpose and Need

The neighborhood grid streets south of C Street in the City of Tehama are generally calm and slow, and many residents enjoy walking through the neighborhoods for exercise and recreation. The neighborhood also contains the Tehama Head Start Center, an early development center for children ages 5 and under. Many families walk to the Tehama Head Start Center due to its central location within the small community of Tehama. Although there did not used to be much through-traffic in the local neighborhoods, some vehicles have started to detour through the neighborhood to avoid traffic on C Street, tending to travel faster than the posted speed limit. This increase in traffic on neighborhood streets and lack of pedestrian infrastructure creates a potential for conflict between vehicles and pedestrians, especially near the Head Start. Speed humps are a very effective speed management countermeasure for low-speed, residential streets such as 2nd, 3rd, I, and Cavalier Streets. By implementing traffic calming measures within the immediate vicinity of the Tehama Head Start Center and beyond, vehicles will be forced to slow down and children and residents will have a safer environment in which to walk, bike and play.



Image Caption: Speed Hump and Accompanying Warning Markings

SECTION 5: PROJECT RECOMMENDATIONS

5.5.2 Project Description

Table 5.7: Detailed Project Components – Neighborhood Traffic Calming

Project Components	Description & Extents	Quantity	Units	Cost (2023)
Speed Hump	Mid-block speed humps on 2nd and 3rd Streets between intersections of G and H Streets and E and F Streets.	4	EA	\$ 12,650
Speed Hump	Mid-block speed humps on I Street between intersections of 2nd and 3rd Streets and 4th and 5th Streets.	2	EA	\$ 6,325
Speed Hump	Mid-block speed hump on Cavalier Street.	1	EA	\$ 3,200
Speed Hump Signage and Pavement Markings	Speed hump warning signage and pavement markings per the California MUTCD Section 2C.29.	7	EA	\$ 3,500
Miscellaneous Construction Items	Mobilization, traffic control, demolition, erosion control, etc.	1	LS	\$ 43,000
			Total:	\$ 68,675

By installing speed humps throughout the neighborhood streets and near the Head Start Center, traffic will be forced to slow to safe speeds and motorists looking to avoid C Street will be deterred from re-routing through the neighborhood. The project components include nine mid-block speed humps and accompanying signage and warning markings per the California MUTCD; two on 2nd Street, two on 3rd Street, two on I Street, and one on Cavalier Street. For a visual of the proposed locations, refer to Figure 5.1. The proposed improvements will reduce northbound and southbound traffic speeds near the Tehama Head Start Center and beyond, therefore providing safer walking conditions for pedestrians.

5.6 CTCTP-4 5TH AND C INTERSECTION TREATMENTS

Table 5.8: Project Summary Table – 5th and C Intersection Treatments

Project ID	Project	Description	Location	Project Cost (2023)
CTCTP-4	5th and C Intersection Treatments	Engineering analysis and redesign of intersection geometry to prevent property damage and discourage large, prohibited freight trucks from routing through the intersection.	5th and C St - City of Tehama	TBD

5.6.1 Purpose and Need

Many trucks route through the City of Tehama to travel between I-5 and SR-99, traveling from C Street to 5th Street or vice versa. City officials and residents have reported freight truck traffic taking the turn of 5th and C Streets too sharply, which has led to many trucks driving over the existing curb and gutter on the Southeast corner of the intersection. Larger trucks are technically prohibited from traveling through the City of Tehama due to this issue, but many still take the route despite the regulations. This driving behavior poses a danger to pedestrians and cyclists and has damaged the concrete curb. Loose bricks have previously been laid to extend to curb and gutter on the Southeast corner, but these bricks are frequently run over by truck traffic and toppled into the street. Project recommendations include funding an engineering analysis of the intersection geometry of the southeast corner to redesign the curb alignment and structure. Redesigning the curb lines of the intersection will encourage truck drivers to take wider and slower turns through the intersection and will discourage larger trucks from taking this prohibited route.

5.6.2 Project Description

Project recommendations include pursuing an engineering analysis and redesign of the intersection geometry. The proposed redesign will aid the City in pursuing a permanent fix instead of the makeshift curb that currently exists. Reconstructing the Southeastern concrete curb will change driver behavior and protect existing infrastructure.

SECTION 5: PROJECT RECOMMENDATIONS



Image Caption: Intersection of 5th and C Streets.

PROJECT EXTENTS

The project extents will include the southeast curb of the intersection of 5th and C Streets. The other three curb returns of the intersection do not require additional improvements, according to City officials.

5.7 CTCTP-5 GYLE ROAD FLOOD CLOSURE GATES

Table 5.9: Project Summary Table – Gyle and E. Gyle Flood Closure Gate

Project ID	Location	Project	Description	Project Cost (2023)
CTCTP-5	Gyle and E Gyle Rd - City of Tehama	Gyle and E Gyle Rd. Flood Closure Gate	Installation of two flood closure gates.	\$ 41,000

5.7.1 Purpose and Need

Gyle Road is prone to flooding during heavy rainfall events, posing a potential threat to motorists. Drainage improvements are not currently considered necessary, as the flooding typically disperses naturally after several dry days. However, the temporary pooling is a danger to vehicles; the proposed flood closure gate would close the road to through traffic during flooding events, encouraging motorists to use a detour route. Temporarily closing the road is a cost-effective solution to prevent drivers from losing control or stalling in a deep pool of water.



Image Caption: Example Flood Closure Gate

SECTION 5: PROJECT RECOMMENDATIONS

5.7.2 Project Description

Table 5.10: Detailed Project Components – Gyle and E. Gyle Flood Closure Gate

Project Components	Description & Extents	Quantity	Units	Cost (2023)	
Flood Closure Gate	Single arm rotating gate including flood closure signage per the California MUTCD Section 2B.68.	2	EA	\$	20,000
Miscellaneous Construction Items	Mobilization, traffic control, demolition, erosion control, etc.	1	LS	\$	21,000
Total:				\$	41,000

The project consists of the installation of two flood closure gates to enable the City of Tehama to temporarily close the section of Gyle Road which is prone to flooding. A gate will be installed at the intersection of Gyle Road and Woodland Ave and a second gate will be installed at the intersection of Gyle Road and I Street. Located at intersections, the flood closure gates will direct traffic to an alternative route. City officials will monitor rainfall events and flooding conditions of Gyle Road to determine when the road requires closure.

5.8 CTCTP-6 B STREET REALIGNMENT AND RECONSTRUCTION

Table 5.11: Project Summary Table – B Street Realignment

Project ID	Project	Description	Location	Project Cost (2023)
CTCTP-6	New Roadway Construction	New roadway construction north of B Street connecting 5th St to the new housing development.	B St - City of Tehama	\$ 247,550



5.8.1 Purpose and Need

The B Street Realignment Project intends to realign B Street from its existing location to improve safety, increase community connectivity, and provide access to future housing developments in Tehama. The existing alignment of B Street parallels the railroad track located just south of B Street. The current B Street intersection with 5th Street, which becomes San Benito Ave, presents major hazards to motorists. The section of San Benito Ave north of B Street contains a blind curve where vehicles tend to speed. The realignment of B Street further north will give both motorists on San Benito Ave and those entering/exiting B Street enhanced sight distance.

The section south of B Street on 5th Street presents another visual barrier, as the existing raised railroad grade blocks visibility. Traffic traveling both directions have limited sight distance, presenting a safety hazard at the B Street intersection. Many motorists crossing the railroad tracks may not expect cross traffic, nor can they see pedestrians and bicyclists from across the railroad grade.



Image Caption: B Street and San Benito Ave facing north.

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Three recorded vehicular collisions have occurred within 500 feet of the intersection of B Street and 5th Street due to visibility issues, although City officials . The proposed northern realignment of B Street would increase the sight distance between motorists coming from C Street and motorists turning onto 5th Street from B Street.

Furthermore, this reconstruction will kickstart the development of approximately 15 housing parcels north of the realignment. This development has the potential to improve housing affordability and add approximately 38 additional residents to the City of Tehama. These parcels will be located within walking and biking distance from the planned multi-use path along C Street, encouraging residents to walk and bike to accomplish short trips.

