

## Seemann, Hank

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**From:** Trisha Lee [REDACTED]  
**Sent:** Tuesday, March 13, 2018 8:52 PM  
**To:** Seemann, Hank  
**Subject:** Comment by Patricia Lotus Humboldt Bay Trail  
**Attachments:** 1925 Eucalyptus story.eml

March 13, 2013

Dear Hank Seemann,

Please add my words here along with these two press releases I have provided below, to my other comments regarding the Humboldt Bay Trail. These articles, as you know, are about impending legislation to dissolve the NCRA north of Willits and hand the rails to the trail people. This changes the possibilities.

Amazing this came through today, giving us other options to support our having the ability to save the Eucalyptus Trees, and NOT apply herbicides that would leach into the bay. Once we are able to remove the rails for the trails, we can solve this issue of not being able to remove old railroad tracks once and for all.

We now have hope for legislation by Senator McGuire that will allow us to pull out the old Railroad tracks, and put in the Humboldt Bay Trail on that rail location in Segment 7, that is inside the Eucalyptus trees. This will be a win win situation.

The people of Eureka and Humboldt County voted to keep the Eucalyptus trees back in 2008 and 2009 for the Corridor project, and now we have to start all over??? Leave the lovely landscape and wind block people have come to love and appreciate since 1921. All businesses, home owners and renters who are up wind from the Eucalyptus trees, will continue to have the wonderful wind block on these very windy days . In 1921, these Eucalyptus will be 100 years old. We must save them; it is imperative.

Of course, the Eucalyptus trees must continue to be vigorously trimmed on both sides as Caltrans has been doing. My idea continues to be to build an amazingly artistic barrier overhang that blends with the trees and nature, to prevent any falling branches from falling onto anyone on very windy days. The distance from the highway will be further and therefore more safe, and there will be even more distance from the Eucalyptus trees on the new section of the Humboldt Bay Trail

With the information in these new press releases (3-13-18 and 3-13-18) my suggestion becomes even more into a possibility, without having to wrangle with the North Coast Railroad Authority. The timing could not have been more perfect.

Please enter these press releases below from the Times-Standard and Lost Coast Outpost with my other comments, to show changes unfolding to save the environment while expanding our Humboldt Bay Trail. You are even featured in one press release.

Of course I am more passionate than most because Pacific Northwest Railroad Right of Way Agent, who bought up these trails for the railroad in the early 1900's was Grandfather M. Lee Gillogly.

Grandfather helped Great Grandfather Henry Devoy plant these very Eucalyptus trees along the edge of their Dairy Ranch as a wind block, and it has served this purpose every since. The Corridor began to be built in 1924 and was completed in 1925.

We walked on Hilkshari Trail today, before we turned back and the extremely strong winds blew us back to Truesdale. If we had walked 5 more minutes we would have been drenched before catching a bite to eat off the Happy Hour Appetizer menu at the new Tres Picosos Mexican Restaurant for under \$10. Then today we found out the very sad news that Open Door Executive Director Herrmann Spetzler died two days ago on Sunday, March 11, 2018. My best friend worked with him and it hit her very hard. I cried too and I only talked to him in length one time. He died peacefully in his sleep. Hermann's story is in the Lost Coast Outpost Blog dated 3-13-18. Our community lost a remarkable man.

Thank you,

Patricia Lotus  
Eureka, CA  
[REDACTED]

**(UPDATE) END OF THE LINE? State Senator Mike McGuire Drafting Legislation to Dissolve North Coast Railroad Authority, Form 'Great Redwood Trail Agency' to Manage Humboldt, Mendocino Assets**

<https://lostcoastoutpost.com/2018/mar/12/state-senator-mike-mcguire-drafting-legislation-di/>



*Sen. Mike McGuire. File photo: Ryan Burns.*

**UPDATE, 2:56 p.m.:**

Sen. McGuire's office sends us the following statement:

“It’s still very early in the legislative process. We are currently working with a significant number of stakeholders, including interested residents, from every corner of the north coast on a long term solution to the beleaguered 300 mile long rail right-of-way,” McGuire said.

“Our overall goal is to create a world class trail system for the entire length of the line, which would be a destination for locals and outdoor enthusiasts from across the planet. The trail would be a significant economic driver for our region and traverse through some of America’s most scenic landscapes, connecting folks with ancient redwoods, state parks and local trails.

“We are also developing language for a potential freight study, and we want to ensure the continuation of freight and excursion trains where they are currently running.”

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State Senator Mike McGuire's office is drafting legislation that would completely dissolve the North Coast Railroad Authority, the state agency that has run the mostly moribund railroad line between Humboldt County and the Bay Area for nearly 30 years.

In its place, McGuire's draft legislation would create a new state body — the "Great Redwood Trail Agency" — to manage railroad assets between here and Willits. The agency would be charged with railbanking the line and eventually building a multiuse trail on the right-of-way.



*Photo: Friends of the Eel.*

McGuire's draft legislation comes at a time when the North Coast Railroad Authority is facing intense scrutiny from state oversight agencies. In December of last year, the California Transportation Commission called on the state legislature to form a special commission to hash out the future of the authority, whose operating budget comes almost entirely from the sale and lease of publicly owned real estate assets. No trains have run north of Sonoma County for the last 20 years.

In addition, the authority has gone rogue in the last year. Despite being an agency of the state, it has asked the United States Supreme Court to overturn a state Supreme Court decision that held it to state environmental law. The U.S. Supreme Court has yet to decide whether it will hear the petition.

Different drafts of the McGuire bill that would abolish the NCRA are currently circulating among interested parties and policy-makers. They are intended to fill out and amend McGuire's Senate Bill 1029, which at the moment simply calls for adding access for trails along the 300-mile length of the railroad.

But draft amendments to this legislation, two versions of which were obtained by the *Outpost* over the weekend, are much more dramatic.

In each of them, McGuire calls for the complete dissolution of the North Coast Railroad before April 1, 2019. At that time, the railroad north of Willits would be temporarily transferred to Caltrans for two years, during which time the "Great Redwood Trail Agency" would be formed.

It appears that McGuire envisions a seven-person board of directors to run this agency, with two members appointed by the governor, one by the state Senate, one by the Assembly, one each from the counties of Humboldt and Mendocino, and a seventh member appointed by an agency yet to be determined.

The two drafts that the *Outpost* has seen differ only in what to do with the southern half of the line, where some trains are currently operating. In one version, those assets are handed to the Sonoma-Marin Area Rail Transit board of directors, which runs commuter trains along much of the same track. In the other, they're given over to some as-yet-undetermined agency.

In both drafts, the Great Redwood Trail Agency would be given the option of choosing to maintain rail infrastructure on the far northern end of the line, perhaps to lease to excursion operators or short-line freight operations. But it would not be part of the agency's core mission.

McGuire's chief of staff, Jason Liles, could not immediately be reached for comment, but an email to certain stakeholders in the project indicated that the office is serious about moving the conversation toward dissolution.

“The [sic] are still in draft form and need a lot more detail - but they create the structure for the next steps that we will be pursuing in the coming weeks,” Liles wrote.

Hank Seemann, Humboldt County’s deputy director of public works and the point person for the county’s various trail projects, told the *Outpost* this morning that he hadn’t yet had time to review McGuire’s draft legislation. When it was outlined for him, he said that it was too early to know how it might affect the county’s current top trail priority — the completion of the Humboldt Bay Trail between Eureka and Arcata.

Further down the road, though, the changes McGuire proposes could be expanding the regional trail system, Seemann said. It would likely make it much easier to take the trails down to King Salmon, College of the Redwoods — even down to Fortuna and beyond.

“Thinking about the future, it certainly could be a game-changer for expanding the Humboldt Bay Trail.” he said.

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Source: <http://www.times-standard.com/general-news/20180312/capitol-tracker-mcguire-proposal-would-kill-north-coast-railroad-authority>

McGuire proposal would kill North Coast Railroad Authority  
By Ruth Schneider, Eureka Times-Standard  
POSTED: 03/12/18, 7:36 PM PDT

The North Coast Railroad Authority could meet its demise in a draft of legislation being proposed by state Sen. Mike McGuire.

“It’s still very early in the legislative process,” McGuire said in a statement sent to the Times-Standard. “We are currently working with a significant number of stakeholders, including interested residents, from every corner of the North Coast on a long-term solution to the beleaguered 300-mile long rail right-of-way.”

The way SB 1029 is currently written, it is seeking the creation of a “system-wide trail to the priorities of the North Coast Railroad Authority and to seek funds for the maintenance of the active portion of its rail corridor.”

But the draft legislation goes several steps further, proposing to dissolve the NCRA and transfer its assets to the Sonoma-Marín Area Rail Transit District and Caltrans. Caltrans would take the portion from Willits north toward Humboldt County; SMART would take the portion south of Willits.

The draft legislation also calls for the creation of a new agency called the Great Redwoods Trail Agency, which, among other things, would be required to “advise the department on issues relating to the creation and maintenance of a trail in place of, or next to the northern right-of-way.”

“Our overall goal is to create a world-class trail system for the entire length of the line, which would be a destination for locals and outdoor enthusiasts from across the planet,” McGuire said. “The trail would be a significant economic driver for our region and traverse through some of America’s most scenic landscapes, connecting folks with ancient redwoods, state parks and local trails.”

Mitch Stogner, executive director of the North Coast Railroad Authority, did not express concern about the potential demise of his agency.

"What the configuration of the agency is not nearly important as the preservation of freight services," he said Monday afternoon.

He is most concerned about the more than 300 miles of what he called "unbroken rail corridor."

Since its inception in 1989, Stogner said, funding the agency has been a roadblock.

"When the agency was created, there was supposed to be state funding to support the agency and that was vetoed," he said. "That has been a problem since day one."

