

Humboldt County Regional Vision Zero Action Plan: Policy and Action Extract

POLICY	POLICY STATEMENT	ID	ACTION	LEAD & PARTNERS / RESPONSIBILITIES	TARGET TIMEFRAME
GOAL 1: ESTABLISHING A FRAMEWORK FOR ACTION					
<i>Lay the groundwork for achieving Vision Zero by establishing the critical interagency partnerships, protocols, and workflows.</i>					
POLICY 1.1 STATE HIGHWAY COORDINATION	Establish a formal, ongoing coordination process with Caltrans District 1 to align state highway operations, maintenance, and capital investment with local Vision Zero priorities, recognizing that a substantial share of the High-Injury Network runs through Caltrans right-of-way, where HCAOG does not have direct design or maintenance authority. Work together with Caltrans District 1 towards the Caltrans DP-36 and DP-37 commitments.	1.1a	Establish a standing coordination protocol (annual work plan) with Caltrans District 1 identifying a single point of contact for Vision Zero-related requests, data sharing, and project coordination.	LEAD: HCAOG Partners: Caltrans District 1, Member Jurisdictions	Years 1–2 (Near-term)
		1.1b	Jointly identify state highway segments and intersections within the local High-Injury Network and incorporate them into Caltrans' collision data review so that state and local HIN methodologies are aligned.	LEAD: HCAOG, Caltrans District 1 Partners: County Public Works, City Public Works Depts., OTS	Years 1–2 (Near-term)
		1.1c	Leverage the Caltrans encroachment permit process proactively for locally-initiated safety retrofits within state ROW, requesting pre-application coordination meetings to reduce permit review cycles.	LEAD: Member Jurisdictions (City/County Public Works) Partners: Caltrans District 1, HCAOG (coordination support)	Years 1–3 (Near-term / Ongoing)
		1.1d	Pursue joint funding applications (HSIP, SHOPP Collision Reduction, and SS4A) for state-local partnership projects on HIN segments within Caltrans ROW.	LEAD: HCAOG (funding programming) Partners: Caltrans District 1, City/County Public Works, CTC	Years 1–5 (Ongoing per funding cycle)
		1.1e	Request documentation of Complete Streets exceptions (per DP-37) for any Caltrans capital or maintenance project within the county, and establish a local agency comment step prior to exception approval.	LEAD: HCAOG Partners: Member Jurisdictions, Caltrans District 1	Years 1–2 (Policy / Process)
		1.1f	Coordinate speed limit and speed zone review requests on state routes through Caltrans' engineering and traffic survey process, incorporating context-based justifications consistent with AB 43 authority.	LEAD: Caltrans District 1 Partners: Member Jurisdictions (initiation/data), HCAOG, Law Enforcement	Years 2–5 (As infrastructure triggers allow)

