

P.G. Shoreline Management Plan Outreach on Management Strategies | Appendix

January 2020 | Prepared by Eisen | Letunic

The City of Pacific Grove is in the process of preparing a Shoreline Management Plan (SMP). The plan will examine ways to provide long-term protection from coastal erosion and sea-level rise to public infrastructure and public access along the city’s shoreline. At the same time, the SMP will consider impacts to other recreational opportunities, wildlife habitat, cultural resources and private property, among other features.

As part of the planning process for the SMP, the City conducted a second round of public outreach and engagement, in October–November 2019. The outreach consisted of a public meeting and an online survey, and its purpose was to hear the community’s thoughts and opinions on a number of draft proposed management strategies being considered for the SMP. The feedback will be one of the main sources of information that the City and its consultants will use to finalize the proposed recommendations, management strategies and alternatives under the SMP.

This document is the appendix to a report summarizing the public outreach and engagement effort. It contains the more than 1,200 comments submitted in response to the eleven open-ended questions on the online survey. The comments have not been edited to correct spelling or grammar but personal-identification information, such as people’s names, has been grayed out for privacy. The survey questions—including background information and illustrative graphics—may be seen at www.surveymonkey.com/r/PGshoreline. (The survey is open for viewing but responses are no longer being recorded.)

The appendix also contains, at the very end, comments made by the public at the community meeting. (The comments have been edited lightly for readability.) The comments were made in response to draft proposed management strategies presented at the meeting. For more context on the comments, see the slide presentation posted at www.PGshoreline.org/ourevents, under the October 12, 2019 event.

Contents

• Survey question 4: At the end of the Monterey Bay Coastal Trail	136 comments	Page 2
• Survey question 6: Across from Borg’s Motel	148 comments	8
• Survey question 8: From Lovers Point to Sea Palm Avenue	147 comments	13
• Survey question 10: Parking area at Sea Palm Avenue	107 comments	18
• Survey question 12: From Sea Palm Avenue to Beach Street	107 comments	22
• Survey question 14: Parking area just east of Beach Street	113 comments	26
• Survey question 16: From Beach Street to Coral Street	95 comments	30
• Survey question 18: Sewage pump station near Coral Street	76 comments	34
• Survey question 20: Ocean View Blvd. from Lovers Point to Point Pinos	119 comments	36
• Survey question 22: Online walking tour of the shoreline (question 1 of 2)	122 comments	41
• Survey question 23: Online walking tour of the shoreline (question 2 of 2)	90 comments	46
• Comments from the community meeting		49

Question 4

At the end of the Monterey Bay Coastal Trail (136 comments)

1. It's not really crowded but the idea is a good one
2. I would support this as long as traffic is NOT directed past the Senior Citizens Center and up Jewell Avenue. Traffic on Jewell Avenue is getting excessive and everyone drives too fast.
3. Directional signage for pedestrians and bikes to downtown, lighthouse, Pt. Pinos and Asilomar with estimated walking times has been used effectively in other cities.
4. Estimated budget is about \$600,000. That's too much to spend on this project. There is no evidence that people want to "strengthen the connection to downtown."
5. I do not want to see this area turned over to bike riders. Already there are too many bike riders failing to follow the rules of the road endangering walkers and themselves. I think walkers need to have prime consideration over bike riders. I see bike riders destroying the paths along the shoreline, especially on the stretch from the lighthouse to Asilomar beach. The dg trails are eaten up by the bike tires, especial after it has rained.
6. Wish it included a transition to a clear bike lane continuing lung the shoreline
7. Too much focus on cyclists. They fly through so fast most don't seem to notice the beautiful scenery. Keep it more open and safe for walkers please.
8. Continue trail along Ocean View Blvd.
9. Ocean View blvd from Lovers Point south should be one way going south with a dedicated bike lane and on street metered parking on the non-ocean side. Ocean turnouts free but time sensitive so people can't park there all day.
10. This area gets a lot of use by people who use the beach recreationally and need to drop off kayaks beach picnics, scuba gear, etc. What about a larger drop off area, either here or on the other side of the Beach House (or both) to allow access on busy days while parking cars elsewhere and using some of the parking spaces for bike racks, interpretive displays, more space for people.
11. Adding traffic (vehicles, bikes, skateboards) and taking away trees and bushes is ecocide waiting to happen. Replanted trees and bushes have to be taken care of artificially and still have high mortality rates. ---native plants don't need this.
12. Support strongly. I like the connection to downtown and addition of seating.
13. Not native landscaping. Use Perkins Park identified Landscape
14. Support the concept but would like to see the proposed design
15. Current Julia Platt Plaza Plan TOTAL Waste of city money. A more comprehensive inclusive plan needs to be presented.
16. I walk the rec path almost everyday. It's a congested mess at Lover's Point with the parking lot, bike rentals etc.
17. It's not necessary
18. Convert Ocean View Blvd to a one way street from Asilomar to 17th street. Automobiles travel eastbound, ending the one way direction at the Lighthouse Ave intersection. Continue the rec trail with pedestrians and cyclist on the bayside of the street.
19. I can't seem to select that I strongly support this idea.
20. I like it the way it is except too many scuba dive RVs and SUVs
21. Without more information on exactly what is proposed, I am not sure.
22. Leave it the way it is now
23. I clicke "Suppot strongly." Getting to that spot can be very confusing and there is no indication that the coastal trail continues.
24. When bicycling, I sometimes used to turn around here or use the bike racks or seating. The crosswalk at Forest has always been easy. So, only 4 stars vs. 5 because some of these features are already adequate, not because I dislike them in any way.
25. It would nice if you have this idea that you show some renderings even basic drawings so that I could actually judge whether or not I would support or not.
26. As the bike trail does continue (on the road), the turnaround should still allow for bikes to continue onto Oceanview. Clarifying to visitors that it's a bike path, to look both ways before crossing, and not to congregate (i.e., stand) in the bike path would be beneficial.
27. It is difficult to comment on this proposed strategy without a graphic or schematic showing what is envisioned.
28. Parking should be increased in this area and the lot should be maintained and reconfigured to add more parking spaces. Not sure why a viewing area is being added since we have the entire park at Lover's Point for viewing.
29. i thought the plan was to continue the bike path to go around Lovers Point and continue to Asilomar.
30. My support really depends on the design!
31. Do not make all native landscaping. The ice plant is beautiful and [REDACTED] and the neighborhood are doing such a great job beautifying the rec trail.
32. I support it strongly but couldn't make this choice on your star chart.
33. In general concept is good. However, a wonderful park / viewing area already exists at Lovers Point. I