He said the current budget woes go back to California's governors vetoing bills that would have provided funding for the agency.

"Part of our mission and the only way we can be successful is if we can compete for state and federal grants," Stogner said. "If we can't pay the bills, we can't compete for federal grants. They say our agency isn't equipped. We have been hamstrung in our ability to do what the state asked us to do."

According to McGuire, work is being done to make sure the freight service will continue.

"We are also developing language for a potential freight study, and we want to ensure the continuation of freight and excursion trains where they are currently running," McGuire said.

But the draft legislation does not appear to address the roadblock of funding. It seeks to "secure funding for the construction of a systemwide trail and to maintain the active portion of the freight rail line." It does not appear to mention funding for the new trail agency or Caltrans maintenance of the 250 miles of the northern portion of the line.

And there are significant issues with that stretch, according to Stogner.

"There is flooding, there is vagrancy, there are fire hazards, there are weed abatement issues," he said. "There are all kinds of maintenance issues."

But his primary concern is about keeping the North Coast rail line alive.

"Whatever legislation is ultimately drafted, we are about making freight trains viable on the North Coast," he said.

Mobile users: Read the SB 1029 proposed amendments and legislative counsel's digest.

Ruth Schneider can be reached at 707-441-0520.

**Seemann, Hank**

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**From:** Ariana Siva [REDACTED]  
**Sent:** Monday, March 12, 2018 12:28 PM  
**To:** Seemann, Hank  
**Subject:** Humboldt Bay Trail  
  
**Importance:** High

LISTEN. There are options. SAVE the TREES.

Those antiquated railroad tracks can be removed for the trail, keep the Eucalyptus trees trimmed on both sides, and put a clever and artistic overhang as extra protection. Bicycle riders and walkers would be inside for extra protection (from cars that crash and flip up on the side of the corridor when crashes occur).

If the railroad starts up again...NEVER...they can take back their railroad right of way land and put modern tracks in.

The Eucalyptus proposed for removal for Humboldt Bay Trail are in Segment 7, which is north of Harper Ford Motor Company, looks to be starting midway through Fey Slough Wildlife Center next to Harper motor companies, and north to the Indianola Bypass proposed area. If two oversized bridges can be built for this Bay trail, they can build an overhang to protect the people walking or riding bicycles through that stretch of the corridor.

Let's protect the Eucalyptus trees from needless slaughter. They are beautiful and provide canopy.

Sincerely,

Ariana Siva  
Humboldt County

## Seemann, Hank

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**From:** E Nunez <[REDACTED]>  
**Sent:** Monday, March 12, 2018 11:32 AM  
**To:** Seemann, Hank  
**Subject:** The eucalyptus trees

I think this is ridiculous to cut these trees down when you can just have a overhang to protect people. If you can build those bridges you can build an over hang. Please don't cut them down they're almost a 100 years old and help with the wind along the safety corridor and help keep cars that wreck from going into the lumber yard. And to put that poison on them right next to the bay! Is not environmentally friend at all. That is not what Humboldt is about!

**Seemann, Hank**

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**From:** Tapper [REDACTED]  
**Sent:** Monday, March 12, 2018 12:09 PM  
**To:** Seemann, Hank  
**Cc:** 'Trisha Lee'  
**Subject:** Bay Trail South

As a native of Arcata and Eureka I implore you to keep the trees along the 101 Hwy.  
They provide wind breaks and are a beautiful reminded of our essence.  
Please keep the trees.  
Bess Bair

[REDACTED]

## Seemann, Hank

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**From:** Pam Walatka [REDACTED]  
**Sent:** Monday, March 12, 2018 1:05 AM  
**To:** Seemann, Hank  
**Subject:** Bay Trail plans comment

Please save the big trees along the Eureka-Arcata corridor. It would be a sin to destroy something so old and grand and beautiful.

If you save the trees, your plan is good.

My mom, who helped my dad start College of the Redwoods, was a big fan of those trees.

Pam Portugal Walatka

[pamwalatka.com](http://pamwalatka.com)

## Seemann, Hank

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**From:** Barbara Kennedy [REDACTED]  
**Sent:** Friday, March 16, 2018 2:49 PM  
**To:** Seemann, Hank  
**Subject:** Comments on the Humboldt Bay Trail

To Hank Seemann:

While I view the prospect of completion of the Humboldt Bay Trail between Eureka and Arcata favorably I do have specific concerns regarding Segment 7.

The proposed alignment for Segment 7 involves the removal of 200 eucalyptus trees. The rationale for this is because this is a narrow strip of land and with the rail-bed it leaves no room for the trail and the trees. I believe this aspect of the project needs re-working particularly in light of State Senator Mark McGuire's legislation to create a Trail agency for the former right-of-way of the NCRA north of Willits.

Right now the legislation has not been finalized but it appears that the NCRA will cease operations north of Willits. Although it is still a possibility that a tourist rail line will someday circle the Bay (at least from Samoa to Arcata) this is not presently a realistic possibility and probably not by the trail construction date target of 2021 either.

In light of the above developments it seems entirely reasonable to remove the tracks from the existing rail-bed as is being done in other sections of the trail so that there is room for the trail as well as the trees. Removal of the trees is a huge visual impact that does not seem to have been adequately assessed in the document. There is discussion of this factor on page 60 of Chapter 8 but the conclusion is very subjective and may not be widely shared by others. As is concluded on page 60, "the overall aesthetic quality would be lessened along this trail segment. Project-related impacts on the visual environment as seen from KOP 7 would be negative"

The trees are an historic viewscape and landmark along the bay frontage and an effective windbreak for those lands immediately adjacent to the Bay. The trees provide shade, natural beauty and a habitat for birds and small wildlife. Any concerns about falling limbs and/or debris could be mitigated with careful limbing and removal of seedling trees.

More importantly leaving the trees in place will help provide for additional safety for the trail. At Segment 7 the trail is very close to the freeway. Removal of the trees will produce a safety hazard for trail users trail because it will expose them to the foreseeable likelihood that an automobile traveling at high speed would impact trail users by either flipping over the guardrail or crashing through the guardrail and mowing down trail users during the course of a collision or out-of-control situation. Leaving the trees in place would double the protection for trail users as both the guardrail and the trees would present a formidable barrier against a wayward automobile or even worse, a careening 18-wheeler truck at 80,000 gross weight. The proposed barrier shown on page 59, Chapter 8 (Image 7B(VAU 7, KOP 7) is not attractive and would not lessen the freeway noise as effectively as the tree barrier does.

Most objectionably, the use of herbicides such as glyphosate is being mentioned in connection with the tree removal. This chemical, also know as Round-Up has been banned for use in Europe as a

carcinogen. Contemplating its use at the Bay water's edge should not even be considered. The health of the waters of the Bay should be our main concern along with human safety.

Thank you for the opportunity to comment.

Very truly yours, Barbara Kennedy  
P.O. Box 29, Weott, CA 95571  
[REDACTED]

**Seemann, Hank**

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**From:** Michele McKeegan <[REDACTED]>  
**Sent:** Friday, March 16, 2018 11:56 AM  
**To:** Seemann, Hank  
**Subject:** Humboldt Bay Trail - input

Hello Hank,

I have tried unsuccessfully to find the on-line questionnaire for public input regarding the trail. But have been unsuccessful and so will send this to you.

Keep Eureka Beautiful is totally opposed to cutting the eucalyptus. They are beautiful, they slow traffic and they will shield the path from the traffic. They also clean the air and provide a home for birds.

Please do rethink.

Thanks,

Michele McKeegan

## Seemann, Hank

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**From:** Kay Schaser [REDACTED]  
**Sent:** Friday, March 16, 2018 3:49 PM  
**To:** Seemann, Hank  
**Subject:** windbreak trees

Just heard the eucalyptus corridor along the old Arcata Redwood property is on the chopping block again. Those trees have been part of the landscape during my 75 years of life and I can't recall them ever being a particular problem. I enjoy driving along that section of 101 and imagine bikers and walkers would enjoy the extra barrier from the highway. I vote against cutting and against the application of poison; there must be another solution.

Thank you,  
Kay Schaser  
Eureka

## Seemann, Hank

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**From:** diane ryerson [REDACTED]  
**Sent:** Saturday, March 17, 2018 9:42 AM  
**To:** Seemann, Hank  
**Cc:** diane ryerson  
**Subject:** Humboldt Bay Trail-Eucalyptus

Dear Mr. Seemann,

As a resident of Arcata, I use the northern part of the coastal trail and thoroughly enjoy it. I also frequently travel the corridor between Arcata and Eureka. I would like to have all the Eucalyptus trees removed in a manner that prevents resprouting. I appreciate the emotional connection many residents have for these trees. My feelings and reasons for wanting removal of these trees are:

- Blue gum eucalyptus are not native and were introduced initially based on desire to make a fast buck selling wood because they are fast growing; later people learned the wood was not good for building or burning;
- Blue gum eucalyptus require constant maintenance and are a safety hazard because they constantly shed large strips of bark, branches, large seed pods, and these trees are so large that the chance of a large limb breaking and falling onto the roadway is significant;
- Blue gum eucalyptus are allelopathic to most of our native plant species through accumulation of their debris and constant release of VOC;
- several native species [Pacific Wax Myrtle, coyote bush, silktassle bush] can serve as wind/aesthetic screening and food/habitat for native birds and other organisms without posing the safety and maintenance problems caused by the eucalyptus.

Thank you for taking my comments into consideration.