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		1.1g	Establish a joint multi-jurisdictional post-crash review process for serious/fatal crashes on state highway segments, consistent with the local crash analysis process under Policy 5.1.	LEAD: Caltrans District 1, County Sheriff / City Police Partners: HCAOG, Local EMS/Fire, City/County Public Works	Years 1–3 (Near-term)
		1.1h	Include Caltrans District 1 as a standing participant in the local Vision Zero governance and reporting structure, not solely as an external reviewer of individual projects.	LEAD: HCAOG Partners: Caltrans District 1, All Member Jurisdictions	Years 1–2 (Near-term)
POLICY 1.2 LOCAL JURISDICTION COORDINATION	Establish a formal, ongoing coordination framework between HCAOG and all member jurisdictions, as well as Tribal members and the Humboldt Transit Authority to ensure that each agency's individual safety priorities, funding parameters, and capital programming cycles are reflected in the regional Vision Zero effort, and that HCAOG's planning and funding support is accessible and responsive to jurisdictions of all sizes.	1.2a	Establish a Vision Zero Interagency Working Group under HCAOG with standing representation from each member jurisdiction, meeting at minimum quarterly.	LEAD: HCAOG Partners: City Public Works Depts. (Eureka, Arcata, Fortuna, Rio Dell, Blue Lake, Ferndale, Trinidad), Humboldt County Public Works, Humboldt County Planning, Caltrans District 1	Year 1 (Establish structure)
		1.2b	Develop a standardized annual check-in process between HCAOG and each member jurisdiction to document current safety priorities, capital project schedules, and funding availability.	LEAD: HCAOG Partners: All Member Jurisdictions	Years 1–2 (Annual / Ongoing)
		1.2c	Provide targeted technical assistance to smaller cities and rural unincorporated communities without in-house traffic engineering staff. Assist the larger jurisdictions as well if needed.	LEAD: HCAOG Partners: Caltrans District 1 (Local Assistance), OTS, Smaller City Public Works Depts.	Years 1–3 (Ongoing)
		1.2d	Prepare a template Resolution outlining a commitment to Vision Zero and a reprioritization of the jurisdictions' "philosophy" regarding mobility systems. Facilitate the passing of the Resolution in each jurisdiction.	...	...
		1.2e	Develop and maintain a countywide safety project pipeline, ranking Vision Zero-aligned projects by jurisdiction, priority, and funding status.	LEAD: HCAOG Partners: All Member Jurisdictions, Caltrans District 1	Years 1–2 (Establish); Ongoing update
		1.2f	Establish a shared crash data agreement and access protocol so all member jurisdictions work from a common data foundation.	LEAD: HCAOG Partners: CHP, OTS, Member Jurisdictions, Caltrans District 1	Years 1–3 (Near-term)

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		1.2g	Require that all locally-initiated safety projects receiving HCAOG-programmed funding demonstrate alignment with regional Vision Zero priorities.	LEAD: HCAOG Partners: All Member Jurisdictions (project sponsors)	Years 1–2 (Policy / Process)
		1.2h	Coordinate local capital improvement program (CIP) annual updates with HCAOG's RTIP update cycle to identify upcoming projects as Vision Zero improvement opportunities.	LEAD: HCAOG Partners: City/County Public Works Depts.	Years 1–2 (Ongoing / Annual)
		1.2i	Establish a protocol for cross-jurisdictional safety projects, including lead agency designation and shared cost and maintenance agreements.	LEAD: HCAOG Partners: Relevant Member Jurisdictions (case-by-case), Caltrans District 1 (if state route involved)	Years 1–3 (Framework in Year 1; apply as needed)
		1.2j	Report annually to the HCAOG Board of Directors on Vision Zero progress across all member jurisdictions.	LEAD: HCAOG Partners: All Member Jurisdictions, OTS, Caltrans District 1	Year 2 onward (Annual)
GOAL 2: SAFE ROADS					
POLICY 2.1 COMPLETE STREETS IMPLEMENTATION	Align Complete Streets Policy with Vision Zero by evaluating crash data to identify corridors for road diets, curb extensions, two-way conversion, enhanced crossings, and other Complete Streets tools across Humboldt County. Prioritize these projects and work with local and state agencies to include the projects in TIPs and fund them. Ensure that all roadway and safety improvement projects are scoped and designed to incorporate a range of strategies, prioritizing vulnerable users including pedestrians and cyclists.	2.1a	Utilizing the City of Eureka's Complete Streets Program as a sample/template, assist each HCAOG member agency with establishing a Complete Street Program and/or Policies.	...	...
		2.1b	Identify appropriate roads, particularly in the HIN, to implement road diets and lane narrowing, reducing vehicle speeds and reallocating space for all road users.	Lead: HCAOG (corridor identification, prioritization, grant programming) Partners: • Caltrans District 1 (for state route corridors; coordinates with SB 960 and SHOPP project pipeline) • Humboldt County Public Works (county roads) • City Public Works Departments (city streets; each jurisdiction programs independently) • California Transportation Commission (STIP programming)	< 6 months: Crash data analysis and candidate corridor screening 1–2 years: Prioritized project list adopted; pilots initiated on highest-priority corridors timed with resurfacing 2–5 years: Full implementation of priority corridors; before/after data collection