- recommend leaving as is and use the funds that will have a net gain, like maintaining integrity of the coast line.
34. Would be great to have a dedicated "green paint" bicycle lane on ocean view at 17th for cyclists going straight onto jewel ave. Most cars turn right at this junction making it dangerous for cyclists that are going straight.
 35. So long as the existing businesses are not impacted. Also, extend the operating hours for the Beach House to lunch and breakfast.
 36. seats and bike racks are already there. The parking lot could be improved. Is this a good time to ask the Coastal Commission if we can install a parking ticket booth?
 37. I think it would encourage people to utilize this area even more and would be a beautiful project as well.
 38. If the area is to attract folks to downtown how would they get there? Not on their bikes as there are no bike lanes or bike parking in downtown. The area would become a parking lot for bikes and surrys. The bike path is already clogged enough.
 39. I need to study mock-ups of before and after sketches.
 40. Is there any way to extend a protected bike lane all the way to Sunset?
 41. Information regarding the continuation of the trail, for pedestrians and cyclists, would be helpful. In addition, the bike trail along Ocean View should be made safer for cyclists. It is very narrow, especially when pedestrians use same path along the road. Drivers need to SLOW DOWN; it is not a raceway.
 42. Separate the bike/pedestrian trail from roadway
 43. Why spend \$ to redesign parking lot?
 44. The Lovers Point project fails to adequately address the complex multimodal traffic flow issues linking east and west travel along the shoreline and to the historic town center. It is shortsighted.
 45. The City's 2018 proposed project/Gateway: The City's proposed Lovers Point Coastal Access Plan (which has a variety of other names) was developed without a meaningful opportunity for public input for the "Julia Platt Plaza" concept. The public was only shown the storm drain and parking aspects in a conceptual phase, then a "cute" and busy plan came back from a landscape consultant for a plaza and landscaping and concrete benches, lacking the rustic character of the Rec Trail, removing one or two stone walls, using many different kinds of fencing, lacking a sense of PG's historic character. We don't need more pretty "native" plants that are not authentic to PG's coast. A well-planned, diverse planting of plants native to our shoreline would be good. The Julia Platt Plaza had some merits originally but then was poorly designed. A non-public committee was appointed by the PW director to deal with signage, "etc". Trail turnaround doesn't sound familiar--maybe that was one of the things ("etc") the non-public committee came up with. City Council this year flip-flopped about the project because it had become so expensive. I believe the project was cut way back, without a drawing to show what Council actually voted on, just a simplified version of the crosswalk part of the project. Transition: A safe transition from the car-free bike path to a busy street is needed, but not addressed in the City's plan referred to here. (An option is presented in Strategy 2.) Stop signs along Ocean View at 9th Street, Grand Ave, and Forest Ave could slow traffic along the coast, make driving into the downtown more inviting, make crossing the street safer, and at the Rec Trail/crosswalk could solve the transition problem. Slowing the speed limit to 15mph could also provide improved safety for the transition and for the entire scenic drive which is distracting to drivers. (PGPD is bringing a plan to the City for a 12mph speed limit for bikes on the Rec Trail.)
 46. not at this time
 47. Great Idea!
 48. Lovers Point is a place of special quiet natural beauty, it should be highlighted and valued for that unique quality and not merged into commercialized cannery row. It should be a point for respite, picnics, gatherings are great, meeting space wonderful - I suggest Only pedal bikes, no electric, e cars, or other motorized recreational which can be done towards the aquarium.
 49. How would there be no loss of parking? People park in the neighborhoods and walk there because there is so little parking now.
 50. Rather use any financial resources to enhance a clearly marked bike lane from the end of the rec trail, continuing around the peninsula in Ocean View.
 51. There should be a clearly marked option to travel via a path extension of the trail at Jewell and Oceanview, leading up through Caledonia Park into downtown Pacific Grove.
 52. The SMP Overview (above) states: "The area can feel uncomfortably crowded at times and it lacks definition as a gateway and place of transition. That last point is especially true for cyclists, who find themselves going suddenly from a car-free path to busy Ocean View Blvd." However, the draft proposed strategy contradicts the problem statement to "turn around" the bikes instead of providing a transition or gateway to the shoreline to the west. The proposed design fails to resolve the congestion or provide a free-flowing pattern of movement for cyclists as an important alternative mode of transportation. Instead of "mirroring" the City's 2018 Lover's Point concept as a dead-end, I suggest that you treat the multimodal transportation needs with a set of goals to address vehicle roadway, bicycle and pedestrian traffic independently by focusing on the purpose for their travel, i.e., to visit Lover's Point as an end destination for going to the beach, park or restaurants, etc., or to pass through it as a touring motorist or bicyclist or pedestrian along the shoreline; or to visit the historic

town center. What are the competing recreational uses and their needs to park, unload surfing, diving, family beach gear or picnic supplies etc.? Are they part of a tour bus group stopping for a short or long period of time? What times of day experience intensive demands for space including traffic congestion and parking? Start to solve those problems with the idea that the real gateways are at Ocean View Blvd. & Eardley and Asilomar Ave. & Sunset Drive. This is one of the key destinations along with Asilomar Beach, Point Pinos, Coral Street Beach, and the Aquarium/ American Tin Cannery and center of town. It is a hub and the roadway needs to address how to allow and direct traffic to meet the need to flow or stop and park. Consider the short term and long term alternatives including how to link to the inland Recreation Trail on the abandoned railroad PROW.