Diane Ryerson  
[REDACTED]

Arcata, CA 95521

**Seemann, Hank**

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**From:** Melanie Kasek [REDACTED]  
**Sent:** Saturday, March 17, 2018 2:48 PM  
**To:** Seemann, Hank  
**Cc:** Bohn, Rex  
**Subject:** Eucalyptus trees

Please DO NOT take down the eucalyptus trees on the Humboldt Bay Trail. They are beautiful and provide a natural barrier to nearby traffic. Who wants to walk on a nature trail with metal barriers and cars whizzing by . I like the idea of some kind of artistic overhang of the Trail if there is concern about safety.

Thanks,  
Melanie Kasek  
Loleta

Sent from my iPad

**Seemann, Hank**

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**From:** Edge Gerring <[REDACTED]>  
**Sent:** Saturday, March 17, 2018 2:02 PM  
**To:** Seemann, Hank  
**Cc:** Bohn, Rex  
**Subject:** Eucalyptus

PLEASE !!! Do NOT remove the Eucalyptus trees as part of the trail plan. As suggested by Trisha Lotus an artistic overhang (or trail roof through the tree section of the trail) would be a much better approach. The trees' trunks provide a much needed and natural barrier between trail users and the highway.

Edge Gerring  
Loleta

Sent from my iPad

**Seemann, Hank**

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**From:** Jan O <[REDACTED]>  
**Sent:** Saturday, March 17, 2018 6:25 AM  
**To:** Seemann, Hank  
**Subject:** Trees

Please please please, do not cut these trees!!! I have only lived here 30 years, but they have been there and they have sustained me in my life adventures and difficulties as I drive back and forth from Arcata to Eureka. They are a beautiful, Integral part of our wonderful Bay.

I cannot imagine that anyone could find any necessary reason to simply cut down these trees. Please please, tell me what I can do to stop this. I don't often demonstrate, I don't write letters, I'm not very active except voting. I'm retired.

But I will do whatever is necessary to stop this. What a horrible event this would be. Please please do not cut these trees. Thank you  
Jan Ostrom

[REDACTED]  
Eureka 95503  
[REDACTED]

## Seemann, Hank

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**From:** Judith Williamson [REDACTED]  
**Sent:** Saturday, March 17, 2018 9:37 AM  
**To:** Seemann, Hank  
**Subject:** Trail versus Trees?

I am submitting this as commentary:

I very much support the Humboldt Bay Trail concept. Already, cycling the recently completed section from Arcata to Bracut has become a favorite weekend activity for both myself and my husband. And I do appreciate concerns for trail user safety. But cutting down the eucalyptus trees? NO! PLEASE! I would much rather deal with tree debris. Those trees are intrinsically part of daily life here. I admire them every single time I drive the otherwise rather dismal corridor. I've only live here for 21 years, but consider them heritage. Yes, they should have been granted historical status! It is woefully short-sighted to consider them merely messy, maintenance issues. Many people love those trees and we would be grateful for their continued upkeep. Please, please do NOT proceed with their very final, irreparable destruction -- simply removing things that require specific care is an overly simplistic approach, and the loss of these beautiful trees would rob this entire area of its cherished character. I can't say it strongly enough: Please. Don't. Do. This!

Thank you for reading this,  
Judith C Williamson  
Arcata

**Seemann, Hank**

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**From:** glenda hesseltine [REDACTED] >  
**Sent:** Saturday, March 17, 2018 11:08 AM  
**To:** Seemann, Hank  
**Cc:** Trisha Lee  
**Subject:** proposed removal of Eucalyptus trees along 101

Dear Mr. Seemann,

For many reasons, it would be a shame to see the beautiful row of stately Eucalyptus trees removed along 101 between Arcata and Eureka.

Not only do they provide great esthetic value to that stretch of highway, but, from accounts I have read, they are also of historic importance.

We should always think twice about destroying nature, beauty, and history in our communities.

The importance of preserving beauty and natural environment for the benefit and well-being of human beings is now being recognized widely around the world. The nation of Japan has government funded programs which provide "forest bathing", a practice of walking through trees to reduce stress. It has proven effective and worth the investment in less workplace absence due to stress in the corporate world.

The trees are part of the unique character of this area and to remove them would be a step downward in preserving the character that draws tourists to this area. Most come to see the giant redwoods, but even the removal of 200 Eucalyptus is a stripping of the beauty of our area to some degree. If we prize our tourist economy, we must hold the line against degradation of the natural beauty of this area. It is as valuable to the economy as any other resource in Humboldt County.

There are also practical aspects to the presence of the century old trees in that location. They block the wind sweeping in off the coast, and they provide a protection for any one walking the route between the two cities. It is much more reassuring to have the buffer of tree trunks between oneself and the traffic. Many residents hope to see a trail completed between the two towns, and the trees are a natural enhancement of that plan.

Please advise all concerned not to be premature in removing what took 100 years to cultivate. Once gone, they are not easily replaced in our lifetime, and I think they will be sorely missed.

Thank you for your time and attention to this letter.

Sincerely,  
Glenda Hesseltine

[REDACTED]  
Eureka, Ca. 95503  
[REDACTED]

## Seemann, Hank

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**From:** Kathleen Pelley [REDACTED]  
**Sent:** Saturday, March 17, 2018 8:27 PM  
**To:** Seemann, Hank  
**Subject:** Protecting Eucalyptus Trees on Highway 101

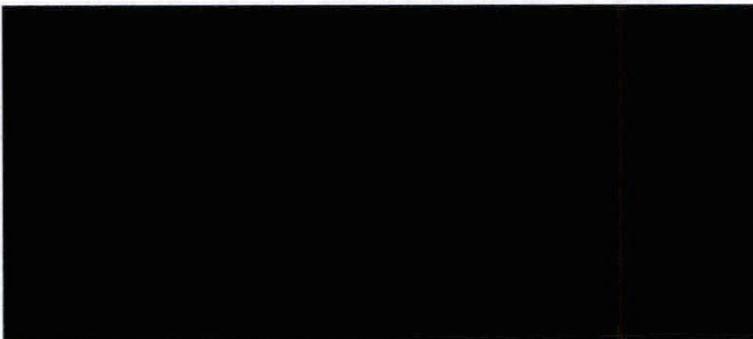
I am fully in support of the Humboldt Bay Trail plan. However, I am concerned about the removal of the Eucalyptus trees.

I am very aware of the issues around the problems with the non native eucalyptus, especially in fire-prone areas of California. However, these trees should not be an issue next to Humboldt Bay. The trees originally were planted as a wind block, but the practice of severe limbing up of the trees by Caltrans has removed much of their usefulness. It also makes them less healthy. therefore, more prone to interfering with traffic. Young trees, as well as lower limbs, are routinely removed that would help protect cars from the often extreme wind that blows over Highway 101. Earlier, the trees limbs were allowed lower and we had the benefit of more of a wind break. That has been a long time problem.

I would suggest that we have native trees planted as a wind break if we cannot take better care of the eucalyptus. I am sure that better care of any tree rather than an annual attack on them with chainsaws and removing most of the lower limbs would resolve the problem. I must prune trees in my yard and other properties I own. I do it routinely and do not wait until once a year to deal with the needs of the trees.

So, let's take better of the existing eucalyptus, protect the railroad right away, and go ahead with the trail so bicyclists and walkers are safer along Highway 101. And, more trees along 101 between Arcata and Eureka would help the environment by capturing carbon and make it a more pleasant experience for us drivers.

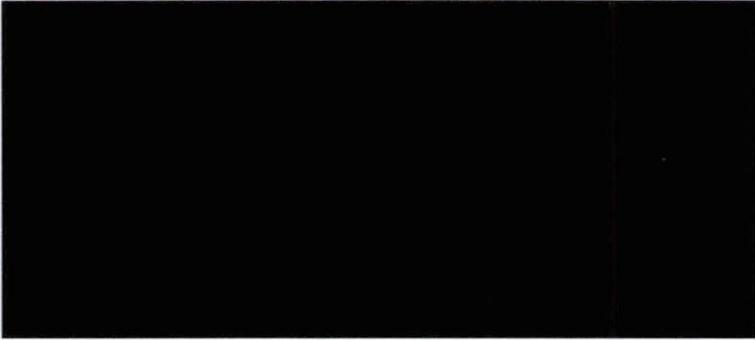
### [Why Not to Limb Up Evergreen Trees](#)



#### **Why Not to Limb Up Evergreen Trees**

Think twice before cutting the lower limbs from evergreens.  
Limbing up the trees may seem like a good idea at th...

Don't Make This Pruning Mistake With Your Evergreens!



**Don't Make This Pruning Mistake With Your Evergreens!**

We limb-up street other deciduous trees, but for evergreens this is a bad idea. This Bad Pruning Gallery tells y...

Thank you for considering my opinion.

Kathleen Pelley

[REDACTED]  
Eureka CA 95501-2747  
[REDACTED]

## Seemann, Hank

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**From:** Michael McLaughlin [REDACTED]  
**Sent:** Saturday, March 17, 2018 3:06 PM  
**To:** Seemann, Hank  
**Subject:** Eu-Arc corridor

1. the eucalyptus is essential at certain times of year to protect from sun glare. this is of extreme value. They also offer some protection for bicyclists. Because of their height, no replacement for their services will occur for perhaps hundreds of years. Please retain the eucalyptus.
2. Along the trail, some tolerant trees such as sitka spruce and/or pinus contorta might be added for the future. I do not know if redwoods will grow in the salt wind, as they seem intolerant. But if any can, redwood would be preferred.
3. I have traveled along the old tracks before the project began, and would prefer the Humboldt bay have less paving around it wherever possible. Normal bicyclists travel at speeds more suited for the road shoulders than on pedestrian paths. A nonpaved trail is best.
4. We expect that some sea level rise will occur, and the highway itself is in jeopardy, so the least ecological upset in this addition is best, as it may be swallowed in time anyway.