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		2.1c	Identify appropriate roads for curb extensions, median refuges, and other Complete Streets Engineering tools*, then aid in design and implementation.	Lead: City and County Public Works Departments (each jurisdiction implements within its own right-of-way and capital program) Partners: • HCAOG (technical assistance, grant programming for HSIP and ATP; prioritization support for smaller cities) • Caltrans District 1 (encroachment permit approval and design coordination for improvements within or adjacent to state ROW) • Transit operators (coordination on curb extension placement at bus stops)	1 year: Design and install at highest-priority locations identified in HIN analysis, especially near schools and transit stops 2–5 years: Systematic deployment on remaining priority corridors as part of capital and resurfacing programs Ongoing: Incorporated as default element in all new roadway and resurfacing projects
		2.1d	Reevaluate one-way streets to assess opportunities for conversion to two-way operation or other design changes that improve pedestrian and bicyclist safety, reduce vehicle speeds, and enhance access to adjacent land uses.	Lead: City Public Works Departments (cities with one-way street networks) Partners: • Caltrans District 1 (lead for state route segments) • HCAOG (coordination, technical assistance, grant programming) • Local Planning Departments (land use and economic development integration) • Transit operators (routing impacts) • Local businesses and community (access and operations impacts)	1 year: Inventory of one-way street network, identify candidate corridors for evaluation, coordinate with Caltrans 4th & 5th Street Study timeline 2–3 years: Complete feasibility studies for priority candidates, community outreach, traffic operations analysis 3–5 years: Implement conversions where feasibility studies support, monitor before/after conditions

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		2.1e	Identify and address missing and inadequate crosswalks, utilizing high-visibility markings and enhanced crossings where needed and implementing best practices for signalization.	Lead: City and County Public Works Departments (each jurisdiction implements within its own right-of-way and capital program) Partners: - HCAOG (technical assistance, grant programming for HSIP and ATP; prioritization support for smaller cities) - Caltrans District 1 (encroachment permit approval and design coordination for improvements within or adjacent to state ROW)	1 year: Design and install at highest-priority locations identified in HIN analysis, especially near schools and transit stops 2–5 years: Systematic deployment on remaining priority corridors as part of capital and resurfacing programs Ongoing: Incorporated as default element in all new roadway and resurfacing projects
POLICY 2.2 PEDESTRIAN NETWORK	Work with local agencies to establish a county wide pedestrian network gap analysis and identify corridors and intersections with high pedestrian fatalities and injuries. Develop a strategy with agency partners to design, fund, and implement pedestrian safety improvements in these areas.	2.2a	Establish a countywide pedestrian network gap analysis using SWITRS crash data, HCAOG's Level of Traffic Stress Analysis tool, and field inventory to identify sidewalk gaps, missing crosswalks, inadequate lighting, and ADA deficiencies on HIN corridors	Lead: HCAOG Partners: City/County Public Works, Caltrans District 1, Tribal Governments	< 6 months
		2.2b	Develop a prioritized pedestrian safety improvement strategy with agency partners, identifying specific projects for design, funding, and implementation in high-injury areas.	Lead: HCAOG Partners: City/County Public Works, Caltrans District 1, OTS	Years 1–2
		2.2c	Conduct walk audits in partnership with community members, particularly seniors, people with disabilities, and residents of low-income and Tribal communities, to validate gap analysis findings and identify barriers not captured in data	Lead: HCAOG Partners: Local community organizations, Senior centers, Tribal liaisons	Years 1–2
		2.2d	Coordinate with transit agencies to identify where bus stop access is a contributing factor to unsafe pedestrian behavior, and identify locations where bus stops and/or crossings can be improved.	Lead: HCAOG Partners: Local community organizations, Senior centers, Tribal liaisons	Years 1–2