53. This is a great idea, as was the turnarounds on Fountain Ave at the Middle School!! I highly support this idea, as we frequent that area allot being residents who walk the bike path, and also who go to dinner at The Beach House often.
54. Too many signs already. Those that are there say downtown without identifying which town.
55. What do ywe u mean by "native plants"? Water thrifty, actually grow here historically? Native to Mediterranean climates?
56. AS a cyclist, I don't support this idea. The vast majority of cyclists will continue on Ocean View if signage provides the direction. They can then stop at the various pullouts on Ocean View and Sunset to further explore the coastline. Following the draft plan would take space away from existing activities at Lover's Point
57. Coastal path should be widened so walkers and cyclists can co-exist in harmany
58. I think the general idea of a clearer, more friendly transition there is a fine idea. However creating a significant "turn around" area there makes little sense to me
59. Anything to improve safety would be our main concern
60. Sounds like it would improve safety for bikers, walkers and cars.
61. This native landscaping is not native. They can not control the path and it's pink carpet for what or who. We need to keep working n making our pink carpet continue to grow. It is PACIFIC GROVE. the carpet should stay
62. In spite of what the bicycle lobby thinks access to the shore line should be available to everyone not just a select few bicycle riders. If it is going to be limited the homeowners should stand first in line.
63. And continue the rec trail through the rest of the right of way...through the trailer park, through the golf course, and all the way to the Asilomar whistle stop.
64. This idea is great and needed. Another idea would be to continue the path somehow all the way around to Asilomar. That would probably require the removal of cars from Oceanview or make it a one-way.
65. It is fine the way it is. It is NOT crowded. I have used it daily for lived 20 years and have never seen a crowd there. Yes people meet there and cyclists (of which I am one) need to be courteous and careful.
66. I look at this trail and Perkins Park as the major "Brand of Pacific Grove" with it's fabulous "Purple Carpet" for tourists and for it's residents. I am completing this 2nd Survey as I forgot to expand on my thoughts when taking the survey yesterday. I have been a part of a group that has worked on this trail and park for over 10 years each Spring and I look forward to the proposed upgrades as long as we protect that "Purple Carpet" that we so enjoy.
67. I'd have to review costs. This is not a high priority to me as I don't see much benefit or see a significant issue with the current setting.
68. As a cyclist I recommend eliminating parking on the ocean side of Ocean Ave past Lovers and having a paved lane for bikes only on that side.
69. I do believe that this part of PG is our most valuable. We need to improve it for ALL types of locals and visitors. Walkers, bikers, fisherman and even cars need a safe area and the natural landscape needs to be improved.
70. Where ever possible the planting should be the PG signature pink carpet. It has been the signature identity of PG for well over 120 years
71. I'd like to see a proposed schematic in order to better vote.
72. This doesn't solve the problem of going from a car free path onto ocean view boulevard. The ice plant is Pacific Grove's signature and should be retained and enhanced. It brings tourists from all over the world.
73. Create a safe continuing walking and bike route to the west. The intersection at 17th and Ocean View should provide better traffic flow - it needs specific re-design options.
74. Don't believe this spot news much work. Although a bike lane heading along Ocean View on both sides would be good. Would like to see the Perkins Park floral carpet back to it's past glory.
75. I believe that a much better way to manage bicyclists - who really want to go farther down the coast - is to have them cross from the bike trail end to the other side and have a bike lane along Jewell along the golf course. There is room there for a bike land, and it is not that heavily trafficked so it will be safer. They at Del Monte they could be directed back to the coast and a trail marked there onto Sunset to the Asilomar area.
76. Please complete the connection of the trail between Lovers point & downtown up Forest Ave. The most important thing that the City can do is finish this project. It has been discussed for 7 years.
77. It might be good but without seeing the planned design and how it will effect us as locals, both driving