Thank you,  
Michael McLaughlin

[REDACTED]  
Eureka 95502

**Seemann, Hank**

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**From:** Dr. John [REDACTED]  
**Sent:** Saturday, March 17, 2018 11:55 AM  
**To:** Seemann, Hank  
**Subject:** Save the Trees

I read in the paper that as a part of the trail project it is planned to cut down the eucalyptus trees along the highway. I am strongly opposed to that. Those trees add a bit of green to the highway, they don't cause any problems and after reading the article I would say they are of historical significance. Work the trail around them!

## Seemann, Hank

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**From:** Jud Ellinwood [REDACTED]  
**Sent:** Saturday, March 17, 2018 2:06 PM  
**To:** Seemann, Hank  
**Subject:** Humboldt Bay Trail Project - Initial Study comments regarding the proposed removal of 101 Eucalyptus trees

**Importance:** High

To Whom it May Concern,

I am writing to express my opposition to removal of ANY of the eucalyptus trees bordering the west side of the highway. This is a matter of traffic safety.

In the late afternoon of winter months the low sun is directly in the eyes of Southbound drivers as they approach the stretch of highway bordered by the trees. 101 gradually curves west if one is in the southbound lanes and the location of the sun moves from a driver's right side of their windshield to the left side . Immediately north of the trees, the sun is centered in a southbound driver's windshield. The trees block the sun when it is most directly in driver's eyes. By the time you are leaving the tree area, the sun has moved enough to the left to be much less of a hazard.

This is not a small deal. The sun is below visor level for the majority of drivers and can't be easily blocked. I personally have been temporarily blinded many times just as I've approached the trees and can tell you this is a real driving hazard. Thankfully the trees were there to block the sun almost at the same time the sun was causing me to lose sight of the road and traffic in front of me. This phenomenon occurs at the height of the late afternoon commute of drivers heading to Eureka and farther south. The protection provided drivers by this sun blocking barrier is reason enough in my opinion to leave the trees in place.

Sincerely,

Jud Ellinwood  
[REDACTED]  
Eureka, CA 95501

## Seemann, Hank

---

**From:** Kris Diamond <[REDACTED]>  
**Sent:** Sunday, March 18, 2018 6:02 PM  
**To:** Seemann, Hank  
**Subject:** Eucalyptus on Highway 101

Hi,

As an Arcata resident for two decades, I moved to this area for the quality of life provided in large part by the beautiful trees in this region. I count the eucalyptus along highway 101 as an iconic part of this region and believe it would be a horrible mistake to remove them. Among all the members of my large community, I know of no one who wants them taken down. I am sure there are solutions for mitigating safety concerns without removing the trees. I am an avid bicyclist and have been for my entire life - I appreciate the new bike trail but not at the cost of removing these iconic trees. I am sure a resolution can be brought about without removing these incredibly beautiful trees that are a tremendously important part of the corridor.

Thank you for your efforts to protect our beautiful eucalyptus trees!

Sincerely,

Kris Diamond

[REDACTED]  
Arcata, CA 95521  
[REDACTED]

## Seemann, Hank

---

**From:** Carol Somebody [REDACTED]  
**Sent:** Sunday, March 18, 2018 2:58 PM  
**To:** Seemann, Hank  
**Subject:** Value of Eucalyptus trees along the safety corridor

Cutting down the Eucalyptus trees along the safety corridor is more complicated ecologically than simply a matter of removing a non-native species.

Eucalyptus trees provide a habitat particularly suited to some of our larger hawks. And, according to this article, cutting them down alone, will not eliminate eucalyptus growth, that would take some considerable pesticide use, which I doubt is something we would want to do, especially along the bay.

The article below in BayNature, from 2013, talks more about the pros and cons of removing a stand of Eucalyptus in the bay area. Many of the dilemmas discussed in this article apply to our bay.

<https://baynature.org/2013/06/12/eucalyptus-removal-a-dilemma-of-habitat-and-history/>

## Seemann, Hank

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**From:** Carol Somebody [REDACTED]  
**Sent:** Sunday, March 18, 2018 2:14 PM  
**To:** Seemann, Hank  
**Subject:** Humboldt Bay Trail -- eucalyptus trees

To those collecting information regarding the HBT:

I am writing in behalf of the eucalyptus trees along the bay on the safety corridor.

There is something magical about mature trees. And people with various agendas all too often ignore that magic. What takes eighty years to grow can be destroyed forever in mere moments.

You can plant new trees. They will grow. Most of us will not be here when they mature.

Life is about loss, and that loss is constant. We eventually lose everything. But, speaking for myself, and maybe others, I'd rather not lose those beautiful eucalyptus trees just yet.

No, they are not a native species. But, they are a compatible species. Planted along the bay, they do not threaten native species and they provide a handy windbreak for drivers.

Yes, they are endangered by a rising bay. They will die. So will we. But, for now, they rise beautifully and iconically along the road

While a trail is desirable, the safety corridor, for the foreseeable future, will continue to be primarily a place for transportation purposes dominated by automobiles and trucks, not recreational hiking and bicycling.

And yes, the debris will be a challenge to bicycle riders. But they also offer protection from UV rays and rain. And, you who decided to build the trail decided to build it where eucalyptus trees grow, and have been growing, for many years.

Many people are not even healthy enough to ride bicycles and, someday, every one of us will have to give up riding bicycles should we live so long.

When that day comes, you will appreciate things like beautiful old trees growing along the highway.

Carol Conaway

## Seemann, Hank

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**From:** Robert Carmony [REDACTED]  
**Sent:** Sunday, March 18, 2018 2:23 PM  
**To:** Seemann, Hank  
**Subject:** Help ! Stop history remove

My wife father worked on planting these Trees during the Great Depression it part of the. WPA to help people to have money to live! These Tree are part our history!

Sent from my iPad

## Seemann, Hank

---

**From:** Jan Derksen [REDACTED]  
**Sent:** Sunday, March 18, 2018 9:34 PM  
**To:** Seemann, Hank  
**Subject:** Row of Eucalyptus trees along 101 Arcata - Eureka.

The magnificent row of Eucalyptus trees along Highway 101 between Arcata and Eureka has delighted Humboldt County citizens for decades. Please save this corridor in your plan. Proper maintenance and signs posting to be careful during storms should mitigate danger to an acceptable level.

Jan and Linda Derksen, Arcata, CA

**Seemann, Hank**

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**From:** Siddiq Kilkenny [REDACTED]  
**Sent:** Sunday, March 18, 2018 4:51 PM  
**To:** Seemann, Hank  
**Subject:** Eureka Arcata bike trail

Eliminate any Eucalyptus trees that would interfere with the new bike trail.  
They are invasive, poison the soil, dangerous and most importantly block the building of this very important trail.  
Maintaining the trees for trail safety is an unacceptable cost.

Sincerely,

Siddiq Kilkenny  
[REDACTED] Arcata  
[REDACTED]

Sent from my iPad

**Seemann, Hank**

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**From:** Brittany Emerson <[REDACTED]>  
**Sent:** Sunday, March 18, 2018 9:14 PM  
**To:** Seemann, Hank  
**Subject:** Humboldt Trail

## Completing the Humboldt Bay Trail between Eureka and Arcata

(“Humboldt Bay Trail South” Project)

### COMMENT FORM – General Comments

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

What are your impressions of the current design?

Do you have suggestions for improving the design?

Are there aspects of Eureka’s and Arcata’s existing trail segments you especially like, or aspects you believe could be improved?

Is this project still a regional priority?

I really like the overall design of the trail, I really think it is on the right track. I feel the project is a still a regional priority, there is a general excitement about the trail. On a personal note, I would love to know how to get involve to help make this trail a reality.

Thanks,

Brittany Gribbin

|  |
|--|
|  |
|--|

Personal Information (Optional)

|                                   |                                                          |
|-----------------------------------|----------------------------------------------------------|
| Name                              | Brittany Gribbin                                         |
| Mailing Address or E-mail Address | ████████████████████████████████████████                 |
| Do you want a response?           | <input type="checkbox"/> Yes <input type="checkbox"/> No |

Return forms to:

Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

**Seemann, Hank**

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**From:** Karen Dubaldi <[REDACTED]>  
**Sent:** Sunday, March 18, 2018 12:22 PM  
**To:** Seemann, Hank  
**Subject:** Humboldt Bay Trail Comment

**Completing the Humboldt Bay Trail between Eureka and Arcata  
("Humboldt Bay Trail South" Project)**

**COMMENT FORM – General Comments**

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

- What are your impressions of the current design?
- Do you have suggestions for improving the design?
- Are there aspects of Eureka's and Arcata's existing trail segments you especially like, or aspects you believe could be improved?
- Is this project still a regional priority?

I like the current design. The removal of less than 50% of the Eucalyptus trees is a reasonable compromise.

I especially like the ends of the trail. Enjoyed the fox at one end and the Kingfisher at the other. The sections through the industrial portions of the trail will improve with the maturation of the added landscaping.

Opportunity for improvement is mostly cosmetic. There are sections with a lot of waste. Have taken out buckets for pick up, but there are challenges.

There is need for volunteer outreach. It was difficult to locate a group online and there is no information along the trail. A map with parking areas, suggested priorities, suggested tasks, recommended tools, location of garbage cans for disposal and contact numbers ... make it easy for the community to get involved.

Bird blinds, additional benches, 'adopt a trail section' could be provided (no advertising allowed) by individuals and groups on current completed sections.

Personal Information (Optional)

|                                   |                                                                     |
|-----------------------------------|---------------------------------------------------------------------|
| Name                              | Karen M. Dubaldi                                                    |
| Mailing Address or E-mail Address | ████████████████████                                                |
| Do you want a response?           | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501

[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

## COMMENT FORM – General Comments

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

- What are your impressions of the current design?
- Do you have suggestions for improving the design?
- Are there aspects of Eureka's and Arcata's existing trail segments you especially like, or aspects you believe could be improved?
- Is this project still a regional priority?