5.8.2 Project Description

Table 5.12: Detailed Project Components - B Street Realignment

Project Components	Description & Extents	Quantity	Units	Cost (2023)
Demolition of Existing Roadway	Pulverization of existing road between 5th Street and North 4th Street.	1	LS	\$ 15,000
Construction of B Street Realignment	Construction and earthwork for new road between 5th Street and North 4th Street.	200	LF	\$ 152,050
Striping and signage	Road striping and signage required for new roadway	5	EA	\$ 5,500
Miscellaneous Construction Items	Mobilization, traffic control, demolition, erosion control, etc.	1	LS	\$ 75,000
Total:				\$ 247,550

B Street will be realigned between 5th Street (also known as San Benito Ave) and North 4th Street. This portion of B Street will be reconstructed approximately 200 feet north of the existing roadway. This realignment will increase the distance between the railroad crossing and the B Street and 5th Street intersection. These improvements will increase the sight distance of drivers traveling north and will decrease the likelihood of collisions. The proposed alignment runs north of an existing residence and south of previously subdivided, vacant lots. One large parcel containing four lots will be split to realign the roadway, resulting in approximately 15 developable lots.

5.8.3 Project History

The B Street Realignment project has been in development since 2018, when the City secured State Transportation Improvement Program (STIP) funding for the study and construction of the proposed alignment. \$950,000 has been allocated to the construction phase, \$15,000 has been allocated to the environmental studies and permits phase, and \$105,000 has been allocated to the plans, specifications, and estimates phase between the fiscal years of 2022-2023, 2023-2024, and 2024-2025. However, the City will need more funding awarded to fully implement this project.

5.9 CTCTP-7 TRANSIT SHELTER IMPROVEMENTS

Table 5.13: Project Summary Table - Transit Shelter Improvements

Project ID	Project	Description	Location	Project Cost (2023)
CTCTP-7	Transit Shelter Improvements	Improvements to transit shelter and support of projects put forth by TCTC and Tehama Transit Agency Board.	C St - City of Tehama	\$ 42,200

5.10.1 Purpose and Need

Tehama County’s transit system TRAX has one bus stop in the City of Tehama with two waiting areas on the northeast and southeast corners of C Street and 3rd Street. The eastbound bus stop on the northeast corner is currently paved and has a small transit shelter and bench. However, the westbound bus stop on the southeast corner is unpaved and has only one unsheltered bench. The westbound stop is an unsuitable waiting location for transit riders, especially those with reduced mobility. There are no streetlights surrounding either waiting area and there is no bus route information within the shelter. Improving this bus stop would vastly improve transit rider safety and comfort, subsequently encouraging more residents to utilize transit options.



Image Caption: Current condition of eastbound stop



Image Caption: Current condition of westbound stop

5.10.2 Project Description

Table 5.14: Detailed Project Components – Transit Shelter Improvements

Project Components	Description & Extents	Quantity	Units	Cost (2023)
Transit Shelter	Covered shelter including seating area.	1	EA	\$ 10,000
Concrete Pavement	Concrete pavement.	500	SF	\$ 19,200
Pedestrian Lighting	Solar powered pedestrian level lighting at each bus shelter.	2	EA	\$ 12,000
Route Information Maps	Bus route information postings inside bus shelters.	2	EA	\$ 1,000
Total:				\$ 42,200

The proposed improvements include a new transit shelter and bench at the westbound bus stop to provide riders with a comfortable place to wait protected from the elements. The westbound stop will require roughly 500 square feet of concrete pavement to provide an ADA compliant waiting area that will accommodate low mobility transit riders. Furthermore, the addition of a streetlight above each shelter will both improve comfortability for transit riders as well as improve driver visibility. Transit route maps are also proposed to be posted at each shelter as there is currently no route information at either location.

5.11 CTCTP-8 5TH STREET TRAFFIC CALMING

Table 5.15: Project Summary Table – 5th Street Traffic Calming

Project ID	Project	Description	Location	Project Cost
CTCTP-8	5th Street Traffic Calming	Traffic Calming improvements on 5th Street between Gyle Road and C Street.	5th St - City of Tehama	\$ 89,200

5.11.1 Purpose and Need

5th Street receives a high level of daily traffic from drivers traveling between I-5 and SR-99. Frequent speeding has been observed by city officials and previous attempts to slow drivers have not proven sufficient. Currently there is a solar powered speed radar sign located at the intersection of 5th Street and H Street with accompanying warning signs, notifying northbound drivers of their speed. This project proposes the installation of an additional speed radar sign to warn southbound motorists of their speeds in addition to relocating the southbound speed radar sign. Furthermore, the project proposes transverse rumble strips on the southern end of 5th Street to reduce speeds. Two proposed speed tables will accompany the speed radar signs, encouraging drivers to slow to the posted speed limit of 25 miles per hour.




Table 5.16: Detailed Project Components – 5th Street Traffic Calming

Project Components	Description & Extents	Quantity	Units	Cost (2023)
Speed Table	Speed Table and identifying markings per the California MUTCD Section 3B.25.	2	EA	\$ 44,200
Speed Radar Sign	Solar powered speed radar sign with optional flashing LED lights and warning messages.	1	EA	\$ 5,000
Relocation of Existing Speed Radar Sign	Relocation of existing speed radar sign to make more visible to oncoming traffic.	N/A	N/A	N/A
Transverse Rumble Strips	Two sections of transverse rumble strips spanning 12' westbound travel lane of merging of 5th Street and Gyle Avenue per MUTCD 3J.02.	40	LF	\$ 10,000
Miscellaneous Construction Items	Mobilization, traffic control, demolition, etc.	1	LS	\$ 30,000
Total:				\$ 89,200

5.11.2 Project Description

The proposed improvements include a speed radar sign located at the intersection of 5th Street and D Street warning southbound traffic. Speed radar signs are customizable, and options can be found in the Speed Radar Sign Catalog. The proposed speed radar sign will be solar powered and will display the text “YOUR SPEED” above the posted speed. Furthermore, the sign can display messages and utilize flashing LED lights to simulate police lights or cameras flashing. This sign will notify southbound drivers when they are exceeding the posted speed limit and will encourage them to reduce speed.

Figure 5.4: Speed Radar Sign Catalog

Flashing Red and Blue LED	Flashing White LED	Flashing Warning Message
		
<p>Simulates emergency vehicle lights</p>	<p>Simulates speed camera (Note: real ticketing speed cameras are illegal in California)</p>	<p>Possible messages include: "SLOW DOWN", "TOO FAST", etc.</p>

In addition to the speed radar sign, the project proposes two speed tables across the width of 5th Street. Located mid-block, the first speed table will be located between D Street and E Street and the second will be located between F Street and G Street. Speed tables are long speed humps with flat surfaces stretching across the roadway from curb to curb. With a width of 10 feet, they are wide enough to accommodate the wheelbase of most passenger cars, allowing for more comfortable and safe vehicle operating speeds than speed humps. The speed tables will allow vehicles to comfortably travel at the posted speed limit of 25 miles per hour but will discourage drivers from exceeding the speed limit. The proposed transverse rumble strips further will encourage northbound motorists to reduce speeds coming north onto 5th Street from Cyle Road.

The installation of a speed radar sign and two speed tables will greatly reduce frequency of speeding traffic on 5th Street. This will accommodate safer walking and bicycling along the street, reduce the risk of property destruction, and promote driver safety.

5.12 CTCTP-9 TREE REMOVAL AND REPLANTING PROJECT

Table 5.17: Project Summary Table - Tree Removal and Replanting

Project ID	Project	Description	Location	Project Cost
CTCTP-9	Tree Removal And Replanting Project	Removal of dead and dying trees from street rights-of-ways and planting of new shade trees.	City of Tehama	TBD

5.12.1 Purpose and Need

The City of Tehama is home to hundreds of trees, providing shade to pedestrians and cyclists as well as reducing the community’s heat island effect. However, many of the trees within the public right of way are dying and require removal and replacement. The brittle branches of dying trees pose a threat to public safety, as heavy winds will break off these dying branches and blow them onto roadways and damage property. Dying trees produce far fewer leaves than healthy trees, negating the shading and cooling benefits of public trees. By removing dying trees and replacing them with new shade trees, this project will improve public safety and comfort while reducing the City’s heat island effect and carbon footprint.

