

**From:** [Joe Tyburczy](#)  
**To:** [COB](#)  
**Cc:** [Scott Binder](#)  
**Subject:** McKinleyville Town Center: Please prioritize connecting trails!  
**Date:** Wednesday, October 01, 2025 10:37:47 AM  
**Attachments:** [MidTown\\_Connector\\_via\\_Pickett.png](#)  
[MidTown\\_Connector\\_West.png](#)

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Dear Humboldt County Supervisors,

First off, I'd like to offer my sincerest thanks to all of you for all your hard work on behalf of our community!

I write to encourage the BOS and MCSD Board to prioritize identification of the most feasible alignment for a multi-use pedestrian/bike path that connects the Mid Town Trail where it ends at Railroad Ave to the McKinleyville Shopping Center and either (A) the short segments of bike trail that extend north from Heartwood along the drainage between Sagewood and Maplewood and/or (B) the end of Nursery Way by Timber Ridge. I urge you to protect this corridor, incorporate it into McKinleyville Town Center planning, and to work toward construction as soon as possible.

With the development of the new BMX track and park on School Road, the connections to the short segments of bike trail just to the north that cross Heartwood (one branches off Sagewood Way, the other off the end of Elmwood Place) seem likely to get a lot more use as people access the new park. Those short trails, if connected to the Mid Town Trail just to the north (that currently ends on a stretch of Railroad Ave that isn't very walk or bike-friendly) would not only improve access to this park, but would make the the Mid Town Trail a much more useful corridor and amenity for the whole community (especially once there's a connection to Safeway and the rest of the shopping center). Another option would be to run the trail from the end of the Mid Town Trail through the corner of Pickett, along behind Safeway, across Hiller and then tie in either to the end of Nursery Way by Timber Ridge and/or to those short trails north of Heartwood between Elmwood and Sagewood. The total distance of new trial required for any of these options is a half mile or less through mostly empty lots. (See attached images. Note: these are merely to illustrate the approximate total distance required to connect these two endpoints. The actual physical alignment of the trail obviously needs to incorporate consideration of a range of factors including parcel ownership, wetlands, and other environmental and planning considerations, as well as Town Center plans.)

I don't know about the ownership of these lots, and I am aware that the plan for the Pierson parcel and the McKinleyville Town Center is still being developed. That said, connecting the Mid Town Trail through to the new BMX park seems like such an outstanding opportunity to not only improve access to this park, but more generally to make our community more pedestrian and bicycle-friendly (and healthier) that it should be a top priority and could even be constructed even before all the details of the McKinleyville Town Center are finalized – maybe initially as a comparatively inexpensive packed gravel or wood chip path that could easily be moved/removed.

My request to the BOS, MCSD Board, and staff is that you prioritize identifying and then protecting the most feasible alignment for this path, incorporating it into McKinleyville Town

Center planning, and beginning construction as soon as possible. (As mentioned above, I don't have a strong preconceived notion of the best alignment except that it should connect the existing Mid Town Trail to the bike trails just north of the new BMX track and park and/or Nursery Way -- ideally with a segment or branch that connects to the McKinleyville Shopping Center.) However, I believe that it is vital that this corridor be planned for and protected from the outset of McKinleyville Town Center planning. If the trail and its route are added as an afterthought, I am concerned that it may fall far short of its potential -- or never actually be built at all.

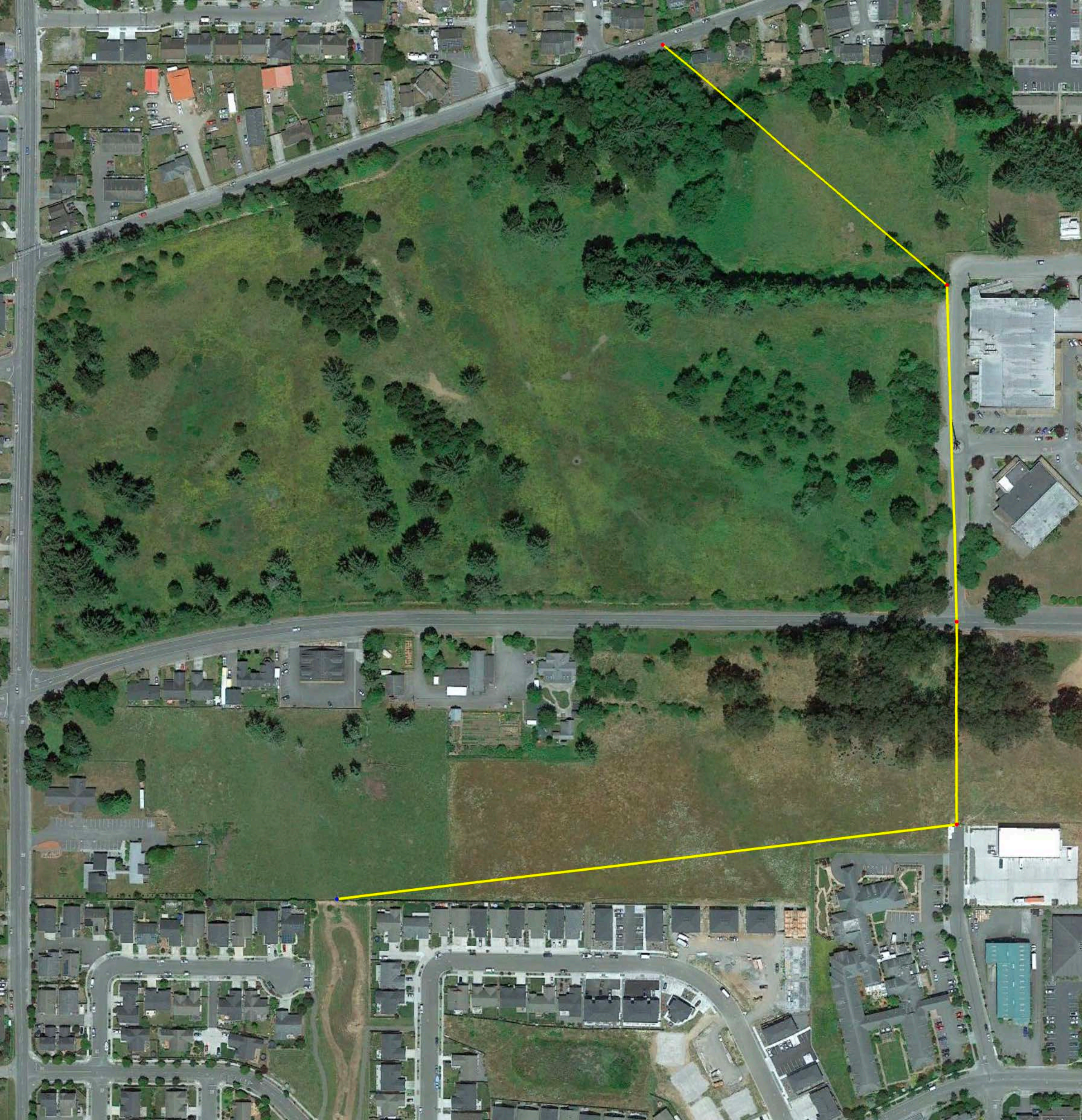
Finally, I would like to re-emphasize that bike/pedestrian paths increase property values and the health of communities. Further, despite assertions to the contrary, increased traffic on better connected trails should drive down vandalism and crime.