I'm a lifelong resident of Eureka (60-years) and have actively used the 101 corridor for fitness cycling. My wife and I have been using the Eureka bay trail every weekend and regard it as one of the best things to happen to this community.

We attended the community meeting a few weeks ago regarding the proposed County section of the trail.

Given the space available and the challenges I think the current design is just fantastic!

I have no suggestions for improving the design. Please proceed!

There will be discussions regarding the Eucalyptus tree section.

I am for removing the Eucalyptus trees in order for the trail to be a reality. The greater good that the trail will provide easily exceeds the sentimental value the trees have.

We have to remember that what we do today is not so much a benefit for my generation but for the generations to come. I think the Humboldt Bay Trail would be a much better legacy to leave our children.

Perhaps native trees can be planted as a visual and physical buffer but that can be addressed once the trail is a reality.

I absolutely believe this project is a regional priority.

Like many others of my generation, we have been waiting for something like this in our lifetimes. We know that something that is wonderful for the people who work in our communities is also an attraction for those visiting our area. This has the potential of being another draw to our area. Since we don't have other viable hard industries any longer, we need tourist dollars to provide additional support to the local economy.

I think we also have to be sensitive to the Timber Heritage Society's vision of utilizing the rails for an excursion train. Because funding is so limited the horizon in making their vision a reality is much more distant than the bay trail. However, that should not diminish its importance nor should it dilute the Bay Trail project. It should be a value-add.

Lastly, thank-you very much for you and your staff's efforts and for engaging the community. We can tell a tremendous amount of energy has gone into this project. Please continue to engage the community in any way that we can support the Trail. Let's all move forward and get this project done!

Personal Information (Optional)

|                                          |               |
|------------------------------------------|---------------|
| <b>Name</b>                              | Peter Dubaldi |
| <b>Mailing Address or E-mail Address</b> | [REDACTED]    |
| <b>Do you want a response?</b>           | No            |

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

**Completing the Humboldt Bay Trail between Eureka and Arcata**  
 ("Humboldt Bay Trail South" Project)

**COMMENT FORM – General Comments**

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

- What are your impressions of the current design?
- Do you have suggestions for improving the design?
- Are there aspects of Eureka's and Arcata's existing trail segments you especially like, or aspects you believe could be improved?
- Is this project still a regional priority?

I am writing in support of the removal of eucalyptus trees along the west side of State Route 101, between Eureka and Arcata. According to the Times Standard, March 17, 2018 edition, these eucalyptus trees were planted without an encroachment permit from the State Division of Highways and require constant maintenance by present day Caltrans. The trees are non- native and invasive and as such likely to provide little if any wildlife habitat. In my opinion, the trees are an eyesore, and do not provide an appropriate visual and landscaping entry into the City of Eureka. Please cut them down and put in a Trail.

Thank you  
 Kemset Moore

Personal Information (Optional)

|                                          |                                                                     |
|------------------------------------------|---------------------------------------------------------------------|
| <b>Name</b>                              | <b>Kemset Moore</b>                                                 |
| <b>Mailing Address or E-mail Address</b> | ████████████████████                                                |
| <b>Do you want a response?</b>           | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

Return forms to:  
 Hank Seemann, Deputy-Director  
 Humboldt County Public Works Department  
 1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

For information about the Humboldt Bay Trail, visit: [www.humboldtbytrail.info](http://www.humboldtbytrail.info)

## Seemann, Hank

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**From:** Cindy Kuttner [REDACTED]  
**Sent:** Monday, March 19, 2018 2:21 PM  
**To:** Seemann, Hank  
**Subject:** save the eucalyptus trees!

Hello, I am writing to say PLEASE DO NOT CUT DOWN THE EUCALYPTUS TREES ON 101! They are beautiful. They soften the hard road experience. They have historical value having been there for decades. I know they can be trimmed for road safely (that has been done well before). And I know you can figure out how to complete the Humboldt Bay Trail WITHOUT their removal. I am a 40 year resident of Humboldt County and have cherished that section of 101 all these years. Those trees should be given special consideration and long term protection as a landmark on Humboldt Bay. PLEASE DO NOT CUT DOWN THE EUCALYPTUS TREES ON 101! Thank you, Cindy Kuttner, Arcata, CA

I would like a response. Thank you.

**Completing the Humboldt Bay Trail between Eureka and Arcata**  
**("Humboldt Bay Trail South" Project)**

**COMMENT FORM – General Comments**

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

- What are your impressions of the current design?
- Do you have suggestions for improving the design?
- Are there aspects of Eureka's and Arcata's existing trail segments you especially like, or aspects you believe could be improved?
- Is this project still a regional priority?

Please do not cut down any Eucalyptus trees on your proposed project along the 101 corridor between Eureka and Arcata. I am with Keep Eureka Beautiful, we spent hundreds of hours saving these specific Eucalyptus trees last time they were threatened.

So, what can we do to save these Eucalyptus trees?

Please do not cut down the Eucalyptus trees.

Thank You  
Minnie Wolf  
Treasurer, Keep Eureka Beautiful  
[REDACTED]

Personal Information (Optional)

|                                          |                                                                     |
|------------------------------------------|---------------------------------------------------------------------|
| <b>Name</b>                              | Minnie Wolf                                                         |
| <b>Mailing Address or E-mail Address</b> | [REDACTED]                                                          |
| <b>Do you want a response?</b>           | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

For information about the Humboldt Bay Trail, visit: [www.humboldtbytrail.info](http://www.humboldtbytrail.info)

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501

For information about the Humboldt Bay Trail, visit: [www.humboldtbytrail.info](http://www.humboldtbytrail.info)

**Seemann, Hank**

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**From:** Chas Wolf [REDACTED]  
**Sent:** Monday, March 19, 2018 12:59 PM  
**To:** Seemann, Hank  
**Subject:** 101 corridor project trail

Mr. Seemann

I just talked to THA Timber Heritage Association.  
Please remember that the proposed  
"Excursion Train" around the Bay is a very viable reality.  
The Eucalyptus trees do not interfere with the excursion train.  
Please save the eucalyptus trees .  
Thank you  
Minnie Wolf

[Sent from Yahoo Mail on Android](#)

## Seemann, Hank

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**From:** Liz and Dennis Houghton [REDACTED]  
**Sent:** Monday, March 19, 2018 10:27 AM  
**To:** Seemann, Hank  
**Subject:** Bay trail comments

Dear Mr. Seemann,

I am submitting comments regarding the potential cutting of 40% of the eucalyptus trees along the Hwy 101 corridor in preparation for the future Humboldt Bay Trail segment connecting Eureka and Arcata.

**I am in full support of cutting the proposed eucalyptus trees for the final Bay Trail segment for the following reasons:**

- The eucalyptus along Hwy 101 no longer serve as a wind break for the dairy ranch in which they were first planted.
- The trees are a safety hazard for motorists and cyclists along Hwy 101 due to falling limbs.
- The trees require constant maintenance and money from the CalTrans budget to keep them pruned to a "safe" level.
- The trees create a visual barrier looking towards Humboldt Bay at the north end of the mill site.
- The trees are identified by CNPS and other groups as a non-native species and there are many efforts to eradicate these types of plant species to restore native ecosystems.
- The trees create a "chemical" environment that hinders native plant growth.
- With eventual sea-rise these trees will suffer from salt exposure which will adversely affect them and require their removal at a future time.
- The trees will be a safety hazard for trail users due to falling limbs and the amount of cone & leaf litter that will accumulate on the trail (creating tripping hazards for pedestrians, cyclists, skateboarders etc.)
- The cost of removing the eucalyptus trees will be significantly less than other trail alternatives which would be required to construct this section of the Humboldt Bay Trail due to the physical space constraints limited by the proximity to Humboldt Bay and Hwy 101.

For these reasons and the fact that land use for this particular site has changed from the 1920's; a wind break for a former dairy ranch (unpermitted planting) along the initially unpaved Hwy 101 to present day which will require the eucalyptus tree removal for the new Humboldt Bay Trail and thus serving "the greater good" of the community. There is of course the "historical value" perspective maintained by some members of the local community but since this particular group of trees have been determined to be not considered historically significant, I feel the above reasons outweigh the preservation of these trees for the future Humboldt Bay Trail.

Thank you,  
Dennis Houghton  
[REDACTED]

Eureka, CA 95501

## Seemann, Hank

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**From:** Richard Langford [REDACTED]  
**Sent:** Monday, March 19, 2018 6:53 PM  
**To:** Seemann, Hank  
**Subject:** Response to Segment 7.....