Table 5.18: Detailed Project Components - Tree Removal and Replanting

Project Components	Description & Extents	Quantity	Units	Cost (2023)
Survey of Tree Health	Surveying the health of trees within the City of Tehama right of way.	1	LS	TBD
Removal of Dead and Dying Trees	Removal of all dying trees within City of Tehama right of way.	TBD		TBD
Planting of New Shade Trees	Planting of new shade trees within City of Tehama right of way to replace removed trees.	TBD		TBD
			Total:	TBD

5.12.2 Project Description

The proposed project will require surveying and quantifying of hazardous trees within the City of Tehama to accurately estimate the number of tree removals and replacements required. The trees identified as requiring replacement will be fully removed, including stump removal, and then delivered to a wood recycling plant. New shade trees will then be purchased and planted to both replace the removed trees and provide shade to areas currently lacking trees. These newly planted trees will serve the community of the City of Tehama for many decades after. The City-owned property between the railroad tracks and C street on the banks of the Sacramento River has been identified as an ideal location for a future park and river access project. The parcel currently is undeveloped and underutilized, and overgrown shrubs block the river view entirely. Although this project is not considered a current priority of the City, it has been included in this report for future development. Project components include improving river access and enhancing views of City’s iconic views of the Sacramento River and bridges. The City also has intentions of including a river trail system around the parcel to improve recreational access.

5.13 CTCTP-10 COMMUNITY RIVER ACCESS PROJECT

Table 5.19: Project Summary Table - Community River Access Project

Project ID	Project	Description	Location	Project Cost
CTCTP-10	Community River Access Project	Improvements to the City-owned riverfront lot north of C Street to enhance river vistas, improve public river access and develop recreational trail.	Riverfront lot north of C St - City of Tehama	TBD

The City-owned property between the railroad tracks and C street on the banks of the Sacramento River has been identified as an ideal location for a future park and river access project. The parcel currently is undeveloped and underutilized, and overgrown shrubs block the river view entirely. Although this project is not considered a current priority of the City, it has been included in this report for future development. Project components include improving river access and enhancing views of City’s iconic views of the Sacramento River and bridges. The City also has intentions of including a river trail system around the parcel to improve recreational access.

5.14 EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT

5.14.1 Education and Encouragement

The proposed bicycle and pedestrian improvements will enable residents and visitors to get outside and be active while instigating a mode-shift for safe alternative forms of travel. Additionally, traffic calming measures will encourage through-traffic to be aware of bikers and walkers and maintain safe speeds while traveling through the City. However, a lack of experience or knowledge about safe walking and biking practices can present a barrier for new users. To support the proposed recommendations for infrastructure improvements, it is recommended that the City include educational campaigns in future efforts to encourage safe walking and biking practices and promote the multitude of benefits from active transportation.

Educational events to promote safe walking and biking practices would provide hands-on opportunities for the community to increase familiarity and comfort in an encouraging and open environment. Various events such as walk or bike to school/work days, community bike rides or walks, bike rodeos, or bicycle repair or maintenance events will educate the community on safety standards, safety hazards, and desired behaviors and practices. Bicycle repair and maintenance training programs would provide hands-on activities on how to adjust seats, change or pump a flat tire, tighten loose

SECTION 5: PROJECT RECOMMENDATIONS

bolts, and realign bike chains. Bike rodeos would engage youth in fun activities to practice bike safety while learning riding skills and rules of the road. Bike rodeos help foster a safe environment to improve the knowledge and confidence of active transportation users while increasing the comfort of parents.

5.14.2 Enforcement

Increased bicycle and pedestrian infrastructure in the City of Tehama will likely increase the amount of walkers, bikers and rollers. Traffic calming recommendations in the CTP will complement the proposed bicycle and pedestrian infrastructure improvements to slow traffic and increase awareness of walkers and bikers. C Street is the main through-route in the City, and has been identified as an unsafe corridor in the community due to the high volumes and speeds of traffic along this route. Heavy truck traffic through this main street is a major concern for the community. Community engagement results demonstrated a strong desire for increased enforcement of speed limits and natural speed reducers along C Street and others in the community. A higher presence of sheriffs in this area along with traffic calming measures such as speed humps, bulb outs, crosswalks, and reduced roadway widths will help enforce stricter speed limits.

Collision data on roadways within the project area should be analyzed before and after implementing infrastructure improvements and their coinciding education and enforcement programs. Data collected over years after implementation may indicate a decrease in collisions involved with bicyclist and pedestrian's demonstrating that education and enforcement were effective in training confident and knowledgeable pedestrians and cyclists.

Section 6

Funding and Implementation Plan

6.1 COST-BENEFIT ANALYSIS

6.1.1 Mode Shift Quantification

The Caltrans California Life-Cycle Benefit/Cost Analysis Active Transportation Model was utilized to measure the benefits associated with the City of Tehama Community Transportation Plan. The model uses multiple factors to estimate the benefits associated with an implemented active transportation project. Benefits include emission reductions, increased journey quality, health benefits, and induced active transportation trips (switching from vehicles to walking and biking). This model was selected as it is comprehensive however it requires minimal inputs, which can be useful for rural areas that lack detailed transportation data. Most data such as cost, length, and improvement characteristics can be found in the project details. Most projects identified within CTP assume that projects will take place over one year, with construction costs estimated by the City Engineer using a 2023-dollar value. Regardless, project construction duration was not

found to significantly affect the results. Other assumptions in the model are based on previous economic transportation studies and statewide data. Population and usage projection growth rates were taken from the Tehama County Active Transportation Plan which utilizes the Caltrans Long-Term Socio-Economic Forecasts for 2018-2050. For example, C Street would see a 1% annual growth in active transportation users if the proposed improvements are built. Average daily trips of cyclists and pedestrians were extrapolated from a two-hour traffic count taken on Thursday, December 15, 2022.

The outputs of this process allow an analysis of how many vehicle miles traveled (VMT) will be reduced over time, assuming that more community members will begin walking, biking and rolling due to the increase in active transportation infrastructure in the area.

6.1.2 Results

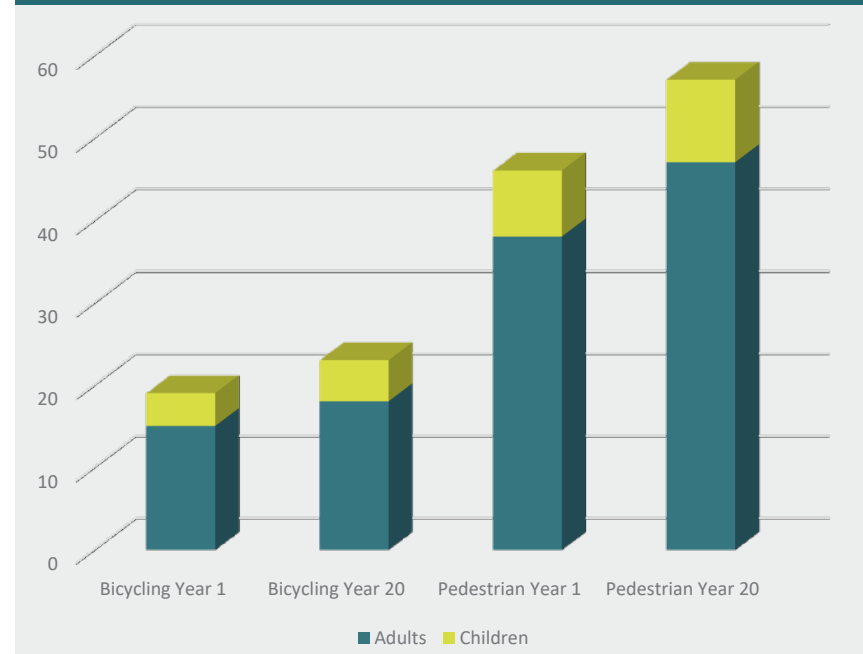
Table 6.1 displays the inputs used to estimate the impact

SECTION 6: FUNDING AND IMPLEMENTATION PLAN

of building one Class I multi-use path, one Class II bicycle lane, five crosswalks, two speed tables, and transit stop modifications such as added street lighting on active transportation improvements in the community. The countywide growth rate of 1%, taken from the Caltrans Long-Term Socio-Economic Forecasts for 2018-2050, was applied to the pedestrian and bicycle count taken in December of 2022. This provides anticipated annual growth of active transportation users over 20 years, as shown in Figure 6.1. It is projected that after the first year of construction is completed, there will be 8 children and 38 adults using walking as a daily mode of transportation. By 20 years post-construction, it is estimated that 10 children and 47 adults will use walking as a daily mode. Additionally, the proposed improvements are projected to induce 4 total additional daily cyclists on C Street.

