Pedro Point Coastal Trail

Phase I Community, Public and Stakeholder Engagement Summary

Contents

Engagement Overview

Community, public and stakeholder engagement for the Pedro Point Headlands Coastal Trail commenced with online and in-person activities. It focused on sharing information about the project and gathering opinions and ideas about trail alternatives and trade-offs. These discussions were primarily centered on the northern section of the trail where the trail design and alignment is complicated by steep slopes and is more visible to Pacifica residents. The purpose of the engagement was to hear from a diversity of people (considering the needs of people based on income, age, ability, race, gender, use and location); to educate them in trail design and construction; and to understanding their preferences for specific trail designs and alignments (related to slope, width, material, visual impact, and tree loss). The outcome was to develop a trail design and alignment for the Pedro Point Headlands Coastal Trail that was most responsive to community needs.

Initial engagement included an online survey and website, attendance at three community events, and a public meeting. Information about the project, website, survey and public meetings was communicated to a diversity of people via online media and at in-person events.

Engagement Activities

Communication about the project took place in a variety of forms. Email message were sent to over ninety individuals, organizations and centers of community activity providing links to the website and survey, announcing the public meeting and providing an overview of the project. Emails were sent to people who had expressed interest in the project (via the website and other means) and people who had signed up to receive information about the Pacifica Bicycle and Pedestrian Master Plan. Emails were sent to community organizations (such as bicycling, hiking, trail and preservation advocacy organizations) and centers of community activity (such as libraries, churches, art centers and community centers) with language that could be forwarded to members or added to newsletters. Over 500 postcards were printed with information about the project, the survey and the website address. These postcards were handed out at outreach events and left at businesses and community centers throughout Pacifica. Five yard signs with information about the project, the project website and survey were placed along the corridor between Linda Mar and the Devil's Slide Trail to inform visitors to the site of the project.

The website acted as the central hub for the project. Outreach efforts directed community members to this site for general project information, a map, the survey, and future community meetings. The website (www.pedropointcoastaltrail.com) allowed people to sign up to receive future announcements and to provide comments.

Informational booths were hosted along the California Coastal Trail at Pacifica State Beach during the annual Coastal Cleanup Day and Big Chill Out Longboard Classic; along the California Coastal Trail in Rockaway during the Farmer's Market; and at Fog Fest. Informational booths were staffed to allow community members to ask questions to staff involved in the project and included an interactive design-preference exercise. Approximately 200 people participated in the interactive exercise with many more receiving information at the events.

The survey, included on the website, on all printed material, and in emails, provided a single location where standardized community preferences and comments could be collected and compared. Over 750 survey responses were received.

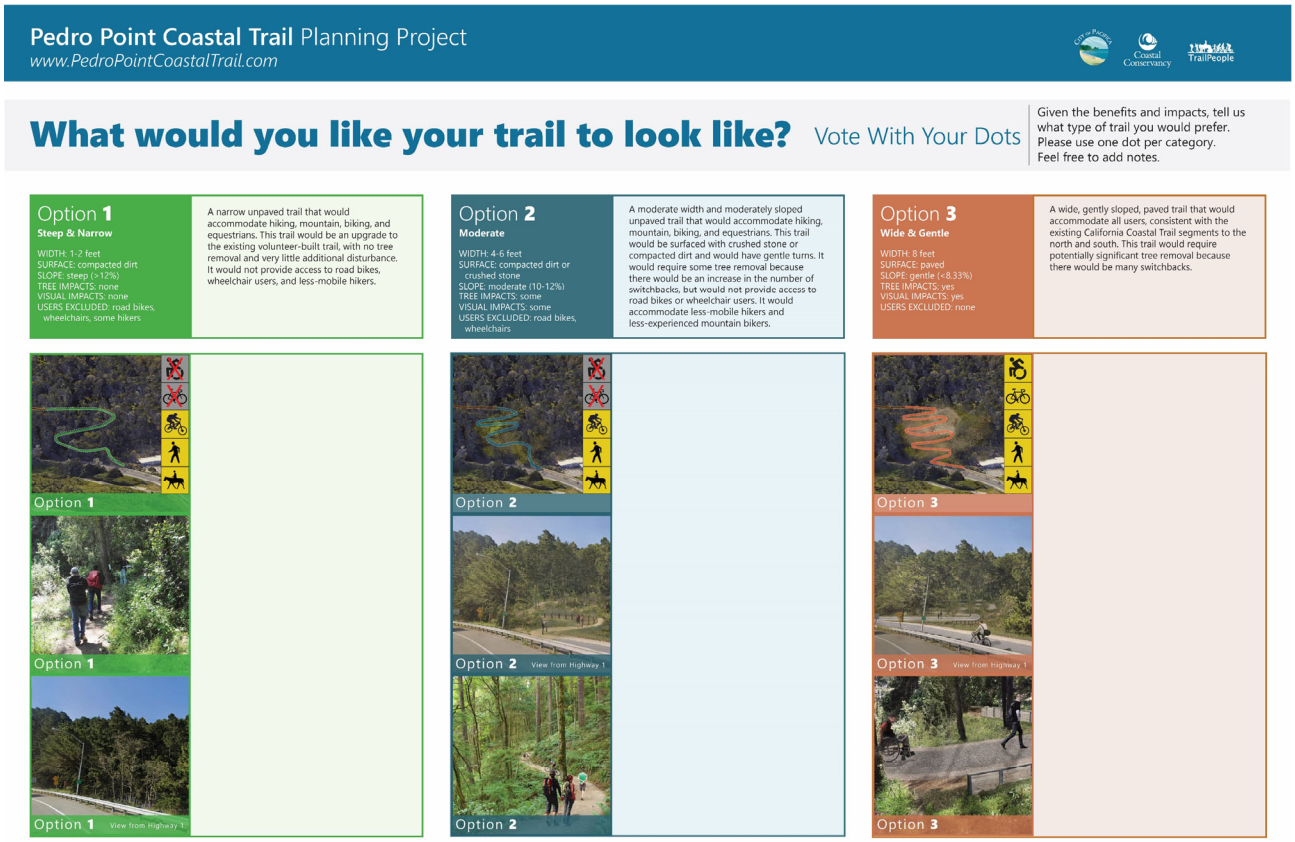
A public meeting was hosted to provide an overview of the complexity of the project and the project goals and vision and to educate the community in trail planning and design. During the public meeting, participants designed their own trail alignments and shared their designs with attendees. Approximately 25 people attended the public meeting.

An overview of the outcomes of the events, survey and public meeting are presented below.

Community Events

All events included a staffed table with project area maps, information about the project website/survey, hard copy surveys, and interactive questions about trail design and alignment preferences. Staff were available to provide an overview of the project, answer questions, and provide guidance for the interactive questions. Staff actively engaged passersby and handed out flyers with website and survey information.

The interactive questions included a visual preference survey where participants chose between three options for trail alignments/designs and a spectrum survey where participants chose their preference for different design components including width, tread material, slope, and environmental impacts. Examples of the interactive exercise boards are below. It should be noted that participants verbalized a desire not to stray far from previous participants preferences thus the online survey is likely to provide less biased results.



Pedro Point Coastal Trail Planning Project
www.PedroPointCoastalTrail.com

Coastal Conservancy TrailPeople

Trail Design Options

Option 1
Steep & Narrow
WIDTH: 1-2 feet
SURFACE: compacted dirt
SLOPE: steep (>12%)
TREE IMPACTS: none
VISUAL IMPACTS: none
USERS EXCLUDED: road bikes, wheelchairs, some hikers

A narrow unpaved trail that would accommodate hiking, mountain, biking, and equestrians. This trail would be an upgrade to the existing volunteer-built trail, with no tree removal and very little additional disturbance. It would not provide access to road bikes, wheelchair users, and less-mobile hikers.

Option 2
Moderate
WIDTH: 4-6 feet
SURFACE: compacted dirt or crushed stone
SLOPE: moderate (10-12%)
TREE IMPACTS: some
VISUAL IMPACTS: some
USERS EXCLUDED: road bikes, wheelchairs

A moderate width and moderately sloped unpaved trail that would accommodate hiking, mountain, biking, and equestrians. This trail would be surfaced with crushed stone or compacted dirt and would have gentle turns. It would require some tree removal because there would be an increase in the number of switchbacks, but would not provide access to road bikes or wheelchair users. It would accommodate less-mobile hikers and less-experienced mountain bikers.

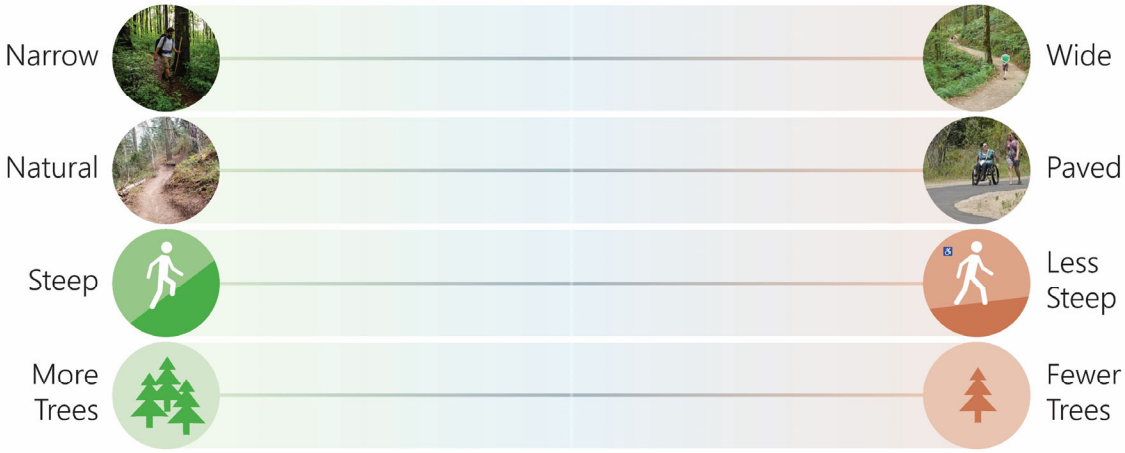
Option 3
Wide & Gentle
WIDTH: 8 feet
SURFACE: paved
SLOPE: gentle (<8.33%)
TREE IMPACTS: yes
VISUAL IMPACTS: yes
USERS EXCLUDED: none

A wide, gently sloped, paved trail that would accommodate all users, consistent with the existing California Coastal Trail segments to the north and south. This trail would require potentially significant tree removal because there would be many switchbacks.