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POLICY 2.3 BICYCLE CONNECTIVITY	Work with local agencies to establish a county wide low-stress bicycle network gap analysis, identify corridors and intersections with high bicyclist fatalities and injuries, and develop a strategy with agency partners to design, fund, and implement bicycle safety improvements in these areas.	2.3a	Expanding on the existing LTS for the Greater Humboldt Bay Area, conduct a countywide low-stress network gap analysis using the Level of Traffic Stress (LTS) framework, identifying corridors where LTS 3–4 conditions interrupt connectivity between key destinations	Lead: HCAOG Partners: City/County Public Works, Caltrans District 1, Tribal Governments	Years 1–2
		2.3b	Design and implement low-stress bicycle facility improvements on priority corridors, selecting treatments based on road classification, operating speed, and available right-of-way	Lead: City/County Public Works; Caltrans District 1 (state routes) Partners: HCAOG (prioritization, funding), Tribal Governments	Years 2–5
		2.3c	Inventory and classify all multi-use trail crossings of public roads, and implement appropriate crossing treatments based on vehicle speed, volume, and crash history	Lead: City/County Public Works; Caltrans District 1 (state routes) Partners: HCAOG, Law Enforcement	Years 1–4
POLICY 2.4: INTERSECTION SAFETY	Improve safety at intersections where crashes are concentrated by applying system-based countermeasures.	2.4a	Identify and address missing and inadequate crosswalks at HIN intersections, installing high-visibility markings and enhanced crossing treatments as prioritized by crash data	Lead: HCAOG (prioritization); City/County Public Works (implementation) Partners: Caltrans District 1 (state-route intersections), OTS	Years 1–2
		2.4b	Implement signal timing and phasing best practices at signalized intersections on HIN corridors, including pedestrian signal recall, extended crossing phases, and Leading Pedestrian Intervals (LPIs)	Lead: City/County Public Works Partners: HCAOG, Caltrans District 1 (state-route signals)	Years 1–3
		2.4c	Evaluate and implement right-turn-on-red (RTOR) restrictions at high-priority intersections with documented pedestrian and bicycle conflicts	Lead: City/County Public Works (city streets); Caltrans District 1 (state routes) Partners: HCAOG, Law Enforcement	Years 1–3
		2.4d	Deploy red light camera enforcement at high-priority signalized intersections with documented red-light-running crash histories, consistent with California Vehicle Code §21455.5 and SB 720 (2025) civil enforcement options	Lead: City Police Depts.; CHP (state routes) Partners: HCAOG, City/County Public Works, Courts	Years 2–5
		2.4e	Assess the feasibility of roundabout conversions at high-injury intersections where angle, head-on, and left-turn crashes are concentrated, using FHWA crash modification factors to evaluate expected safety benefit	Lead: City/County Public Works; Caltrans District 1 (state routes) Partners: HCAOG (data and funding support)	Years 2–5

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POLICY 2.5: INFRASTRUCTURE OPERATIONS & MAINTENANCE	Prioritize proactive, system-wide infrastructure operations and maintenance to support safe travel and prevent crashes caused or exacerbated by roadway condition deficiencies, with particular attention to rural and Tribal communities.	2.5a	Establish consistent maintenance schedules and standards among agencies, ensuring continuity of treatments that prioritize safety outcomes	Lead: HCAOG Partners: County public works, local government public works, Caltrans District 1, Tribal governments	Years 1–2
		2.5b	Implement a systematic safety-critical signage audit program, covering regulatory, warning, and wayfinding signs across all jurisdictions	Lead: County and local government public works Partners: HCAOG (coordination, funding), Caltrans District 1 (state routes), Tribal governments	Years 1–3
		2.5c	Establish a pavement condition and markings refresh program on HIN corridors, prioritizing faded lane lines, crosswalk markings, and bike lane markings	Lead: County and local government public works Partners: HCAOG (HIN data, funding), Tribal governments	Years 1–5 (ongoing)
		2.5d	Conduct a countywide lighting and sight line assessment, identifying gaps in roadway lighting at HIN locations, and addressing vegetation and physical obstructions that reduce visibility	Lead: County and local government public works Partners: HCAOG (HIN data, funding), Tribal governments	Years 2–4
		2.5e	Assess the condition of shoulders and ADA-accessible infrastructure on key corridors, prioritizing rural roads and routes connecting Tribal communities, schools, and transit stops	Lead: County & City Public Works Depts.; Caltrans District 1 (state routes) Partners: HCAOG (prioritization, funding), Tribal Governments	Years 2–5
GOAL 3: SAFE ROAD USERS					
POLICY 3.1: EDUCATION CAMPAIGN	Develop a comprehensive, countywide education campaign in collaboration with healthcare, enforcement, and education partners to inform the public and strategically target high-risk behaviors and priority user groups.	3.1a	Develop campaign branding, core messaging, and a press toolkit aligned with the Humboldt County Vision Zero Action Plan identity, building on existing local and statewide campaigns	Lead: HCAOG Partners: City PIOs, Humboldt Transit Authority, Community nonprofits	< 6 months
		3.1b	Implement culturally responsive safe road use campaigns focused on speed management, distraction avoidance, and road user rights and responsibilities, delivered through local media channels and community events	Lead: HCAOG Partners: City PIOs, Community nonprofits, local media channels	< 6 months
		3.1c	Develop and deliver targeted, data-driven education on DUI and impaired driving prevention and safe travel during inclement weather	Lead: HCAOG, Law Enforcement Agencies Partners: Humboldt County Public Health, OTS, Local healthcare providers	Year 1

