

San Luis Obispo County Parks

draft

CAYUCOS PUBLIC ATTITUDE SURVEY PROPOSED HIGHWAY ONE UNDERCROSSINGS



Prepared by Sara Kocher Consulting

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CAYUCOS PUBLIC ATTITUDE SURVEY PROPOSED HIGHWAY ONE UNDERCROSSINGS

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CAYUCOS PUBLIC ATTITUDE SURVEY PROPOSED HIGHWAY ONE UNDERCROSSINGS

EXECUTIVE SUMMARY

A door-to-door public attitude survey of 181 Cayucos households was conducted in August of 2009. The purpose of the survey was to determine participants' views of two Highway One undercrossings proposed at Chaney and Obispo Avenues.

The survey consisted of four parts. In part one, the survey respondents reported on how they currently cross Highway One in Cayucos. In part two, the respondents discussed the benefits and drawbacks of constructing underpasses at Chaney and Obispo Avenues. Part three addressed preferred locations and types of highway crossings. Part four collected demographic data. A copy of the survey instrument is included in Appendix A. The self-administered survey took about ten minutes to complete and respondents were assured that their responses would remain anonymous.

Survey respondents reported on how they currently cross Highway One in Cayucos. The majority of the survey respondents (80%) agreed that there were not currently enough safe places to cross the highway in Cayucos. Many of the respondents (38%) currently cross the highway at Old Creek Road. Overall about 50 percent feel safe when crossing the highway. One-quarter of the respondents say they never cross Highway One when walking or cycling.

The participants identified benefits and drawbacks of constructing undercrossings at Chaney and Obispo Avenues. For both Chaney and Obispo Avenues the most frequently identified benefit was pedestrian and cyclist safety, while the most frequently identified drawback was cost. Additional benefits listed by respondents included access to the beach, location, and improved driver safety. Additional drawbacks identified by the respondents included potential misuse of the environment, especially by criminals, traffic delays during construction, and flooding and runoff. The estimated frequency of use was higher for Obispo Avenue than for Chaney Avenue, with 44 percent of the respondents expecting to use the Obispo Avenue undercrossing once a week or more, compared to 31 percent for Chaney Avenue. Overall, the number of people who expected to use the Chaney undercrossing, the Obispo undercrossing, or both totaled 50 percent of the respondents.

The Obispo Avenue undercrossing was preferred over the Chaney Avenue undercrossing by respondents from all areas of Cayucos. Over 75 percent of the respondents preferred either the Obispo Avenue undercrossing (53%) or the Chaney Avenue undercrossing (25%), compared to none or an alternative.

Importance ratings were included to estimate the impact of background variables (such as age) on the preferences of the respondents. The only significant predictor of support for the undercrossings was the estimated frequency of use; people who expected to use an undercrossing once a week or more also thought it was more important to provide one. Communitywide, about 75 percent said it was at least somewhat important to build the Chaney Avenue undercrossing, while 80 percent said it was at least somewhat important to build the Obispo Avenue undercrossing. Among those who expected to use the undercrossing once a week or more, the percentage increased significantly to 85 percent for Chaney Avenue and 90 percent for Obispo Avenue. An undercrossing was the preferred design alternative, compared to a traffic signal, overpass, or other alternatives.

Overall, the demographic characteristics of the households who participated in the survey were representative of the population of Cayucos as a whole, based on comparison to Census data. This demonstrates the validity of the sample. Statistical analysis showed that these demographic characteristics did not significantly relate to the opinions expressed on the survey.

CAYUCOS PUBLIC ATTITUDE SURVEY PROPOSED HIGHWAY ONE UNDERCROSSINGS

INTRODUCTION

San Luis Obispo County Parks, along with CalTrans, is evaluating options for providing pedestrian and cyclist access across Highway 1 in Cayucos. As a part of this effort, Cayucos residents and visitors were asked to share their views by completing a public opinion survey.

The two page survey instrument was developed under the supervision of San Luis Obispo County Parks staff with input from a representative of the Cayucos Citizens Advisory Council. The project description was developed from a memo prepared by CalTrans staff.¹

The survey consisted of four parts. In part one, the survey respondents reported on how they currently cross Highway One in Cayucos. In part two, the respondents discussed the benefits and drawbacks of constructing underpasses at Chaney and Obispo Avenues. Part three addressed preferred locations and types of highway crossings. Part four collected demographic data. A copy of the survey instrument is included in Appendix A. The self-administered survey took about ten minutes to complete and respondents were assured that their responses would remain anonymous.

