

Input received at Fortuna Riverwalk Connectivity Workshop 03/14/16

From comment cards:

- (In Spanish) Thank you for the attention to and communication in Spanish, it's very good so that all can participate!

Comments on issues *outside of the identified project area:*

- Old concept – extension of Redwood Drive
- More wayfinding signage
- Directional signage
- Trail is in the works
- Main Street interchange – can use railroad track now but there's a lot of room there for a trail and beautification
- We want more trail connectivity in Fortuna SOON! Like gravel/ separated
- On- and off-ramps to/from highway to Main Street are too short also

Other comments regarding project area:

- Strong's Creek box culvert – what happened?
- "Mess after mess after mess" – red overpass?
- Bicyclist access from multiple ends and neighborhoods, not one location
- Dark below the bridges and on all streets

What are the highlights of the Fortuna Riverwalk area?

- Motels, food establishments, River lodge with view of the river, parking area to walk levee and view river, Fortuna boulevard entrance sign
- Need to stop shooting on riverbar across from Riverwalk
- The levee, brewery, river, Rohner Park
- Nature, peace
- Peaceful to walk along the river, looking forward to the trail/ walk to Newburg Park
- The levee walk – need a kayak/ boat launching area!
- Access to the river
- Great places to take my dogs for a walk (Riverwalk/ dog park.) Also Miranda's thrift store is sweet.
- Birding and salmon watching.
- The levee, brewery, motels, CCC campus!
- Levee for walking and wildlife viewing, coffee in Fortuna (other side of freeway), Community Park behind the fire pavilion
- Quietude, space to move! Nature!
- (In Spanish) Tranquility, river, Rohner Park, wildlife

What do you want people to first experience when getting off Highway 101 in Fortuna?

- Nice place to visit and shop
- There should be beautification at each off ramp
- Urge to spend money
- No bums, no dirtbags, no homeless
- A welcoming appearance and interesting place to get to know
- A feeling of a multimodal transportation community
- Beautification
- Clear signs for services
- Drought-tolerant landscaping and native plants
- (In Spanish) Secure, clean and green

What do you find difficult about the 101 interchanges and accessing the Riverwalk area?

- Left turn onto Kenmar from 101 northbound off ramp, visibility bad
- No street lighting 12th street overpass and the 5 way intersection
- 12th Street no bike lane on bridge (multiple people said this)
- Kenmar intersection is long and dangerous for pedestrians and cyclists
- It's hard to know what's on the other side
- Dealing with cars, lack of separate path for peds and bikes
- Scary for bikes/ peds! Confusing intersection. Bad signage. I cycle this every day!
- Hazard to pedestrians. At times, traffic is bottled up at Kenmar/101/Ross Hill
- 12th street bridge bike lane (or lack thereof), visibility under Kenmar bridge, speed of traffic getting onto freeway
- Parking is difficult down at south end – near Miranda's and even further south – any chance of more parking there?
- The overpass and bus stop in this picture are not friendly to foot traffic/ poorly lit and very scary bus stop. The 12th street bridge is terrifying to walk OR drive.
- Walking the overpass is scary, the railing is too low and too many cars
- Sketchy to travel by foot or bike. No lights, no crosswalks, not enough walking space along bridge (12th)
- Confusion at 12th street intersection for traffic. "Malfunction junction" the triangle with merge lane – walking into town and crosswalk access
- Access from freeway is often difficult, turning against prevailing traffic (commute related), lights or roundabouts!
- There is no sidewalk to the dog park.
- (In Spanish) Not safe for cyclists – autos/ cars.