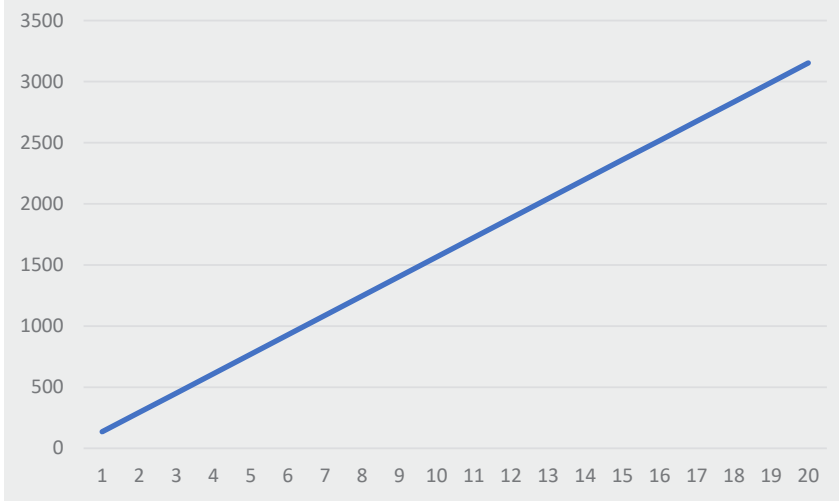
Table 6.1 Inputs Used	
Characteristics	Inputs
Type of Project	New multiuse path
Total Project Length	Existing: 0.3 miles
Project Location	Rural
Safe Route to School?	0%
Current Daily Bicycle Trips	15 Adults 4 Children
Current Daily Pedestrian Trips	38 Adults 8 Children
Projected Annual Growth Rate	1%

Figure 6.1 Projected DailyTrips Post-Construction Over 20 Years



Along with estimating an increase in active transportation trips, it is projected that building the project will save 11 tons of CO₂ emissions over 20 years, averaging roughly 0.55 tons of emissions per year. This translates to 68 reduced VMT in the first year of project completion as shown in Figure 6.2. This number is projected to steadily increase year by year, up until year 20 when over 3,100 VMT are estimated to be saved in total.

Figure 6.2 Reduced Vehicles Miles Traveled Per Year, Over 20 Years



6.1.3 Benefits Analysis

Utilizing the Caltrans California Life-Cycle Benefit/Cost Analysis Active Transportation Model a benefit/cost ratio of 2.4 was calculated, signifying that the benefits of the project outweigh the cost. The collective project costs identified in this plan are estimated to be approximately \$930,000 per the preliminary cost estimate delivered by the City Engineer. The current value of benefits is estimated to be around \$2,300,000. Table 6.2 displays the accumulative and average annual monetary benefits for qualitative characteristics. It is estimated that health benefits and additional safety benefits will gross over \$113,000 a year in benefits, taking approximately 6 years to pay back the initial costs.

The projects identified in this Plan have additional infrastructure that will increase safety, reduce collisions, and promote active transportation, therefore increasing associated health benefits. Combined with the increased

journey quality and a decrease in harmful emissions, it is estimated that the City of Tehama community will benefit by over \$2,200,000 in the 20-year period after construction, due to the positive externalities associated with all projects.

Table 6.2 Accumulative and Average Annual Benefits

Investment Analysis	Results After 20 Years	Average Annual
Journey Quality	\$0.0	\$0.0
Additional Delay Savings	\$1.9	\$0.1
Additional Safety Benefits	\$0.2	\$0.0
Health Benefits	\$0.2	\$0.0
Emission Cost Savings	\$0.0	\$0.0
Total Benefits (mil. \$)	\$2.3	\$0.1

6.2 FUNDING STRATEGY

A robust funding strategy is crucial to ensure that the projects identified in the CTP are pursued beyond Plan adoption. Acquiring funding is necessary to ensure that improvements are implemented. During the planning process, the CTP Project Team worked with the Tehama City Council, stakeholders and community to identify the highest priority projects in Tehama. Each project has been developed with the community and its needs in mind. The following Implementation Plan identifies viable funding programs from Federal and State sources for which the CTP projects would be eligible.

6.2.1 Funding History

SECTION 6: FUNDING AND IMPLEMENTATION PLAN

The City of Tehama Community Transportation Plan was funded through the Caltrans Sustainable Communities Planning Grant Program. This grant award funded the planning foundation for citywide transportation improvements by identifying transportation issues and positioning projects for future implementation. The CTP resulted in a cohesive planning effort identifying priority transportation projects and associated concept design and cost estimates.

6.2.2 Future Funding

Acquiring future funds is essential to implement projects identified in the CTP. With the exception of the partially-funded B Street Project, no other projects within the CTP currently have funding secured. The City of Tehama can achieve funding success by applying diligently to eligible programs. The following funding programs have been identified as suitable funding opportunities for various CTP projects:

- Highway Safety Improvement Program (HSIP)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Rural Surface Transportation Grant Program
- Active Transportation Program (ATP)
- Clean California Local Grant Program
- State Transportation Improvement Program (STIP)

While discretionary funds are needed to implement most projects identified in the CTP, there are several funding streams that are suitable for the City's priority projects. The future implementation of the identified improvements will improve mobility, accessibility, safety and general quality of life in the City of Tehama. Potential funding

sources for the project are discussed in the following subsections.

6.2.3 Federal Funding

There are several federal funding programs that CTP projects are well-suited for. A majority of Federal funding sources are administered through the U.S. Department of Transportation Federal Highway Administration (FHWA). These programs award funds to local, tribal and to State-level agencies for regional and local distribution. Federal transportation funding programs come from the Federal Infrastructure Investment and Jobs Act (IIJA or BIL), signed into law on November 15, 2021. Projects identified in the CTP either are wholly eligible or have elements that could be funded with the following programs.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State owned roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

	FAST Act (Extension)		Bipartisan Infrastructure Law (BIL)			
Fiscal Year (FY)	2021	2022	2023	2024	2025	2026
Contract Authority	\$2.407 B	\$2.90 B	\$3.044 B	\$3.110 B	\$3.177 B	\$3.246 B

Since the signing of the Infrastructure Investment and Jobs Act or Bipartisan Infrastructure Law (IIJA or BIL) in November of 2021, the Highway Safety Improvement Program (HSIP) continues to fund projects with several new requirements and increased funding levels. Vulnerable road user safety has been made a priority after BIL emphasized its importance of as part of the HSIP. BIL introduced a vulnerable road user safety special rule and requiring all States to develop a Vulnerable Road User Safety Assessment. States are allowed to use up to 10% of their HSIP funds on specified safety projects. The follow-

ing table identifies the funding levels on a National, competitive basis through 2026.

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE)

The RAISE grant program focuses on funding for investments in road, rail, transit and port projects that will meet the Federal environmental objectives. RAISE eligibility allows State, Tribal and local sectors to obtain funding for

a multitude of projects including multi-modal projects. The proposed bicycle and pedestrian facilities, enhanced intersections and revamped bus station in the Community Transportation Plan are eligible projects that could be funded by the RAISE program.

STATE FUNDING

Various State of California departments administer funding sources including the California Transportation Commission (CTC) and California Department of Transportation (Caltrans). The following programs are made up of

SECTION 6: FUNDING AND IMPLEMENTATION PLAN

taxes, bonds and allocation of federal money from state non-motorized funding sources. These programs have been identified as suitable programs to fund CTP projects. The CTP projects are well-positioned and qualified to be competitive applicants for State funding programs.

RURAL SURFACE TRANSPORTATION GRANT PROGRAM

The Rural Surface Transportation Grant Program focuses on expanding and improving surface transportation infrastructure in rural areas. The goal of this program is to improve the reliability and safety of the movement of goods and people, improve quality of life, increase connectivity, and generate regional economic growth.

ACTIVE TRANSPORTATION PROGRAM (ATP)

The Caltrans Active Transportation Program is a consolidation of existing Federal and State transportation funding programs. The Active Transportation Program (ATP) funds active transportation projects and is comprised of the Bicycle Transportation Account (BTA), Transportation Alternatives Program (TAP), and the State Safe Routes to School (SRTS). The purpose of the ATP is to promote and encourage the utilization of active transportation through the following goals:

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals.
- Enhance public health.
- Ensure disadvantaged communities fully share in the

program benefits.

- Provide a broad spectrum of project benefits to a wide range of active transportation users.

Under the goals outlined in the ATP, the proposed improvements detailed in the Community Transportation Plan are eligible for project funding through the ATP.

