

HUMBOLDT COUNTY VISION ZERO

PRELIMINARY CONCEPTUAL CHECKLIST FOR VISION ZERO ALIGNMENT IN HCAOG-PROGRAMMED FUNDING

To be completed at project initiation for all roadway improvement, resurfacing, and capital projects receiving HCAOG-programmed funding or submitted for Vision Zero funding consideration. Consistent with DP-37, CA MUTCD 2026, DIB 94, SB 960, and the Humboldt County Regional Vision Zero Action Plan.

A. PROJECT INFORMATION

Project Name / ID	
Submitting Jurisdiction	City of _____ / County of Humboldt / Caltrans District 1 / Other: _____
Project Location	Street name(s), limits, community name, nearest HIN segment or intersection if applicable
Road Jurisdiction	City street / County road / State route (Caltrans ROW) / Tribal road
Project Type	Resurfacing / Reconstruction / New construction / Signal/operations / Other: _____
Project Lead Contact	Name, title, agency, email
Estimated Construction Cost	\$
Proposed Funding Sources	HSIP / ATP / STIP / SHOPP / Local measure / Other: _____
Proposed Timeline	Design: _____ Construction: _____

B. HIGH-INJURY NETWORK & SAFETY CONTEXT

Projects on or adjacent to HIN locations are highest priority. Answer all questions using SWITRS / TMS data and the countywide crash dashboard.

Evaluation Question	Yes	No	N/A	Notes / Justification
Is this project located on or within 250 ft of a designated HIN segment or intersection?	☐	☐	☐	
Have bicycle- or pedestrian-involved crashes been recorded at this location in the past 5 years?	☐	☐	☐	
Have fatal or serious injury (KSI) crashes been recorded at this location in the past 5 years?	☐	☐	☐	
Is this location within 0.5 miles of a school, senior center, transit stop, or social service facility?	☐	☐	☐	
Is this location in or adjacent to a low-income, rural, Tribal, or underserved community?	☐	☐	☐	
Does this corridor serve as a primary route for people walking or cycling due to absence of alternatives?	☐	☐	☐	

Number of KSI crashes (5 yr)	Fatal: ____ Serious injury: ____ Pedestrian-involved: ____ Bicycle-involved: ____
Primary collision types	e.g. broadside, hit-object, rear-end, pedestrian, run-off-road
Primary contributing factors	e.g. unsafe speed, DUI, right-of-way violation, lighting, road condition
EPDO Score (if known)	From HCAOG HIN analysis or Caltrans LRSM calculation

C. COMPLETE STREETS ELEMENTS CONSIDERED

For each element, indicate whether it is included in project scope, considered but not included (with justification), or not applicable. Consistent with DP-37: exclusions must be documented. All treatments are preliminary and subject to site-specific engineering review and CA MUTCD 2026 compliance.

C1. PEDESTRIAN

Element	Included in scope	Considered — not included (note justification below)	N/A
Sidewalk gap closure or widening	☐	☐	☐
High-visibility crosswalk markings	☐	☐	☐
ADA-compliant curb ramps (required at all new/reconstructed intersections)	☐	☐	☐
Accessible Pedestrian Signals (APS)	☐	☐	☐
Leading Pedestrian Interval (LPI) at signalized crossings	☐	☐	☐
Median refuge island on wide multi-lane road	☐	☐	☐
Curb extension / bulb-out (check transit route compatibility)	☐	☐	☐
Pedestrian-scale lighting at high-crash or high-activity locations	☐	☐	☐
Sight triangle clearing (vegetation, parked vehicles)	☐	☐	☐

C2. BICYCLE

Element	Included in scope	Considered — not included (note justification below)	N/A
Class I separated multi-use path	☐	☐	☐
Class IV protected / Class II buffered bike lane	☐	☐	☐
Class II conventional bike lane (≤ 25 mph, low volume only)	☐	☐	☐
Bike boulevard / neighborhood greenway treatment	☐	☐	☐
Trail crossing upgrade (HAWK beacon, RRFB, or high-vis crosswalk per tier assessment)	☐	☐	☐
Edge line rumble strip (coordinate with Caltrans D1: min. 4 ft clear for cyclists required)	☐	☐	☐
Shoulder widening or paved shoulder (rural corridors)	☐	☐	☐
Bicycle wayfinding signage	☐	☐	☐