What kind of trail would you prefer?

Vote With Your Dots

Given the benefits and impacts. tell us what type of trail you would prefer. Please use one dot per category. Feel free to add notes.



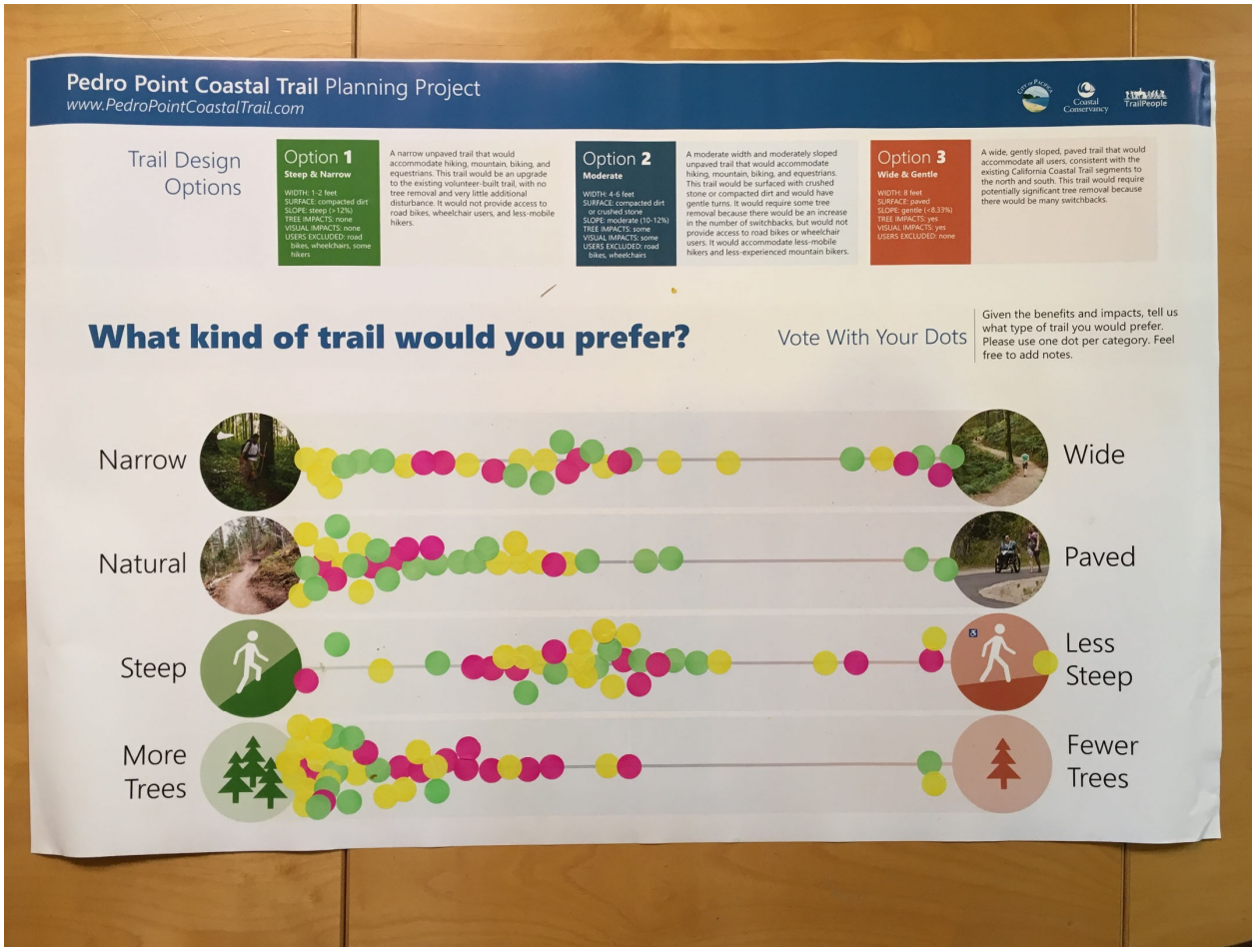
Community Event #1

The first community event occurred along the California Coastal Trail at Pacifica State Beach during the annual Coastal Cleanup Day and Big Chill Out Longboard Classic. The dual events led to an increase in people along the trail and for more outreach to occur. In general, event attendees were very athletic, which may have had an impact on the results. In addition, the use of a variety of colored dots and the option to make three choices in the visual preference survey seemed to confuse some individuals and were changed at subsequent events.
Date and Time: Saturday, September 21, 2019 10am – 2pm
Total Participating: 46 (assumes each person added 7 dots)

Visual Preference Summary (Pacifica State Beach)		
Option 1	**Option 2**	**Option 3**
46	77	16

Spectrum Summary (Pacifica State Beach)*							
Width		**Surface**		**Steepness**		**Trees**	
Narrow	**Wide**	**Natural**	**Paved**	**Steep**	**Less Steep**	**More Trees**	**Fewer Trees**
22	9	31	4	23	11	39	2
47%	19%	67%	9%	50%	24%	84%	4%

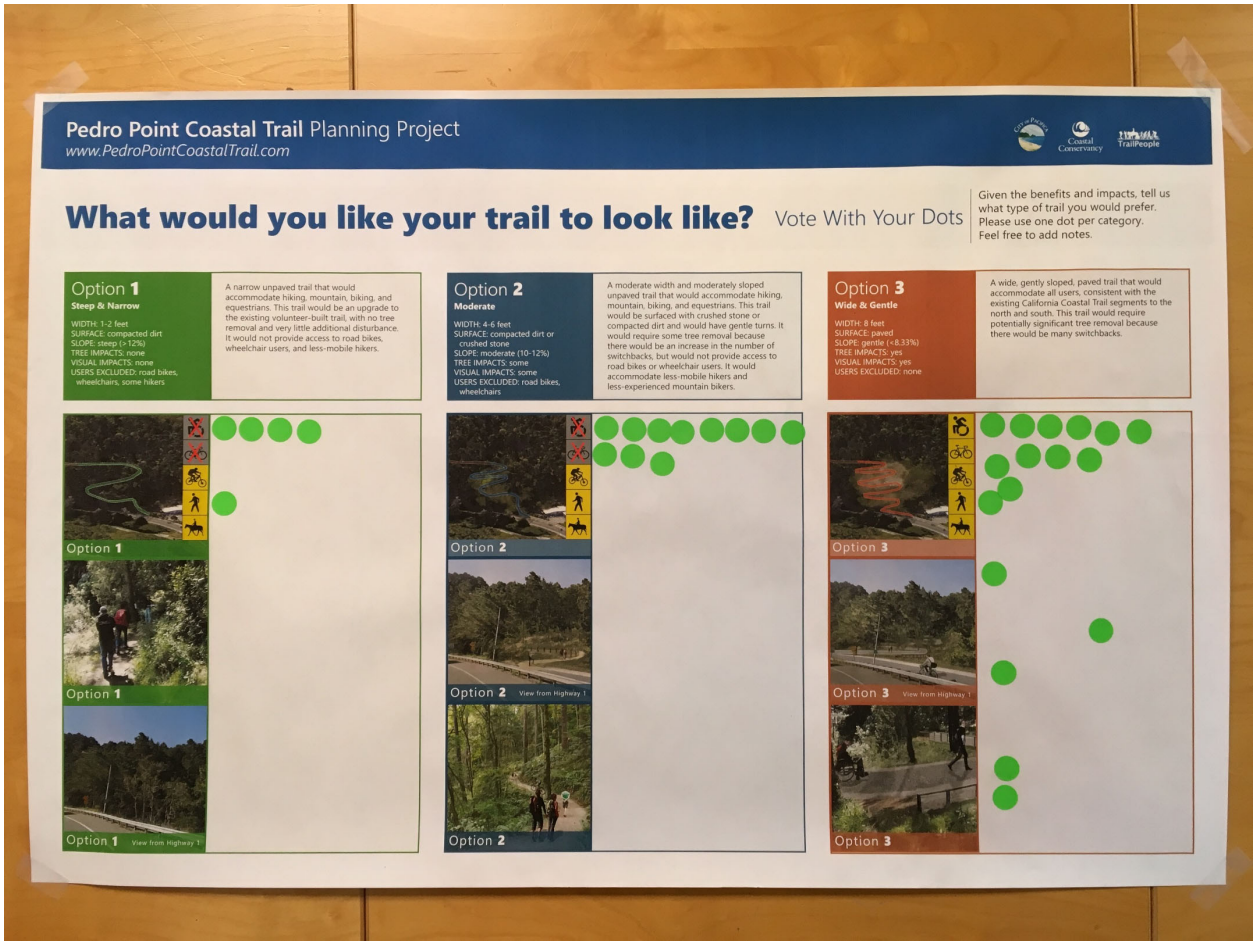
* summarizes extremes, but not the spectrum of choices as is highlighted below