Aesthetic preferences posters/ sticky dot voting:



Most votes for a combination of rock and native plants (top) and pedestrian scale, downcast decorative lighting (bottom)

Fortuna Highway 101/Riverwalk
Connectivity Project

Examples of Entryways & Monuments

Ejemplos de entradas
y monumentos



Examples of Wayfinding & Signage

Ejemplos de Señalización



* all photos or 2nd language for non-English speakers

Most votes for a salmon themed art sculpture or something like what currently exists in Fortuna (top), most votes for rustic-look wayfinding signage (bottom)

Comments from small group exercises with maps (Note that comments are also recorded spatially on two pdfs of the interchanges)**

12th Street Interchange Area

- Throughout this part of the project area, concerns about:
 - Not enough lighting,
 - Poor visibility for motorists of pedestrians and bicyclists,
 - Challenging angles for turning throughout
 - Truck traffic
- More signage for Fortuna on 101
- Many pedestrians on west side of the road, safest place to cross is north of 12th and Newburg, but peds often angle across this large intersection. Some drivers do not realize traffic on 12th is 2-way - Clif observes people driving like it's a one-way street from time to time, extremely dangerous! Hard as a bicyclist to get over old RR tracks
- Roundabout/ traffic circle at Newburg and 12th an option if not straightened. Difficult to make left turns at times (3 pm, 5 pm)
- Parking at Clendenen's will be realigned so issues of backing into the roadway are corrected.
- Crosswalk with rapid flashing beacon?
- Northbound on ramp is too short. Crossing where it meets 12th street is very dangerous for pedestrians/ bikes.
- Poor visibility at entire intersection (all legs of it)
- Newburg is too narrow for walking - only a narrow sidewalk on one side of the road.
- Straightening Newburg is a good option!
- OR could look into what Board of Supervisors considered in the past, bringing traffic from the 101 north offramp into a signal at Newburg
- Most pedestrians walk on west side of the bridge and southbound on-ramp. Low guardrail now. Often see people cutting across highway instead of walking across bridge, too. Any bridge redesign needs to meet pedestrian travel needs and be intuitive. Drivers are scared when driving over bridge due to poor visibility and ped/ bikes. Prefer aesthetic of rustic wood/ concrete here for bridge/ trail to and from it.
- Lots of high school drivers back up on 12th coming into Fortuna northbound from 101, which makes it very hard to enter 12th from Newburg or Clendenen's - a daily challenge for a set period of time.
- Also, drivers come off 101 very quickly towards Fortuna on 12th when traffic is not backed up.
- This intersection needs better lighting.
- One group proposed a very large roundabout here to connect all roadways. Adjacent: a "pocket park"?
- Roundabout large enough for the biggest semi-trucks (65' in length?) needed here. Beautify this area with faux brick, plantings, anything. Welcome signage for Fortuna, changeable, "Friendly Fortuna"

- Involve artists and have a base so artwork can be changed.
- NO pedestrian-friendly route to the dog park! Lots of horror stories from people who walk on Dinsmore Drive. Need a separated trail to dog park/ along Dinsmore (depicted on west/ south side)
- Consider "ramping up" Dinsmore to grade.
- Consider a connection to parallel roadway.
- When walking here (access to Riverwalk levee trail), would be great to have separated bike/ ped trail without trucks (currently trucks use this area up to the fork) Ugly area with scrap vehicles detracts from beauty of the Riverwalk area. Need trail signage directing people to riverwalk trail at junction of this road/ trail and Riverwalk Drive.
- This is a very confusing intersection from any direction/ destination. Needs better signage and lighting.
- Comment about "better lines/ edging" - either fog line or brush clearing?
- Sidewalk ends abruptly on east side
- Making a left from Dinsmore is difficult for cars and nearly impossible for trucks!
- Very poor visibility turning either direction from stop at Dinsmore - forced to "creep" into intersection
- Lots of large trucks and steady truck traffic going to/from Eel River Recovery, Mercer Fraser, gravel
- Prefer separated, class 1 trail with bicycle and pedestrian bridge over Strong's Creek.
- On-ramp is far too short!
- Wide sidewalk is good!
- Up to 100 California Conservation Corps members (18-25 years in age, most without cars) live "on center" along this road and regularly walk here.