CLEAN CALIFORNIA LOCAL GRANT PROGRAM

The Caltrans Clean California Local Grant Program provides funding to local communities to beautify and improve local streets, parks, pathways, roads, tribal lands, and transit centers. The combination of public art, beautification, and removal of trash greatly benefits communities by enhancing spaces while encouraging pedestrian's walking, biking, and recreating. The purpose of the Clean California program focuses on the following goals:

- Advance equity for underserved communities.
- Enhance public health, cultural connection, and community placemaking by improving public spaces for walking and recreation.
- Enhance, rehabilitate, restore, or install measures to beautify and improve public spaces and mitigate the urban heat island effects.
- Reduce the amount of waste and debris within public rights-of-ways, pathways, parks, transit centers and other public spaces.

The CTP includes projects with community placemaking components including reallocating space from vehicles to pedestrians and cyclists. The proposed improvements for city corridors will include mixed-use paths, bike paths,

and bulb outs to support the walking and biking needs of the community. Several projects listed in the CTP are eligible for the Clean California Local Grant program.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

The State Transportation Improvement Program (STIP) is a biennial five-year plan adopted by the California Transportation Commission. The program adopts allocations of state transportation funds to fund state highway improvements, intercity rail, and regional highway and transit improvements. The STIP is updated and re-adopted every two years. The City of Tehama received approximately \$1.07 million in the previous Tehama County 2022 STIP cycle to fund part of the B Street Realignment Project. Currently, Tehama County has \$19.6 million programmed for transportation improvements through Fiscal Year 2026/2027.

End of Report.

CITY OF TEHAMA

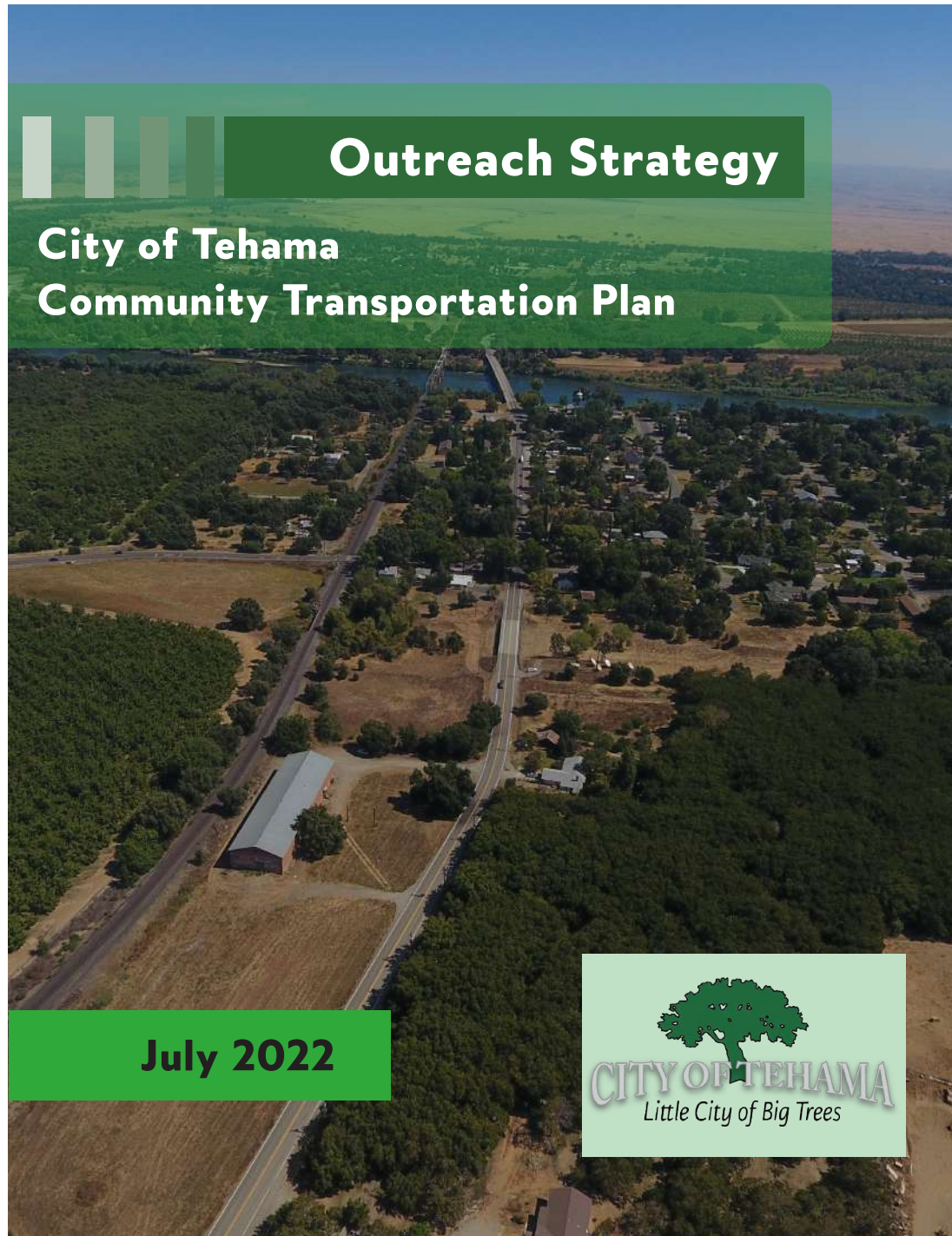
COMMUNITY TRANSPORTATION PLAN

APPENDICES



Appendix A - Outreach Documentation

STAKEHOLDER LIST				
CITY OF TEHAMA COMMUNITY TRANSPORTATION PLAN				
AFFILIATION	CONTACT	TITLE	PHONE	E-MAIL
PROJECT TEAM				
City of Tehama	Carolyn Steffan	City Administrator	530-384-1501	csteffan@cityoftehama.us
Green DOT Transportation Solutions	Jeff Schwein	Project Manager	530-781-2499	jeff@greendottransportation.com
Green DOT Transportation Solutions	Sofia Lepore	Senior Transportation Planner	831-345-6805	sofia@greendottransportation.com
OTHER				
Caltrans District 2	Ian Howatt	Local Assistance District 2		ian.howatt@dot.ca.gov
Tehama County Board of Supervisors	John Leach	District 5	(530) 527-4655 ext 3016	jleach@co.tehama.ca.us
California Highway Patrol (CHP)	Deputy Halpin			
Tehama County Museum			(530)384-2595	tcmuse@tehama.net
Renstrom Trucking Inc.			(530) 732-8060	
C.D. Gresser Trucking Inc			(530) 385-1275	
Walmart Transportation		Walmart Distribution Center	(530) 529-8492	
Tehama County Transportation Commission	Jessica Riske-Gomez	Transportation Manager	(530) 385-1462 x3028	jriskegomez@tehamartpa.org
Los Molinos Chamber of Commerce			(530) 384-2251	LMCOC2012@gmail.com
Los Molinos Chamber of Commerce	Kevin Benson Sr.	President		
Los Molinos Chamber of Commerce	Bryan Fox	Vice President		
Los Molinos Chamber of Commerce	Jerry Crow	Secretary		
Northern CA Child Development INC:				
Tehama Head Start Center	Rosie Flores-Wilfong	Interim Executive Director	530.529.1500 x 1115	
St. Stanislaus Mission		Contact in mailing list	530.824.5879	
Los Molinos Unified School District	Joey Adame	Superintendent	(530) 384-7826 x1102	http://www.lmusd.net/
Tehama County Sheriff	Deputy Halpin		530-529-7900	
Tehama County Public Works	Jim Simon	Public Works Director	(530) 385-1462 x 3005	jsimon@tcpw.ca.gov
Tehama County Fire Station 10			530.384.2345	
Nu-way Market (Los Molinos)			530.384.1563	nuwaymarket@gmail.com
Dudley's Excavating Inc		Construction	(530) 385-1445	paul@dudleysexcavating.com
Headstart	Rachel Gallagher	Teacher Director	(530) 384-7924	RGallagher@nccdi.com
Foothill Ready-Mix Inc			(530) 527-2565	angie@foothillreadymix.com



Outreach Strategy

City of Tehama Community Transportation Plan

July 2022





Introduction

Public and Stakeholder Participation

A variety of tools and methods will be used to create a comprehensive community outreach campaign for the City of Tehama. These include community workshops, pop-up meetings, individual stakeholder communication, a project specific website, social media outreach, and other means of soliciting feedback from the community. The project team along with the Project Manager will work together with the city and individual stakeholders to prepare meeting materials as well as agendas and meeting minutes.