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		3.1d	Expand Safe Routes to School (SRTS) education to encourage safe walking, biking, and driving behaviors around schools, using Bike Rodeos, Walk to School Day, and school assembly presentations	Lead: HCAOG Partners: School Districts, Safe Routes to School program, PE teachers, City/County Public Works	Year 1
		3.1e	Train Public Information Officers (PIOs) across all member jurisdictions on campaign branding, messaging language, media toolkit use, and consistent application of Vision Zero framing	Lead: HCAOG Partners: City PIOs, CHP	Year 1
		3.1f	Identify, recruit, and train Community Champions to serve as local voices for the campaign, mobilize their networks, and help plan and lead community events across the county	Lead: HCAOG Partners: Community nonprofits, Tribal community liaisons, Senior centers, Disability advocates	Years 1–2
GOAL 4: SAFE SPEEDS					
POLICY 4.1: SPEED LIMIT SETTING & MANAGEMENT	Set speed limits that reflect safety outcomes, street context, and the presence of vulnerable users rather than solely traffic flow.	4.1a	Evaluate opportunities to modify speed limits on locally-controlled roads in sensitive areas using the authority provided by AB 43 and AB 1938, including school zones, senior zones, business activity districts, safety corridors, and high pedestrian and bicycle activity areas	Lead: City/County Public Works; Local Jurisdictions Partners: HCAOG (data, coordination), Caltrans District 1 (state routes with separate E&TS process)	Years 3–5
		4.1b	Optimize signal timing on HIN corridors to reduce vehicle operating speeds and improve pedestrian crossing conditions, including extending pedestrian signal phases and reducing cycle lengths on high-injury streets	Lead: City/County Public Works Partners: HCAOG, Caltrans District 1 (state-route signals)	Years 1–3
		4.1c	Monitor the AB 645 automated speed camera pilot program in eligible California cities and advocate for future legislative expansion to additional jurisdictions, while pursuing available speed feedback sign deployment on HIN corridors in the near term	Lead: HCAOG Partners: City/County Public Works, Law Enforcement Agencies	Years 1–5 (ongoing)