- and walking I cannot be expected to give an informed response
78. I'm not sure it's that necessary.
 79. The 2018 project focuses too much attention and budget to the detriment of other areas of need along the shoreline. Pacific Grove has too limited a budget to afford mis-applying the funds to what appears to be a vanity project for it's promoters. Lover's Point has ample places to sit and gather. Strengthening the connection to downtown for rec trail bikers and walkers in hope of stimulating business can't possibly offset the \$20M to \$40M of economic activity lost by eliminating the rentals that accommodated visitors who spent time and money in the shops and restaurants. If a tourist was to climb up the hill to downtown, what will they see at our main intersection? 2 banks, a real estate office and a physical therapist. Just beyond, another bank, travel agent, a jeweler, soon-closing antique shop. A transition to safe bike travel on the road is important, but those were not the features promoted in the 2018 plan. The feature highlighted then was creating a road-side sitting area at which to contemplate the ocean to replace the parking that recently was visited by an out-of-control vehicle on it's way to the beach. There already is a seldom-used park at the corner of 17th and Ocean View. Calling it a "Coastal Access" project is a subterfuge. People there now are already at the coast, and know how to get to the beach. The City proposes spending half a million dollars to attempt to get tourists to leave the beach to spend money in town. They are doing so in a most in-effective way. Proposing adding parking meters there and not in town makes it quite clear what they think of tourists - sources of revenue, not neighbors to welcome.
 80. I like the place-making and wayfinding improvements, but question whether this really solves the problem of the transition from the rec trail to Ocean View for bikes
 81. I hope this project will include improvements to the traffic island at the corner of 17th & Oceanview, including the replacement of the volunteer oaks will appropriate ground cover.
 82. why is that in rainy season, that walkers have to walk in the muddy and wet gravel and bikers have a paved path!? Walker seem to exist as more friendly environmentally. Why can't you make it all paved so that we're not pushed into the dirt?
 83. It's an awkward transition point currently. The trail sort of dumps you in a parking lot area and then, boom, you are on the street (Ocean View) with little information on how you can continue your ride about 4 miles to 17 Mile or just into the guard gated Pebble Beach.
 84. I oppose it because I am not convinced it is really an improvement and would modernize the area which now looks quaint and original. I would hate to see the stone walls destroyed and the area basically turned into a parking lot.
 85. A gathering point is nice but better transition to the coast to continue walking/running/cycling to point pinos
 86. Reducing the impact of car parking and vehicle traffic to enhance walking, bicycle access and coastal vegetation; puling paved (developed) areas back from cliffs, while adding pedestrian only access to view areas and beaches -- are excellent improvements. Right now our coast is "car dominate" to the detriment of a maximized coastal experience.
 87. Integrating the coastal trail with the park at Lovers Point would be great.
 88. The concept is good. Any changes should create a safer environment for pedestrians and cyclists than exist now.
 89. I strongly support the idea of somehow continuing the recreation trail west to the area of Pebble Beach.
 90. Extend the bike path as a separate trail from the pedestrian walk all the way to Asilomar.
 91. The vast majority of users of this area are pedestrians who are there to enjoy the park and facilities. Cyclists are mostly out-of-towners who exploit our bike path and streets and don't stop to utilize the park, restaurants, and facilities. They don't lodge in PG hotels or dine here.
 92. With the completion of the old restaurant (into multiple shops, etc.) parking and general congestion will be so much worse. Does any of this new plan address the changes afoot?
 93. Do whatever it takes to get this project completed ASAP.
 94. The character of the old-fashioned sea-side beach area around Lover's point needs to be preserved. What ever you do ... do not get rid of the snack shack / grill and its friendly down-home characteristic.
 95. A sign could be put up now that indicates bicyclists can proceed on Ocean View Blvd.
 96. Need to see concept proposal prior to commenting
 97. It's also a weed filled mess
 98. Is there a way to suggest that pedestrians not walk on the area designated for bicycles?
 99. I don't think we need a viewing area. The entire trail is a viewing area.
 100. I agree that area needs clarity. It is confusing to those on the path - it just ends. Cars turning off Ocean View Blvd who may have been just trying to drive the shoreline are now stuck in between the bikes, parking lot in/out, Lovers Point picnics, beach/pool families and restaurant(s) - they need a way to avoid that block or two with signs maybe? Drivers looking for signs and parking can be a real dangerous mess for pedestrians during peak visitation.
 101. Without a drawing I cannot support this
 102. Plan should not include additional coastal armoring unless to protect critical infrastructure, not the recreation trail or road.
 103. Keep █████ out of it...

104. It seems to me that this strategy aims to commercialize not protect the coastline.
105. No Need - that money could be spent better ways.
106. I think it's time for an upgrade and improvements.
107. I very much am in favor of connecting the Recreation Trail to Downtown with a pathway and way finding signs. Downtown has been too disconnected from the folks on the trail. Improved viewing, seating, bike racks and ease of parking will be very beneficial in the long run.
108. I will reserve judgement until final plans are known, but this area needs to be more cohesive.
109. Peds 1st, cars 2nd & then bikes should be the ranking
110. Just do it right don't half ass it.. (ie Monarch Sanctuary)
111. Just do it right dont half ass it. (IE Monarch Sanuaury)
112. FYI: Our neighborhood is between two or three blocks of Asilomar Beach. These are opinions of 7 different households in our neighborhood, or you could count us as 16 individuals (not counting kids) for your survey purposes, some of us have been here since 1956. The most ideal situation would be to get back the part of what used to be railroad tracks that went through behind Borg's to the 17 mile drive gate, if that's possible. Did we really actually sell that to [REDACTED] way back when, or did he just usurp it for his trailer park? Your idea of having the bike trail go around the corner and along the side of Oceanview sounds great, we I think that at the end of the park the bike lane and the walking path could become one like it is on the other side towards the aquarium. We would also love it if you found a way to enlarge the little lot by the concession stand. If you want any more opinions from long-time locals, feel free to contact us by this email or call [REDACTED]. We' then get together and get back to you.
113. Not if this will increase auto congestion in an area already busy.
114. I would need more information about whats being proposed before I could offer the opinion you are seeking on this item. I am supportive of high quality redesign efforts.
115. Sounds wonderful. If possible a drinking fountain/water bottle filling station would be really nice in this spot.
116. Depends on the cost
117. How would it be "redesigned"? What type of "seating". That could be an issue. Would the bike racks be conservatively placed and out of sight as much as possible? A few design models/ideas could be placed in plexiglas boxes on stands for residents to have the ability to actually see what is being planned.
118. The curve around the old Tinnery restaurant is particularly treacherous because you cannot view around the corner and drivers stop suddenly, park and open doors, and cross the street without crosswalk.
119. Many families come to this area, picnicking and relaxing. How would this impact them?
120. Please stop the feeding of wildlife and gathering of marine life. This is not Coney Island. The damage that it does is substantial. The gull are a complete nuisance. Ground squirrels undermined the ground and cause erosion. Signs are not working at all. If we have a parking enforcement officer, we can have a wildlife enforcement officer.
121. Moving tourist to downtown would be great. It would be safer. Marking the crosswalks and setting out a path for tourists would increase safety. There is not a need for bike racks as bike riders and electric bikes on ocean and sunset are tearing up the trails and sensitive areas.
122. parking is always a conceren. It needs improvment
123. in general I support this plan, but I would like to know more details. This could be done well, or be poorly designed and not work as well as desired.
124. Nothing should obstruct the view to the ocean. No Gazing structure, no reorganized plans that take away parking that is limited already.
125. I would want to be see a visual attached to the proposal
126. Not sure the use of space is relevant. I do like the idea of having bike path leading to downtown somehow to improve traffic to the shops increasing revenue
127. I specially want to keep the park at 17th St. and Ocean view Boulevard
128. Money could be better spent elsewhere
129. Maybe just a sign that says "end bike path" so tourists know to stop there and turn around.
130. As a biker, it is frustrating trying to work through all the folks standing at this part of the trail.
131. Great if it keeps bikers off Ocean View
132. I can't visualize how this can happen without losing parking. I use the lots there to start my ride each week.
133. I think the consequence of the proposed plan would be a significant increase in the number of people that would visit the area. Already, on most weekends and summer weekdays, there are more people visiting than such a small area can absorb or accommodate. Yes, to an improved higher-visibility crosswalk. Any changes to the parking area should be done solely with an eye to increasing safety for both pedestrians and drivers, As it exists today, the parking areas are poorly designed and at least ostensibly dangerous. There are people with arms full of beach and picnic paraphernalia while their small children run around loose, simultaneously drivers are backing cars out of parking spaces as well as from the parking lot itself. Also, other cars sit at the entrance, waiting for an available space, It is a splendid shoreline, and of course people want to see it, and of course Pacific Grove needs tourists to support local businesses and the overall Pacific Grove economy. However, any action that will serve to increase the number of visitors to this small area is ill-advised and could have very unfortunate consequences.
134. It needs to be safe for walkers