The data collection took place in August of 2009. For the purpose of sampling, the community was divided into four areas:

- Northwest: west of Ocean Avenue and north of 13th Street,
- Southwest: west of Highway One and south of 13th Street,
- Northeast: east of Ocean Avenue and north of 13th Street, and
- Southeast: east of Highway One and south of 13th Street.

In each of the four areas, a sample proportional to the population of the area was collected. Each area was sampled on both weekday and weekend afternoons. A total of 181 surveys were completed.

The survey materials included a street map of Cayucos which showed the location of highway crossing features in the Cayucos area, including the existing overpass at Cayucos Drive, the existing undercrossing at 13th Street, the proposed undercrossing at Obispo Avenue, the existing signal at Old Creek Road, and the proposed undercrossing at Chaney Avenue.

The data collection crew was instructed to wait while the survey was filled out. Respondents who wished to obtain a copy of the survey or who wished to fill out the survey at a later time, were encouraged to contact San Luis Obispo County Parks staff, and contact information was provided.

The data collection crew was instructed that all of the information available about the project was included in the description of the undercrossings included on the first page of the survey. Respondents who asked if they were supposed to choose between the two undercrossing options were told that both options could be built. In response to all other inquiries, respondents were encouraged to note questions about the project on the survey form. Respondents were also told that they could contact San Luis Obispo County Parks staff with questions and contact information was provided.

¹ O'Hallorran, Wendy D. Memorandum to Ken Dostalek, State of California Department of Transportation, June 18, 2007.

EXISTING HIGHWAY CROSSINGS AND CONDITIONS

The majority of the survey respondents agreed that there were not currently enough safe places to cross the highway in Cayucos (see Table 1). Many of the respondents (38%) currently cross the highway at Old Creek Road, and most feel that this is a safe place to cross. One-quarter of the respondents say they never cross Highway One when walking or cycling. Ten percent of the respondents cross at the 13th Street undercrossing, while an additional ten percent cross at Obispo Avenue. Most of the respondents who use the 13th Street undercrossing report feeling safe (63%), while fewer of those who cross at Obispo Avenue report feeling safe (27%). Of the seven percent who cross at Chaney Avenue, about 45% report feeling safe. Overall about 50 percent feel safe when crossing the highway.

Table 1: Existing Highway Crossings

		<u>Yes</u> <u>No</u>	
		20%	80%
Are there currently enough safe places to cross Highway 1 in Cayucos?			
When you are walking or cycling, where do you typically cross Highway 1?		Do you feel safe crossing at this location?	
		<u>Yes</u>	<u>No</u>
Old Creek Road	38%	75%	25%
Don't cross highway	23%	NA	NA
13th Street	10%	63%	38%
Obispo Avenue	10%	27%	73%
Other	8%	8%	92%
Chaney Avenue	7%	45%	55%
Cayucos Drive	4%	100%	0%
<u>Grand Total</u>	<u>100%</u>	<u>53%</u>	<u>47%</u>

BENEFITS AND DRAWBACKS OF CONSTRUCTING UNDERCROSSINGS

Part two of the survey addressed the benefits and drawbacks of constructing underpasses at Chaney and Obispo Avenues. Two versions of the survey were distributed. In one version, respondents evaluated the proposed Chaney Avenue undercrossing first, followed by the Obispo Avenue undercrossing. In the other version, the Obispo Avenue undercrossing was evaluated first. In both versions, respondents read a short description of the undercrossing, and were asked to describe the benefits and drawbacks of constructing an undercrossing at the location. A map showing the locations of highway crossing features in the Cayucos area was provided for reference. The description of the Chaney Avenue and Obispo Avenue undercrossings read as follows:

Option 1: Chaney Avenue (see attached map)

- Reinforced concrete passageway 114 feet long, 10 feet wide, and 10 feet tall.
- On the west side of Highway 1, a 5 foot wide ADA compliant sidewalk extending south of the intersection to the existing pavement at Studio Dr.
- On the east side of Highway 1, a 5 foot wide ADA compliant sidewalk extending to Ocean Drive.

Option 2: Obispo Avenue

- Reinforced concrete passageway 101 feet long, 10 feet wide, and 10 feet tall.
- On the west side of Highway 1, a 5 foot wide ADA compliant sidewalk extending 225 feet north to the existing parking lot.
- On the east side of Highway 1, a 5 foot wide ADA compliant sidewalk extending to the proposed Norma Rose Park.