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		4.1d	Implement physical traffic calming measures (including curb extensions, lane narrowing, raised crossings, speed tables, speed humps, edge line treatments, gateway treatments, and chicanes) to reduce operating speeds; use documented speed reductions to support subsequent speed limit adjustments through the E&TS process	Lead: City/County Public Works; Caltrans District 1 (state routes) Partners: HCAOG, Local Jurisdictions	Years 1–5
GOAL 5: SAFE VEHICLES					
POLICY 5.1: VEHICLE SAFETY & MAINTENANCE STANDARDS	Ensure vehicles operating on public roadways are in safe working condition to prevent crashes caused by mechanical failure. Leverage public procurement and contracting authority to promote safer vehicles.	5.1a	Partner with community organizations to provide low-cost vehicle inspection and maintenance services, prioritizing low-income households and rural communities with limited access to commercial services	Lead: HCAOG Partners: Community nonprofits, Humboldt County DHHS, Local auto repair businesses, Community colleges	Years 1–2
		5.1b	Establish enhanced inspection requirements and enforcement for high-risk vehicle classes, including large commercial trucks, school buses, and transit vehicles operating on HIN corridors	Lead: CHP Partners: City/County Public Works, School Districts, Transit providers, HCAOG	Years 1–3
		5.1c	Require public agency fleets to meet defined safety and maintenance standards, with documented inspection schedules and clear accountability	Lead: City/County Public Works; Transit providers Partners: HCAOG, School Districts	Years 1–2
		5.1d	Track and review fleet-involved crashes to inform continuous improvement.	Lead: HCAOG Partners: CHP, City/County Police, City/County Public Works, Transit providers	Year 2 onward (Annual)
POLICY 5.2: AUTOMATED & EMERGING VEHICLE TECHNOLOGIES	Ensure that new vehicle technologies are deployed in ways that support Vision Zero outcomes.	5.2a	Establish evidence-based safety expectations, operating guidelines, and data requirements for automated and emerging vehicle technologies operating on county roads	Lead: HCAOG Partners: Caltrans District 1, City/County Public Works, CHP	Years 1–2
		5.2b	Evaluate and promote the deployment of Intelligent Speed Assistance (ISA) technologies on public agency fleets and in sensitive areas such as school zones and HIN corridors	Lead: HCAOG Partners: City/County Public Works, School Districts, Transit providers	Years 1–3
		5.2c	Monitor deployment of autonomous and connected vehicles (AVs/CVs) in Humboldt County and establish a local data-sharing expectation for any operator testing or deploying on public roads	Lead: HCAOG Partners: Caltrans District 1, CHP, Member Jurisdictions	Years 2–4

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		5.2d	Assess infrastructure readiness for emerging vehicle technologies, including signal communication systems, lane marking visibility standards, and lighting	Lead: City/County Public Works; Caltrans District 1 (state routes) Partners: HCAOG, Utilities, Technology vendors	Years 2–5
POLICY 5.3: TRUCK OPERATIONS, ROUTING, & SIZE MANAGEMENT	Manage truck routes, vehicle size, and operational characteristics to reduce crash risk, minimize conflicts with vulnerable road users, and align heavy vehicle movements with appropriate roadway contexts.	5.3a	Evaluate and update designated truck routes to minimize truck traffic on streets with high pedestrian, bicycle, and transit activity	Lead: HCAOG Partners: City/County Public Works, Caltrans District 1, CHP, Local businesses/freight operators	Years 1–2
		5.3b	Assess truck size and weight regulations, including Kingpin-to-Rear-Axle (KPRA) restrictions, to ensure compatibility with roadway design, land use, and safety objective	Lead: City/County Public Works Partners: HCAOG, Caltrans District 1, CHP	Years 1–2
		5.3c	Identify and remediate roadway segments where geometric conditions such as curve radius, lane width, and sight distance create elevated crash risk for large vehicles	Lead: Caltrans District 1 (state routes); City/County Public Works (local roads) Partners: HCAOG, CHP	Years 2–5
		5.3d	Develop freight-specific guidance for high-conflict locations, including turning radius accommodations, loading zone placement, and driveway consolidation near pedestrian corridors and school zones	Lead: City/County Public Works Partners: HCAOG, Local businesses, School districts	Years 2–5
		5.3e	Establish a coordination mechanism with major freight generators and carriers to communicate route restrictions, HIN conflicts, and construction detours that affect truck routing countywide	Lead: HCAOG Partners: Caltrans District 1, City/County Public Works, CHP, Port of Humboldt Bay, Timber/agricultural industry representatives	Years 1–3
GOAL 6: SAFE POST CRASH CARE					
POLICY 6.1: DATA-DRIVEN POST-CRASH ANALYSIS	Use crash and injury data to improve emergency response and prevent repeat harm.	6.1a	Develop and maintain crash data dashboards that track crash trends, injury severity, and response times across jurisdictions.	Lead: HCAOG Partners: CHP, OTS, Member Jurisdictions, Caltrans District 1	< 6 months
		6.1b	Establish a multi-jurisdictional crash analysis process for serious and fatal crashes, focused on identifying systemic factors and preventing repeat harm	Lead: HCAOG, County Sheriff / City Police Partners: City/County Public Works, Caltrans District 1, Local EMS/Fire	Years 1–2