Community Event #2

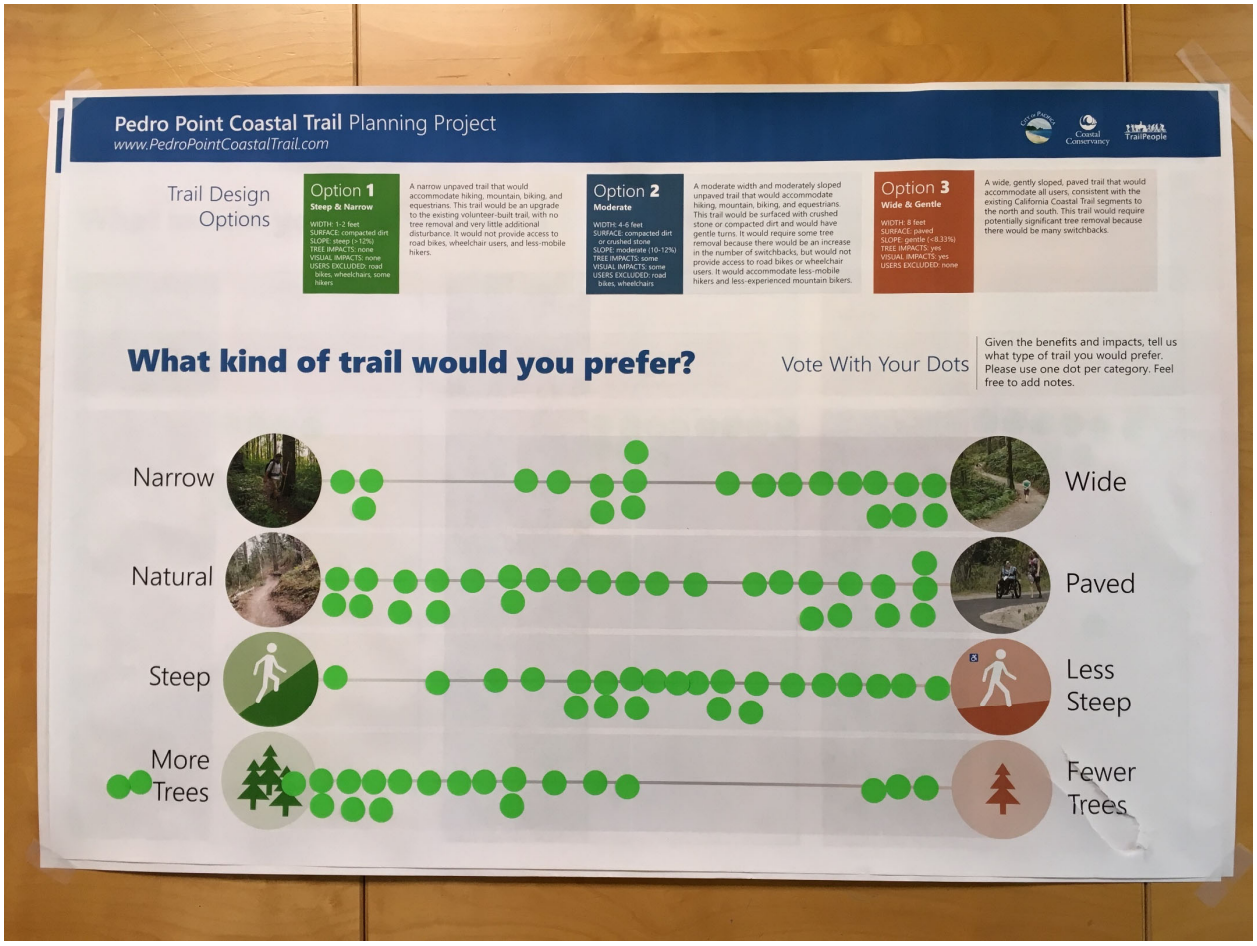
The second community event occurred along the California Coastal Trail at Rockaway Beach during the Rockway Farmer's Market.
Date and Time: Wednesday, September 25, 2019 2:30pm – 6:30pm
Total Participating: 33 (assumes each person added 5 dots)

Visual Preference Summary (Rockway Farmer's Market)		
Option 1	**Option 2**	**Option 3**
5	11	17



Spectrum Summary (Rockaway Farmer's Market)*							
Width		**Surface**		**Steepness**		**Trees**	
Narrow	**Wide**	**Natural**	**Paved**	**Steep**	**Less Steep**	**More Trees**	**Fewer Trees**
9	11	15	13	9	14	18	3
27%	33%	45%	39%	27%	42%	55%	9%

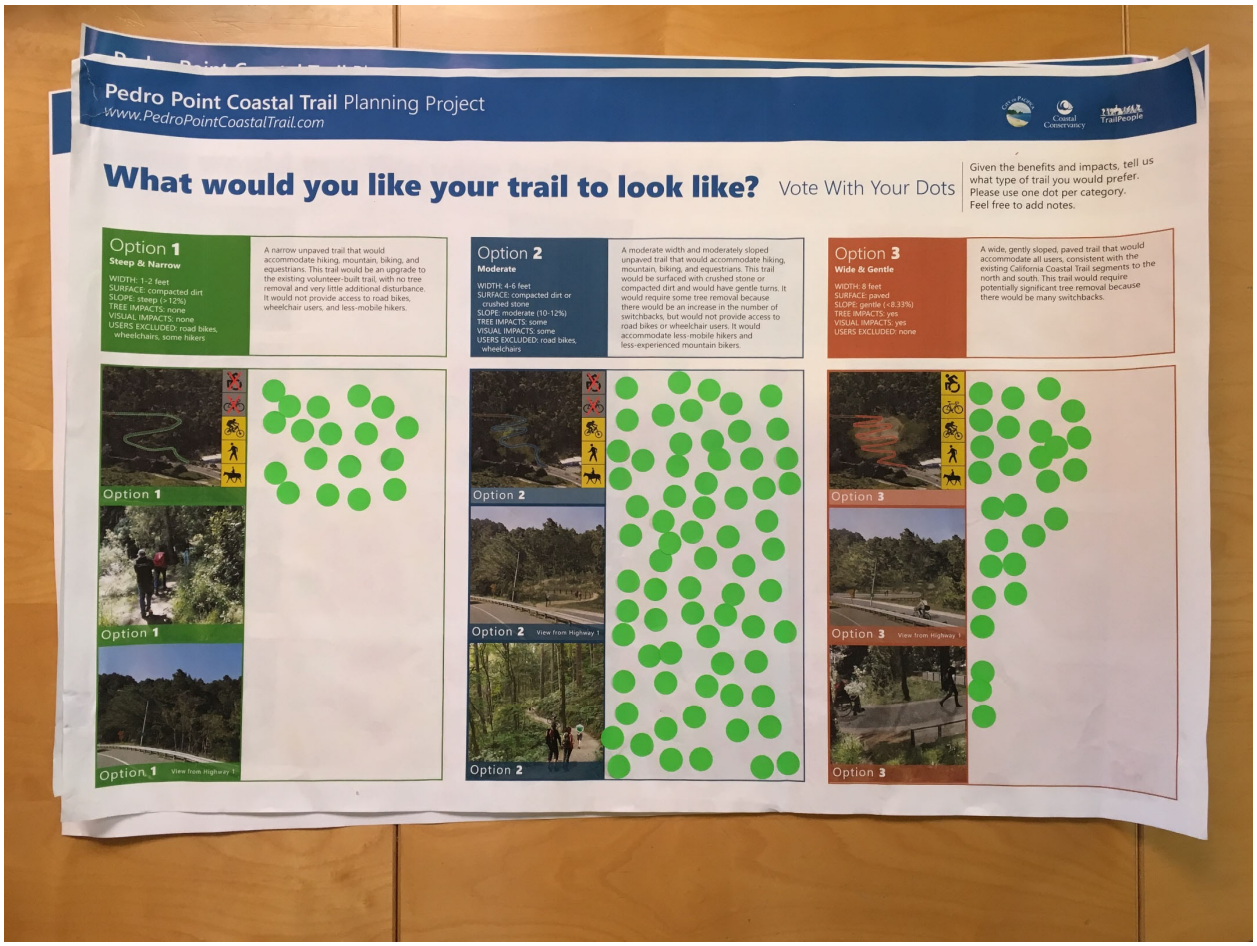
* summarizes extremes, but not the spectrum of choices as is highlighted below