Chaney Avenue Undercrossing

Respondents were asked to identify the benefits and drawbacks of constructing an undercrossing at Chaney Avenue. The 181 respondents who took the survey generated a list of 207 advantages and 201 drawbacks. Content analysis was used to group the items into meaningful categories, as shown below in Tables 2 and 3.

Benefits. The most commonly cited benefit of constructing an undercrossing at Chaney Avenue was pedestrian and cyclist safety. Many of the respondents answered this question with the single word, “safety,” but others elaborated by identifying particular groups that would benefit from a safer crossing, “Much safer when it comes to kids, pets, elderly.”

Thirty percent of the survey participants responded that there were no benefits, or left the question blank. Interpreting the meaning of no response is complicated. Although about ten percent of the sample noted neither advantages or drawbacks to constructing an undercrossing at Chaney Avenue, most of these respondents did answer one or more of the questions about Obispo Avenue. This suggests that for this set of questions, no response means no drawbacks. Thus none and no response are considered to be synonymous for the data shown in Tables 2-4.

Improved beach access was mentioned by seven percent of the sample, while an additional three percent noted benefits associated with improving overall access to both sides of the highway. Five percent of the respondents adopted a driver safety perspective, contributing comments such as, “No more dogs and people running in traffic.”

Benefits noted by less than five percent of the sample included location, “Closer for some people than the light” and economic benefits, “Adds to property values,” and “Helps the tourists.”

Drawbacks. According to half of the respondents, there are no drawbacks to constructing an undercrossing at Chaney Avenue.

The cost of the constructing an underpass was a concern for 19 percent of the respondents. Some respondents believed that a traffic signal or a crosswalk would be less expensive, while others identified the cost of maintenance as a concern, but most answered the question with a single word including “cost,” “expensive,” or “\$\$.”

Altogether, concerns about misuse of the undercrossing accounted for about 15 percent of the responses. Eight percent of the users saw the undercrossing as a potentially dangerous environment associated with threats to personal safety and serious crime, reflected in comments such as, “Safety for those using the undercrossing at night,” and “I'd be concerned about illegal or troublesome activity happening in unobserved undercrossing.” An additional four percent regarded the undercrossing as a potential public nuisance, emphasizing concerns related to

Table 2: Chaney Avenue Benefits

Pedestrian/cyclist safety	46%
None or no response	30%
Beach access	7%
Driver safety	5%
Location	3%
Overall access	3%
Economic benefits	3%
Other	2%

Table 3: Chaney Avenue Drawbacks

None or no response	50%
Cost	19%
Dangerous environment	8%
Traffic delays during construction	5%
Public nuisance	4%
Flooding and runoff	4%
Use by transients	3%
Location	3%
Low use	3%
Other	3%

vandalism and petty crimes, especially by teenagers. Three percent of the respondents were concerned that the undercrossing would be used by transients.

Other drawbacks identified included the potential for traffic delays during construction (5%) and concerns about flooding and runoff (4%). Three percent of the respondents thought that Cheney Avenue was not a good location for an undercrossing, primarily because it is located at the southernmost end of the community. About the same percentage felt that the undercrossing at Chaney Avenue would be under used.

Obispo Avenue Undercrossing

Respondents were asked to identify the benefits and drawbacks of constructing an undercrossing at Obispo Avenue. The 181 respondents who took the survey generated a list of 210 advantages and 195 drawbacks. Content analysis was used to group the items into meaningful categories, as shown in Tables 4 and 5.

Benefits. As with Chaney Avenue, the most commonly cited benefit of the Obispo Avenue undercrossing, accounting for 48 percent of the responses, was improved pedestrian and cyclist safety. Just over twenty percent of the respondents did not identify any benefits to the Obispo Avenue option.

The location of the Obispo Avenue option was identified as a benefit in ten percent of the responses, as compared to three percent for the Chaney Avenue option. Some participants cited proximity to the proposed Norma Rose Park, while others noted the central location of Obispo Avenue.

Improved beach access accounted for seven percent of the comments, while overall access to the downtown and nearby residences accounted for four percent.

Other perceived benefits included enhanced driver safety (4%) and economic benefits (2%).