**Please see insert responses below in bold:**

Eucalyptus Tree Removal (Segment 7) A group of existing eucalyptus trees of varying age and size located along the edge of Highway 101 and railroad prism north of the CRC property would need to be removed as part of the project. Removal of the eucalyptus trees is needed to accommodate the trail. The tree removal area extends for approximately 2,500 feet (0.5 miles) and includes approximately 219 eucalyptus trees that are 8 inches in diameter or greater in addition to smaller trees and saplings. **Perhaps winnowing out the younger saplings and leaving the old growth trees with a diameter greater than 30 centimetres.** Some trees are in direct conflict with the trail alignment....**approximately? Size of the trees in conflict? Could those trees be selectively thinned?** and all pose a safety hazard to trail users (falling debris and ground litter) Ground litter would be a problem for any species of tree. Are there data on the the amount and size of the debris to deem it necessary to remove all the trees? Removal of the trees would also open up views looking west towards the bay. **Unobstructed view(s)? The density of what is currently in place hardly warrants complete removal for the esthetics of sight pleasure.** The trees would be limbed and trunks rigged, felled and lowered in sections (sectional felling). Tree stumps would be removed to the extent feasible through excavating, grinding or other means, with remaining stumps and root systems treated with an herbicide (glyphosate, triclopyr or similar) to prevent regrowth. Required equipment and workers would access the trees from both the highway and railroad side. The removal operation would likely require the closure of one or more lanes of Highway 101. The existing metal beam guardrail adjacent to the trees would likely be replaced because removal of the trees is expected to damage the guard rail system. The project would also remove all eucalyptus saplings in the vicinity of the trail (generally between the highway and railroad). **This proposal appears to lack any environmental considerations other than the trees are a nuisance. The plan would also constitute a substantial budget. It harkens back to the not so distant past of clear-cutting.**

## Seemann, Hank

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**From:** Elaine Astrue [REDACTED]  
**Sent:** Monday, March 19, 2018 11:48 PM  
**To:** Seemann, Hank  
**Subject:** Feedback on Humboldt Bay Trail South plan

Mr. Seeman,

I attended the community meeting at the Wharfinger Building 3 weeks ago, and found it informative, inclusive, and well-executed. So first, a thank you to you and your staff for the investment so far in this project. There were some difficult and sensitive subjects covered at the meeting, and I was impressed by how they were handled.

When I first read the plan, like many spectators I balked at the removal of so many eucalyptus trees. Was it really necessary, I wondered, or merely an excuse to do CalTrans' bidding? I grew up in Arcata and those trees were a fixture. As others have noted, they're also a functional windbreak.

Then I rode the trail on my bike, including the shoulder near Bracut where there is no trail yet. It was a very windy spring day and there was eucalyptus trash, bark strips and branches, all over the shoulder. It was uncomfortable and unsafe. There's no practical way for the shoulder or highway or trail to be kept clear of this debris. I totally understand now and am on board with the tree removal.

Eucalyptus trees are notorious for shedding large pieces of themselves; not all trees are the same in this regard. FYI when I lived in the Bay Area a cyclist was killed by a falling eucalyptus branch. So this isn't an abstract question. Drivers who need the windbreak could maybe slow down in windy conditions.

[http://www.velonews.com/2006/03/news/legally-speaking-with-bob-mionske-an-act-of-god\\_9560](http://www.velonews.com/2006/03/news/legally-speaking-with-bob-mionske-an-act-of-god_9560)

Regarding the proposed route of the trail, I wish it could go straight along the NCRA right of way.

Regarding safety measures, I'm concerned about crossing the driveway to Bracut, even with the current good proposal. I think the burden of slowing and yielding should be explicitly placed on turning vehicles (e.g. via flashing lights, etc.). Crossing that intersection as it is today felt unsafe, with how fast the cars can approach from behind.

Regarding one audience member's critique of the striping (she said 'it looks like a highway'), I'm strongly in favor of delineating the middle of the trail. As a cyclist I've found it helpful when there are visual cues to folks on foot that they need to consider other trail users. On an urban trail I used to commute on daily, it was not uncommon to find pedestrian users, 3 abreast, blocking the entire trail without any awareness.

To the question, is there anything we like about the existing trail segments that we should keep, a couple of points. In my view, it's healthy that there are no speed limit signs, nor any signs directly addressing cyclists' behavior (e.g. call out when paying, SLOW DOWN, etc.). I've seen these well intentioned gestures create more problems than they solve. Pedestrians fear getting hit from behind by cyclists, but in fact this rarely happens. The trail needs to be a useful tool for commuting as well as recreation. Cycling needs to be encouraged, not nannied to death.

To the question, is there anything we don't like about the current trail segments, the part of the trail that goes around the RV park at the north end of town, there the divider posts are in awkward locations and difficult to maneuver around. Obviously the metal bridge decking is LOUD and annoying when on bike. Its also a great auditory warning there's a bike approaching.

Finally, a note on bridge deck materials. I couldn't tell definitely from the written and graphic materials if the plan for the Eureka Slough bridge deck involves wooden planks. If it does, wood can be very slippery in such a context. Also, care should be taken to avoid the Portland streetcar tracks issue, where bike tires get trapped in the gap between pavement and rail.

I'm looking forward to seeing the progress that comes now. We've needed this trail for so long. Thank you for reading this feedback and let me know if any clarification or examples would be helpful.

Hank Seemann. Deputy Director

County of Humboldt Department of Public Works

Dear Mr. Seemann:

Thank you for the opportunity to review and comment on the Initial Study & Proposed Mitigated Negative Declaration for the Humboldt Bay Trail South

We the undersigned have reviewed the entire document and find one area of major concern. This is the proposed removal of the eucalyptus trees. While we are supportive of the trail we believe the trail can be constructed leaving the majority of the eucalyptus in place. Our discussion follows.

The following is reproduced from the document.

Tree Resources (Pg 3-17)

A row of mature blue gum eucalyptus trees (*Eucalyptus globulus*) extends for approximately 1.1 miles adjacent to Highway 101, in two sections (one north and one south of the entrance to the CRC mill site). These trees were planted in 1926 and after a hard freeze most were cut down in 1933 and the trees today spouted from the stumps. Some of the trees were cut down in 1953 to allow access to the CRC site (Final EIR Eureka-Arcata Route 101 Corridor Improvement Project 2016). Eucalyptus trees in the area are non-native and not considered ESHA, and were not considered such in previous environmental studies.

We disagree with the conclusions reached in the section above and the conclusion outlined in the chart in **Chapter 8: Visual Impacts Table 7**, that concluded these trees are not historic because they are non-native and were not considered such in previous environmental studies.

We believe the eucalyptus trees are indeed a cultural resource in accordance ESHA. During the EIR for the improvement of the safety corridor this issue was contested with Caltrans. As a result the former District 1 Director, Charles Fiedler, agreed that Caltrans

would modify the final EIR and Caltrans subsequently modified the design to protect the trees. The “previous environmental studies” listed above are not made specific and fail to properly include the Final EIR for the Safety Corridor as a reference.

Subsection 8.3 (reproduced below) further supports our conclusion the trees are historic and would be found to be so in according to ESHA. We in particular want to emphasize the statement:

These trees are considered by some in the community to be an important local landmark, with a history reaching back approximately 80 years. Neighbors and commuters using Highway 101 (i.e., those most familiar with the existing view) would be the most affected viewer groups.”

### 8.3. Special Consideration – Eucalyptus Tree Removal

Removal of approximately 1/3 of the total eucalyptus stand that currently lines Highway 101, would be arguably the most noticeable change to the visual character of the Humboldt Bay Trail. Not only would their removal change the existing views along the Highway 101 corridor, but it would also change the visual character of the skyline as viewed from distant neighbors and as reference by pilots using the nearby Murray Field Airport. These trees are considered by some in the community to be an important local landmark, with a history reaching back approximately 80 years. Neighbors and commuters using Highway 101 (i.e., those most familiar with the existing view) would be the most affected viewer groups. There is currently not a trail in the affected area, thus the effect of changes in the visual character of this proposed trail segment on future trail users cannot be qualified since there is not an established existing view for this viewer group. Removal of the eucalyptus trees would be open up views of Arcata Bay from Highway 101 as well as to neighbors; however, the use of railings, fencing, and barriers that may be used to ensure public safety along the affected segment may be considered by some to be an unnatural obstruction on the landscape, reducing the intactness of the view. Unity would be reduced because the eucalyptus trees were a compatible visual intrusion and were harmonious with other visual components. However, harmonious elements like native landscaping treatments would also be included. The photograph provided in Section 3.3.10 shows the extent of proposed eucalyptus tree removal.

There are a number of other sections and tables that either discuss or summarize the effect of the removal of these trees. Rather than go thorough all these in detail we will cite one section in

particular as being argumentative and where dramatically different conclusions can be reached.

## 8.2. Visual Resources Impacts Assessment

### 8.2.7. Landscape Unit #7: Eucalyptus Area North (Project Segment 7)

#### 8.2.7.1. VISUAL ASSESSMENT UNIT 7, KEY OBSERVATION POINT 7

VAU 7 consists of project Segment 7, which includes an approximately 0.7-mile-long eucalyptus stand located between the west side of Highway 101 and the east side of the NCRA railroad corridor. As shown in Image 7A, these trees dominate the VAU and limit views of Humboldt Bay from Highway 101. Their presence emphasizes the linearity of the human-made elements in the view including Highway 101, the metal guard rail, the railroad corridor, and the alignment of the trees themselves. According to the project's cultural report (JRP Historical Consulting Services 2004) the eucalyptus was planted at the time of Highway 101 construction as a beautification effort. These trees provide a vertical element and rich texture to the existing view. Other non-native vegetation has established itself along the proposed trail corridor, adding to the visual obstructions for the view from Highway 101. Commuters are the viewer group having the most familiarity of this view, so they would be the most affected by the proposed removal of these trees for public safety reasons. As shown in the visual simulation Image 7B, removal of the trees would change the visual character of the view by allowing for unobstructed views of the coastal plain and Humboldt Bay previously obstructed by the presence of the trees. The pattern elements of form, line, color, and texture associated with the towering stand of eucalyptus would be replaced by the new trail prism that would be supported by a conspicuous retaining wall that would be exposed to the Highway 101 corridor. Removal of the stand of eucalyptus trees, as shown in the photograph provided in Section 3.3.10, would also expose the CRC buildings to the south, making them a dominant, unnatural feature, potentially distracting from the adjacent bay. Recreationists using the trail would be fully exposed to the visual quality of the Highway 101 corridor to the east, which would be in sharp contrast to the presence of Humboldt Bay immediately to the west.

Table 7 summarizes the anticipated effect of the proposed project on visual resources as seen from VAU 7.