I completely understand that it is far easier to come up with ideas like this than to see them through, but I urge you to at least consider what I've proposed here. Thanks again for all you do for our community!

Sincerely,

Joe Tyburczy, McKinleyville resident since 2013  
2692 Daffodil Ave

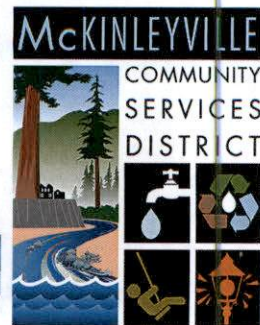












October 1, 2025

Humboldt County Board of Supervisors  
825 5<sup>TH</sup> Street  
Eureka, CA 95501

**RE: McKinleyville Town Center Ordinance**

Dear Board of Supervisors:

The McKinleyville Community Services District is supportive of the Town Center Project and looks forward to the economic growth, sense of place, and community pride that the future development will bring to McKinleyville.

While the District supports the overall goals of the McKinleyville Town Project, it continues to have concerns regarding the proposed road diet for Central Avenue between Heartwood Drive and Pickett Road. Currently, the District does not feel it has sufficient information about the design to confidently assess the impact of the proposed changes to our water and sewer infrastructure. The District Staff needs to be able to safely access and maintain our infrastructure, and the level of design presented to date does not allow us to fully assess these potential impacts. It should also be noted that the District Board Members have been hearing similar concerns from their constituents concerning the potential traffic impacts from the proposed cross section.

The Planning Commission's recommendation to the Board of Supervisors that a McKinleyville-wide Traffic and Circulation Study be completed prior to the Central Avenue design, and that the preliminary design be brought to the McKinleyville Municipal Advisory Committee and the Public for review and input is a good first step in the analysis of the impacts. The District respectfully requests that we also be actively engaged as a key stakeholder throughout the planning and design process and be given the opportunity to comment on the design.

The McKinleyville Community Services District recommends that the Board of Supervisors certify the EIR and adopt the Town Center Ordinance as written, with the addition of the Planning Commissions recommendations that a McKinleyville-wide Traffic Study be conducted and the future design of any changes to Central Avenue be reviewed with the MMAC and McKinleyville CSD prior to final design and implementation.

Thank you for your consideration of the District's concerns.

Sincerely,

James Biteman  
MCSD Board President

Patrick Kaspari, PE  
General Manager, MCSD



1656 SUTTER ROAD  
MCKINLEYVILLE, CA 95519



PHONE: 707-839-3251  
FAX: 707-839-8456



[mckinleyvillecsd.ca.gov](http://mckinleyvillecsd.ca.gov)



PO BOX 2037  
MCKINLEYVILLE, CA 95519



**From:** [PEGGY ONEILL](#)  
**To:** [COB](#)  
**Subject:** McKinleyville Townsite Plan  
**Date:** Wednesday, October 01, 2025 10:57:18 AM

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I am a citizen of McKinleyville and a member of the Humboldt Planning Commission. I support the creation of the McKinleyville Townsite zone. I applaud the time and effort given by the many individuals that worked on bringing this project forward.

My individual thoughts and input are as follows:

1. A thorough transportation study must be conducted on the impacts of removing existing lanes from Central Avenue. There are currently several transitions from one lane to two lanes and back again on Central Avenue, so the study needs to look at the entirety of Central Avenue from the beginning to end and not just the portion in the newly created zone. The McKinleyville community and others are concerned about pedestrian and cyclists safety, but there are other community concerns that also need to be studied. The steps undertaken to change Central Avenue need to ensure that the intended outcomes are achieved, that there are not better and more economical ways to accomplish the required safety measures and that other problems are not created by the changes.
2. There are many other areas on Central Avenue, McKinleyville Avenue and other local and private roads that command greater attention to safety improvements than just this small stretch of Central Avenue. If the goal is to draw pedestrians and cyclists to the new development, then planners need to have a much more comprehensive list of transportation and road projects in McKinleyville designed and funded.
3. As the County continues to direct the majority of new housing into McKinleyville, more local tax payer funds need to be contributed to road and pedestrian improvements throughout McKinleyville. There needs to be an increase funding for McKinleyville policing, schools, fire protection and maintenance of existing and proposed infrastructure.
4. I would like to see assurances that new rentals are owned and operated under local ownership and not outside corporations. It is my understanding that a nonprofit will own the development and that is reassuring.
5. The County needs to support a planning team to accomplish the goals of the project, including developing a priority list, timeline and identifying and undertaking funding efforts.

Thank you

Peggy O'Neill

Sent from my iPad



**From:** [Joseph Zazo](#)  
**To:** [Planning Clerk](#)  
**Subject:** Re: Public Notice: McKinleyville Town Center Ordinance Hearing (Oct. 20, 2025)  
**Date:** Thursday, October 02, 2025 5:09:32 PM  
**Attachments:** [Outlook-yfh1430z.png](#)  
[Outlook-yfh1430z.png](#)

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Dear McKinleyville Planning Commission,

I am writing to express strong support for the Town Center Ordinance project, with a particular emphasis on creating a more sustainable, climate-conscious, and resilient community design. Our urban planning decisions today will have profound implications for both current residents and future generations.

The proposed ordinance presents a critical opportunity to:

1. Prioritize Sustainable Infrastructure
  - Implement green building standards that reduce carbon footprint
  - Create walkable, pedestrian-friendly spaces that reduce automobile dependency
2. Climate Resilience Planning
  - Design public spaces that can adapt to changing environmental conditions
  - Maximize green spaces
3. Community Well-being
  - Create multi-use spaces that promote social interaction
  - Ensure accessibility for all community members
  - Design with long-term environmental and social sustainability in mind

By moving away from climate-unfriendly design, we can create a Town Center that:

- Reduces greenhouse gas emissions
- Enhances community resilience
- Provides a model for responsible urban development

Our children and grandchildren deserve a community that has thoughtfully considered their environmental future. This ordinance is an opportunity to demonstrate McKinleyville's commitment to progressive, responsible urban planning.

I strongly urge the commission to adopt a version of the Town Center Ordinance that prioritizes green design, sustainability, and community well-being.

Sincerely,  
Joseph A Zazo

On Thu, Oct 2, 2025, 5:02 PM Planning Clerk <[planningclerk@co.humboldt.ca.us](mailto:planningclerk@co.humboldt.ca.us)> wrote:

Hello Interested Parties,



Attached is the public notice for the upcoming hearing on the McKinleyville Town Center Ordinance project (LRP-2020-16567), scheduled for **October 20, 2025, at 9:00 a.m.**, or as soon thereafter as the matter may be heard.

The notice includes Zoom login details for remote participation.

If you have any questions, please contact the assigned planner, **Rodney Yandell** (cc'd here).