C3. SPEED MANAGEMENT

Element	Included in scope	Considered — not included (note justification below)	N/A
Lane narrowing or road diet (4-lane to 3-lane; confirm <20,000 ADT)	☐	☐	☐
Raised crosswalk or speed table (≤ 25 mph posted speed)	☐	☐	☐
Speed humps / chicanes / gateway treatment	☐	☐	☐
Proposed operating speed established to guide design (per DIB 94)	☐	☐	☐
Speed feedback sign (school zone or HIN corridor)	☐	☐	☐
Signal timing optimization / cycle length reduction	☐	☐	☐
Right-turn-on-red restriction (city streets only; Caltrans approval req. on state routes)	☐	☐	☐

C4. TRANSIT & FREIGHT

Element	Included in scope	Considered — not included (note justification below)	N/A
Bus stop accessibility improvements (per SB 960 priority)	☐	☐	☐
Bus pull-out or boarding island	☐	☐	☐
Transit signal priority or dedicated phase	☐	☐	☐
Truck route compatibility verified (KPRA and size/weight restrictions checked)	☐	☐	☐
Loading zone placement reviewed for pedestrian conflicts	☐	☐	☐
Turning radius for trucks assessed at reconstructed intersections	☐	☐	☐

C5. JUSTIFICATION FOR ELEMENTS NOT INCLUDED

Explain why any element marked 'Considered — not included' was excluded (e.g. insufficient ROW, geometric constraint, no demand, addressed in separate project):

D. EQUITY, RURAL, & TRIBAL CONTEXT

HCAOG's Vision Zero Action Plan prioritizes jurisdictions of all sizes equally. Projects serving rural, Tribal, or underserved communities should be flagged for additional HCAOG technical assistance support.

Evaluation Question	Yes	No	N/A	Notes / Justification
Does this project serve a community identified as low-income or disadvantaged in CalEnviroScreen or DAC mapping?	☐	☐	☐	
Does this project serve a Tribal community or connect to a Tribal transportation facility?	☐	☐	☐	
Is this project in a smaller city or rural unincorporated area with limited in-house engineering capacity?	☐	☐	☐	
Has community input (walk audit, public meeting, or survey) been conducted to validate project need?	☐	☐	☐	
Does the project improve access to schools, transit, medical care, or social services for vulnerable populations?	☐	☐	☐	
Does the project address a location with documented crashes involving pedestrians experiencing homelessness?	☐	☐	☐	

E. COORDINATION REQUIREMENTS

Check all that apply and confirm coordination has been initiated before project scoping is finalized.

☐ Caltrans District 1 encroachment permit required (project within state ROW)	☐ Caltrans District 1 signal coordination required (state-route signal timing / LPI)
☐ Caltrans SHOPP / DP-37 Complete Streets exception documentation required	☐ 4th & 5th Street Feasibility Study coordination (Eureka downtown intersections)
☐ PG&E / utility coordination required (lighting, underground utilities)	☐ Tribal government coordination required (government-to-government)
☐ ADA Transition Plan review required (curb ramps, accessible signals)	☐ Transit agency coordination required (bus stop, transit signal priority)
☐ Law enforcement coordination required (enforcement campaign alignment)	☐ CHP coordination required (commercial vehicle / truck route implications)
☐ Environmental / CEQA review required	☐ HCAOG technical assistance requested (smaller city / rural jurisdiction)

F. CERTIFICATION

By signing below, the project lead confirms that Complete Streets elements have been evaluated consistent with DP-37, CA MUTCD 2026, DIB 94, and the Humboldt County Regional Vision Zero Action Plan. Any element not included has been documented with justification in Section C5.

Project Lead (signature)	Agency	Date	HCAOG Review

Questions? Contact HCAOG at hcaog.net | Checklist version: Humboldt County Regional Vision Zero Action Plan 2026 | Policy references: AB 1358, SB 960, DP-37, CA MUTCD 2026, Caltrans DIB 94