Drawbacks. Over half of the respondents (53%) did not identify any drawbacks to locating an undercrossing at Obispo Avenue. As with Chaney Avenue, the cost of constructing an undercrossing was an issue for 19 percent of the respondents. Concerns about possible misuse of the undercrossing accounted for 13 percent of the responses; similar to Chaney Avenue, the undercrossing at Obispo Avenue was described as a potentially dangerous environment in eight percent of the responses, a potential public nuisance in three percent, and likely to be used by transients in two percent of the responses.

Less than five percent of the responses focused on traffic delays during construction (4%), flooding and runoff (4%), location (3%), and the level of use (3%). In contrast to Chaney Avenue, most of the negative comments about the location of the undercrossing at Obispo Avenue noted the proximity of the undercrossing to the cemetery and the proposed park, “I’m opposed to the park, so I don’t think the undercrossing is needed.”

Table 4: Obispo Avenue Benefits

Pedestrian/cyclist safety	48%
None or no response	21%
Location	10%
Beach access	7%
Driver safety	4%
Overall access	4%
Economic benefits	2%
Other	2%

Table 5: Obispo Avenue Drawbacks

None or no response	53%
Cost	19%
Dangerous environment	8%
Traffic delays during construction	4%
Flooding and runoff	4%
Public nuisance	3%
Location	3%
Low use	3%
Use by transients	2%
Other	2%

Estimated Frequency of Use

For both undercrossing options, survey respondents were asked to indicate how many times a week they would use the undercrossing. The estimated use of the Chaney Avenue undercrossing was less than the estimated use of the Obispo Avenue undercrossing (see Table 6). Just over 30 percent of the respondents expected to use the Chaney Avenue undercrossing once a week or more, while 44 percent of the respondents expected to use the Obispo Avenue undercrossing once a week or more. Overall, the number of people who expected to use the Chaney undercrossing, the Obispo undercrossing, or both totaled 50 percent of the respondents.

Of those who expected to use the Chaney Avenue undercrossing once a week or more, 34 percent expected to use the undercrossing five or more times a week. Of those who expected to use the Obispo Avenue undercrossing once a week or more, 30 percent expected to use the undercrossing five or more times a week.

Table 6: Estimated Frequency of Use

How many times a week would you use an undercrossing in this location?

Estimated Use	Chaney Avenue	Obispo Avenue
Less than once a week	69%	56%
Once a week or more	31%	44%
Frequency of Use		
Once a week	13%	18%
Twice a week	20%	19%
Three times a week	20%	24%
Four times a week	14%	9%
Five or more times a week	34%	30%

PREFERRED LOCATIONS AND TYPES OF HIGHWAY CROSSINGS

Part three of the survey addressed preferred locations and types of highway crossings. Respondents were asked to rate how important it was to provide an undercrossing at each of the two locations, to indicate a preferred location for an undercrossing, and to indicate a preferred type of highway crossing for cyclists and pedestrians. Respondents who asked if they were supposed to choose between the two undercrossing options were told that both options could be built.

Importance Ratings

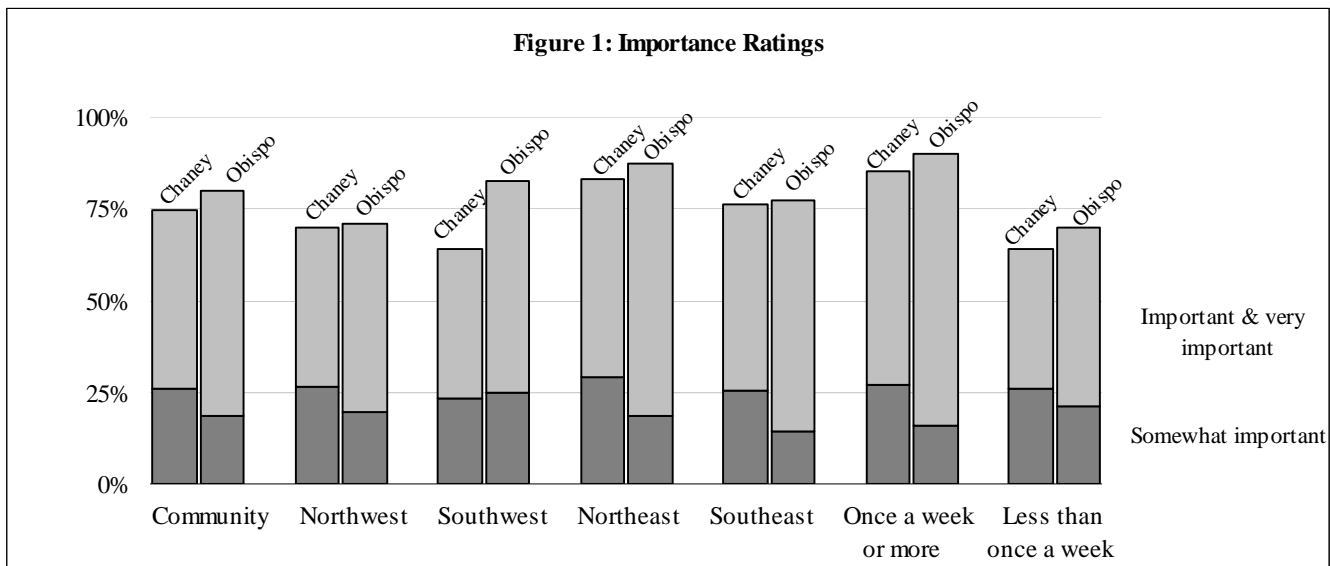
For each location, the respondents were asked to indicate how important it was to provide an undercrossing. The respondents indicated their support for each undercrossing by indicating whether it was not important, somewhat important, important, or very important to provide the undercrossing. Overall, about 75 percent of the respondents supported construction of the undercrossings. Importance ratings were included to estimate the impact of background variables (such as age) on the preferences of the respondents. The only significant predictor of support for the undercrossings was the estimated frequency of use; people who expected to use an undercrossing once a week or more also thought it was more important to provide one.