135. Is there any way to make a bike path on Ocean View?
Perhaps the parking spots can be pushed out a bit further on the rec trail side?
136. Site already functions well. Idea of native landscaping is naive.

Question 6

Across from Borg's Motel (148 comments)

1. No barrier or bollards between the travel lane and the boardwalk seems a little risky.
2. Consideration for bike lane clearly delineated from end of rec trail down around onto Ocean View? Easier and safer bike route needed.
3. I support strongly. Survey malfunctioned when I tried to select a star.
4. I'm concerned about the reduction in number of parking spaces.
5. Would like to see plan include bike lanes
6. Why can't we divert all cars from this corner and keep it open grass for people? Filter the cars around the area, in front of the old folks home and a block over
7. Would Coastal Commission support removal of free on street parking?
8. great as long as Ocean View is one way
9. First, seawall must be maintained. Also, parking reconfigurations across from Beach House should be large enough to accommodate cars/trucks without blocking street traffic (this is a downtown problem). The overlook hut is unnecessary and a ridiculous waste of money. Eliminating parking is interesting idea; however, every time we do that, people park nearby in residential neighborhoods. Thought should be given to eliminating the six-foot wide viewing area and keeping the parking. There are many other places nearby to view the bay.
10. Love this idea. I think there needs to be a dropoff area - and some parking at the point for handicapped. I am not a bike rider, but would like to see more bike areas to keep bike riders from using pedestrian areas.
11. Does this mean that new reconfigured parking on west side of Lover's Point is new and encroaching some into the existing park or grass area? Not sure about that . Totally agree to angle in parking on east side of street and eliminating parking on west side with new boardwalk for pedestrians. That's a great idea!
12. I like the general plan with two key exceptions: 1. Any vegetation in Perkins Park should be addressed by the Perkins Park landscape plan (as you've said elsewhere in this survey for a different segment). 2. I can't see any value/reason for the overlook hut - it's just going to block the view for travelers on the road or from the hotel. What's the point?
13. Vehicles give access to more people who trample areas. Fewer vehicles help the landscape. Roads bring development and destruction to adjacent areas. Curb vehicles and less habitat loss and more on-hands for people on foot.
14. How permanent is the placement of the sea wall? Does the encroachment of the ocean (bay) mean the entire design should be moved back from the shore?
15. A bike lane, a much narrower pedestrian path, retain more parking.
16. I'm not sure you need a "hut"
17. Remove the roof on the propose overlook hut. Anything high with a roof obstructs the ocean view.
18. Strongly oppose the overlook hut
19. Support it strongly
20. The vegetation are is vulnerable to high surf.
21. OK the way it is except too many scuba divers blocking the way. There should be some other place the scuba folks can congregate.
22. I don't believe the lack of beauty in that area is justification for removing parking spaces
23. Looks like a very expensive change that loses parking and doesn't have much gain.
24. Leave it the way it is now
25. Ditto-- "Strongly support" However, 5' walkway that is to be revegetated could be raised to the level of the existing concrete retaining wall, and the existing seawall raised up to that level or slightly higher with a lip at the top to divert waves back into the sea instead of splashing over on to the street. I am generally against seawalls, but this seems an obvious thing to do. What is the purpose of the revegetated planting?
26. Agree that the current narrow path is ugly and confining. Overlook huts seem unnecessary; they could prove to obstruct views, not facilitate. Is the boardwalk so narrow that huts are needed to get people who want to stand & look out of the way of those who are walking? Can it be made wider?
27. Remove the overlook huts and use the additional space for adding/expanding bike lane
28. I am not too sure of the necessity for the overlook hut. It would somehow obstruct the overall view from the street or the motel, would it not?
29. your stars are not working correctly (i.e. your choice) Not sure the covered huts overlooking are necessary.
30. Definitely Do Not want the "viewing-hut"! Eyesore that would actually limit and Block public viewing.
31. Do not use "native" plants as they end up looking like weeds. See planters at Lighthouse and Forest!! Use the pink carpet as that is what PG is known for for over 100 years.
32. Leave the rec trail near the seawall for us to walk along.
33. City needs parking. Viewing spots are meaningless if you can't park. Leave present parking, increase width of present walkway to 9 ft. No need for boardwalk, look out huts and associated 6 ft strip of land should also be removed. Save funds for coastal preservation.
34. Parking should not be removed in this crowded and popular area. If you remove parking in this area it will force parking to be pushed into our neighborhoods.