This section clearly states the negative impact of the removal of the trees. We disagree with the calculation in Table 7 that concludes "Project-related impacts on the visual environment as seen from KOP 7 would be "negative; moderately low significance" as summarized in Table 7. We believe the impact is a great deal more significant than calculated here. It would be a dramatic change.

**The chart in Chapter 9. Summary of Project Impacts: 9.1. Determination of Impacts Under CEQA: Table 12.**

lists the following item:

Significance Criteria Issue:

Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Project-related Impact:

Highway 101 in the project vicinity is not a designated state scenic highway. There are no documented scenic resources or historic buildings in the immediate project area. However, the eucalyptus trees that line Highway 101 from just south of Bracut to the southern end of the CRC parcel are a local landmark and scenic resource. Partial removal of eucalyptus trees on the north side of the CRC site for safety would change the existing view, but would result in an expansion of views of Humboldt Bay.

Project Consistency:

Less than Significant

We disagree that based on the information provided in this document that a finding of “Less than Significant” can be found.

The conclusion reached in 9.3. Summary of Project Impacts states:

“Removal of eucalyptus north of CRC (Segment 7) would result in a minor adverse change in the visual environment, primarily noticeable to commuters; however, views of Humboldt Bay would be increased for travelers on Highway 101 as well as landward views from the bay and curving coastline to the north and south.”

This change is by no mean minor as stated here. It is quite significant.

Finally this assessment fails to take in amount three unique benefits of the eucalyptus trees.

1) The eucalyptus trees tend to lower speeds in the southbound direction on Highway 101 thereby improving traffic safety

2) The eucalyptus trees provide far better safety barrier from passing cars than the cable barrier fencing proposed to replace them, and

3) The eucalyptus trees are far more esthetic to those traveling the trail than looking over bare ground through cable barrier fencing proposed to replace them, at passing vehicle.

In summary, after reviewing this Initial Study, we the undersigned do not believe the necessary criteria have been reached for the approval of a mitigated negative declaration (MND) of environmental impact for the "Humboldt Bay Trail South Project" as described here.

We believe the trail can be constructed leaving most of the trees in place, removing only those few that clearly encroach on the trail.

Sincerity yours.

Ron Kuhnel

[REDACTED]

Eureka, CA 95501

Melanie Kuhnel

[REDACTED]

Eureka, CA 95501

Larry Glass

[REDACTED]

Eureka, CA 95503

# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

## COMMENT FORM – General Comments

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

- What are your impressions of the current design?
- Do you have suggestions for improving the design?
- Are there aspects of Eureka's and Arcata's existing trail segments you especially like, or aspects you believe could be improved?
- Is this project still a regional priority?

Please DO NOT cut down the beautiful mature eucalyptus trees on highway 101 if at all possible. The trail is fantastic and I am all for it but there must be a way to establish the trail and to get around the trees or to keep the area safe for hikers.

Safety on the trail of course is of the utmost importance but the trees have been there since the 1920's according to the Times-Standard. They are very beautiful and also serve as a great wind block.

It is true that they are not native and that they probably put out chemicals inhibiting the growth of other plants but with the trail we probably want to keep the area pretty clear of vegetation that must be maintained anyway.

Please do not cut down our beautiful eucalyptus.

Personal Information (Optional)

|                                          |                                                                     |
|------------------------------------------|---------------------------------------------------------------------|
| <b>Name</b>                              | Michele Kamprath                                                    |
| <b>Mailing Address or E-mail Address</b> | ████████████████████                                                |
| <b>Do you want a response?</b>           | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

## COMMENT FORM – Comments on the CEQA Initial Study / Mitigated Negative Declaration Document

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

- Do you believe the analysis of environmental impacts in the document is complete?
- Do you believe the mitigation measures are sufficient?
- Do you have additional information regarding potential environmental impacts that should be evaluated?

I am opposed to the wholesale removal of 219 eucalyptus trees identified in Section 7 of the document. The trees are an important visual barrier along the highway, slow traffic, have a significant historic quality to area residents, block the wind and provide visual interest for the driver.

I recommend further review, and specifically suggest a tree by tree assessment with the intent to save as many trees as possible.

Specifically, 1) regarding the right-of-way width and the apparent limitation for trail construction, consider adding additional rip-rap and/or other material on the west side of the rail line and/or construction of a causeway/bridge like adjacent to the specified area. 2) regarding the hazard of falling branches, Caltrans already routinely provides regularly scheduled hazard maintenance for the roadway. Further, to suggest that it is unsafe to construct a trail adjacent to the tree line, flies in the face of the many of miles of trails in our area that lie within a forest, adjacent to or under a tree canopy.

### Personal Information (Optional)

|                                          |                                                          |
|------------------------------------------|----------------------------------------------------------|
| <b>Name</b>                              | Elizabeth Murguia                                        |
| <b>Mailing Address or E-mail Address</b> | ████████████████████                                     |
| <b>Do you want a response?</b>           | <input type="checkbox"/> Yes <input type="checkbox"/> No |

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

## Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

### COMMENT FORM – Comments on the CEQA Initial Study / Mitigated Negative Declaration Document

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

- Do you believe the analysis of environmental impacts in the document is complete?
- Do you believe the mitigation measures are sufficient?
- Do you have additional information regarding potential environmental impacts that should be evaluated?

My comment is related to Segment 7 of the Initial Study & Proposed Mitigated Negative Declaration (2/16/2018):

"Eucalyptus Tree Removal (Segment 7) A group of existing eucalyptus trees of varying age and size located along the edge of Highway 101 and railroad prism north of the CRC property would need to be removed as part of the project. Removal of the eucalyptus trees is needed to accommodate the trail. The tree removal area extends for approximately 2,500 feet (0.5 miles) and includes approximately 219 eucalyptus trees that are 8 inches in diameter or greater in addition to smaller trees and saplings. Some trees are in direct conflict with the trail alignment and all pose a safety hazard to trail users (falling debris and ground litter). Removal of the trees would also open up views looking west towards the bay."

Please do not remove the trees. Although they do qualify to be registered as "historic," these trees are part of our county's history.

I find them beautiful and silently thank the farmer who originally planted them each time I drive from Arcata to Eureka. I tend to slow down as I feel a peace in their presence.

As a trail user of myriad, forested trails in our area, I question the safety hazard. If needed, please consider trimming the trees. There will undoubtedly be trail maintenance, so 0.5 miles should not warrant the removal of 219+ very old trees. There is also plenty of view of the bay along the remainder of the trail. And I question the argument of the trees impeding trail accommodation. A half-mile of trail would seem to be much easier to adjust than a half-mile or so of giant, historic trees.

Thank you for considering my comments.

|  |
|--|
|  |
|--|

Personal Information (Optional)

|                                          |                                                                     |
|------------------------------------------|---------------------------------------------------------------------|
| <b>Name</b>                              | Suzanne Langford                                                    |
| <b>Mailing Address or E-mail Address</b> | ██████████ Arcata, CA 95521<br>████████████████████                 |
| <b>Do you want a response?</b>           | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

## Seemann, Hank

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**From:** Cheri Beechel [REDACTED]  
**Sent:** Tuesday, March 20, 2018 10:33 AM  
**To:** Seemann, Hank  
**Subject:** Humboldt Bay Trail

Dear Mr. Seemann,

We attempted to contact you, by using the form on the website. We realized that there was not a way to send the form from that site. We also failed to find a phone number or fax number. This was distressing as you have a closing date for comments.

Several of our neighbors do not have computers and are not certain how to make their voices heard.

We have endured many changes to the Arcata Marsh due to this trail. What was once a quiet sanctuary, is becoming a paved high traffic zone. It is unfortunate that metal bridges were installed which do not complement the rural setting. One particular bridge near the interpretive center is imposing! We were dismayed to find that the route cut through the center of the marsh. The yellow lines suggest a highway and have created nothing but confusion for walkers, bikers, skateboarders and the like.

Now, we see that you are attempting to cut the magnificent eucalyptus trees. This is a terrible decision that would alter our rural landscape into a more urban one. We strongly oppose this action---especially as it is not supported by a public majority.

We have only now heard about this recent effort. This is hardly enough time for the public to comment. I am writing on the behalf of myself and numerous other people. Many are not able to attend evening meetings due to driving distances or work obligations. Please know that we have lived and worked in Humboldt County for many years. After various attempts to contact different representatives, we believe our concerns are being ignored.

Sincerely,  
Cheri Beechel

## Seemann, Hank

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**From:** Nancy Lee <[REDACTED]>  
**Sent:** Wednesday, March 21, 2018 12:13 PM  
**To:** Seemann, Hank  
**Subject:** Comment on proposed bike trail from Eureka to Arcata

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

What are your impressions of the current design?

Do you have suggestions for improving the design?

Are there aspects of Eureka's and Arcata's existing trail segments you especially like, or aspects you believe could be improved?

Is this project still a regional priority?

I apologize for the lateness of this comment. I hope it may still be considered.

I just realized that they are planning on removing many if not most of the eucalyptus trees along 101 to make room for the Arcata-Eureka bike trail.

Please don't do this. I have lived in Humboldt County for more than 30 years and Love those trees! Besides being beautiful and providing a respite from the heat and wind they provide a home for birds and a lot of other wildlife. We have gradually eroded all these spaces in our cities where our spirits can be rejuvenated. These are important places and these trees are one of them.

I actually am not at all convinced that creating a trail between Eureka and Arcata will be so well traveled. It's quite a way to ride a bike and for what purpose? Will people be commuting? I think it's just recreational and therefore will be of limited use. Money spent on this proposed route could be used in other important areas of the county; for example how about fixing all the potholes?

The trees are a calming presence along a stretch of highway that is well used.

Please preserve that majestic stretch of trees!