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		6.1c	Conduct annual review of HIN locations using updated crash data to assess whether previous improvements have reduced injuries, and flag locations with repeat crashes for priority follow-up	Lead: HCAOG Partners: Member Jurisdictions, Caltrans District 1, OTS	Year 2 onward (Annual)
		6.1d	Establish a data-sharing protocol between law enforcement, EMS, hospitals, and transportation agencies to enable more complete injury outcome tracking beyond what SWITRS captures	Lead: HCAOG Partners: CHP, Humboldt County Sheriff, City Police Depts., local hospitals, local EMS	Years 1–3
POLICY 6.2: EMERGENCY RESPONSE COORDINATION	Improve coordination and effectiveness of post-crash response.	6.2a	Establish and document emergency response standards for crash scenes, covering access routes, arrival targets, on-scene protocols, and coordination between first responders and transportation agencies	Lead: Humboldt County OES / EMS Partners: HCAOG, City/County Fire Depts., CHP, City Police, Caltrans District 1	Years 1–2
		6.2b	Develop and implement a traffic control protocol for serious crash scenes on HIN corridors, establishing clear procedures for lane management, detour routing, and secondary crash prevention during incident response	Lead: CHP, City/County Police Partners: Caltrans District 1, City/County Public Works, Local Fire/EMS	Years 1–3
		6.2c	Establish triage and transport protocols that prioritize rapid movement of seriously injured crash victims, including pre-designation of landing zones on rural corridors where ground transport times to trauma care exceed critical thresholds	Lead: Humboldt County EMS / Humboldt County Sheriff Partners: Local hospitals / trauma centers, Local Fire Depts., Air ambulance providers	Years 1–3
		6.2d	Coordinate joint training between transportation agencies, law enforcement, fire, and EMS to test and improve multi-agency crash response on HIN corridors	Lead: Humboldt County OES Partners: All response agencies, HCAOG	Years 2–5 (ongoing)
GOAL 7: SAFER LAND USE					
POLICY 7.1: URBAN PLANNING & DESIGN	Integrate safety-focused urban design, land use planning, and travel demand management strategies to create street environments that reduce VMT,	7.1a	Coordinate land use with roadway design to support compact, transit-oriented, mixed-use development.	LEAD: HCAOG Partners: Humboldt County Planning Dept., City Planning Depts., Governor's Office of Land Use and Climate Innovation (LCI)	< 6 months (Policy / Process)

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	calm traffic, minimize travel conflicts, and improve safety for all road users.	7.1b	Incorporate safety considerations into development review and site design, ensuring new and redeveloped properties provide safe access for all modes	LEAD: City & County Planning Depts. Partners: City & County Public Works Depts., HCAOG (guidance & standards)	1 year (Ongoing)
		7.1c	Advance Transportation Demand Management (TDM) strategies, including transit incentives, shared mobility, employer programs, and parking management, to reduce VMT on high-injury corridors.	LEAD: HCAOG Partners: Humboldt Transit Authority (HTA), City & County Planning Depts., Caltrans District 1, Employers & Institutions	1–3 years (Program development)
		7.1d	Update General Plan Circulation Elements to reflect Complete Streets and Vision Zero priorities, consistent with AB 1358.	LEAD: City & County Planning Depts. Partners: HCAOG (technical assistance, RTP alignment), Caltrans District 1	2–5 years (Per jurisdiction update cycle)
		7.1e	Establish minimum active transportation connectivity standards for new development as conditions of project approval.	LEAD: City & County Planning Depts. Partners: City & County Public Works Depts., HCAOG	1–3 years (Standards adoption)