Figure 1 shows the results for Chaney and Obispo Avenues. Communitywide, about 75 percent said it was at least somewhat important to build the Chaney Avenue undercrossing, and about half said it was important or very important. Communitywide, about 80 percent said it was at least somewhat important to build the Chaney Avenue undercrossing, and about two-thirds said it was important or very important. The preference for the

Obispo Avenue undercrossing was statistically significant, meaning that if the survey was conducted a second time, the likelihood of getting the same result is very high ($F=4.43, p<.05$).

Figure 1 also shows the importance ratings for both options by the location of the respondent’s residence. For the purpose of sampling, the community was divided into four areas: Northwest, Southwest, Northeast, and Southeast. The Northwest and Southwest areas are adjacent to the ocean, while the Southwest and Southeast areas are nearest to the proposed undercrossings. Participants from each area of the community rated the Obispo Avenue undercrossing as more important than the Chaney Avenue undercrossing. Contrary to what might be expected, the location of the respondent’s residence made very little difference in the ratings.

The contribution of several other background variables to the importance ratings was examined statistically. Neither the presence of children in the home, the age of the respondent, nor home ownership had an impact on the importance ratings. However, the expected frequency of use was a significant predictor of the importance ratings. Individuals who expected to use the undercrossings once a week or more were significantly more likely to assign high importance ratings.² Among those who expected to use the undercrossing once a week or more, 85 percent said it was at least somewhat important to build the Chaney Avenue undercrossing, while 90 percent said it was at least somewhat important to build the Obispo Avenue undercrossing.