- Lookout huts are not needed, they just seem to add clutter and block the view of others who are either walking, driving or riding their bikes.
35. What happens here to bicycles? Will there be room?
 36. I feel it would be detrimental to loose the parking space. Perhaps simply make the existing section of trail more attractive. Narrow board walk. More attractive fence.
 37. don't need a hut, just an overlook with some informative info re the wildlife in the area.
 38. I like this idea as I think it would encourage walking and lingering in the area with no associated negatives.
 39. These visuals are unclear, cannot read the writing.
 40. It would really be nice to have a wider path there---- we are concerned when walking our little dog and a big dog is coming from the opposite direction. I can see how it would be an inconvenience for people in wheelchairs.
 41. Parking is vital in this area. This area is the closest most pedestrians can get to the shore/view. Handicapped access can be added in a safer area.
 42. This location is a focal point and serves as a destination point and hub to the shoreline to the west. True, the narrow recessed walkway is too narrow. but residents and visitors squeeze through it. The solution to this area should provide adequate pedestrian travel connecting Lovers Point to Perkins Park; mitigate wave runup and overtopping the roadway; provide continuity for bicycle travel, and parking without interfering with the panoramic scenic vista.
 43. This is definitely an area that needs serious attention! But it is not uninviting--the panoramic views are spectacular, and the beach is delightful (and used by divers as well as beach explorers)! Lovers Point Park, northwest corner: Native planting around the two existing picnic tables (not shown on your plan) would be nice, and people would undoubtedly use these tables more for picnicking, especially with landscaping separating the tables from the cars—but landscaping should not extend all the way up to the wall. (Divers also use the picnic tables to get into their gear, so plenty of bare space should be provided around the tables to avoid trampling of the landscaping.) People love to stand at that wall or sit on it or sit on the benches there. Don't limit people to two little "overlook" areas along the rock wall. Do fill in the large ground squirrel burrows! (And the City should be using securely covered trash cans to prevent trash being spread around the park by crows, gulls, raccoons, etc., and ending up in the ocean.) Parking: The description of the strategy does not match the drawings. It talks about removing a dozen parking spaces, but seems to remove far more, between the stretch from the Rec Trail to the next corner and the stretch along the narrow strip of DG across from Borg's. Keep the parallel parking from the Rec Trail past the Beach House restaurant to the proposed diagonal or perpendicular parking where the road turns. (Use a stop sign at the Rec Trail crosswalk and a 15mph speed limit on Ocean View to ease the transition for bikes from the Rec Trail to the street.) Where is the City planning pay parking? In the two parking lots? Or on the street? No pay parking would be best for affordable accessibility. Trail at street level across from Borg's: The area across from Borg's is subject to serious storm surge overtopping, so a boardwalk and landscaping, which are expensive and unnecessary, are at risk of being wiped out every winter. A 5'-6' DG trail, rather than boardwalk, with parking removed there, would be fine, but no landscaping, and no overlook huts interfering with the panoramic view from the street and trail (also at risk in storm surf). Adding a wave deflector on top of the existing seawall (in the narrow "trail" that's there now) would be a good idea as suggested by others after the SMP community meeting. Leave the parking on the other side of the street parallel, rather than changing it to diagonal, to keep the street as wide as possible in light of the widened trail. Also, a crosswalk would be advisable in this area in light of the restaurant and motel guests.
 44. Currently very hazardous, compliment the task force on their initiative.
 45. I want to see the Magic Carpet maintained and enhanced. A bike lane is needed as bikers, in spite of the signs, ride on the trail all the way to Otter Cove.
 46. Loss of parking awful idea
 47. Sad to see parking disappear, but I also do not see any other way. It is dangerous for ADA people the way it is.
 48. Great to finally fix this stretch.
 49. not at this time
 50. There is not enough parking now. If people can not park they will not be able to use these "improved" areas.
 51. Completely disagree with reconfigured parking ideas included in design above. Angled parking is dangerous to bicyclists and tourists, especially so close to a busy corner.
 52. That the new overlook hut not obstruct the view of the new restaurant patrons, or rooms at the The Borg Motel.
 53. Adding more vegetation when the City can't take care of what they already have.
 54. Create even more congestion on residential streets
 55. The existing parking situation with bicycles is an accident waiting to happen.
 56. Good idea to have this overlook focus on stopping to see and feel the experience- should insulate this spot from the noise of traffic, parking
 57. This project would be a waste of money. One more step by those determined to plant native plants everywhere whether or not we want them. The path that is being replaces is simply a gateway to the recreation trail through Perkins Park. Leave it alone!