Community Workshops

The project team recommends organizing three (3) community meetings during the planning phase of the Plan. These meetings will be open to the public and will be held as hybrid in-person/teleconference meetings. Advertising for community workshops will be done through e-mail blasts to stakeholders, radio and newspaper ads, and posting a meeting flyer to the project website and in key locations around the city and surrounding communities. Individual outreach to representatives from local agencies and organizations will ensure equal opportunity for local involvement. There will also be a Spanish translator present at the community meetings and materials will also be available in Spanish.

The first meeting will likely be a pop-up meeting at an existing community event that will take place during the planning process initiation and will introduce the project to the community and provide background information. The second meeting will be a workshop with interactive

Outreach Summary
Updated July 2022



elements for the public and will occur once project design alternatives have been developed and these designs will be presented to the public to solicit input. The third and final community workshop will occur at the draft phase of the Plan.

Stakeholder Engagement

The project team will work with City of Tehama staff to develop a stakeholder list based on local agencies, neighborhood groups, emergency service providers, school administrators, business owners, utility providers, and other local organizations. The stakeholder list will comprise of the Stakeholder group who will advise the project team on the development of the Community Transportation Plan. The final

list of stakeholders could include the Tehama County Transportation Commission, Tehama City staff, Head Start School, and residents.

The project team will reach out via e-mail to stakeholders to provide background information, set up one-on-one interviews and invite them to advisory committee meetings. Conducting these interviews will serve as a direct line of communication between the project team and individual stakeholders. The interviews will provide stakeholders with an opportunity to share any comments or concerns related to the project area as well evaluate the Plan and provide suggestions. Quarterly advisory meetings will ensure that the project stays within scope and budget in addition to serving the needs of the community.

Public Engagement

Website

A draft website will be developed by Green DOT containing a community outreach landing page, project information, related documents, and a feedback form. The project website will be available to advertise for meetings and disseminate other project information, but will also acts as a tool to promote community involvement and encourage public feedback. The website contains a direct feedback form and links to project information and other means of submitting feedback. Once reviewed and approved, the project team will procure a domain (e.g., tehamacitytransportationplan.com) and set the website to live.

Questionnaire

The project team will develop a community questionnaire to assess the current community travel behavior and gather input on the project. The questionnaire will be available both online and in physical format and will collect information on a variety of topics including demographic information, current travel behavior, and will provide opportunities to share feedback/opinions about the project. To facilitate participation, the online Survey Monkey questionnaire will be distributed via stakeholder emails, social media outreach, community workshops, and will be available on the project website. Final data from the questionnaire will be presented in the final draft of the Plan.





Advertising

Advertising for the workshops will be done through various methods including stakeholder email blasts and posting of meeting flyers. Flyers will be posted at prominent locations in the city and surrounding areas such as grocery stores, libraries, transit buses, etc. Upcoming community meetings will be advertised through the local newspaper, Red Bluff Daily News. A Facebook page for the plan will be created to promote and livestream community meetings.

Schedule

Community outreach events will be listed below as they are scheduled.

- Community Meeting #1:
Date and location TBD
- Community Meeting #2:
Date and location TBD
- Community Meeting #3:
Date and location TBD

Outreach Summary

The project team will analyze and summarize community input at the conclusion of each public outreach meeting into a Public Participation Summary Report. The Summary Report will detail all comments received through community workshops, social media and the project website, stakeholder meetings, pop-up events, and the SurveyMonkey survey. The report will include photos from the events and summary tables of activity results from the workshops, such as voting results on the conceptual design alternatives. This summary report will be designed for future use in competitive grant applications.



Outreach Summary
Updated July 2022

City of Tehama Community Transportation Plan Survey



For all questions, check all that apply.

1. How often do you travel to the following destinations?

	Daily	Weekly	Monthly	Yearly	Never
Los Molinos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gerber	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Red Bluff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Corning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chico	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Redding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sacramento	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other :	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. What concerns do you have with getting around Tehama?

- Potholes/road condition
- Lack of transit service
- Lack of access to areas outside of the city
- Reckless/inattentive drivers
- Speeding drivers
- Lack of warning signs, guardrails, etc.
- Lack of bicycle facilities
- Lack of pedestrian facilities
- Other :

3. Please rank the following transportation needs in order of priority.

(1 is your highest priority and 5 is your lowest)

- ___ Invest in road maintenance
- ___ Invest in transit options
- ___ Invest in walking and biking options
- ___ Improve roadway safety
- ___ Increase recreational opportunities

4. Check the box(es) for how often you **drive a vehicle** and how far you go, on average.

	<1 mile	1-2mi	2-5mi	6-15mi	15-30mi	30+ mi
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monthly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Yearly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> I do not drive						

4a. Check the box(es) for the types of **vehicle** trips you take.

- School / work
- Shopping / errands
- Accessing recreation
- Social gatherings
- Traveling outside Tehama
- Doctors / medical appointments
- Other :

5. Check the box(es) for how often you **ride public transit** and how far you go, on average.

	<1 mile	1-2mi	2-5mi	6-15mi	15-30mi	30+ mi
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monthly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Yearly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> I do not use public transit						

5a. Check the box(es) for your **public transit** trips.

- School / work
- Shopping / errands
- Accessing recreation
- Social gatherings
- Traveling outside Tehama
- Doctors / medical appointments
- Other :

6. Check the box(es) for how often you **ride a bicycle** and how far you ride, on average.

	<1 mile	1-2mi	2-5mi	6-15mi	15-30mi	30+ mi
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monthly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Yearly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> I do not ride a bicycle						

For all questions, check all that apply.

1. How often do you travel to the following destinations?

	Daily	Weekly	Monthly	Yearly	Never
Los Molinos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gerber	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Red Bluff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Corning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chico	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Redding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sacramento	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other :	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. What concerns do you have with getting around Tehama?

- Potholes/road condition
- Lack of transit service
- Lack of access to areas outside of the city
- Reckless/inattentive drivers
- Speeding drivers
- Lack of warning signs, guardrails, etc.
- Lack of bicycle facilities
- Lack of pedestrian facilities
- Other :

3. Please rank the following transportation needs in order of priority.

(1 is your highest priority and 5 is your lowest)

- Invest in road maintenance
- Invest in transit options
- Invest in walking and biking options
- Improve roadway safety
- Increase recreational opportunities

4. Check the box(es) for how often you **drive a vehicle** and how far you go, on average.

	<1 mile	1-2mi	2-5mi	6-15mi	15-30mi	30+ mi
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monthly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Yearly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> I do not drive						

4a. Check the box(es) for the types of **vehicle** trips you take.

- School / work
- Shopping / errands
- Accessing recreation
- Social gatherings
- Traveling outside Tehama
- Doctors / medical appointments
- Other :

5. Check the box(es) for how often you **ride public transit** and how far you go, on average.

	<1 mile	1-2mi	2-5mi	6-15mi	15-30mi	30+ mi
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monthly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Yearly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> I do not use public transit						

5a. Check the box(es) for your **public transit** trips.

- School / work
- Shopping / errands
- Accessing recreation
- Social gatherings
- Traveling outside Tehama
- Doctors / medical appointments
- Other :

6. Check the box(es) for how often you **ride a bicycle** and how far you ride, on average.

	<1 mile	1-2mi	2-5mi	6-15mi	15-30mi	30+ mi
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monthly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Yearly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> I do not ride a bicycle						

City of Tehama Community Transportation Plan Survey



For all questions, check all that apply.

6a. Check the box(es) for your **bike** trips.

- School / work
- Shopping / errands
- Recreation
- Social gatherings
- Traveling outside Tehama
- Doctors / medical appointments
- Other :

6b. Check the box(es) for where you **bike**.

- Around city streets
- On C Street
- On Second Street
- On Fifth Street
- To Los Molinos
- Other :

7. Check the box(es) for how often you **walk/scoot/roll*** and how far you travel, on average.

* This includes scooters, wheelchairs, and any other way of getting around that isn't a car/truck/bus or bicycle; electric or human-powered!

	<1 mile	1-2mi	2-5mi	6-15mi	15-30mi	30+ mi
Daily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weekly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monthly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Yearly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> I do not walk/scoot/roll						

7a. Check the box(es) for your **walks/scoots/rolls**.

- School / work
- Shopping / errands
- Recreation
- Social gatherings
- Traveling outside Tehama
- Doctors / medical appointments
- Other :

7b. Check the box(es) for **walk/scoot/roll** locations.