To submit a public comment, please reply to this email **by 5:00 p.m. on Wednesday, October 15, 2025.**

Thanks,



**Trip Giannini III**  
[Planning and Building Department](#)  
Senior Office Assistant  
(707) 445-7541  
County of Humboldt



**From:** [Carol Rische](#)  
**To:** [COB](#)  
**Cc:** [Planning Clerk](#)  
**Subject:** McKinleyville Town Center Ordinance and EIR  
**Date:** Tuesday, October 07, 2025 4:51:42 PM

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Humboldt County Board of Supervisors,

I am not one who normally comments on projects before your Board, but I urge you to approve the McKinleyville Town Center Ordinance and certify the EIR. The ordinance and subsequent projects are critically important, not only to McKinleyville, but our region more broadly. They will significantly increase housing stock, create small businesses and economic opportunity, and allow construction of Life Plan Humboldt, the first Continuing Care Retirement Community within hundreds of miles, providing an important option for senior living *right here*.

**It's Time to Move Forward** - The Town Center concept originated decades ago. It was included in the McKinleyville Area Plan which was adopted back in 2002. The goal was to establish a unique identity for McKinleyville through the development of a viable town center, serving as a community focal point, as well as to encourage bicycle and pedestrian travel. Development of the Town Center Ordinance started six years ago in 2019. The final ordinance results from years of thoughtful planning by County staff, and significant involvement and input from stakeholders and community members. Two Citizen Advisory Committee worked on the plan in the early years (19 community members served and provided guidance). More recently, the McKinleyville Municipal Advisory Committee provided much input to the Ordinance, and also provided a forum for the community to participate and provide input via surveys, and dozens of informational meetings and hearings. The McKinleyville Municipal Advisory Committee, and the Humboldt County Planning Commission both ***unanimously approved*** the McKinleyville Town Center Ordinance. I hope you do the same.

**Central Avenue** - Some community members urged denial given proposed changes to Central Avenue. There is no reason to delay adoption of the Ordinance given the extensive planning and public input process, unanimous approval by the MMAC and Planning Commission, and significant benefits this Ordinance and subsequent projects will provide.

The Planning Commission recommended a comprehensive traffic/circulation study for McKinleyville. While I live in Fieldbrook, I am in McKinleyville three or four times every week - shopping, eating, walking my dog, and attending weekly Mad



River Rotary meetings. The recommended traffic study makes so much sense, not just because of the Town Center Ordinance, rather traffic patterns and safety issues now. I urge you to commission such a study to guide not only what happens with Central Avenue, but other arterial streets in McKinleyville.

**LifePlan Humboldt** - As already mentioned, LPH will provide a new and critically-needed senior living option in our community. It will be resident-led and beautifully done. LPH will also contribute to public infrastructure by continuing the Midtown Trail through the Humboldt Commons campus, and constructing a landscaped bike trail & sidewalk along their entire 1,320 feet of Hiller Road, voluntarily extending that trail and sidewalk all the way to Central Avenue. LPH is a nonprofit with schedule commitments and limited funding. LPH has already been hit with significant cost increases, and further delays will add to that. Please do not compromise this important project.

Sincerely,

Carol Rische  
Fieldbrook Resident



**From:** [Damico, Tracy](#)  
**To:** [COB](#)  
**Cc:** [Planning Clerk](#)  
**Subject:** FW: McKinleyville town center ordinance and EIR  
**Date:** Tuesday, October 07, 2025 9:26:07 PM

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More public comment.  
Please do not reply all.  
Thanks – Tracy

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**From:** Laurel Stiffler <[thisislaurel@gmail.com](mailto:thisislaurel@gmail.com)>  
**Sent:** Tuesday, October 7, 2025 1:13 PM  
**To:** COB <[COB@co.humboldt.ca.us](mailto:COB@co.humboldt.ca.us)>  
**Subject:** McKinleyville town center ordinance and EIR

**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

I am a 76 year old homeowner in McKinleyville and a donor and volunteer with Life Plan Humboldt. As I have no family member to look out for me as I age, I am counting on Humboldt Commons to be my final residence. I'm prepared to move in as soon as they open.

I know this community will be good for McKinleyville in every way and I urge you to support the quick passage of any motions that will secure this.  
Thank you,  
Laurel Stiffler 1956 Elmwood Pl



**From:** [Rees Hughes](#)  
**To:** [Planning Clerk](#)  
**Subject:** Comment on McKinleyville Town Center DEIR  
**Date:** Tuesday, October 07, 2025 4:17:00 PM

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October 7, 2025

I wish to add my comment to and support for the Draft EIR regarding the McKinleyville Town Center. McKinleyville is home to my niece and nephew and to a house in which my wife and I share ownership. In addition, we have a future interest in living in the proposed Life Plan Humboldt community.

We appreciate the thoughtful efforts of the McKinleyville Municipal Advisory Committee to propose the Town Center as the much-needed focal point for social and community interaction. We value the emphasis on pedestrian and bike travel (an especially attractive feature given the proximity to the Life Plan development). We further appreciate the mitigation of the existing wetlands in the area.

It is worth noting that seniors residing in Life Plan Humboldt will be relatively less reliant on cars and will have far fewer traffic implications than any other development of this size and scale. Life Plan will generate consistent support for future mixed-use development while minimizing traffic impact.

This larger plan is an important complement to the appeal of the Life Plan development. It is imperative that there be a timely review and adoption of the EIR and Q Zone Ordinance, which is essential for Life Plan Humboldt to move forward. Life Plan Humboldt is a nonprofit with time bound and limited funding . . . and delays are very costly.

Thank you.

Rees Hughes  
Arcata, CA 95521

Re: McKinleyville Town Center Ordinance

October 8, 2025

Dear members of the Board of Supervisors,

My name is Ira Blatt and I have lived in Humboldt County since 1973-over 50 years. I am writing this letter in support of the town center ordinance for McKinleyville and Life Plan Humboldt's project of Humboldt Commons.

We all may want to stay in our homes as we age, however that is not usually possible due to illness or frailty.

I'd like to be able to choose the senior community that LPH is proposing to build. This will not be another assisted living facility. Life Plan Humboldt's Humboldt Commons will be a resident led "aging in place" community providing a spectrum of services in a safe, secure, and environmentally responsible setting for independence, socialization, personal growth, community involvement and intellectual stimulation.

LPH's Humboldt Commons will draw people from throughout Humboldt County and beyond who wish to lead an active life in an interactive, stimulating environment throughout their senior years. There is no other nonprofit of this kind within 200 miles. I hope you will support the town center ordinance.

Sincerely, Ira Blatt

1060 D St.

Arcata, CA 95521



**From:** [Rhonda Geldin](#)  
**To:** [Planning Clerk](#)  
**Subject:** Support of Life Plan Humboldt  
**Date:** Wednesday, October 08, 2025 4:42:31 PM

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Dear Planning Commission and Humboldt County Board of Supervisors,

Thank you for the opportunity to leave a comment in support of Life Plan Humboldt and the future home of 'Humboldt Commons'. I have been excited about this project since its inception. A true grassroots community effort of dedicated staff and volunteers have gotten us to where we are today and this next step is crucial.