Community Event #3

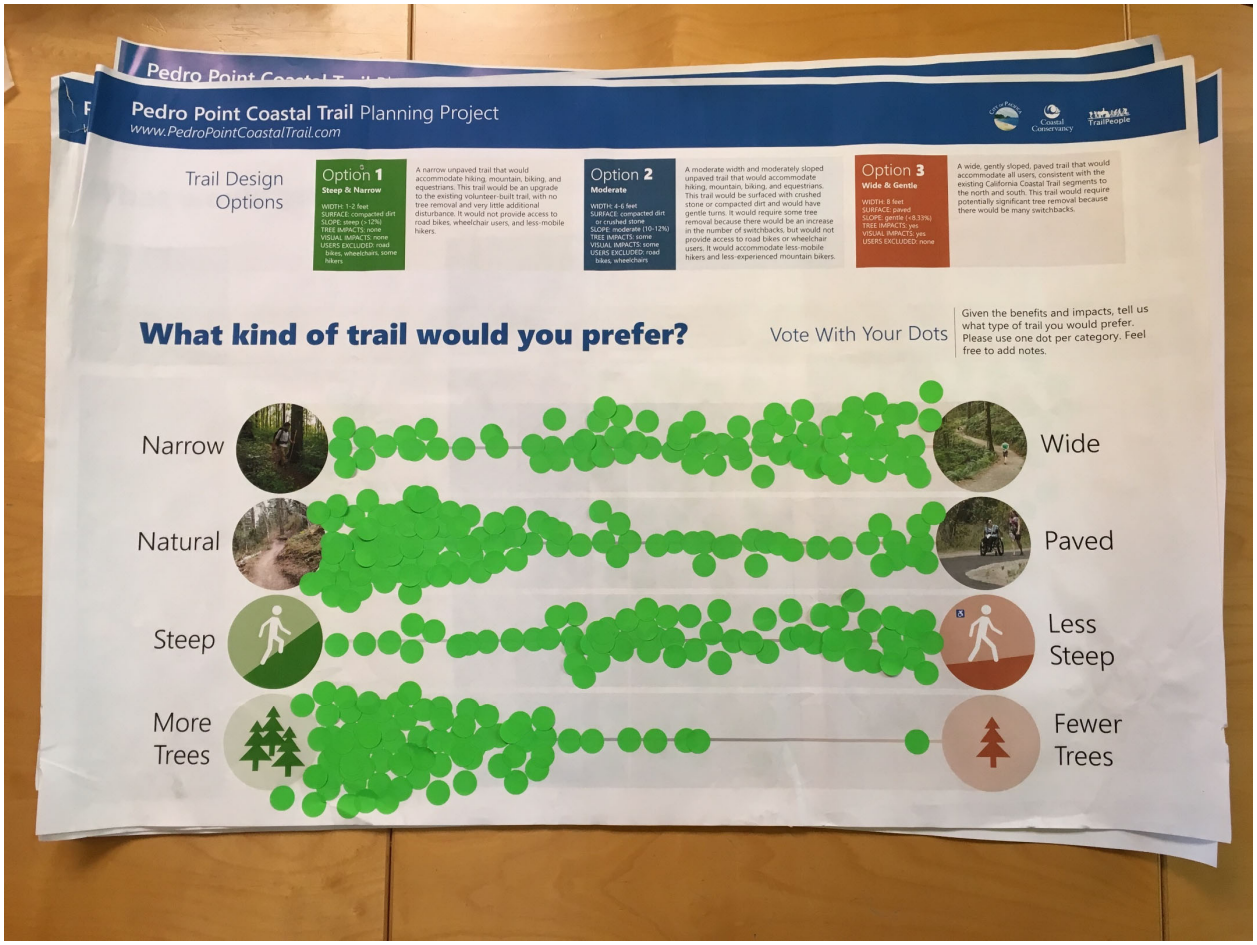
The third community event occurred during Pacific's Fog Fest celebration along Palmetto Avenue. Fog Fest attracts thousands of locals and visitors each year for a parade, arts and crafts, music, and food celebrating Pacifica and raising funds for local non-profits.
Date and Time: Saturday, September 28, 2019 10:00am – 3:30pm
Total Participating: 115 (assumes each person added 5 dots)

Visual Preference Summary (Fog Fest)		
Option 1	**Option 2**	**Option 3**
18	69	28



Spectrum Summary (Fog Fest)*							
Width		**Surface**		**Steepness**		**Trees**	
Narrow	**Wide**	**Natural**	**Paved**	**Steep**	**Less Steep**	**More Trees**	**Fewer Trees**
30	50	79	28	28	42	76	5
26%	43%	69%	24%	24%	37%	66%	4%

* summarizes extremes, but not the spectrum of choices as is highlighted below



Survey

A survey was developed to understand the visual and design preferences of the variety of expected users who lived locally or might visit from further away.

The survey included demographic questions such as race, gender, income and age to determine if respondents mirrored the community or if additional engagement might be needed. In addition, demographic information was used to determine if specific demographic groups had different preferences. Participants were asked where they lived to understand whether respondents represented people who lived within visual distance of the trail, lived within Pacifica, or would be visiting occasionally from further afield.

Participants were asked about the types of activities they engaged in (hiking, walking, on-road or mountain bicycling, etc.) to determine the extent to which participants preferred a trail designed for their needs or were considering the needs of the wider community. They were also asked, based on different design options, what type and the frequency in which they may engage in activities in the future to understand if different design options would impact future trail use. A specific question, aimed at on-road cyclists, asked if they preferred an alignment over the Pedro Point Headlands to Highway 1. The purpose was to understand if the trail should be designed for cyclists who may prefer not to climb over the Headlands, regardless of the slope and width of the trail design.

A series of visual preference and spectrum questions were asked. These questions focused on the most complicated and visually intrusive (due the visibility to residents of Pacifica) section of the trail at the northern end of the Headlands. The visual preference survey showed photo-simulations of three trail options (a steep narrow hiking/mountain biking trail; a modestly steep and wide crushed stone trail; and a gentle and wide paved Americans with Disabilities Act (ADA) compliant trail) from three perspectives: on trail, at a moderate distance (from the local roadway), and as an overview (visible from other areas of Pacifica). The variety of perspectives were meant to both show a variety of views/impacts and also ensure that specific details in the photo-simulations (which were representational of very conceptual designs) did not impact people's choices inappropriately (for example, the dislike of the style of a retaining wall – which can take on many forms as the design progresses – being the reason a respondent did not choose a specific option.)

Spectrum questions related to specific design options were also asked. Spectrum questions asked participants to rate specific design options on a spectrum from one to one hundred. This was done to highlight that there were a variety of design options for each design element which would be pursued as the design moved from the conceptual phase into more detailed design. These questions differed from the visual preference questions, where only three options were provided (due to the limitation of developing photo-simulations for a hundred options). Spectrum questions were asked about trail slope/steepness, width, surface material, visual impact/tree removal, and accessibility (e.g. use by people in wheelchairs, hiking, walking, mountain and on-road cyclists). Each spectrum question was followed by a question asking the importance of the design element to the user; for example, a participant may have preferred a gently sloped trail, but could choose to say that slope was not an important factor for them.

Seven-hundred and seventy-five (775) people filled out the survey. (Twenty-five responses were removed as they appeared to be unsuccessful attempts to fill out the survey – they were partial

survey responses from the same computer from which full survey responses were later submitted.) The survey analysis below is based on 750 surveys – percentages that do not add up to 100% are due to fewer than 750 responding to the particular question. An overview of the survey responses is provided below.

Demographics

Demographic information was collected to understand the extent to which survey respondents were representative of the community and to note whether specific demographic groups had particular preferences (highlighted in the Visual Preference section).

Age	Number	Percent
< 19	1	0.1%
20-34	75	10%
35-49	174	23%
50-64	226	30%
65+	77	10%

The largest group of survey respondents were in the 50-64 age group suggesting an older group of respondents than the community at large. Only one person under 19 years of age responded to the survey.

Income	Number	Percent
$0-$15,000	5	1%
$15,000-$25,000	3	1%
$25,000 - $50,000	20	3%
$50,000 - $75,000	28	5%
$75,000-$100,000	53	9%
$100,000+	320	56%
Prefer not to say	147	25%

Most respondents had incomes over $100,000. Median household income in Pacifica, according to the U.S. Census (2013-2017 averages), was $106,959 in 2017 dollars.

Race	Number	Percent	Census Data (for Pacifica) est. 2018
Asian/Pacific Islander	57	8%	19.8%
Black	1	0.1%	1.9%
Latino	25	3%	18.8%
Native American	4	1%	.3%
White	416	55%	52.9%

Compared to Census Data for Pacifica, survey responses by Asian/Pacific Islanders, Black and Latino people were under-represented. Over 30% of respondents did not answer questions related to race.

Gender	Number	Percent
Female	243	32%
Male	315	42%
Non-binary	5	1%
Other	1	0%
Prefer not to say	25	3%

Females were under-represented by 10% in the survey.

Location

Forty-two percent of survey respondents lived in the Pacifica zip code of 94044. Other respondents lived throughout the region suggesting that more respondents lived locally than in another particular region.

Postal Code*	Number	Percent
94044	317	42%
94110	20	3%
94019	15	2%
94062	13	2%
94002	10	1%
94024	9	1%
94025	9	1%
94037	9	1%
94066	9	1%
94015	8	1%
94061	8	1%
94103	8	1%
94305	8	1%
94070	7	1%
94117	7	1%
94131	7	1%

* all other responses were below 1%

Types of Current and Future Activities

Most respondents engaged in walking frequently (50%) or often (20%). Twenty-nine (29%) engaged in bicycling frequently or often (14%). And though only 19% engaged in hiking frequently, they hiked often (36%) and sometimes (24%) to a large extent. Almost the same number of people who hiked frequently (19%), also mountain biked frequently (18%), but many more people never mountain biked (33%). Almost half of respondents never engaged in trail running (48%), but the other half either did so frequently, often or sometimes.

Current trail activities								
	Frequently		**Often**		**Sometimes**		**Never**	
Walking	372	50%	150	20%	61	8%	40	5%
Hiking	140	19%	269	36%	177	24%	35	5%
Bicycling (on road)	221	29%	105	14%	119	16%	158	21%
Mountain biking	134	18%	98	13%	129	17%	249	33%
Trail running	63	8%	67	9%	101	13%	362	48%

When asked which area trails respondents used currently, most respondents used the California Coastal Trail (60%) and the Devil's Slide Trail (64%), which are both gentle, wide and paved trails. Forty-one percent (41%) used the Highway 1 shoulder, which is surprising as the shoulder narrows considerably as Highway 1 travels adjacent to the Pedro Point Headlands (however, respondents' use could be limited to sections north of the study area which includes wide shoulders). Somewhat fewer people used the Pedro Point Headlands (38%) and the Informal Devil's Slide-Pacific Trail (this project's study area) which is currently limited to hiking and mountain biking.