- Around city streets
- On C Street
- On Second Street
- On Fifth Street
- To Los Molinos
- Other :

8. Would you like to see more of the following?

- Bike facilities
- Crosswalks
- Passing lanes
- Turning lanes
- Bicycle/pedestrian paths
- More walking and biking connections
- Sidewalks and curb ramps
- Transit stops
- Transit service/frequency
- Wide shoulders
- Other :

9. Please describe areas which need **more bicycle and pedestrian facilities**.

(neighborhoods, specific streets, specific intersections, etc.)

10. Do you have any other comments or suggestions regarding the roads in Tehama?



Community Transportation Plan

Improving mobility in the City of Tehama.

The City of Tehama was awarded a Caltrans Sustainable Communities Planning Grant and over the next year help us identify improvements for biking, walking and mobility in the City. The plan is intended to improve the lives, safety, and prosperity of the City and its visitors, while reducing vehicle speeds through our community. It will also contribute to the regional and State goals of reducing greenhouse gas emissions and improving air quality.



Community Transportation Plan

Improving mobility in the City of Tehama.

The City of Tehama was awarded a Caltrans Sustainable Communities Planning Grant and over the next year help us identify improvements for biking, walking and mobility in the City. The plan is intended to improve the lives, safety, and prosperity of the City and its visitors, while reducing vehicle speeds through our community. It will also contribute to the regional and State goals of reducing greenhouse gas emissions and improving air quality.

The many benefits to improving transportation infrastructure include the following:



HEALTH

Invest in overall quality of life. Increase physical activity while reducing obesity, diabetes and asthma.



ACCESSIBILITY

Increase access to employment, education, medical, recreation and transit centers for all.



SAFETY

Decrease pedestrian and bicycle injuries, collisions, and fatalities by identifying transportation issues.



AIR QUALITY

Reduce air pollution by eliminating excessive vehicle trips.



TRANSPORTATION

Promote non-motorized transportation as a citywide priority.



TRANSPORTATION EQUITY

Meet the community's transit needs with a focus on youths, the elderly, persons with disabilities, and the economically disadvantaged.

The many benefits to improving transportation infrastructure include the following:



HEALTH

Invest in overall quality of life. Increase physical activity while reducing obesity, diabetes and asthma.



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Increase access to employment, education, medical, recreation and transit centers for all.



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Decrease pedestrian and bicycle injuries, collisions, and fatalities by identifying transportation issues.



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Reduce air pollution by eliminating excessive vehicle trips.



TRANSPORTATION

Promote non-motorized transportation as a citywide priority.



TRANSPORTATION EQUITY

Meet the community's transit needs with a focus on youths, the elderly, persons with disabilities, and the economically disadvantaged.

More information at

www.TehamaTransportationPlan.com

More information at

www.TehamaTransportationPlan.com



COMMUNITY TRANSPORTATION PLAN

PROJECT PURPOSE

The Transportation Plan is intended to address the current challenges and needs in the City of Tehama and simultaneously improve the community's live, work, and play connections. The Plan will focus on improving existing non-motorized and public transportation networks in the City for increased opportunities. The plan will also aim to address evacuation access routes.

PROJECT TIMELINE FOR 2022-2023

2022

Summer Existing Conditions & Infrastructure Audit

Fall Community Outreach & Workshops

Fall/Winter Project Prioritization & Concept Designs

2023

Spring Community Workshop, Funding & Implementation

Summer Final Plans & Adoption

SIGN IN SHEET

CITY OF TEHAMA COMMUNITY TRANSPORTATION PLAN

Name	Affiliation	Phone Number	Email
1. Rob Strother aka Vico Mary Co		200 2871	None
2. Dora Barton Nek Hines	Resident	200-2457	None
3. Fred + Laurel Hampel	Residents	530-384-1561	
4. Janine Weston	Resident	200-1007	JanineWeston12@yahoo.com
5. B. E. Mitchell	MAYOR	384-2505	
6. Carol Steffen	City Clerk	384-2406	cstef@cityoftehama.us
7. Bonnie Minidetti	resident	530-586-2889	bonnieminidetti@gmail.com
8. Melanie Hall	resident	530 586 6337	melmel10987@gmail.com
9. Karen Hammers	City Council	530-384-2780	
10. Betty Celano	Treasurer	530-384-1159	celano-betty@yahoo.ca
11. Kurt Dagle	city of Tehama	530-655-1422	kds110@verizon.com
12. Chrissy O'Hara	Resident	530-966-7159	cdf4x4girl@gmail.com
13. Nancy Duncan	Resident	530 200-1363	spudunkin@att.net
14. Louie Huff	951-zone of	530 727 2952	-
15.			

SIGN IN SHEET

CITY OF TEHAMA COMMUNITY TRANSPORTATION PLAN

Name	Affiliation	Phone Number	Email
1. Jennifer Miller	resident	530-526-5388	wessjenny@yahoo.com
2. MARK + EMMA CHAKKA	resident	925-819-0015	mark3000@yahoo.com
3. STEPHEN DEAN	RES	530 604 2478	
4. DARREN MORELAND	RES	530-757-9664	DARRENMORELAND@ATT.NET
5. Lynda Sims	resident	530-200-0878	lyndys5557@gmail.com
6. Sandra Harp	resident	530-941-8360	sandralynnharp@gmail.com
7. Lee Morgan	resident	530 570 2161	
8. Ray Hawthorn	resident	530-384-1548	
9. Daley Susan Rich	resident	584-2131	
10. Row Dawn	resident	384-1803	ROWSPICE@ATT.NET
11.			
12.			
13.			
14.			
15.			

SIGN IN SHEET

CITY OF TEHAMA COMMUNITY TRANSPORTATION PLAN

	Name	Affiliation	Phone Number	Email
1.	Dale Martin	Resident	916-223-1179	DMartin45@AOL.com
2.	Renee Martin	Resident	916-705-1833	RMartin1833@gmail
3.	Gale Morgan	resident		gmorgan.gm@gmail.com
4.	Jim Lortie	Resident	7348230	JN4TIER@shcglobal.net
5.	Janet Hankis	resident		
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

CITY OF TEHAMA COMMUNITY TRANSPORTATION PLAN

Sign-In Sheet

Name	Affiliation	Phone Number	Email
1. Carolyn Steffan	City of Tehama	530-384-2406	cdsteffan@sbcglobal.net
2. Sandee Christa	Los Molinos	530-384-2881	
3. Kathryn Weisgram	City of Tehama	530-690-6561	redspirals@gmail.com
4. Kenneth Weisgram	City of Tehama	530-586-2133	
5. Sue Knox	Vina	530-966-0766	sueknox68@gmail.com
6. Chloe Himes	City of Tehama	530-736-6626	ChloeHimes17@gmail.com
7. Lidia Mekhair	Resident	623-670-9402	lidiamekhair@gmail.com
8. Jessica Chew	President	916-7165420	Jessica@RedBluffChew.org
9. John Brewer	County Resident	530-524-1949	—
10. Jerry Curtis Wade	Retired Educator	530-228-3716	idylwild@sbcglobal.net
11. Laurel Hampel	Retired	530-384-1561	laurelfred@att.net
12. Joe Tibbitts	City of Tehama	530-521-3536	JDT.TIBB.HS81@gmail.com
13. Elizabeth Tibbitts	resident	520/580-0137	↑
14. Robert Ford	TEHAMA RESIDENT	209-481-5125	swimheat@aol.com
15. Ruth Ford	TEHAMA RESIDENT	209-612-0254	ruthie319@aol.com

CITY OF TEHAMA COMMUNITY TRANSPORTATION PLAN Comment Form

- people don't let kids walk to Mill Creek Park
Name: _____ Date: _____
- Talk to school district @ Las Molinos about
kids biking & walking to school from Tehama
- many kids take school bus - meet them @ old school
in Tehama & take to
(comment)
- truck traffic a problem
- hard waiting in heat for bus stop
- figure out if ferry overfront is public or private
- Mill Creek Park - across the river - kids like to
go / lots of events, but houses, camps
- permeable asphalt - b/c flooding such an issue

CITY OF TEHAMA COMMUNITY TRANSPORTATION PLAN
Comment Form

Name: _____ Date: _____

- crossing bridge - problem area
- wide shoulder on CST
- tough for wheelchair accessibility -

Appendix B - Origins and Destinations



Appendix C - Project Cost Breakdowns

**CITY OF TEHAMA - C STREET COMPLETE STREETS
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION QUANTITIES & COSTS
APRIL, 2023**