PLEASE approve the EIR and give this project the 'green light' and support that it deserves. I know of so many seniors who would have moved into this senior community years ago if they had had the chance and are still hoping that the project won't have to suffer further delays.

How fortunate that Life Plan Humboldt would be one of the first new developments in the Town Center which would be a big boost for our community and the local economy.

Thank you again for taking the time to read this letter of support. Your thoughtful attention to this project and its success is most appreciated.

Kind Regards,  
Rhonda Geldin  
LPH Ambassador

[Sent from Yahoo Mail for iPad](#)

Humboldt County Board of Supervisors

Re: Public Hearing 10/20/25 on EIR and McKinleyville Town Center Ordinance

I am a resident of McKinleyville and President of the Life Plan Humboldt board of directors. I am 73 years old and getting to the point where it is getting harder for me and my husband to take care of my 3 bedroom home on 2 ¼ acres. We are ready to downsize but options here are limited and like many other seniors, we do not want to leave Humboldt.

I have been working as a volunteer almost full time for 5 years on Life Plan Humboldt because I and many seniors in our community need an alternative where we can live independently but easily stay connected to others and get help as needed. While working as a family doctor here for 28 years I saw first-hand the heartbreak when people cannot return to their homes after a health crisis because they cannot handle stairs or get into their shower. I saw the isolation that ensued once they could no longer drive. Residents of Humboldt Commons, the community LPH is developing in the McKinleyville Town Center, will not have to get in their cars to socialize and get their basic needs met. All the homes in Life Plan Humboldt will be suitable for people who are mobility challenged. There is currently no such resident-driven life plan community within 200 miles.

The development of Humboldt Commons is truly a grass roots effort with over 10,000 hours reported by volunteers in the last 34 months. We have raised \$3.2 million dollars locally. We are grateful for your past support and to folks at North Edge Finance who have arranged a \$6.7 million loan pool for Life Plan Humboldt to draw on to purchase the property and cover expenses until we get our bond financing for this \$60 million dollar project. Contributors to the loan fund include Headwaters Fund, Humboldt Area Foundation, RDEC, North Edge and Community Visions.

We are working with a local contractor, Pacific Builders. That will keep construction jobs local. Humboldt Commons will be the first new



development in the McKinleyville Town Center, bringing to life the vision of the community and serving as the economic driver for retail and mixed used development there.

Life Plan Humboldt is poised to begin final construction plans for Humboldt Commons once the Town Center Ordinance is adopted by the BOS and EIR is certified. We have struggled to keep costs down so that Humboldt Commons is affordable for mid-income seniors. Our budget is tight. We simply cannot afford a delay. The Town Center Ordinance has been carefully crafted over 5 years with ample public input and deserves to be adopted without delay by the Board of Supervisors.

Sincerely,

Ann Lindsay, MD

McKinleyville CA

707 267 4741

**From:** [carol.newman](#)  
**To:** [COB](#)  
**Subject:** Road Diet for Central Ave in McKinleyville, Ca  
**Date:** Thursday, October 09, 2025 1:46:32 PM

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Dear Clerk of the Board and the Board of Supervisors,

It is uncommon for me to comment about McKinleyville issues but I feel strongly about this issue. I have lived in McKinleyville for 48 years. I live directly off Central Ave, I can see from my kitchen window. I have biked in many times for years several times a week. I have walked it 5 days a week From Bartow Road (south end of town) to Starbucks (just past Heartwood Drive.) I have driven it most days. I know Central Ave.

I feel strongly that Central Ave needs a road diet. It is so dangerous. So many people are in a hurry and unaware of cyclists and pedestrians including me. I don't fully blame them because the road is set up for failure the way that it is now. People will and are getting hurt. Although I wasn't hit on Central, I was hit on my bike during the day at a 4 way stop in front of the high school. The driver said that he didn't see me.

I used to work as a nurse at a local hospital. Unfortunately mistakes happen. My supervisor said that we don't come to work expecting mistakes but if we set up a system where we have checks and balances to help avoid mistakes, they will happen less.

Please do the right thing. McKinleyville is growing. Seniors will soon be moving to the Town Center area. Middle schoolers use Central to come and go. More cars will be on the road. Mistakes/car accidents will happen. Let's set up system where our loved ones from little ones to seniors are safer!

Thank you for your time. Our community deserves to be safer.

Best,

Carol Newman  
1628 Bartow Road  
McKinleyville, CA



**Subject: Acceptance and Approval of the Final Environmental Impact Report (FEIR) - A Volunteer's Perspective - McKinleyville Town Center Zoning Amendment Ordinance**

Record No.: PLN-2020-16567

Meeting : October 20, 2025

**To:** McKinleyville Municipal Advisory Committee, County of Humboldt Planning Commission, and County of Humboldt Board of Supervisors

Dear Committee Members, Commissioners, and Supervisors,

I am writing as a community **volunteer** and strong supporter asking you to formally **accept and approve** the Final Environmental Impact Report (FEIR) for the McKinleyville Town Center Zoning and the Life Plan Humboldt (LPH) project, just as staff recommends. I appreciate the hard work behind this report and urge you to adopt it quickly for the benefit of our community.

As I see it, this approval aligns perfectly with Life Plan Humboldt's goals and brings significant benefits:

- **Thoughtful Planning:** The proposed zoning has been developed over the last **5 years** by the McKinleyville Municipal Advisory Committee with extensive **public input**.
- **Active Transit & Climate Goals:** The new town center will be a focal point that **encourages walking and biking**, aligning directly with the **Humboldt Climate Action Plan** goals for in-fill development.
- **Addressing Housing Needs:** LPH is a huge win! It's the first new Town Center development, boosting the economy, and as residents move in, their current homes will be **opened up for working families**. Plus, LPH is partnering with Rural Community Housing to build rental apartments for **low-income seniors**, directly addressing the serious rise in senior homelessness.
- **Public Infrastructure:** LPH is contributing significantly by continuing the **Midtown Trail** through its campus and building a bike trail and sidewalk along all of Hiller Road, **voluntarily extending it all the way to Central Avenue**.

LPH will be a vital, beautifully landscaped senior community whose residents will be relatively less reliant on cars. I understand the FEIR might mention some localized, unmitigated noise concerns. However, **given the substantial community benefits and the localized nature of this concern, I urge the Board to adopt a finding that the benefits of the Q Zone and LPH override this concern, effectively reducing the noise designation to less than significant when weighed in the full context of community planning and progress.**

Please understand that **timely review and adoption of the FEIR and Q Zone Ordinance is essential for Life Plan Humboldt to move forward**. As a nonprofit with time-bound funding, further delay would seriously threaten this project's success. They have been planning and building community support for 5 years and are ready to start construction the moment the FEIR is adopted.

**Approving this designation is a vote for an inclusive, sustainable, and vibrant future.** Please give this project your swift approval.