Thank you,

Sincerely,

Nancy Lee

## Seemann, Hank

---

**From:** Ruth Moon <[REDACTED]>  
**Sent:** Thursday, March 22, 2018 12:46 PM  
**To:** Seemann, Hank  
**Subject:** Eucalyptus trees along 101 and Bay trail

I read the 3/16 Times Standard article reporting that some people are opposed to cutting down these trees. I am commenting in SUPPORT of removing the trees. Here are my reasons:

- 1) The trees are beautiful, but so is the unobstructed view of the bay.
  - 2) The trees are messy and dangerous. The leaves and nuts get scattered on the roadway, and I assume would also on the trail. The leaves are slippery whether wet or dry, and the nuts are sometimes large enough to cause a stumble. These trees drop branches, sometimes unexpectedly, and are susceptible to fire.
  - 3) Some people like the smell. I hate it, to me it smells "punky"
  - 4) The late afternoon sun, shining through the trunks, creates a "strobe" effect that can affect persons with epilepsy or other neurological conditions, and while I don't suffer from any of those, the flashing light really annoys me, gives me a headache, and makes it difficult to concentrate on driving safely and seeing what's around me.
  - 5) They were planted before we knew better. Nowadays, we select plantings carefully and based on best practices, the environment where they'll be planted, the purpose of the plants, the maintenance aspect, as well as preference for native species.
  - 6) Monitoring the trees and maintaining by pruning or other clean-ups is expensive and dangerous for the personnel who have to work so close to the highway. The risk/benefit does not balance here.
  - 7) Visually, it may be more difficult for drivers on the highway, and pedestrians on the trail, to see each other and to see oncoming, due to the light/shade effect.
  - 8) Historically, eucalyptus were something of a fad in California, supposedly some kind of "wonder tree" that could be used for just about anything, including railroad ties. Now we consider them as an invasive species, there's no reason to protect them anywhere.
  - 9) Respecting the family connection, we could offer the family descendant the opportunity to participate in selection and planing of more appropriate plants, not necessarily trees, because I really like the openness of the Bay views.
- <https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.independent.com%2Fnews%2F2011%2Fjan%2F15%2Fhow-eucalyptus-came-california%2F&data=01%7C01%7Cseemann%40co.humboldt.ca.us%7Cbe22e59a5e844afb1a2f08d5902d8997%7Cc00ae2b64fe844f198637b1adf4b27cb%7C1&sdata=IX40aTRZG58ydJiz5htteYigEp3Pt1kU6y1tYbQghsE%3D&reserved=0>

Thank you for the opportunity to provide input. Please keep my address and phone number confidential.

Ruth Moon  
[REDACTED]  
Eureka CA 95501  
[REDACTED]

## Seemann, Hank

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**From:** Adrienne Werth [REDACTED] >  
**Sent:** Thursday, March 22, 2018 5:51 PM  
**To:** Seemann, Hank  
**Subject:** Removal of trees

I don't see why the eucalyptus trees should be removed from the trail. If it is as stated for safety reasons, why aren't the redwoods being removed or trimmed back in the parks ? The eucalyptus are trimmed severely as it is. Leave them alone. They at least give a bit of appeal to that expanse along the highway.

## Seemann, Hank

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**From:** Gail Narum [REDACTED]  
**Sent:** Friday, March 23, 2018 10:53 AM  
**To:** Seemann, Hank  
**Subject:** Re: Comment form regarding removal of eucalyptus?

I could not easily find a comment form specific to the debate about the tree removal, so am emailing you instead.

I am very excited about the Humboldt Bay Trail and hope it can be completed asap. I made a donation of \$100, and will continue to donate. I am in favor of the eucalyptus tree removal. They are not native, so do not need to be protected. They are in poor shape and do not even function well as a wind break anymore. I have lived here since 1980 and have witnessed their deterioration. They are a constant hazard to drivers and take up too much time from staff to maintain safety conditions. If somehow they remain and the bike trail is built, they will present even more hazards and a drain on staff time for trail maintenance.

Thank you

Gail Narum (a resident of Eureka)

On Sat, Mar 17, 2018 at 11:14 AM, Seemann, Hank <[HSeemann@co.humboldt.ca.us](mailto:HSeemann@co.humboldt.ca.us)> wrote:  
Or an email to me is fine.

---

**From:** Seemann, Hank  
**Sent:** Saturday, March 17, 2018 10:58:39 AM  
**To:** gaildnarum  
**Subject:** Re: Comment form regarding removal of eucalyptus?

[www.humboldtbytrail.info](http://www.humboldtbytrail.info)

---

**From:** gaildnarum <[REDACTED]>  
**Sent:** Saturday, March 17, 2018 10:55:00 AM  
**To:** Seemann, Hank  
**Subject:** Comment form regarding removal of eucalyptus?

Where do I find the above mentioned form? I am in support for the trees being removed for the betterment of both drivers and trail users

Sent from my Verizon, Samsung Galaxy smartphone

# Completing the Humboldt Bay Trail between Eureka and Arcata

("Humboldt Bay Trail South" Project)

## COMMENT FORM – Comments on the CEQA Initial Study / Mitigated Negative Declaration Document

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

- Do you believe the analysis of environmental impacts in the document is complete?
- Do you believe the mitigation measures are sufficient?
- Do you have additional information regarding potential environmental impacts that should be evaluated?

- The CEQA Initial Study / Mitigated Negative Declaration Document is not complete because it does not comply with the note shown on Figures 2-1 through 2-20 of itself (also shown below). That note requires those Figures have a U.S.A.C.E. Jurisdictional Determination Stamp. Either secure the stamp or remove the note. If the stamp is removed, provide an explanation of why the note existed.

This map is not for planning, permitting, or construction uses without a U.S. Army Corps of Engineers jurisdictional determination stamp to the right. Note that some projects may also need verification of delineation map from the California Department of Fish & Wildlife, County, California Coastal Commission, and/or USFWS.

- The CEQA Initial Study / Mitigated Negative Declaration Document is not complete because it fails to mention the County's own provisions for tree removal. Include and address those provisions.
- The CEQA IS/ Mitigated Negative Declaration is insufficient and a Full Environmental Impact Report is required to assess the Eucalyptus Tree Removal, and to assess the selection of trail proximity to the freeway. The statement that removal of the stated tress will not create a future cumulative impact on the removal of the remaining tress is not correct (page 3-89). The statement that the removal of the tress cause a Less than Significant adverse effect on scenic vista is not correct (page 74).
- A Full Environmental Impact Report is required to examine alternate route to locating the trail adjacent to the freeway.
- The CEQA Initial Study / Mitigated Negative Declaration Document is not complete because it fails to adequately address the hazards posed by locating the trail adjacent to the freeway. Relying on the blanket statement that the trail will be designed to "standards" is not sufficient. An analysis of the risks and hazards is required and those risks and hazards should be compared to alternative routes in the Full Environmental Impact Report.

### Personal Information (Optional)

|                                   |                                                          |
|-----------------------------------|----------------------------------------------------------|
| Name                              |                                                          |
| Mailing Address or E-mail Address |                                                          |
| Do you want a response?           | <input type="checkbox"/> Yes <input type="checkbox"/> No |

Return forms to:  
Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501  
[hseemann@co.humboldt.ca.us](mailto:hseemann@co.humboldt.ca.us)

For information about the Humboldt Bay Trail, visit: [www.humboldtbytrail.info](http://www.humboldtbytrail.info)

**Seemann, Hank**

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**From:** Ellen E Taylor [REDACTED]  
**Sent:** Monday, March 26, 2018 9:27 AM  
**To:** Seemann, Hank  
**Subject:** eucalyptus trees on 101

**Completing the Humboldt Bay Trail between Eureka and Arcata**  
**("Humboldt Bay Trail South" Project)**

**COMMENT FORM – General Comments**

Thank you for your interest in the Humboldt Bay Trail. Comments can be provided using this form or other formats such as letter or e-mail. Please provide comments by March 19, 2018. Here are some optional questions to consider when developing your comments:

- What are your impressions of the current design?
- Do you have suggestions for improving the design?
- Are there aspects of Eureka's and Arcata's existing trail segments you especially like, or aspects you believe could be improved?
- Is this project still a regional priority?

Dear Humboldt Bay Trail designers,

I'm writing to comment on the proposed removal of the eucalyptus trees on the west side of the Eureka Arcata corridor of Hwy 101. I would like to urge you not to remove these trees.

I recognize that eucalyptus trees generate litter and that sometimes large branches can create hazards when they drop unexpectedly. We here in Petrolia have a similar array of eucalyptuses beside our elementary school, and there are frequently branches, bark and leaves on the road outside the school. For this reason removing the trees has occasionally been considered.

However, their beauty, their scent and the beautiful noises they make in the wind

Have always counterbalanced the nuisance of cleaning up after them.

The trees along the Eureka-Arcata corridor do not have much foliage but they still add beauty and windbreak to the highway and the trail.

I remember one time the windbreak feature saved my camper shell from being blown away.

You could mark the bike trail with signs averting users to watch out for limbs as they peddle through.

When everything is made super-safe and super-efficient so that nothing can go wrong, both beauty and interest re lost.

Thanks So Much!

Yours truly,

Ellen Taylor

██████████ Petrolia California 95558

██████████

[Empty rectangular box for drawing or notes]

Personal Information (Optional)

|                                   |                                                          |
|-----------------------------------|----------------------------------------------------------|
| Name                              | Ellen Taylor                                             |
| Mailing Address or E-mail Address | [Redacted]                                               |
| Do you want a response?           | <input type="checkbox"/> Yes <input type="checkbox"/> No |

Return forms to:

Hank Seemann, Deputy-Director  
Humboldt County Public Works Department  
1106 Second Street, Eureka, CA, 95501