ITEM	DESCRIPTION	QUANTITY	UNIT COST (\$)	AMOUNT (\$)
1.	Mobilization	1 LS	25,000.00 /LS	25,000.00
2.	Traffic Control	1 LS	40,000.00 /LS	40,000.00
3.	Clearing, Grubbing and Demolition	1 LS	20,000.00 /LS	20,000.00
4.	Roadway Excavation	1 LS	250,000.00 /LS	250,000.00
5.	Earthwork	1 LS	100,000.00 /LS	100,000.00
6.	Shoulder Backing	300 TON	70.00 /TON	21,000.00
7.	Class 2 Aggregate Base	970 TON	40.00 /TON	38,800.00
8.	Asphalt Concrete	340 TON	130.00 /TON	44,200.00
9.	Striping and Pavement Markings	1 LS	25,000.00 /LS	25,000.00
10.	Signs and Post	20 EA	500.00 /EA	10,000.00
11.	Install and Maintain Erosion Control	1 LS	20,000.00 /LS	20,000.00

TOTAL BID AMOUNT: \$594,000.00
 10% CONTEGENCY: \$59,400.00
 GRAND TOTAL: \$653,400.00

PRELIMINARY

 Keith L. Doglio
 R.C.E. 66358

**CITY OF TEHAMA - TEHAMA AVENUE TRAFFIC CALMING
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION QUANTITIES & COSTS
APRIL, 2023**

ITEM	DESCRIPTION	QUANTITY	UNIT COST (\$)	AMOUNT (\$)
1.	Mobilization	1 LS	3,000.00 /LS	3,000.00
2.	Traffic Control	1 LS	5,000.00 /LS	5,000.00
3.	Clearing, Grubbing & Demolition	1 LS	2,000.00 /LS	2,000.00
4.	Rumble Strips (WB and EB lanes)	1 LS	10,000.00 /LS	10,000.00
5.	Signs and Post	4 EA	500.00 /EA	2,000.00

TOTAL BID AMOUNT: \$22,000.00
10% CONTEGENCY: \$2,200.00
GRAND TOTAL: \$24,200.00

PRELIMINARY

Keith L. Doglio
R.C.E. 66358

Date: _____

**CITY OF TEHAMA - TEHAMA AVENUE TRAFFIC CALMING
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION QUANTITIES & COSTS
APRIL, 2023**

ITEM	DESCRIPTION	QUANTITY	UNIT COST (\$)	AMOUNT (\$)
1.	Mobilization	1 LS	5,000.00 /LS	5,000.00
2.	Traffic Control	1 LS	10,000.00 /LS	10,000.00
3.	Clearing, Grubbing and Demolition	1 LS	20,000.00 /LS	20,000.00
4.	Class 2 Aggregate Base	145 TON	50.00 /TON	7,250.00
5.	Asphalt Concrete	36 TON	150.00 /TON	5,400.00
6.	Striping and Pavement Markings	1 LS	3,000.00 /LS	3,000.00
7.	Signs and Post	4 EA	500.00 /EA	2,000.00
8.	Install and Maintain Erosion Control	1 LS	5,000.00 /LS	5,000.00

TOTAL BID AMOUNT: \$57,650.00
10% CONTEGENCY: \$5,765.00
GRAND TOTAL: \$63,415.00

PRELIMINARY

Keith L. Doglio
R.C.E. 66358

Date: _____

**CITY OF TEHAMA - 5TH & C STREET INTERSECTION TREATMENT
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION QUANTITIES & COSTS
APRIL, 2023**

ITEM	DESCRIPTION	QUANTITY	UNIT COST (\$)	AMOUNT (\$)
1.	Mobilization	1 LS	5,000.00 /LS	5,000.00
2.	Traffic Control	1 LS	15,000.00 /LS	15,000.00
3.	Clearing, Grubbing and Demolition	1 LS	5,000.00 /LS	5,000.00
4.	Roadway Excavation	1 LS	5,000.00 /LS	5,000.00
5.	Class 2 Aggregate Base	1 LS	5,000.00 /LS	5,000.00
6.	Asphalt Concrete	1 LS	5,000.00 /LS	5,000.00
7.	Shoulder Rumble Strip	1 LS	7,000.00 /LS	7,000.00
8.	Curb & Gutter	50 LF	200.00 /LF	10,000.00
9.	Install and Maintain Erosion Control	1 LS	5,000.00 /LS	5,000.00

TOTAL BID AMOUNT: \$62,000.00
10% CONTEGENCY: \$6,200.00
GRAND TOTAL: \$68,200.00

PRELIMINARY

Keith L. Doglio
R.C.E. 66358

Date: _____

**CITY OF TEHAMA - EAST GYLE ROAD FLOOD CLOSURE GATE
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION QUANTITIES & COSTS
APRIL, 2023**

ITEM	DESCRIPTION	QUANTITY	UNIT COST (\$)	AMOUNT (\$)
1.	Mobilization	1 LS	5,000.00 /LS	5,000.00
2.	Traffic Control	1 LS	5,000.00 /LS	5,000.00
3.	Clearing, Grubbing and Demolition	1 LS	5,000.00 /LS	5,000.00
4.	Metal Gate	2 EA	10,000.00 /EA	20,000.00
5.	Signs and Post	2 EA	500.00 /EA	1,000.00
6.	Install and Maintain Erosion Control	1 LS	5,000.00 /LS	5,000.00

TOTAL BID AMOUNT: \$41,000.00
10% CONTEGENCY: \$4,100.00
GRAND TOTAL: \$45,100.00

PRELIMINARY

Keith L. Doglio
R.C.E. 66358

Date: _____

**CITY OF TEHAMA - B STREET REALIGNMENT
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION QUANTITIES & COSTS
APRIL, 2023**

ITEM	DESCRIPTION	QUANTITY	UNIT COST (\$)	AMOUNT (\$)
1.	Mobilization	1 LS	20,000.00 /LS	20,000.00
2.	Traffic Control	1 LS	15,000.00 /LS	15,000.00
3.	Clearing, Grubbing and Demolition	1 LS	20,000.00 /LS	20,000.00
4.	Pulverize Existing Road (not a part of reconstruction)	1 LS	15,000.00 /LS	15,000.00
5.	Roadway Excavation	1 LS	25,000.00 /LS	25,000.00
6.	Earthwork	1 LS	25,000.00 /LS	25,000.00
7.	Class 2 Aggregate Base	1,430 TON	40.00 /TON	57,200.00
8.	Asphalt Concrete	345 TON	130.00 /TON	44,850.00
9.	Striping and Pavement Markings	1 LS	3,000.00 /LS	3,000.00
10.	Signs and Post	5 EA	500.00 /EA	2,500.00
11.	Install and Maintain Erosion Control	1 LS	20,000.00 /LS	20,000.00

TOTAL BID AMOUNT: \$247,550.00
 10% CONTEGENCY: \$24,755.00
 GRAND TOTAL: \$272,305.00

PRELIMINARY

 Keith L. Doglio
 R.C.E. 66358

Date: _____

**CITY OF TEHAMA - TRANSIT SHELTER IMPROVEMENTS
ENGINEER'S OPINION OF PROBABLE CONSTRUCTION QUANTITIES & COSTS
APRIL, 2023**

ITEM	DESCRIPTION	QUANTITY	UNIT COST (\$)	AMOUNT (\$)
1.	Mobilization	1 LS	5,000.00 /LS	5,000.00
2.	Traffic Control	1 LS	10,000.00 /LS	10,000.00
3.	Clearing, Grubbing and Demolition	1 LS	5,000.00 /LS	5,000.00
4.	Roadway Excavation	1 LS	3,000.00 /LS	3,000.00
5.	Earthwork	1 LS	3,000.00 /LS	3,000.00
6.	Class 2 Aggregate Base	30 TON	290.00 /TON	8,700.00
7.	Concrete Pavement	500 SF	15.00 /SF	7,500.00
8.	Transit Shelter	1 LS	/LS	0.00
9.	Signs and Post	2 EA	500.00 /EA	1,000.00
10.	Install and Maintain Erosion Control	1 LS	5,000.00 /LS	5,000.00

TOTAL BID AMOUNT: \$48,200.00
10% CONTENGENCY: \$4,820.00
GRAND TOTAL: \$53,020.00

PRELIMINARY

Keith L. Doglio
R.C.E. 66358

Date: _____