Sincerely,  
Shauna McKenna  
Life Plan Humboldt Volunteer

**From:** [Keri Lockard](#)  
**To:** [COB](#)  
**Subject:** McKinleyville resident thoughts on proposed changes  
**Date:** Wednesday, October 01, 2025 11:23:35 AM

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Hello,

I am unable to make the meeting tonight but I wanted to share my thoughts on the proposed changes to Central Ave. I moved to McKinleyville with my family following our loss of everything in Paradise in the Camp Fire in 2018. Prior to the fire, Paradise did exactly what you are considering doing to Central Ave. The main road in Paradise went from 4 lanes down to 2, and parking along with concrete planters were put in. The intention echoes the same intention of the proposed changes to McKinleyville-create a more town center feel that encourages people to walk and shop, etc. It was a great idea at the time, however no one could have predicted what would happen in the event of a disaster and town evacuation.

The loss of the additional lanes created a bottleneck for the entire town trying to evacuate. We were in our car for over 4 hours trying to get out and at one point I had to abandon my car because it actually caught on fire. I was a sitting duck, with nowhere to go. The concrete planters made it impossible for cars to drive on sidewalks or anything like that.

I know that McKinleyville has more exit points with 101 being right there, however, in the event of an emergency no one will be thinking clearly and there will be mass panic. Losing lanes of traffic that could be used for evacuation if necessary is not a good idea. I implore you to consider this. We live in Earthquake central and the likelihood that a natural disaster will occur is high.

Thank you for your consideration of my thoughts.

Keri Lockard



**From:** [Lacey Lyons](#)  
**To:** [COB](#)  
**Subject:** McKinleyville Town Center Questions  
**Date:** Wednesday, October 01, 2025 10:50:15 AM

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I won't be able to make the meeting tonight as I have to work. But my friend and I were talking about this, and she brought up the very good point about emergency evacuations in the event that something happens. Are there any projections for if there is a catastrophic event and how this would affect evacuation times? My understanding was they did something similar to this in Paradise, and it may have contributed to their inability to evacuate efficiently.

Thank you in advance for your time and consideration.

Sincerely,  
Lacey Lyons

**From:** [Kathy Anderson](#)  
**To:** [COB](#)  
**Subject:** McKinleyville Town Center  
**Date:** Sunday, October 05, 2025 12:17:05 PM

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As a longtime resident of McKinleyville, I fervently object to the Town Center Plan as it exists.

Kathy Anderson  
3150 Halfway Ave.  
McK, CA 95519

**From:** [Damico, Tracy](#)  
**To:** [Planning Clerk](#)  
**Cc:** [COB](#)  
**Subject:** FW: Central avenue  
**Date:** Tuesday, October 07, 2025 9:28:25 PM

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More public comment.  
Please do not reply all.  
Thanks – Tracy

-----Original Message-----

From: Brenda Patrick <brendapatrick813@gmail.com>  
Sent: Tuesday, October 7, 2025 11:30 AM  
To: COB <COB@co.humboldt.ca.us>  
Subject: Central avenue

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Sent from my iPhone

I have lived In old Heartwood for the last 29 years. I don't want central avenue going down to 3 lanes, it would be horrible. They laid fiber optic lines down central a while back and we went down to two lanes, was awful!!! Traffic was so backed up. People tried to go around and went through the subdivision way too fast! Horrible Idea!!  
Brenda Patrick



**From:** [Damico, Tracy](#)  
**To:** [COB](#)  
**Cc:** [Ford, John](#); [McClenagan, Laura](#)  
**Subject:** FW: McKinleyville Central Ave Plan  
**Date:** Tuesday, October 07, 2025 10:58:26 AM

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FYI. Public comment for the McKinleyville Town Center  
Please do not reply all.  
Thank you –  
Tracy

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**From:** Brian O Sollom <brian.sollom@cummins.com>  
**Sent:** Tuesday, October 7, 2025 10:22 AM  
**To:** COB <COB@co.humboldt.ca.us>  
**Subject:** McKinleyville Central Ave Plan

**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

To Whom It May Concern,

I am writing this letter to express my displeasure at the idea of Central Ave being reduced from four lanes of traffic down to two. I've lived in McKinleyville for over 40 years and this idea is nonsense. We already have significant traffic during the high traffic times in the AM and PM and we don't need to exacerbate this with a lane reduction traffic diet plan. Please keep Central Ave the way it is through town at this time.

Sincerely,

**Brian O Sollom**  
*Branch Manager*

[brian.sollom@cummins.com](mailto:brian.sollom@cummins.com)

Cummins Inc.  
5150 Boyd Road  
Arcata, California 95521  
United States

Date: 10/3/2025

To: Humboldt County Board of Supervisors  
From: Daniel Nugent, McKinleyville Resident  
Re: Comments on McKinleyville Town Center

Hello Supervisors,

I am writing as a McKinleyville resident about aspects of the proposed McKinleyville Town Center plan. While I support the idea of increasing housing in the McKinleyville area, I have objections to two parts of the plan that I believe would not be beneficial to the majority of residents in our community.

#### Dense Housing Without Enough Parking

The current Q-Zone plan allows for significantly increased residential density, but it removes minimum parking requirements. This could be a big mistake in a town like McKinleyville where most people drive in order to get to work, school, shopping, and other activities. Unfortunately, not everyone has the time or ability to bike or walk everywhere as the plan seems to assume. We are a rural community, and cars are a necessity for busy people who have many places to be and not a lot of time. If you approve new housing without requiring developers to provide on-site parking, nearby neighborhoods will suffer from overcrowded streets, blocked driveways, and safety issues. Recently, Arcata residents have seen this become an issue with the recent opening of the new campus dorms in Arcata. I strongly urge the County to require sufficient parking for all new housing.

#### Reducing Central Avenue from Four Lanes to Two Lanes

The plan also discusses a road diet that would narrow Central Avenue to two lanes to make space for bike lanes or wider sidewalks. Central Avenue is already congested, and it serves as the main route to many neighborhoods in McKinleyville. Reducing it to two lanes would create bottlenecks, and delay emergency vehicles and drivers who rely on it daily. There is already significant congestion along Central Avenue at certain times of day and reducing it to two lanes will create issues not just in the town center area, but throughout all the streets that connect to Central Avenue. Again, this idea seems to assume everyone will walk or bike, but that's just not realistic for all of your constituents. A possible solution to improve bike and pedestrian safety along Central Avenue would be to increase maintenance of the sidewalks and trail that already exist. Keeping these areas clear of vegetation would improve both the user experience and the appearance of Central Avenue.

I know there has been a lot of work put into this plan over the years, but most citizens don't have the time to attend long meetings or may not even realize these decisions are being made until they're finalized. Please do not approve dense housing without sufficient parking, and do not reduce Central Avenue to two lanes without considering how this change will affect the surrounding neighborhoods. Thank you for your time and for considering the concerns of all McKinleyville residents.