Current Use of Pacifica Area Trails	Number	Percent
California Coastal Trail	447	60%
Highway 1 Shoulder*	307	41%
Pedro Point Headlands	284	38%
Devil's Slide Trail	478	64%
Informal Pacifica-Devil's Slide Trail	193	26%
None	32	4%

* Question did not clearly state that "use" meant active, e.g. bicycling, walking, etc. so these responses could relate to participants driving on Highway 1, though the choice does note "shoulder". Alternately, respondents may use Highway 1 north of the study area where wide shoulders exist.

Respondents who noted that they bicycled on road "frequently" or "often" were asked if they would prefer to use Highway 1 or a trail over the Pedro Point Headlands. This question was asked to ascertain whether bicyclists would prefer to climb over the Headlands or would prefer a gentler route along Highway 1. This was especially important as designing a trail usable by bicyclists over the Headland would have an environmental and cost impact. Seventy-eight percent of respondents preferred the route over the Headlands.

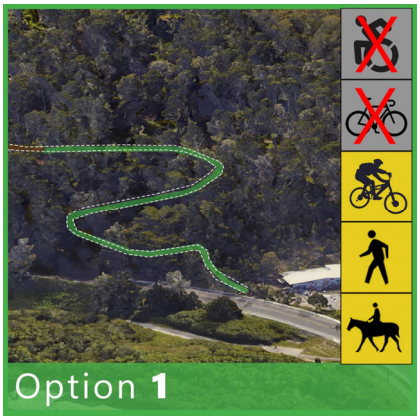
Prefer use of Highway 1 or future Pedro Point Trail	Number	Percent
Prefer to use the proposed Pedro Point Headlands Trail rather than Highway 1	228	78%
Prefer to use Highway 1 rather than the proposed Pedro Point Headlands Trail	21	7%
Other/write in	45	15%
Total responses (rides on road "frequently" or "often")	294	100%

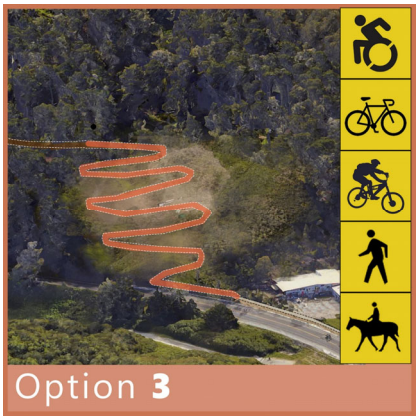
Visual Preference Survey

Part of the survey included visual-simulations of trail alternatives to allow survey respondents to understand the visual impacts different trail designs would create. Three options were provided and three sets of visualization. The three options include a steep and narrow natural dirt trail (Option 1); a moderately steep and narrow crushed stone trail (Option 2); and a gently sloped and wider paved trail (Option 3). It was also noted that Option 1 and 2 would be most accessible to mountain bikers and hikers and Option 3 would also accommodate people in wheelchairs and on-road bicyclists. The visual-simulations were provided at different scales: the view from afar; the view from the trail; and the view from the adjacent roadway.

Option 2 was the predominate choice with 42%, 50% and 45% preferring this option (an average of 46%). Option 3 was preferred over Option 1 (on average, 30% versus 24%).

Visual-Simulations View from Afar





Option 1 (steep & narrow)	104	22%
Option 2 (moderate)	198	42%
Option 3 (gentle &	164	35%

Visual-Simulations View from the Trail

Option 1	108	23%
Option 2	237	50%
Option 3	127	27%

Visual-Simulations View from Adjacent Roadway

Option 1	131	27%
Option 2	218	45%
Option 3	136	28%

Visual-Simulations Summary

Total responses to three visual preference questions	Number	Percent
Option 1 (steep & narrow)	343	24%
Option 2 (moderate)	653	46%
Option 3 (wide & gentle)	427	30%
Total	1423	100%

To determine the likelihood of the preferred design being used in the future, respondents were asked how frequently they would likely use each option. The greatest number of respondents said they would use Option 3 frequently (20%) and Option 2 often (34%).

Average for Options 1,2,3 for switchback/user type image	Frequently		Often		Sometimes		Never	
Option 1 (steep, narrow and natural)	109	15%	149	20%	226	30%	128	17%
Option 2 (moderate)	127	17%	258	34%	184	25%	45	6%
Option 3 (gentle, wide and paved)	151	20%	229	31%	175	23%	59	8%

Preference by Type of User

Survey responses to the visual-preference survey were further considered based on other variables to determine whether hikers preferred hiking trails, bicyclists preferred a biking trail, etc. When responses were considered based on these user groups, Option 2 (a moderately steep and wide trail) was still preferred. In general, Option 3 was preferred over Option 1 except when responses were limited to those would mountain biked “frequently” or “often”, in which case Option 1 was preferred.

Total for users who "frequently" or "often" hike	**Number**	**Percent**
Option 1 (steep & narrow)	110	20%
Option 2 (moderate)	270	50%
Option 3 (wide & gentle)	160	30%
Total for users who "frequently" or "often" mountain bike		
Option 1 (steep & narrow)	179	35%
Option 2 (moderate)	218	43%
Option 3 (wide & gentle)	111	22%
Total for users who "frequently" or "often" walk		
Option 1 (steep & narrow)	254	27%
Option 2 (moderate)	409	43%
Option 3 (wide & gentle)	282	30%
Total for users who "frequently" or "often" bicycle (on road)		
Option 1 (steep & narrow)	131	21%
Option 2 (moderate)	301	48%
Option 3 (wide & gentle)	199	32%

Preference by Location or Demographics

Additional analysis was conducted to determine if local users, older users and women had a different preference. In general, the same preferences were found, with local users (those living within the Pacifica 94044 zip code) choosing Option 2 at 54%, respondents over the age of 65 preferring Option 2 at 53%, and women choosing Option 2 at 54%.

Average for users who live locally (in Zip Code 94044)		
Option 1 (steep & narrow)	117	22%
Option 2 (moderate)	289	54%
Option 3 (wide & gentle)	130	24%
Trail preferences for respondents who are over 65		
Option 1 (steep & narrow)	14	8%
Option 2 (moderate)	90	53%
Option 3 (wide & gentle)	67	39%
Trail preferences for respondents who are women		
Option 1 (steep & narrow)	116	21%
Option 2 (moderate)	299	54%
Option 2 (wide & gentle)	141	25%

Design Details

As the ultimate design and alignment of the trail would be based on many factors, such as slope stability, that were currently unknown, the survey asked specific questions that could be used to inform trail design as the project moved forward. Survey respondents ranked elements from one to hundred and then could quality their ranking by a level of importance. This differentiated from the visual-preference survey where only three options were provided. The exception was a question about trail surface material, which allowed respondents to choose between a natural dirt, crushed stone and paved trail (with images of each).

Survey questions asked about the steepness, width, tree loss/visual impacts, and accessibility of the trail. Questions about steepness and width both averaged at 47, with 1 being very steep and 100 being very gentle (or 1= very narrow and 100=very wide). For respondents who noted that this was important to them, the average changed slightly to 52 and 51 respectively. This corresponded to the visual preference survey where a trail of moderate slope and width were preferred. Unsurprisingly, the average for tree removal was 41 (1=no trees removed and 100=many trees removed) with an average of 31 for those who felt this was important. The question about accessibility (1=accessible to few and 100=accessible to all) rated an average of 61 and 76 for those who felt this was important. It should be noted that although the average for rankings was typically around 50, responses typically centered around extremes (1 and 100) with additional uniform rankings across the spectrum.

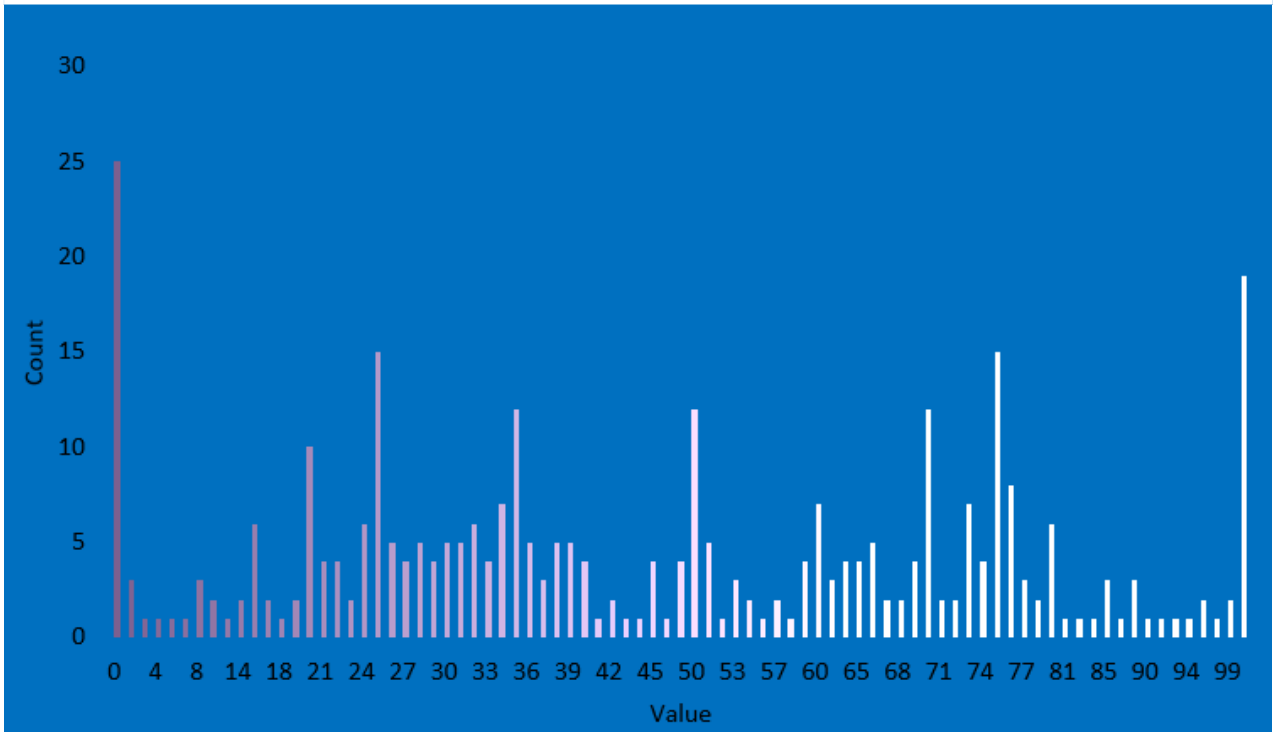
The question about trail surface material was split across all three options, but Option 2 (crushed stone) was preferred by those for whom the felt this was important.