58. Believe that ice plants similar to the purple carpet should be planted to reduce cliff erosion. Cliff erosion adds to city problems and pollutes the bay.
59. It eliminates parking for residents.
60. I like the idea, just worried about lost parking
61. I don't see any retreat that takes into consideration sea level rise and more intense storms. This doesn't look like a farsighted plan. The ocean is powerful, let's not kid ourselves about that...
62. We feel that a hut would be a bad idea. Serves no purpose other than being unsightly and blocking views
63. Dislike overlook hut. Just have Boardwalk
64. Don't feel that huts would be appropriate as they would block the open views and increase crowding in the area and is too close to Lovers Point Park.
65. What is wrong with it as it is now.
66. Not needed and any plan that reduces parking is a NO vote.
67. I don't see the need for the "overlook huts," and would delete those from the plan. The rest of the concept seems solid, though.
68. This is a great idea. The parking lot at Lovers Point is confusing the way it is currently configured. And the sandwich path never works well. If I am on a job/run I almost always have to wait or squeeze by people on that path. Also when pushing a double stroller there was no way to use the tight path. And I like the idea of no parking on the ocean side of the street for that section. It is a step in the right direction....of removing cars from Ocean View all together (one day).
69. I hate giving up parking in an area that, on the weekends, is fully parked up. If parking were to be removed, I would rather see a bike path. Amateur weekend cyclists are always on route there and it is dangerous for them.
70. Please see my other completed survey for my comments.
71. I would need to review how this increases safety in this area to determine my support for this project.
72. Don't see the need for overlook hut, but boardwalk OR at least a dirt path at street level would be good. Most important is room for bikers and eliminating car parking on ocean side
73. All in favor of taking out parking stalls where appropriate to provide safety for walkers and bikers. NOT in favor of a overlook HUT.... KEEP IT NATURAL! If it's raining.... one gets wet or you take an umbrella
74. Do not use native plants, translate weeds!! Use the pink carpet which is what every post card of PG features
75. There is not enough parking.
76. Support strongly except that I would like to see all of the ice plant retained. the ice plant is what originally drew us to Pacific Grove and was a substantial factor in our decision to relocate here.
77. Not sure about the "huts" - would they block view from motel and restaurant?
78. The huts are intrusive in the view. The boardwalk should be 6 feet wide and the 10-foot area could be for bikes.
79. I believe a better approach may be to leave the path as is, but remove the parking for a combined pedestrian bike pathway. Much or the rest of that area should be made metered parking anyway so as to pay the very high costs that it will take to make these improvements. I would prefer my tax dollars to be used to fix up the urban part of the city rather than just the coastal area.
80. I am pro-parking & we need every possible space. I am against any structures such as a hut on the water side
81. I am concerned about the elimination of parking. How will this impact the restaurant and the beach goers. Parking is always a problem. Is there a way to provide it in another place so that the eliminated spots are provided elsewhere? The boardwalk is a much more attractive plan than what exists. An overlook hut is unnecessary. One is already high above sea level when one is on the path or boardwalk. It seems the hut(s) (looks from the drawing that there are multiple huts) would obscure the view from the boardwalk.
82. Having crosswalks in the two corners is a bad idea. Crosswalks should have clear visibility from straight sways, not on curves. You're asking for accidents
83. Agree that this is a very unattractive part of the shoreline trail & could be an attractive transition area from Lovers Pt onward.
84. I think the heavy traffic there is more offputting than the narrow walkway. It can be a very busy spot.
85. It's some of the least inviting precisely because it's the least natural - the result of a seawall and fill to maintain the road and shoreline seaward of where it naturally would be. Removing parking in favor of a path is probably a good idea, but simply raising the existing path to road level and removing the roadside fence would accomplish almost the same thing at much less expense, and without losing the parking. Spending large amounts here to try to enhance the man-made seems less effective than using the same funds to restore some of the areas by Point Pinos by removing the unnatural fill that was used to make parking lots in areas that should be natural shoreline.
86. I support the parking removal to create a better path, but urge the city to look more long-term at what adaptation will be necessary in a spot already strongly eroded - seawalls are not a long-term solution
87. Sure, the current situation is far from perfect, but pedestrians still feel safe there. It seems like a huge overkill project to fix this minor issue.
88. I'm not a fan of that "bridge" which could be widened for two way foot traffic but again I would not want to see it modernized. Where is this money coming from to do this?