**From:** [Deborrah Egbert](#)  
**To:** [Planning Clerk](#); [COB](#)  
**Subject:** October 20th special meeting about MMAC planning committee lane reduction  
**Date:** Tuesday, October 07, 2025 12:51:44 PM

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

To whom it may concern,

My name is Deborrah Egbert, I have been a resident of McKinleyville, CA since 1990. I graduated high school in McKinleyville, and have worked for over 24 years in McKinleyville, along with raising all 3 of my kids in McKinleyville. I am against the lane reduction that is being proposed. As someone coming from north end of town and needing to cross traffic, turning left, to get to work. I would not be able to do this under the current plan. Is it the end of the world, no, but inconvenient, and would force me to take alternate routes to get to work. My choices would be go to light past work and turn around. I could also take Mck Ave (increasing traffic) then take Heartwood (increasing traffic) to turn at the light to get to work. I also still don't understand how putting bicyclists/pedestrians in the middle of traffic is safer? Anyone who remembers the 2 lane traffic not too long ago when work was being done should not be in favor of this, it was crazy, and did not help flow of traffic. It's also concerning that taking alternate routes would increase traffic in neighborhoods that are not made to handle the increase, and may add risk to pedestrians in said neighborhoods. Hoping this plan is not approved to continue to the next stage and they are sent back to the drawing board to consider other options, instead of pushing ahead their agenda.

Thank you for your time,  
Deborrah Egbert, RDH

[Sent from Yahoo Mail for iPhone](#)



**From:** [Damico, Tracy](#)  
**To:** [Planning Clerk](#)  
**Cc:** [COB](#)  
**Subject:** FW: Central lane reduction  
**Date:** Tuesday, October 07, 2025 9:20:50 PM

---

More public comment.  
Please do not reply all.  
Tracy

-----Original Message-----

From: Kallianne Turner <kaliannet24@gmail.com>  
Sent: Tuesday, October 7, 2025 2:02 PM  
To: COB <COB@co.humboldt.ca.us>  
Subject: Central lane reduction

Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Good afternoon,

I am a resident of McKinleyville and am seriously opposed to reducing the lanes of central avenue as that is the main thoroughfare.

Sincerely,

Kallianne Turner

**From:** [Damico, Tracy](#)  
**To:** [Planning Clerk](#)  
**Cc:** [COB](#)  
**Subject:** FW: Central Avenue, McKinleyville  
**Date:** Tuesday, October 07, 2025 9:25:13 PM

---

More public comment.  
Please do not reply all.  
Thanks – Tracy

---

**From:** Kimberly Turner <kimbertlc05@gmail.com>  
**Sent:** Tuesday, October 7, 2025 1:16 PM  
**To:** COB <COB@co.humboldt.ca.us>  
**Subject:** Central Avenue, McKinleyville

**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

We are opposed to Central Avenue going to three lanes. We are already heavily impacted with traffic both at home and at our business. Our wait time to pull out of our driveway is long and we don't see a positive outcome with this plan.

Sincerely,

Loren and Kimberly Turner

1070 Turner Rd, McKinleyville, CA 95519

**From:** [Damico, Tracy](#)  
**To:** [Ford, John](#); [McClenagan, Laura](#)  
**Subject:** FW: Central Avenue, McKinleyville  
**Date:** Tuesday, October 07, 2025 11:00:10 AM

---

Hello –  
More public comment for review.  
Thanks-  
Tracy

---

**From:** Yolynn StJohn <yolynn.stjohn@gmail.com>  
**Sent:** Tuesday, October 7, 2025 10:09 AM  
**To:** COB <COB@co.humboldt.ca.us>  
**Subject:** Central Avenue, McKinleyville

**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

I oppose the Central Avenue lane reduction plan.

Having lived in McKinleyville for years, I've witnessed numerous instances of road construction or medical emergencies causing significant traffic backups. These situations create clear safety hazards for both drivers and pedestrians.

Please do not allow this project to move forward.

Thank you for your time,

Yolynn StJohn

**From:** [Amanda Turner](#)  
**To:** [COB](#)  
**Subject:** Central Avenue  
**Date:** Wednesday, October 08, 2025 4:55:14 PM

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

To whom this may concern,

My name is Amanda Steele, I've been a resident of McKinleyville for 35 years . I'm writing this email to express my major concerns with the proposal to reduce central avenue to three lanes. The traffic in McKinleyville throughout the day is busy and impacted with the current four lanes. Reducing to three lanes would cause congestion , impatient/frustrated drivers and unfortunately, with that comes the likelihood of traffic accidents. The lack of lanes will then impact emergency personnel to respond to accidents and emergency calls throughout the community.

I live on Turner Road in Mckinleyville, these projected changes will greatly impact the ability and safety in turning onto Central in either direction. I believe with this Projected change the left turn lane onto Turner Road will be eliminated. That turn lane was added many, many years ago due to traffic accidents, one resulted in a fatality. I'm not willing to risk the safety of my family for this change to be made. I am completely against this proposal.

-Amanda Steele



**From:** [Damico, Tracy](#)  
**To:** [COB](#); [Planning Clerk](#)  
**Subject:** FW: NO against three lanes on Central Ave. in McKinleyville  
**Date:** Wednesday, October 08, 2025 7:38:38 AM

---

More public comment.  
Please do not reply all.  
Thanks – Tracy

---

**From:** Brandie Ford <[brandie@pacificearthscape.com](mailto:brandie@pacificearthscape.com)>  
**Sent:** Wednesday, October 8, 2025 6:57 AM  
**To:** COB <[COB@co.humboldt.ca.us](mailto:COB@co.humboldt.ca.us)>  
**Subject:** NO against three lanes on Central Ave. in McKinleyville

**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

To whom it my concern,

As a 28 year resident and local business owner in McKinleyville, I would like to express my opinion of why Central Ave. in McKinleyville should not be reduced to three lanes.

Due to the increase of population in McKinleyville over the years, during peak hours Central Ave. is already experiencing traffic with the current number of lanes that exist. If the lanes reduce and traffic increases even more, drivers will start utilizing McKinleyville Ave. as an alternative to get through town. McKinleyville Ave. is full of student pedestrians and drivers due to Morris Elementary and McKinleyville High Schools. Increasing road traffic to that area is a dangerous and careless idea.

I vote NO on this proposal to decrease lanes on Central Ave.

Sincerely,

*Brandie Ford*, President/Office Manager



[www.pacificearthscape.com](http://www.pacificearthscape.com)

1225 Central Ave., #11, McKinleyville, CA 95519

Ph. (707) 840-9442 Fax (707) 840-9441

**[Click here to send me a SECURE EMAIL](#)**

**From:** [Meghan Butcher Rickson](#)  
**To:** [COB](#)  
**Subject:** Against Central Ave reduction to 3 lanes  
**Date:** Wednesday, October 08, 2025 11:28:44 PM

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

My name is Meghan Rickson and I am against reducing Central Ave to 3 lanes. It will slow down traffic and people will be speeding down McKinleyville Ave to try to cut traffic. Too many people & pets & homes on those streets. Also, what will become of all the parking spaces that are there for these businesses now? It makes no sense. This can't happen. Please don't let this happen!

Thank you for your time in this matter.

Meghan Rickson  
1650 Hannah Ct.  
McKinleyville, CA 95519

[Yahoo Mail: Search, Organize, Conquer](#)

**From:** [Charles Brown | TJS Leasing and Holding Co. Inc.](#)  
**To:** [COB](#)  
**Subject:** Mckinleyville Lane Reduction.  
**Date:** Thursday, October 09, 2025 1:18:09 PM

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Complete stupidity. That's about all I have to say. I'll support anyone running against whoever votes for this.