Steepness

Survey Question: How steep or gentle would you like the trail to be? Survey Note: A gentler trail can be used by more people (range of fitness levels, ages, abilities), but will require more tree removal and other impacts because the trail length and number of switchbacks will increase.

Steepness	Average
Average ranking of steepness (1=very steep, 50=somewhere in between, 100=very gentle)	47
Average ranking of steepness for those that rated the importance of steepness as "50 or above"	52

1. Graph of number of respondents (count) and ranking (value) given to survey question related to steepness.

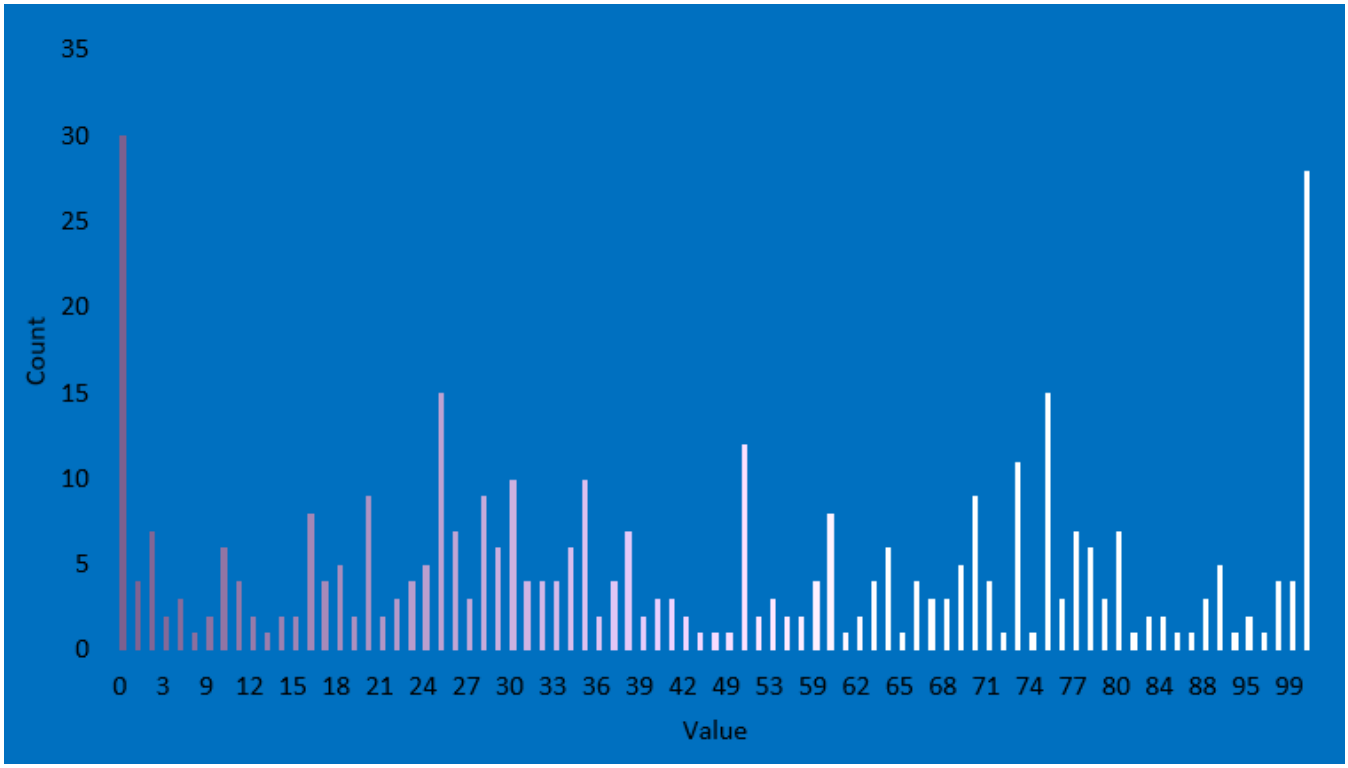


Width

Survey Question: How narrow or wide you would like the trail to be? Survey Note: A wider trail can be used by more people, but will require more tree removal and other impacts.

Width	
Average ranking of width (1=narrower, 50=somewhere in between, 100=wider)	47
Average ranking of width for those that rated the importance of width as "50 or above"	51

2. Graph of number of respondents (count) and ranking (value) given to survey question related to width.

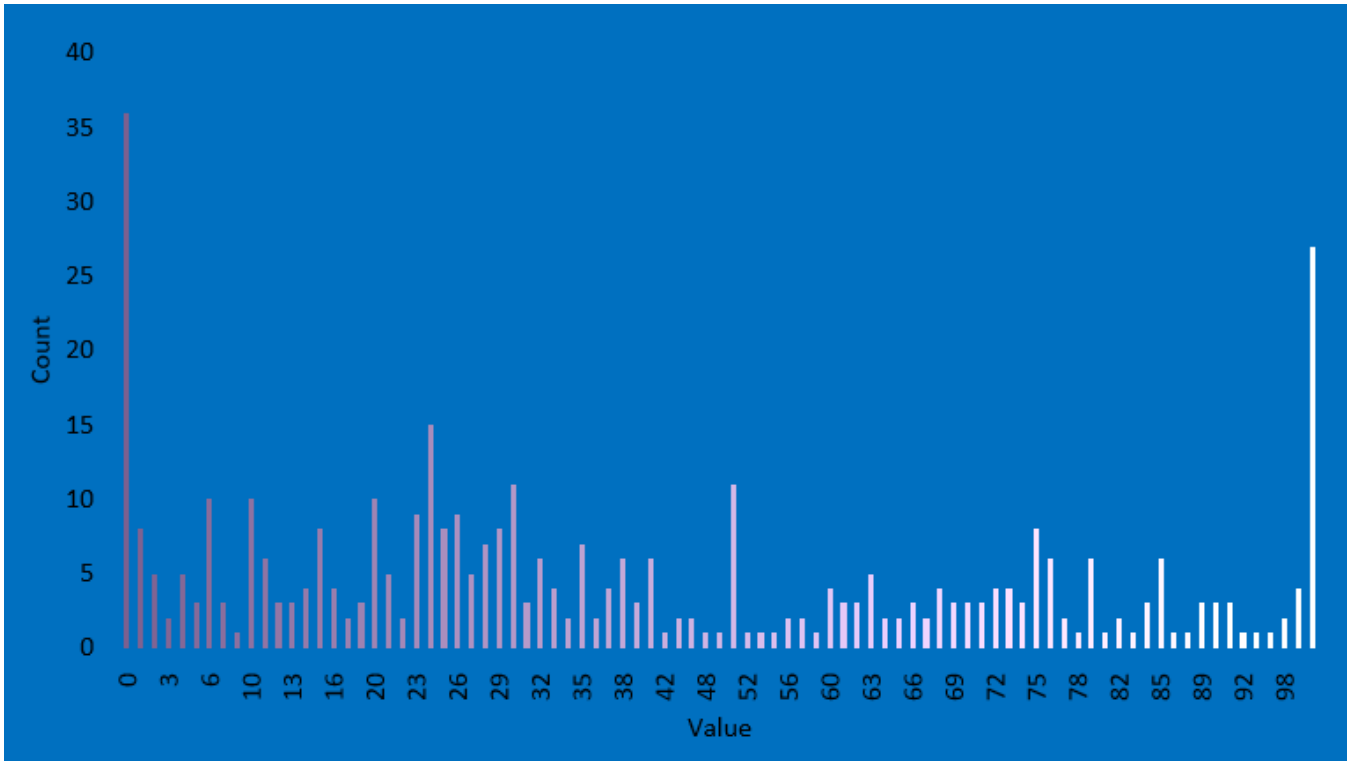


Trees/Visual Impacts

Survey Question: How many trees would it be acceptable to remove? Survey Note: More tree removal will be required to accommodate a wider, gentler trail usable by more people.