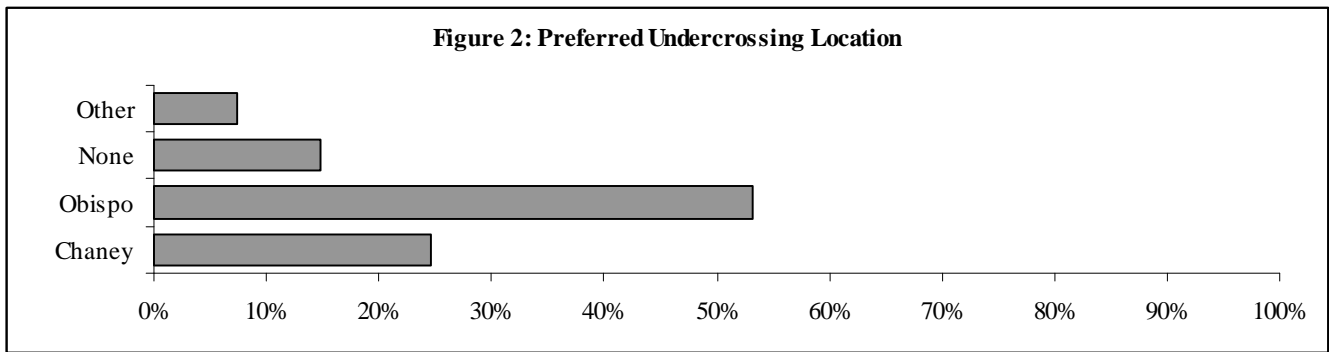


Preferred Location

Part three of the survey included one question that invited respondents to indicate a preferred location for the undercrossing (see Figure 2). Of the two undercrossing options, the Obispo Avenue location was preferred by a margin of two to one, with over 50 percent of the respondents indicating a preference for the Obispo Avenue location. Fifteen percent of the respondents selected “none” as the preferred option. Seven percent of the sample indicated a preference for the “other” option and described an alternative. The most frequently described alternative was to build both proposed undercrossings. Overall, over 75 percent of the respondents preferred either the Obispo Avenue undercrossing or the Chaney Avenue undercrossing, compared to none or an alternative.

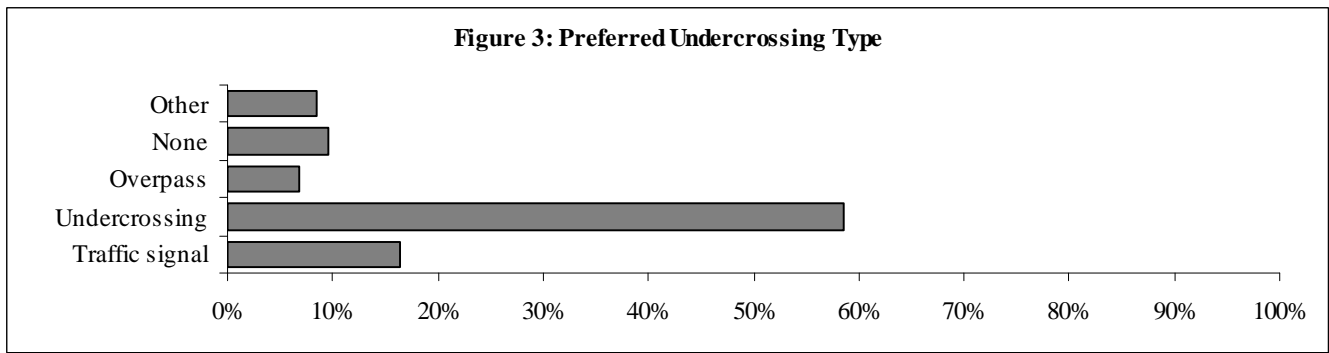
² Those who expected to use the undercrossings assigned higher importance ratings to Chaney Avenue ($F=37.48, p<.05$) and Obispo Avenue ($F=29.75, p<.05$).

The survey respondents were asked to explain their preference. The top three reasons for preferring Chaney Avenue were “close to my house,” “used more often,” and “further from alternatives.” The top three reasons for preferring Obispo Avenue were “closer to my house,” “used more often,” and “centrally located.” People who selected “none” as the preferred alternative were most likely to indicate that in their opinion there was no need for an undercrossing. Those who selected “other” as the preferred alternative were most likely to reiterate that two undercrossings were the best alternative.



Preferred Type of Highway Crossing

The final question in part three of the survey invited respondents to indicate a preferred type of highway crossing for cyclists and pedestrians. The five alternatives provided were traffic signal, undercrossing, overpass, none, and other. The undercrossing was the most popular alternative, with 59 percent of the respondents selecting this answer.



DEMOGRAPHIC CHARACTERISTICS AND COMMENTS

Demographic Characteristics

Demographic information was collected in part four of the survey. The information was collected in order to determine how well the sample of people who completed the survey reflected the demographic composition of the population of Cayucos as a whole, as reported by the U.S. Census Bureau.³

³ U.S. Census Bureau, Census 2000 Tables DP1-4, American Factfinder, <http://factfinder.census.gov/servlet/>, October 6, 2009 and U.S. Census Bureau, 2008 American Community Survey, <http://www.census.gov/acs/www/Products/index.html>, October 6, 2009.

From a sampling perspective, based on a sample of 181 households, the survey statistic is considered a good match as long it is within plus or minus seven percent of the Census statistic.

For one of the demographic characteristics, location, information from the Census was used to determine the distribution of the population of Cayucos for four areas of the community prior to data collection, as shown in Table 7. Survey participants were recruited from each area until the required number of surveys had been completed.

For most of the demographic categories, the results of the survey are similar to what would be expected given the 2000 Census data. In the case of income, Census estimates from 2008 were used to update the 2000 data. The one exception was home ownership.

Home owners are over represented in the survey sample. Based on the Census data, a representative sample of Cayucos residents should consist of 57 percent homeowners and 43 percent renters. In this sample, 70 percent of those who agreed to fill out the survey were homeowners.