THANK YOU

Please remember to **CC [Dispatch@TJSAmerica.com](mailto:Dispatch@TJSAmerica.com) on all load Information**

**Charles Brown, President + COO**

TJS Leasing & Holding Company, Inc.

T: 707.269.2420

C: 707.599.2237

F: 707.269.2424

E: [cbrown@tjsamerica.com](mailto:cbrown@tjsamerica.com)

W: [www.TJSamerica.com](http://www.TJSamerica.com)

Corporate Headquarters:

1850 Murray Rd.

McKinleyville CA. 95519



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**From:** [Coral Shell](#)  
**To:** [COB](#)  
**Subject:** Town center proposal  
**Date:** Thursday, October 09, 2025 2:25:42 PM

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Hello, I would like to put it out there that I am very against this reduction to two lanes on Central and so is every person I know that has heard about it! I get that more businesses want foot traffic in the "town center", but it will be so congested that most people will probably do the opposite and avoid it all together, the same way most do with Arcata because it is nightmare to drive around. How about focus on making mckinleyville safer and more pedestrian friendly by putting sidewalks in in areas where there aren't any or maintaining current sidewalks better. I have two kids that can't even walk home from school safely because of the lack of sidewalks or maintenance on them. If you want to make mckinleyville better please consider this instead of making central avenue a nightmare to drive down.

[Yahoo Mail: Search, Organize, Conquer](#)

**From:** [Dale Romanini](#)  
**To:** [COB](#)  
**Subject:** Central Avenue lane reduction  
**Date:** Thursday, October 09, 2025 2:30:52 PM

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To Board of Supervisors

I am writing my objections to the McKinleyville Central Avenue lane reduction. Reducing the number of lanes will create traffic congestion and drivers frustration. The traffic congestion will make it harder to enter and exit the businesses with driveways along Central. I am a frequent walker on central Avenue and I rarely see bicyclists. This project is being driven by a small special interest group that doesn't care about the congestion that comes with the lane reduction. The speed limit should be reduced to 25 mph This lane reduction would divert traffic to Mckinleyville Avenue which is not designed as a main thoroughfare. The eastern side of Central Avenue has the Bridal Trail which meanders and could be improved for pedestrians and cyclists. The west side has landscaping which is just a high maintenance weed patch that could be better utilized. A temporary implementation of this plan should be done before anything permanent is approved. Thank you

Dale Romanini  
Sent from my iPad

**From:** [Dusty Henson](#)  
**To:** [COB](#)  
**Subject:** NO ROAD DIET  
**Date:** Thursday, October 09, 2025 12:21:44 PM

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Hello,

As a 45+ year resident of McKinleyville, the road diet will not only create innumerable traffic issues, it will push people like myself to shop in Eureka instead. Nobody that I personally know, who lives in McKinleyville, thinks this is a good idea. Most people are completely unaware of this horrible plan, and are shocked when I tell them about it. Several have said they will be moving out of McKinleyville if this happens. Traffic is already quite heavy, and often both lanes heading North or South are almost full. You might think this will force people to walk, or bike, but in reality many residents live too far from town for that to be practical. In addition to distance challenges, it rains here quite heavily for months. Walking and biking and while carrying enough groceries to feed a family, is not a reality. It isn't right to cater to elderly people just because you are building elder care facilities close to shopping. We do not want to be a 15 minute wannabe "city." We are a small town "village" if you will, and most people live here because they do not want to live in a place like Eureka or Arcata. This ridiculous road diet will harm McKinleyville businesses and force people to avoid the town center altogether. If you took a vote from residents, I have zero doubt this plan would receive a resounding no. I ask that you respect the vast majority of the residents I know, including my large family who all are long term residents of McKinleyville, and not move forward with this plan Thank you.

Dusty Henson  
707-834-2931

10-9-2025

HUMBOLDT COUNTY BOARD OF SUPERVISORS

To the Humboldt County Board of Supervisors,

As a 28-year resident of McKinleyville, I would like to voice my opposition to the proposed Town Center Project which includes the narrowing of Central Avenue.

McKinleyville has seen many changes during my time here and growth has happened beyond what anyone could have foreseen.

There are issues facing McKinleyville such as lack of business diversity, homeless, drugs and exploding low-income residents who don't pay taxes to live here and don't contribute to the flourishing of this community. It is no longer safe.

Approximately 10 years ago a traffic study showed there were about 10,000 vehicle passes a day on Central Avenue. Millions were spent to widen Central Avenue and create bike lanes and pedestrian sidewalks. Now they want to reduce drivability by reducing Lanes which will not only create traffic backup entering town from all directions but will also increase accidents and decrease ease of use by all emergency responders. This Lane reduction will also force people to use alternate roads which will increase congestion in residential areas and around our schools where there is huge pedestrian traffic.

We also don't need housing for 6,000 residents in a marsh area behind Safeway which will no doubt be low-income. This area is already plagued by homeless, drug activity and other crime. It is all blatantly visible.

This Project will do nothing to support and grow businesses in this community because people from McKinleyville and surrounding areas will not want to travel Central Avenue and be a part of increased congestion and crime. The McKinleyville Shopping Center already has continuing vacancies.

I urge you, the Humboldt County Board of Supervisors to vote "NO" on this Project.

Thank you,  
Emily Christie

**From:** [Megan Sundberg](#)  
**To:** [COB](#)  
**Subject:** Central Ave McKinleyville  
**Date:** Thursday, October 09, 2025 1:50:54 PM  
**Attachments:** [image001.png](#)

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

To whom it may concern,

I am writing as a concerned resident of McKinleyville to express my opposition to the proposed plan to reduce vehicle lanes in our town.

While I understand the intention behind such initiatives—whether to promote walkability, biking, or environmental benefits—I believe that reducing traffic lanes could have several unintended negative consequences for our community. These include:

- **Increased congestion** on remaining lanes, especially during peak hours.
- **Delays for emergency vehicles**, school buses, and delivery services.
- **Negative impact on local businesses** that rely on convenient access and parking.
- **Potential safety concerns** due to bottlenecks and frustrated drivers.
- 

Thank you for your time and for considering the voices of those who rely on these roads daily.

Sincerely,

Megan Sundberg



**Megan Sundberg – License #4455055**

K. David Insurance Agency, Inc. | Account Executive

O: 707-822-2421 | F: 707-822-4070

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Thank you!

**From:** [Melissa](#)  
**To:** [COB](#)  
**Subject:** Letter in Opposition to Lane Reduction on Central Ave  
**Date:** Thursday, October 09, 2025 3:32:37 PM

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Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Hi Tracy,

I saw a flier that I said could reply to this email to share concerns with the Central Ave lane reduction. I own a home in and am a permanent resident of McKinleyville. I am a mother of two young school aged children, so we are out and about driving during peak times on a daily basis. I have a good sense intuitively of what the traffic would be like if the lanes were reduced to one lane. I don't think it's a good idea.