Trees/Visual Impacts	
Average ranking of tree removal (1=none removed, 50=somewhere in between, 100=many removed)	41
Average ranking for those that rated the importance of trees as "50 or above"	31

3. Graph of number of respondents (count) and ranking (value) given to survey question related to tree removal/visual impacts.

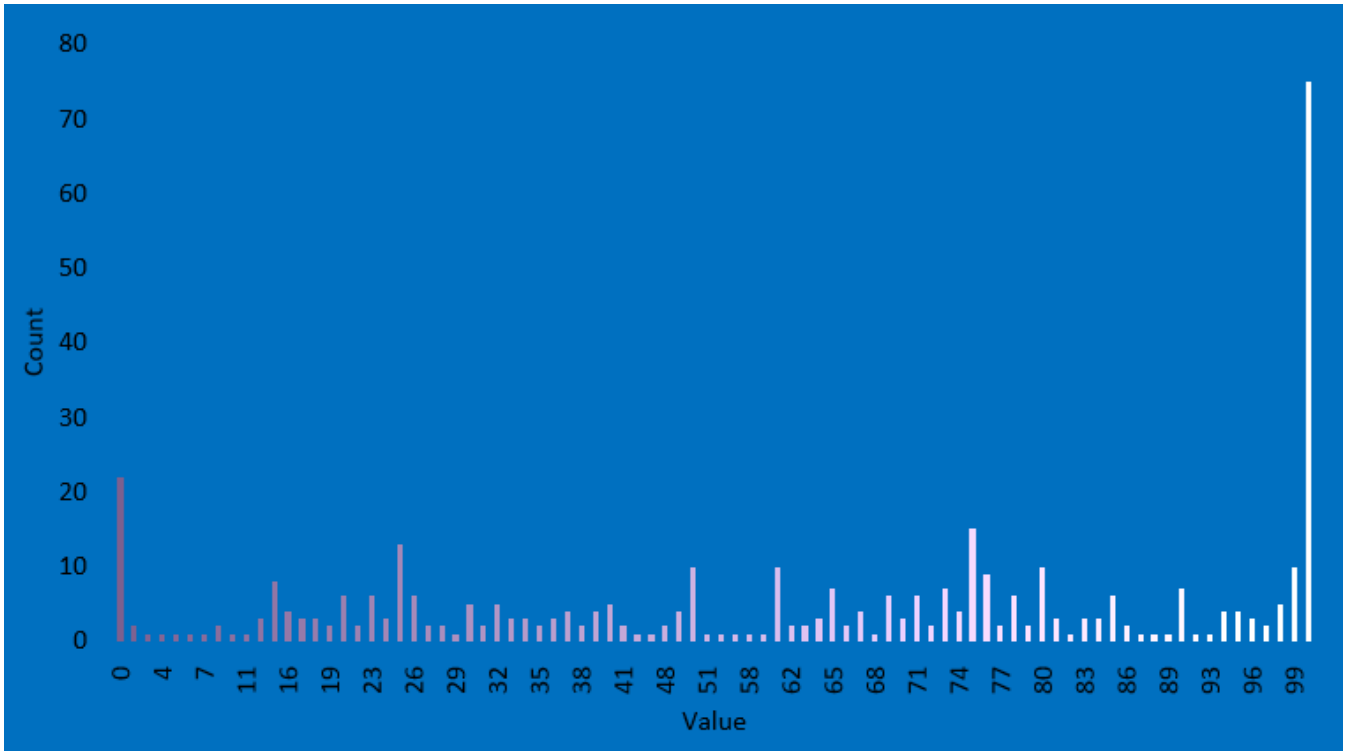


Accessibility

Survey Question: Should the trail be accessible to just some people or to many people?
Survey Note: A trail that can be used by more people will require more tree removal and other impacts.

Accessibility	
Average ranking of accessibility (1=less accessible, 50=somewhere in between, 100=accessible to all)	61
Average ranking for those that rated the importance of accessibility as "50 or above"	76

4. Graph of number of respondents (count) and ranking (value) given to survey question related to accessibility.



Trail Surface Material

Survey Question: What material would you prefer the trail to be?
Survey Notes:
+ A natural dirt trail will have the least impact, but will require regular maintenance and only be suitable for some users (serious hikers and mountain bikers, equestrians).
+ A crushed stone trail will have some impact, will require regular maintenance, and be suitable for more users (walkers, some road bicyclists, as well as hikers, mountain bikers and equestrians).
+ A paved trail will require significant impact to build, will require limited regular maintenance but significant long-term maintenance, and will be suitable for all users including people in wheelchairs.

Trail Surface Material	Number	Percent
Option 1 (natural dirt)	105	14%
Option 2 (crushed stone)	104	14%
Option 3 (paved trail)	103	14%
Number and percent for those that rated the importance of surface material as "50 or above"		
Option 1 (natural dirt)	72	19%
Option 2 (crushed stone)	99	27%
Option 3 (paved trail)	60	16%

Preferred Amenities

Survey respondents were asked to choose among several amenities that might be included along the trail, at the trailhead or at a staging area. Most chose trail signs (50%) and trail rules/area information (40%). Many chose restrooms (39%), benches (38%) and drinking fountains (30%). Some chose vehicle parking (23%) and a trailhead kiosk (21%) and fewer chose picnic tables (13%), bicycle racks (12%) and horse hitches (5%).

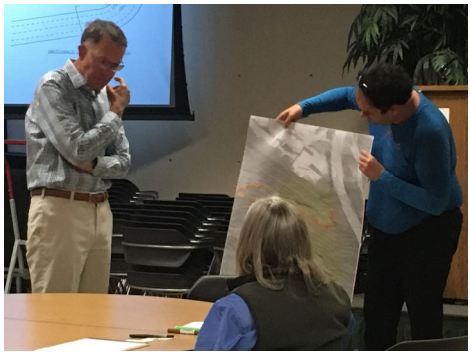
Preferred amenities	**Number**	**Percent**
Trail Signs	377	50%
Trail Rules and Area Information	303	40%
Restrooms	296	39%
Benches	285	38%
Drinking Fountains	226	30%
Vehicle Parking	170	23%
Trailhead Kiosk	159	21%
Picnic Tables	100	13%
Bike Racks	91	12%
Horse Hitches	40	5%

Public Meeting

A public meeting was held to provide an opportunity to discuss the project in more detail and answer community questions. Maps and material from prior events were posted for community review.

Due to prior community comments, the meeting took the form of a workshop where participants were provided with general guidelines for designing trails and given an opportunity to design their own trail focused on the steep northern project area.

Participants then presented their ideas to the group. Most groups designed a trail of moderate steepness (10%) with one group designing a trail with a slope of 5-8% to allow for wheelchair access. Designs included use of the Caltrans right-of-way, crossing the drainage ditches, and use of the existing cut banks to reduce of the number of switchbacks needed. A group of equestrians highlighted their desire to use the trail with access from Pacifica. They preferred a trail shared by all users. Other groups suggested a wider gentler trail paired with a steeper narrower trail which could be used by hikers and mountain bikers.

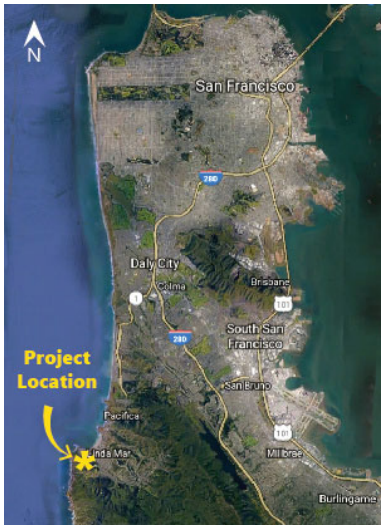


Appendix A: Web-Survey

Pedro Point Coastal Trail Survey

Welcome

The Pedro Point Coastal Trail is envisioned to connect the City of Pacifica to the Devil's Slide Trail via the Pedro Point Headlands. The Coastal Conservancy and partners are initiating a trail planning process to develop a conceptual design for the trail. The purpose of this survey is to understand who will be using the trail and the community's preference for the trail design and alignment.



Survey Focus: A focus of this survey is the portion of the Trail that must pass through a steep, heavily forested hillside which is an important natural and scenic resource. This section can be designed in a variety of ways. The wider and gentler the trail, the more it will impact the hillside, but more people will be able to use it. The narrower and steeper the trail, the less it will impact the hillside, but fewer people will be able to use it. An overview of the benefits and impacts of three example options are presented below. Questions in this survey related to trail design are meant to gather community preferences for this steep section of trail.

Options Overview

Option 1 - steep & narrow trail

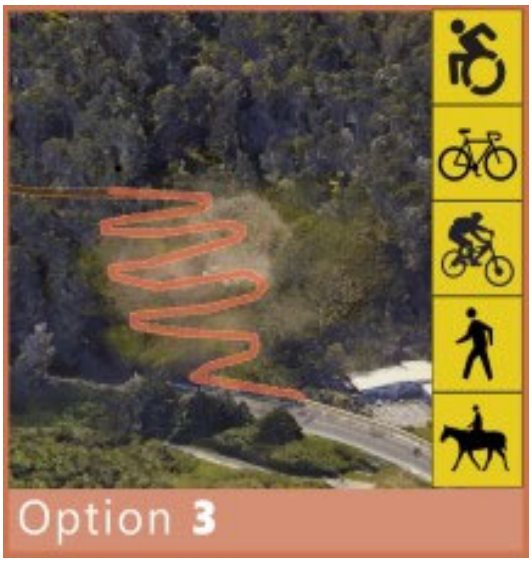
A narrow unpaved trail that would accommodate hiking, mountain biking, and equestrians. This trail would be an upgrade to the existing volunteer-built trail, with no tree removal and very little additional disturbance. It would not provide access to road bikes, wheelchair users, and less-mobile hikers.

