

From: Mitchell Higa
Sent: Monday, November 15, 2021 7:52 PM
To: Miller, John <jpmiller@co.humboldt.ca.us>
Subject: Comments on Draft Town Center Ordinance

Dear Mr. Miller:

Thank you for the opportunity to comment on the draft McKinleyville Town Center ordinance. I support the draft ordinance's emphasis on active transportation infrastructure and walkability. But I am concerned that the existing and trend of McKinleyville becoming more car oriented at the peril of non-motorized transit.

I implore planning staff to consider closing certain existing driveways within the town center, which function as de facto motorized vehicle intersections but without roadway marking, signs, or signalization that enhance safety. I've attached an example of how driveways could be closed.

Mitch Higa
Resident of McKinleyville since 1998

Comment on pedestrian & bicyclist safety on Central Ave.

Red stars indicate existing potential car/ped/bike conflict points at driveways. Car drivers often use these driveways without looking for pedestrians on sidewalk or bicyclists in the bike lane (**yellow dotted line**). These driveways are not marked for pedestrian crossing and don't have the visibility compared to the Hiller Road intersection. As traffic increases over time on Central Ave., suitable traffic gaps to make turns in and out become less frequent and shorter, thus drivers accelerate more quickly and the potential for ped/bicyclist collisions increase. Overall, this section of Central Ave. is becoming increasingly bike/ped unfriendly and overly car oriented.

In contrast, the **green box** indicates a clearly marked signalized intersection that greatly reduces ped/bicyclist collisions. The **dark blue squares** indicate potential secondary access points on less busy side streets. Note that the existing "dashed" green paint bike lane communicates to bicyclists that they are approaching the Hiller intersection and that cars could cross their travel paths; this bike lane dashing is absent at the four driveways.

I suggest closing these four driveways; closing the continuous left turn lanes* (**light blue rectangular boxes**); and opening access at the **orange double arrows** in the parking lots to create a continuous car flow in the parking lots in order to use the Hiller Road signalized intersection for primary access. It appears off street diagonal parking can be replaced with perpendicular parking (see parking lot south of Dahlia Road) to allow continuous two-way traffic flow in the potentially joined parking lots.

I think the existing Central Ave. access points at the Mill Creek shopping center are much safer for peds/bicyclists compared to the existing conditions between Holly Drive and Gwinn Road.

*I think the County has already studied median barriers that businesses strongly opposed. Perhaps closing the continuous left turn lane could be optional if driveways are closed.

