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HUMBOLDT COUNTY

SHOULD CENTERVILLE ROAD MOVE INLAND?

Supervisors will consider whether to look into a shift or shoulder high cost of repairing damage where it’s at now

By Ruth Schneider
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After the California Coastal Commission approved a coastal development permit to allow the county to shore up issues along

Centerville Road, the county appears to be looking at a different path. On Tuesday, the Humboldt County Board of Supervisors will be asked to consider whether the “proposed project to repair the Centerville Road storm damage site at the existing location is not in

the public interest and not a prudent use of public funds,” the staff report for the meeting states.

Instead of proceeding with what could be costly repairs — estimated by the county to exceed \$4.8 million — the supervisors might consider shifting Centerville Road inland.

“The cost for relocating the affected portion of Centerville Road to an inland location is unknown at this time, but is likely comparable or less than the cost of the storm damage repair project that was designed along the beach,” the staff report states.

VEHICLE ACCESS

One of the key areas of contention — and what spurred considerable public comment during the Coastal Commission meeting in Eureka in

September — came down to vehicle access on Centerville Beach. A 2003 resolution approved by the board cemented access for four-wheel drive and all-terrain vehicles on the waveslope.

When the Coastal Commission approved the permit for road repair in the area, it included 16 special conditions. Among them was a prohibition on vehicle access.

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MCKINLEYVILLE

‘THIS PLACE IS ALREADY BEING USED’



Activist and musician James Zeller leads the crowd in song. Around 100 people attended a protest and community walk in McKinleyville at the site of the proposed last-mile Amazon distribution center. **PHOTOS BY KEN MCCANLESS — THE TIMES-STANDARD**

Around 100 gather to protest proposed Amazon facility

By Ken McCanless
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Around 100 people gathered Saturday morning at the site of Amazon’s proposed distribution center in McKinleyville, many carrying signs. Organizers put together informational boards affixed to the side of trucks for people to learn about objections to what the development would mean for the community. “Job Fallacy” and “Health and Human Impact” boards highlighted some of what they feared would come to pass if the project was approved.

The gathering of about 100 was

billed as a “community walk” but largely offered the chance to share sentiments about the proposal among community members with visual displays and song, with musicians on site and activist James Zeller, who led the group in singing an anti-Amazon, anti-development anthem midway through the event.

Event organizer Susan Edwards loves the area where Amazon proposes to build the distribution center.

“I walk here at least three times a week with my dogs, and I love the land personally,” she said.

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Participants in the protest, some with anti-Amazon shirts, stand together on Saturday. Co-organizer Susan Edwards is at center with Judy Sears second from left.

Some US transit systems weigh whether to run trains without a human at the controls

By Jeff McMurray
THE ASSOCIATED PRESS

Even as automated vehicles such as robotaxis grow more prevalent in the U.S., almost every mass transit system still requires a driver or operator on board. Two major cities are seeking to

change that.

Officials in Washington, D.C., recently advanced a plan that could let computers fully control one of its subways, and Los Angeles is seeking to build a new, completely automated line. Honolulu already has one.

The Washington and LA proj-

ects, which would take years to implement and still face financial and technical hurdles, come amid an already fierce debate over the safety risks and benefits of automated trains and whether the substantial upfront expense is worth the long-term savings in labor costs.

Supporters call the push long overdue, pointing out that American cities lag far behind numerous places across the world that run unattended subways, metros or buses, including several cities in Europe and Asia, as well as major

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CALIFORNIA

Poll: Coastal areas support offshore wind power

Though many report little knowledge, development is popular in communities near offshore lease areas

By Robert Schaulis
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Last week, the University of California, Santa Barbara’s Community Labor Center and The 2035 Initiative released a public opinion poll titled “Offshore Wind Energy on California’s Central Coast: Local Opinions and Priorities.” That poll surveyed 2,316 adult residents in Ventura, Santa Barbara, and San Luis Obispo — communities immediately offshore of the Morro Bay Wind Energy Area — and found broad support for offshore wind development and implicit agreement about potential community benefits offshore wind development might bring to the region.

That poll also confirmed what research along the North Coast, and throughout the United States, published last year found to be the case; much of the public, even in the tri-county coastal area immediately off the Morro Bay Wind Energy

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EUREKA

New rescue mission focused on outreach

By Maranda Vargas
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Good News Rescue Mission launched a new Eureka office to help people experiencing homelessness navigate housing options and receive ongoing case management, building on the model the organization uses in Redding.

The office, which launched about two and a half months ago, is staffed by a four-person community care team that conducts street outreach, meets with people in encampments, and helps clients navigate services across a variety of local organizations. The team accepts

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UNLEADED GAS PRICES

Fuel and Fun (Blue Lake): \$6.14
Costco (Eureka): \$6.49
Renner (McKinleyville): \$6.59
Shell (Fortuna): \$6.75

Last updated:
Oct. 24, 12:10 p.m.
Source: GasBuddy

SUPPORTING CHILDREN

On Monday, Coast Central plans to make a splash by supporting CASA of Humboldt while drenching an employee in cold water. **PAGE C1**

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