WIDTH: 1-2 feet
SURFACE: compacted dirt
SLOPE: steep (>12%)
TREE IMPACTS: none
VISUAL IMPACTS: none
NOT USABLE BY: road bikes, wheelchairs, some hikers

Option 2 - moderate trail

A moderate width and moderately sloped unpaved trail that would accommodate hiking, mountain biking, and equestrians. This trail would be surfaced with crushed stone or compacted dirt and would have gentle turns. It would require some tree removal because there would be an increase in the number of switchbacks, but would not provide access to road bikes or wheelchair users. It would accommodate less-mobile hikers and less-experienced mountain bikers.

WIDTH: 4-6 feet
SURFACE: compacted dirt or crushed stone
SLOPE: moderate (10-12%)
TREE IMPACTS: some
VISUAL IMPACTS: some
NOT USABLE BY: road bikes, wheelchairs



Option 3 - wide & gentle trail

A wide, gently sloped, paved trail that would accommodate all users, consistent with the existing California Coastal Trail segments to the north and south. This trail would require potentially significant tree removal because there would be many switchbacks.

WIDTH: 8 feet
SURFACE: paved
SLOPE: gentle (<8.33%)
TREE IMPACTS: yes
VISUAL IMPACTS: yes
NOT USABLE BY: usable by all (non-motorized) modes

Your Current Trail Use

1) Please identify what activities you do in general and how frequently you do them.

	Frequently (a few times per week)	Often (a few times per month)	Sometimes (a few times per year)	Never
Walking	☐	☐	☐	☐
Hiking	☐	☐	☐	☐
Bicycling (on road)	☐	☐	☐	☐
Mountain biking	☐	☐	☐	☐
Trail running	☐	☐	☐	☐
Bird watching/nature study	☐	☐	☐	☐
Horseback riding	☐	☐	☐	☐

Your Current Trail Use

2) Referencing the map provided, which Pacifica area trails or routes do you currently use?

- ☐ California Coastal Trail
- ☐ Highway 1 Shoulder
- ☐ Pedro Point Headlands
- ☐ Devil's Slide Trail
- ☐ Informal Pacifica-Devil's Slide Trail
- ☐ None of the above

Trail Design Options

3) Here are some overview images that (generally) show the number of switchbacks and types of users who could or could not use the trail. Given the benefits and impacts, based on these images, which option do you prefer? (click on one)

☐ Option 1 (steep & narrow)

☐ Option 2 (moderate)

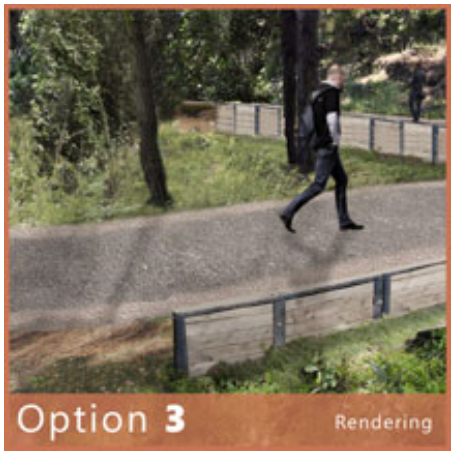
☐ Option 2 (wide & gentle)

4) Here are some images of what the different trail types might look like from the trail. Given the benefits and impacts, based on these images, which option would you prefer? (click on one)

☐ Option 1 (steep & narrow)

☐ Option 2 (moderate)

☐ Option 3 (wide & gentle)

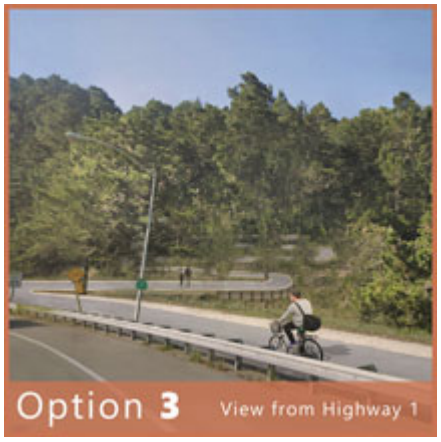


5) Here are some images of what the different trail designs and their impacts might look like from a distance. Given the benefits and impacts, based on these images, which option would you prefer? (click on one)

☐ Option 1 (steep & narrow)

☐ Option 2 (moderate)

☐ Option 3 (wide)



Trail Design - Features in Order of Importance

6) Rate the following trail design elements based on what is most important to you.

☐ Trail slope/grade is gentle

☐ Trail is wide

☐ Trees are all protected

☐ Environmental/visual setting is preserved

☐ Everyone can use the trail (wheelchairs, hikers, walkers, bicyclists, etc.)

Future Trail Use

7) How often would you use each trail type?

	Frequently (a few times per week)	Often (a few times per month)	Sometimes (a few times per year)	Never or almost never
Option 1 - Narrow & Steep	☐	☐	☐	☐
Option 2 - Moderate	☐	☐	☐	☐
Option 3 - Wide & Gentle	☐	☐	☐	☐

Trail Design - Material

8) What material would you prefer the trail to be? (select one)
+ A natural dirt trail will have the least impact, but will require regular maintenance and only be suitable for some users (serious hikers and mountain bikers, equestrians).
+ A crushed stone trail will have some impact, will require regular maintenance, and be suitable for more users (walkers, some road bicyclists, as well as hikers, mountain bikers and equestrians).
+ A paved trail will require significant impact to build, will require limited regular maintenance but significant long-term maintenance, and will be suitable for all users including people in wheelchairs.

☐ Option 1

☐ Option 2

☐ Option 3

9) How important is trail material to you?

0 _____[__]_____ 100

10) If you have further comments, please provide them here:

Trail Design – Slope

11) How steep or gentle would you like the trail to be?
+ A gentler trail can be used by more people (range of fitness levels, ages, abilities), but will require more tree removal and other impacts because the trail length and number of switchbacks will increase.

0 _____[__]_____ 100

12) How important is the slope of the trail to you?

0 _____[__]_____ 100

13) If you have further comments, please provide them here:

Trail Design - Width

14) How narrow or wide you would like the trail to be?
+ A wider trail can be used by more people, but will require more tree removal and other impacts.

0 _____[__]_____ 100

15) How important is the width of the trail to you?

0 _____[__]_____ 100

16) If you have further comments, please provide them here:

Trail Design - Tree Removal and Visual Character

17) How many trees would it be acceptable to remove?
+ More tree removal will be required to accommodate a wider, gentler trail usable by more people.

_____[__]_____

18) How important are trees and visual impacts to you?

0 _____[__]_____ 100

19) If you have further comments, please provide them here:

Trail Design - Accessibility

20) Should the trail be accessible to just some people or to many people?
+ A trail that can be used by more people will require more tree removal and other impacts.

0 _____[__]_____ 100

21) How important is accessibility to you?

0 _____[__]_____ 100

22) If you have further comments, please provide them here:

About Your Trail Preferences

Logic: Hidden unless: Question "Bicycling (on road)" is one of the following answers ("Frequently (a few times per week)","Often (a few times per month)")

23) As a road cyclist, would you prefer to use Highway 1 or prefer to use a trail over the Pedro Point Headlands? (Note: Highway 1 improvements at Pedro Point are *not* part of this project.)

- ☐ I would prefer to use a trail over the Pedro Point Headlands.
- ☐ I would prefer to use Highway 1 as is.
- ☐ Other - Write In: _____

Amenities

24) If they can be included, which of the following amenities would you like to see on the trail or at the staging area for this trail? (select as many as you like)

- ☐ Picnic Tables
- ☐ Benches
- ☐ Bike Racks
- ☐ Trail Rules and Area Information
- ☐ Trailhead Kiosks
- ☐ Maps
- ☐ Trail Signs
- ☐ Restrooms
- ☐ Drinking Fountains
- ☐ Trash and Recycling Receptacles
- ☐ Horse Hitches
- ☐ Vehicle Parking
- ☐ Other - Write In: _____

About You

Understanding who is providing responses and who may potentially use The Pedro Point Trail is important for our planning purposes.

Logic: Show/hide trigger exists.

25) What Zip Code do you live in?*

Logic: Hidden unless: #25 Question "What Zip Code do you live in?" is exactly equal to "94044"

26) What city and neighborhood do you live in?

27) What gender do you identify as?

- ☐ Male
- ☐ Female
- ☐ Non-binary
- ☐ Prefer not to say
- ☐ Other - Write In:

28) What ethnicity are you?

- ☐ Asian/Pacific Islander
- ☐ Black
- ☐ Latino
- ☐ Native American
- ☐ White
- ☐ Prefer not to say
- ☐ Other:

29) What age are you?

- ☐ < 19
- ☐ 20-34
- ☐ 35-49
- ☐ 50-64
- ☐ 65+
- ☐ Prefer not to say

30) What is your household income level?

- ☐ $0 - $15,000
- ☐ $15,000 – $25,000
- ☐ $25,000 - $50,000
- ☐ $50,000 - $75,000
- ☐ $75,000 - $100,000
- ☐ **$100,000+**
- ☐ Prefer not to say

31) Are there any additional comments you would like to provide?

32) Would you like to receive additional information about the project? If so, add your email here:

Thank you for taking our survey. Your response will help guide decisions about the next steps in the Pedro Point Trail design. Please check the website (**www.pedropointcoastaltrail.com**) for project updates and/or contact the Project Manager for additional questions and comments.

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