Some of the survey participants were visitors, and no comparable data was available from the Census.

The gender, the number of households with children under 18 and individuals 65 and over, the persons per household, and the racial and ethnic background of the survey participants were all excellent matches for the 2000 Census data.

Overall, the income data from the survey and the Census were similar, although people from higher income households were somewhat more likely to fill out the survey.

Table 7: Demographic Characteristics

	Survey	Census
Where are you located in Cayucos?		
West of Ocean Ave, North of 13th St	17%	18%
West of Highway 1, South of 13th St	22%	21%
East of Ocean Ave, North of 13th St	27%	29%
East of Highway 1, South of 13th St	34%	32%
Do you own or rent this house?		
Resident owner	70%	57%
Resident renter	30%	43%
Are you a resident of Cayucos or a visitor?		
Visitor	9%	N/A
Visitor days per year		
Less than 30	47%	N/A
Between 30 and 60	27%	N/A
More than 60	27%	N/A
Are you female or male?		
Female	49%	47%
Male	51%	52%
Households with children under 18	22%	21%
Households with individuals 65 and over	38%	34%
Persons per household	2.2	2.1
What is your racial or ethnic background		
Hispanic	4%	7%
Other Anglo / White / Caucasian	88%	87%
Black or African-American	2%	LT 1%
Native American	1%	LT 1%
Asian or Pacific Islander	2%	1%
Other	4%	2%
Approximate annual income (before taxes) for your household?*		
Less than \$10,000 a year	2%	4%
\$10,000 - \$24,999	9%	13%
\$25,000 - \$49,999	27%	28%
\$50,000 - \$99,999	41%	30%
\$100,000 and over	20%	26%

*Census income based on 2008 estimates.

Comments and Suggestions

The final question of the survey invited people to note additional comments and suggestions. Sixty-one people responded to the question. Of these, 33% percent supported the undercrossing, while 23 percent opposed it.

Comments from supporters included, “Great idea. My husband is in a wheelchair and could never cross before- he could with underpass!” and “My daughter & other children would benefit from undercrossings.” Those who were opposed to the undercrossing were most likely to comment on the cost of the undercrossings, suggest alternatives such as traffic lights, or note safety concerns.

Other comments made by multiple participants included opposition to a skate park near the cemetery, requests for a bike path to Morro Bay, and requests for more funding for Hardie Park pool. Finally, 13 percent of these respondents thanked County Parks for conducting the survey.

Table 8: Comments & Suggestions

Support undercrossing	33%
Other comments	31%
Oppose undercrossing	23%
Thanks for asking	13%

SUMMARY

Survey respondents reported on how they currently cross Highway One in Cayucos. The majority of the survey respondents (80%) agreed that there were not currently enough safe places to cross the highway in Cayucos. Overall about 50 percent feel safe when crossing the highway. One-quarter of the respondents say they never cross Highway One when walking or cycling.

The participants identified benefits and drawbacks of constructing undercrossings at Chaney and Obispo Avenues. For both Cheney and Obispo Avenues the most frequently identified benefit was pedestrian and cyclist safety, while the most frequently identified drawback was cost. Additional benefits listed by respondents included access to the beach, location, and improved driver safety. Additional drawbacks identified by the respondents included potential misuse of the environment, especially by criminals, traffic delays during construction, and flooding and runoff. The estimated frequency of use was higher for Obispo Avenue than for Chaney Avenue, with 44 percent of the respondents expecting to use the Obispo Avenue undercrossing more than once a week, compared to 31 percent for Chaney Avenue. Overall, the number of people who expected to use the Chaney undercrossing, the Obispo undercrossing, or both totaled 50 percent of the respondents.

The Obispo Avenue undercrossing was preferred over the Chaney Avenue undercrossing by respondents from all areas of Cayucos. Over 75 percent of the respondents preferred either the Obispo Avenue undercrossing (53%) or the Chaney Avenue undercrossing (25%), compared to none or an alternative. Importance ratings were included to estimate the impact of background variables (such as age) on the preferences of the respondents. The only significant predictor of support for the undercrossings was the estimated frequency of use; people who expected to use an undercrossing once a week or more also thought it was more important to provide one. Communitywide, about 75 percent said it was at least somewhat important to build the Chaney Avenue undercrossing, while 80 percent said it was at least somewhat important to build the Obispo Avenue undercrossing. Among those who expected to use the undercrossing once a week or more, the percentage increased significantly to 85 percent for Chaney Avenue and 90 percent for Obispo Avenue. An undercrossing was the preferred design alternative, compared to a traffic signal, overpass, or other alternatives.