We also are building more housing that will cause additional traffic to what we have now. I can't imagine reducing to one lane would be a good solution to the long term planning of our community and I strongly oppose it. I hope you consider those in the community who have spoken out against this plan in deciding how to proceed.

Thank you for your public service and for considering my feel back.

Regards,

Melissa Hayes  
(916)801-9667

**From:** [Melissa Morrison](#)  
**To:** [COB](#)  
**Subject:** Strong Opposition to Reducing Central Avenue to Two Lanes  
**Date:** Thursday, October 09, 2025 2:47:37 PM  
**Attachments:** [image001.jpg](#)

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Good Afternoon,

I am writing to express my strong opposition to the proposal to reduce Central Avenue from four lanes to two. As a resident and regular commuter in the area, I believe this change would have significant negative impacts on traffic flow, public safety, and neighborhood quality of life.

Central Avenue is one of the busiest thoroughfares in our community. During peak hours, traffic is already heavily congested, and reducing the number of lanes would only worsen this situation. Slowing down the main artery of our city would inevitably lead to longer commute times, frustrated drivers, and increased risk of accidents due to stop-and-go conditions.

In addition, this change would force more vehicles to detour through nearby residential streets in an attempt to avoid the congestion. This not only poses a danger to children and pedestrians in those neighborhoods but also increases noise, pollution, and wear-and-tear on roads that are not designed for heavy traffic volumes.

A decision like this would not only inconvenience thousands of daily commuters, but it would also disrupt local businesses that rely on steady, accessible traffic. The ripple effects of this change would be widespread and detrimental to the community as a whole.

As a parent to two young children in the McKinleyville Schools. I can't imagine having only two lanes on Central Avenue when parents are trying to drive their kids to school.

I urge you to reconsider this plan and explore alternative solutions that improve traffic safety and flow without compromising the efficiency of a critical roadway like Central Avenue.

Thank you for your time and attention to this matter.

***Thank-You***

**Melissa Morrison**  
***GR Sundberg, Inc***  
***5211 Boyd Road***  
***Arcata, CA 95521***  
***707-825-6565 Phone***  
***707-825-6563 Fax***



**From:** [Pattie Shumard](#)  
**To:** [COB](#)  
**Subject:** Lane reduction  
**Date:** Thursday, October 09, 2025 3:41:33 PM

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Tracy D'Amico and others who may be concerned,

I would like to go on record to be opposed to the proposed lane reduction on Central Ave in McKinleyville.

The senior housing project should provide its own area for walking or outdoor activities. The entire community should not be sacrificed for their walking pleasure which may not even happen considering our weather.

Also a big issue is children safety which seems to always put on the back burner. This lane reduction would result in increased traffic on Murray Rd. and McKinleyville Ave. These streets are home to two schools and numerous children traveling on them. More traffic, more speeding. Seniors are great but kids are our responsibility, our future and should come first. More traffic in residential areas will be detrimental to our Community and lower property values for the residents experiencing increased traffic.

Keep Central Ave. as our central area of traffic by not reducing the amount of lanes.

Thank you ,  
Patricia Shumard  
2965 Fortune St.  
McKinleyville, CA 95519  
Lpshoo2@yahoo.com  
707-839-3664

[Sent from Yahoo Mail for iPad](#)



**From:** [Pat Barsanti](#)  
**To:** [Planning Clerk](#)  
**Cc:** [Yandell, Rodney](#)  
**Subject:** RE: Public Notice: McKinleyville Town Center Ordinance Hearing (Oct. 20, 2025)  
**Date:** Thursday, October 09, 2025 10:17:26 AM

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

My Name is Patrick Barsanti, and I live on North Park Lane which intersects with McKinleyville Avenue. I have lived in McKinleyville for over 40 years.

As a former member of the McKinleyville Municipal Advisory Committee, others and I worked for several years to come up with a plan that would reduce accidents on Central Avenue. The County Planning and Public Works Departments facilitated many meetings, and everyone with special interests attended. A safety grant was obtained, and the project was funded and constructed. Based upon my knowledge the project has greatly reduced the number of accidents from many to only a few.

I am strongly against the traffic calming project on Central Avenue. The traffic study that was completed ten years ago indicated that there were approximately 10,000 vehicles per day using Central Ave. McKinleyville's population keeps increasing, and there are plans for many more residents.

Money and time were already spent improving Central Avenue. Let's improve the other streets and sidewalks that are being neglected.

McKinleyville Avenue and Railroad Avenue are heavily travelled, and the streets and sidewalks are sub-standard, and dangerous. Please help us upgrade these.

**NO ON CENTRAL AVENUE DIET!!!!**

**From:** [Rita McAtee](#)  
**To:** [COB](#)  
**Subject:** Central Avenue road diet  
**Date:** Thursday, October 09, 2025 8:30:51 PM

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**Caution:** This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

I am writing to say I am against the CENTRAL ROAD DIET in McKinleyville. I have lived in McKinleyville all of my 72 years. From a two lane highway going through town to a two lane road to a four lane and a turn lane. I can say without hesitation that the four lane seems to work the best for the traffic we now have. Just drive on Central around 4 to 6 pm and you will see for yourself. With all the building that is planned, there will be much more traffic.

How are the emergency vehicles supposed to get around. It will be very difficult. As far as slowing down traffic, a few cameras on the stop lights would go a long way since we don't have law enforcement here to monitor our roads. We have sidewalks, bike lanes and turn lanes which seem adequate for our population.

I would vote (if I could) to leave Central alone. Use the money to fix our roads, clean our drainage ditches, trim the bushes on the sidewalks we have. Put sidewalks on the other main roads like McKinleyville Avenue and School road.

Thank you for your time,

Rita McAtee  
McKinleyville, CA

[Sent from Yahoo Mail for iPad](#)

**From:** [Erin Macpherson](#)  
**To:** [COB](#)  
**Subject:** Changing of central  
**Date:** Thursday, October 09, 2025 8:13:27 PM

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Caution: This email was sent from an EXTERNAL source. Please take care when clicking links or opening attachments.

Hi, my name is Erin, I live in Mckinleyville off of Azalea towards the end.

I am highly against changing central Avenue into two lanes or one lane going each way.

A couple years back when they were doing road construction on Central, Sutter to Azalea to Northbank, became at the thoroughfare of traffic. And this road is not meant to hold more than the coming and going of the people that live out here. It becomes very unsafe. Has most of the road does not have sidewalks and is barely a single lane going each direction.

The proposal of changing Central will cause traffic on side roads, like mine, that weren't meant have traffic to become very congested and unsafe. And let me tell you I will be one of them trying to stay off of Central. I work in Arcata, which means I would try to do my shopping in Arcata rather than trying to fight my way to Eureka natural foods or Safeway, and also including my banking and going to the post office. Businesses on Central will also suffer. I also feel like this will back traffic up onto the freeway during the major coming home from work hour. I am with what seems to be part of a growing group of concerned McKinleyville citizens that are feeling not heard. And feel like this will make central completely unsafe.

I am not for it at all!!

Erin Noel

945 hidden pond lane mckinleyville

Sent from my iPhone