

City/County Public Works: Policy Actions by Role

Table created with Claude AI

Table 1. Public Works listed as lead (22 actions)

ID	POLICY	ACTION	LEAD & PARTNERS / RESPONSIBILITIES	TARGET TIMEFRAME
1.1c	POLICY 1.1 STATE HIGHWAY COORDINATION	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)
2.1c	POLICY 2.1 COMPLETE STREETS IMPLEMENTATION	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	POLICY 2.1 COMPLETE STREETS IMPLEMENTATION	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	POLICY 2.1 COMPLETE STREETS IMPLEMENTATION	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
2.3b	POLICY 2.3 BICYCLE CONNECTIVITY	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	POLICY 2.3 BICYCLE CONNECTIVITY	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
2.4a	POLICY 2.4 INTERSECTION SAFETY	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	POLICY 2.4 INTERSECTION SAFETY	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	POLICY 2.4 INTERSECTION SAFETY	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
2.4e	POLICY 2.4 INTERSECTION SAFETY	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
2.5b	POLICY 2.5 INFRASTRUCTURE OPERATIONS & MAINTENANCE	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

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2.5c	POLICY 2.5 INFRASTRUCTURE OPERATIONS & MAINTENANCE	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	POLICY 2.5 INFRASTRUCTURE OPERATIONS & MAINTENANCE	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	POLICY 2.5 INFRASTRUCTURE OPERATIONS & MAINTENANCE	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
4.1a	POLICY 4.1 SPEED LIMIT SETTING & MANAGEMENT	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	POLICY 4.1 SPEED LIMIT SETTING & MANAGEMENT	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
4.1d	POLICY 4.1 SPEED LIMIT SETTING & MANAGEMENT	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
5.1c	POLICY 5.1 VEHICLE SAFETY & MAINTENANCE STANDARDS	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
5.2d	POLICY 5.2 AUTOMATED & EMERGING VEHICLE TECHNOLOGIES	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
5.3b	POLICY 5.3 TRUCK OPERATIONS, ROUTING, & SIZE MANAGEMENT	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

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5.3c	POLICY 5.3 TRUCK OPERATIONS, ROUTING, & SIZE MANAGEMENT	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	POLICY 5.3 TRUCK OPERATIONS, ROUTING, & SIZE MANAGEMENT	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

Table 2. Public Works listed as partner (24 actions)

ID	POLICY	ACTION	LEAD & PARTNERS / RESPONSIBILITIES	TARGET TIMEFRAME
1.1b	POLICY 1.1 STATE HIGHWAY COORDINATION	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)
1.1d	POLICY 1.1 STATE HIGHWAY COORDINATION	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)
1.1g	POLICY 1.1 STATE HIGHWAY COORDINATION	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)
1.2a	POLICY 1.2 LOCAL JURISDICTION COORDINATION	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)
1.2c	POLICY 1.2 LOCAL JURISDICTION COORDINATION	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)
1.2h	POLICY 1.2 LOCAL JURISDICTION COORDINATION	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)
2.1b	POLICY 2.1 COMPLETE STREETS IMPLEMENTATION	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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2.2a	POLICY 2.2 PEDESTRIAN NETWORK	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	POLICY 2.2 PEDESTRIAN NETWORK	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
2.3a	POLICY 2.3 BICYCLE CONNECTIVITY	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
2.4d	POLICY 2.4 INTERSECTION SAFETY	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
2.5a	POLICY 2.5 INFRASTRUCTURE OPERATIONS & MAINTENANCE	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
3.1d	POLICY 3.1 EDUCATION CAMPAIGN	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
4.1c	POLICY 4.1 SPEED LIMIT SETTING & MANAGEMENT	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)
5.1b	POLICY 5.1 VEHICLE SAFETY & MAINTENANCE STANDARDS	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
5.1d	POLICY 5.1 VEHICLE SAFETY & MAINTENANCE STANDARDS	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)

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5.2a	POLICY 5.2 AUTOMATED & EMERGING VEHICLE TECHNOLOGIES	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	POLICY 5.2 AUTOMATED & EMERGING VEHICLE TECHNOLOGIES	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
5.3a	POLICY 5.3 TRUCK OPERATIONS, ROUTING, & SIZE MANAGEMENT	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
5.3e	POLICY 5.3 TRUCK OPERATIONS, ROUTING, & SIZE MANAGEMENT	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
6.1b	POLICY 6.1 DATA- DRIVEN POST- CRASH ANALYSIS	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
6.2b	POLICY 6.2 EMERGENCY RESPONSE COORDINATION	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
7.1b	POLICY 7.1 URBAN PLANNING & DESIGN	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)
7.1e	POLICY 7.1 URBAN PLANNING & DESIGN	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)