Overall, the demographic characteristics of the households who participated in the survey were representative of the population of Cayucos as a whole, based on comparison to Census data. This demonstrates the validity of the sample. Statistical analysis showed that these demographic characteristics did not significantly relate to the opinions expressed on the survey.

APPENDIX A
Survey Instrument



San Luis Obispo County Parks

San Luis Obispo County Parks, along with CalTrans, is evaluating options for providing pedestrian and cyclist access across Highway 1 in Cayucos. As a part of this effort, we are asking Cayucos residents and visitors to share their views by completing an opinion survey. The survey takes about ten minutes to complete and your responses are anonymous.

1. Are there currently enough safe places to cross Highway 1 in Cayucos? Please check one. Yes No
2. When you are walking or cycling, where do you typically cross Highway 1? _____
3. Do you feel safe crossing at this location? Yes No

Please indicate your view of two proposed undercrossing options by answering the questions below.

Option 1: Chaney Avenue (see attached map)

- Reinforced concrete passageway 114 feet long, 10 feet wide, and 10 feet tall.
- On the west side of Highway 1, a 5 foot wide ADA compliant sidewalk extending south of the intersection to the existing pavement at Studio Dr.
- On the east side of Highway 1, a 5 foot wide ADA compliant sidewalk extending to Ocean Drive.

4. In your opinion, what would be the benefits of constructing an undercrossing in this location?

Option 2: Obispo Avenue

- Reinforced concrete passageway 101 feet long, 10 feet wide, and 10 feet tall.
- On the west side of Highway 1, a 5 foot wide ADA compliant sidewalk extending 225 feet north to the existing parking lot.
- On the east side of Highway 1, a 5 foot wide ADA compliant sidewalk extending to the proposed Norma Rose Park.

7. In your opinion, what would be the benefits of constructing an undercrossing in this location?

5. Can you think of any drawbacks to constructing an undercrossing in this location?

8. Can you think of any drawbacks to constructing an undercrossing in this location?

6. How many times a week would you use an undercrossing in this location? _____ times

9. How many times a week would you use an undercrossing in this location? _____ times

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10. How important is it to provide an undercrossing at Chaney Avenue? Please check only one.
 Not important Somewhat important Important Very important
11. How important is it to provide an undercrossing at Obispo Avenue? Please check only one.
 Not important Somewhat important Important Very important
12. Of the potential locations for an undercrossing, which would you prefer? Please check only one.
 Chaney Avenue Obispo Avenue None Other (please describe) _____
13. Please explain why.
14. Of the potential types of pedestrian and cyclist crossings, which would you prefer? Please check only one.
 Traffic signal Undercrossing Overpass None Other (please describe) _____

The following questions are personal but will aid in our understanding of the community's preferences. Even if you choose not to respond to some of these questions, please turn in your survey anyway.

15. Where are you located in Cayucos? Please check only one.
 1) West of Ocean Ave., North of 13th St. 2) West of Highway 1, South of 13th St.
 3) East of Ocean Ave., North of 13th St. 4) East of Highway 1, South of 13th St.
16. Do you own or rent this house? Own Rent
17. Are you a resident of Cayucos or a visitor? Resident Visitor
18. If you are a visitor, about how many days a year do you spend in Cayucos? ___ days
19. Are you female or male? Female Male
20. How many members of your household (including yourself) are within these age ranges? Please write in the number that are within each of the age groups below.

 Under 5 years old 5 - 10 years old 11 - 17 years old 18 - 24 years old
 25 - 44 years old 45 - 64 years old 65 - 74 years old 75 and over
21. What is your racial or ethnic background? Please check one.
 1) Hispanic 2) Other Anglo / White / Caucasian 3) Black or African-American
 4) Native American 5) Asian or Pacific Islander 6) Other _____
22. What is the approximate annual income (before taxes) for your household?
 1) Less than \$10,000 a year 2) \$10,000 - \$24,999 3) \$25,000 - \$49,999
 4) \$50,000 - \$99,999 5) \$100,000 and over
23. Do you have additional comments or suggestions?

**Thank you for your participation. If you have questions about the survey, please contact
Jeanette Di Leo, San Luis Obispo County Parks at 805/781-4089**