Kenmar Interchange Area

- General comments
 - Roundabouts are good, prevent traffic from building up
 - Concerns with large trucks and RVs
- Add ladder crossing here near existing yield markings. Pedestrians become confused here as there's no where to obviously walk
- Consider eliminating merge lane, everyone turn at southeast portion of intersection - turn existing merge lane into part of the bike/ped path
- Drivers do not yield here despite sign and painted yield indicator, causing potential for vehicle accidents. Drivers pick up a LOT of speed here!
- Need wayfinding information/ signage
- Need some way to safely cross 101 NB on ramp and Kenmar - raised crosswalks/ rapid flashing beacon?
- Need more beautification here, and "narrowing striping"

- Sidewalk AND bike lane needed all along Riverwalk Drive (some people thought one separated class 1 path, some thought sidewalk on one side with colorized bike lane adjacent to roadway)
- Separated path/ bike lane/ sidewalk on north side of the road desired along all of Kenmar. Poorly lit under/ near bridge - there are people living or hanging out under it
- Very tight blind corner
- Traffic signal preferred for these intersections over roundabouts (by some people)
- Bus stop here is difficult to access safely from any direction. "Scary and dark" needs lighting.
- Very wide expanse of asphalt, could be roundabout (especially in conjunction with rerouted exit, see note below and left)
- Lots of beautiful native alders and willows - retain native plants throughout the project area!
- Add bulbouts, crosswalks here and throughout (bulbouts were a question, crosswalks were certain)
- Long wait at stop signs
- Wayfinding signage here too
- "Cars speeding every direction"
- "CCC Corpsmember highway" (going to bus stop)
- Priority is improving freeway exits for pedestrians to safely cross
- Suggestion to move off-ramp from south onto Kenmar down and route through car park vicinity
- "Lack of barrier from traffic"
- "Don't want barriers that block visibility - safety concern" (both comments - unknown topic/ location)

Input received at Fortuna Riverwalk Connectivity Workshop 07/20/16

From comment card:

Thank you so much for your time and effort! A few ideas to increase safety until larger projects can be developed. 1) Lighting under Kenmar bridge, 2) Right-hand striping on 12th street bridge headed toward town to bring driver awareness to narrowing shoulder, 3) 12th street bridge bike flashing light – is there a potential for a detector loop instead of push-button? 4) Lighting over 12th street bridge.

Comments on Kenmar Road Signal Option:

- Police officer doesn't like this, traffic will back up and not flow
- Don't like stoplights
- Don't like the stoplights, roundabouts will keep the traffic flowing

Comments on Kenmar Road Roundabout Option 1:

- Too tight b/w middle and a tight roundabout (illegible?)
- 3 roundabouts will make me dizzy
- Only need two roundabouts!
- Too many roundabouts
- Where does the "yay Fortuna" sign go?
- Allows for more landscaping

Comments on Kenmar Road Roundabout Option 2:

- Fewer roundabouts together seems less confusing,
- Make super tapered
- Make sure trail is there for bike/ ped
- I like this option the most – simple and even without bike path safer than current situation
- I like this one – bike trail
- Like this best
- Right turn from northbound off-ramp towards Eel River Drive south could be tough to navigate/ acute
- Would the right turn from northbound off-ramp onto Eel River Drive work for trucks or would a truck have to go around the full roundabout?

Comments on 12th Street Signal Option:

- Don't like stoplights
- I don't like this one, it looks very costly

Comments on 12th Street South Roundabout Option 1

- Seems more cost-effective than rerouting Dinsmore Drive
- Have CCCs install and maintain landscaping!
- Looks too confusing
- A lot of pedestrian crossing, dislike that
- Too many bike and ped crossings
- How far would trail go up (north) along 12th street?
- Trail opportunity along the rail at Clendenen's

Comments on 12th Street South Roundabout Option 2 (a, b and c)

- Like the “blue” option x 3 (3 people said “me too”)
- I like the blue option best
- More straightforward than option 1
- Can you implement right in/ right out here too as in option 1?

Comments on 12th Street North Roundabout Option

- Seems most clear to navigate
- This is great and solves huge problem at 12th and Newburg
- Thumbs up!
- Might be a tough transition for people to get used to, especially the cul-de-sac
- Need to add a pedestrian crossing between cul-de-sac and across 12th street!
- Right turn only to Clendenen’s?
- How will this affect Clendenen property and his parking situation?
- Concern about making a left out of Sequoia Ga. I like the idea of moving entry/ exist eastward.