89. Do not like the hut. Homeless will sleep in it and take it over like in Waikiki.
90. I don't like the overlook hut, perhaps a gazebo or more aesthetically pleasing structure like what's near asilomar/point pinos
91. This a very difficult space to handle. Reducing traffic speed and increasing pedestrian and bicycle safety -- with emphasis on pedestrians should be the highest priority. There will never be enough parking here. Some other parking alternatives need to be explored.
92. Looks great, but reducing parking is a concern. Could other parking nearby be provided?
93. Lose the hut! Create better pedestrian access along Oceanview and make the street safer for cyclists.
94. This area definitely needs widening for pedestrians. It's very cramped for us that walk past each other in opposite directions.
95. You forget that this area in front of Borg's has huge washouts and storm surges which have wiped out the fences in prior years. Simple fix. Elevate seawalls and the walkway to street level or higher. Taking out the second wall will widen the walkway which can be wheel chair accessible.
96. Again, how is any of this help the real problem?
97. Please, please, please, maintain the beach and coastal access. It would be a disaster to not let people enjoy the coast hands-on. Just looking means no connection and no desire to preserve.
98. still no lane for bicycle riders, people will have to cross street to get to Lover's Park, don't eliminate east side parking, maybe reconfigure to make angled parking on east side not west side. Or better yet, make Ocean View one way
99. I don't like the hut or remove parking spaces which are already scarce.
100. No overlook hut! I understand the problems, but am concerned with loss of parking.
101. My ongoing concern is how is the vehicle parking that is eliminated addressed? No need for the viewing kiosk as it will require additional maintenance to keep clean and free of graffiti.
102. Looks pretty tight for cars and bikes.
103. Don't care for the huts. Obstruct the view
104. Overlook huts seem intrusive and out of place if you're trying to create a more natural environment. Path is fine, but no huts.
105. Again, I don't think we need an overlook hut.
106. Only drawback in this design is the line of sight for those 2 pedestrian crosswalks on the curves. Cars can be surprised by that curve coming from the west - going too fast around that curve into cars pulling in and out of parking spaces while pedestrians and bikes maneuver between. Technically they may meet public works standards but it's the location, the distractions that must be considered as well. When cars come around those curves and are looking for parking or at the amazing views...are they going to notice those crosswalks on the curves? Serious reflectors, painted, marked (yield signs?) must be a requirement for human safety because a lot goes on in that small area and many folks are not familiar with the area. This goes back to the redesign of the bike path ending - give through drivers (shoreline drivers) another street option to avoid that pedestrian-heavy, stopping point altogether. Coming from both directions on Ocean View - cars and maybe even bikes - should not have to go through that one busy spot at Lovers Point.
107. Would like to see parking out of the immediate area and more access for those disabled.
108. Not sure that huts enhance the experience.
109. Love it!
110. It does feel very constrained and love the idea of more accessibility for disabled to enjoy better
111. Not enough information to decide.
112. Taking away parking that is already limited is a concern
113. Not into the overlook hut. I want pedestrians to be safe and protect the area of landscape.
114. Forget the overlook hut. Keep the area natural, we don't need an overlook (viewing) hut!!
115. Looks like the "overlook huts" will block the ocean view from the street and from cars driving by. What's the point of that? The current wooden fence in that location already blocks the street view of the ocean. These tall "huts" will encourage people to stop to use them in order to see better and, yet, you've taken the parking away. The board walk, in itself, seems like a good idea but take a lesson at what they're doing at Asilomar. The boardwalk is flat and accessible from the road with parking along the way. Why don't you mimic what they're doing down there? It's lovely and inviting.
116. it is a great space for people to use hopefully this plan still has that goal
117. The loss of parking would be strongly felt.
118. Ocean view from the bathhouse around to Asilomar is pretty narrow and winding. A combination walking path and bike trail Without too much cutting in on the side would make it safer for drivers.
119. I think the re-vegetation area is a good idea, but if not done carefully and maintained it may not grow. Turf areas with high traffic need aeration, can the City Maintain these areas properly so it doesn't turn into dirt with squirrel holes? Also the little shelters don't add much, it would be better to keep the view open and unobstructed!
120. Support in theory, parking is limited. Is there a way of moving or incorporating the parking elsewhere in the plan?
121. How to replace lost parking?
122. You need to provide two visuals. One is existing and one would be the new plan. That way people can actually see the differences. It's much easier to understand when there are actual visuals. Before and After.
123. Hate to loose parking

124. There was talk of making this part of the road one way. I oppose this as it will have a negative impact on accessing my house.
125. I don't see a bike lane in the bottom picture. It seems to disappear along the curve of ocean view blvd.
126. Please be sure to remove non-native aloe (octopus) succulents. They are hideous.
127. Again why do you need to talk away parking and place a structure that blocks the view of the water, except those that get out of their cars to view. Only to find no places to park to enjoy the view.
128. As a runner, this is a problem spot. I either have to run in the street at this spot or wait until the pathway is clear.
129. I'm concerned about the addition of a one-way parking zone and island. This might cause more traffic.
130. It would be nice to have a more accessible path that would limit the spill over if walker/ runners onto the street. Especially during winter when the surf is high and the walking path can be closed. It would be nice to have a nice transition from the lovers point park to the walking paths beyond it to the west.
131. parking is already difficult, removing spots only adds to the problem. Traffic flow will also be adversely impacted. Lastly the lookout structure will impede the view and take away from the natural beauty that is Lovers Point.
132. This would support local businesses and provide a safe viewing space for families.
133. Don't remove parking
134. I think making it easier for tourists to congregate there is a bad idea. Especially when the old Tinnery building reopens.
135. This is a terrible, terrible idea. While native landscaping is nice, the existing landscaping is lovely and no invasive. Removing parking is a terrible idea - there is inadequate parking currently. The overlook hut will be an eyesore, require maintenance, will be dominated by a few who will remain for long periods of time. NO HUTS!
136. I really like the wider boardwalk. But I dislike the idea of taking away so many parking spots. Also, I like the "huts" to move standing to the side of the boardwalk, but I think the roof/hut is completely unnecessary.
137. I run past this location 2-4 times a week, and it is always more difficult than it really should be. I like the suggested changes
138. It appears this design removes several parking places, which is not ideal. There isn't enough public parking in this highly trafficked area for tourists, you should not take away parking. Additionally, the beauty and appeal of the Monterey coastline is that you can drive along Ocean View Blvd. and beyond and take in the beautiful unobstructed ocean views. These huts would completely ruin that scenic view. I can think of several other ways to protect the vegetation. These huts will potentially collect garbage--who will maintain them?
139. I prefer the pink iceplants to the native plant landscaping. That magic carpet look brings visitors to PG. Also, any remaining parking spots should become paid parking. City needs the revenue and the tourists should bear some of the cost of maintaining these spots.
140. Where do all the tourists park?
141. Parking is already limited. Do not take away any parking
142. Only worry is if the 10' boardwalk also becomes a defacto bike route...
143. Don't take out any of the parking. I don't like the overlook huts ruining the view from the road. It doesn't make sense to break up such a beautiful view with unnecessary overlook huts when people can see just fine from the boardwalk.
144. Eliminating 12 parking spaces will serve to promote parking on other side of Ocean View followed by folks walking across street at a curved section at Lovers' Point.
145. If there is a way to slow down traffic at this point that would be ideal. Cars are coming down Ocean View WAY too fast most of the time and then the constrained portion between the hotel and the trail can get dicey for pedestrians and bikes. Perhaps forcing the traffic into a traffic circle at the point would slow things down? basically expand the island in the parking area to become the middle of the road. Also this would be a great place to install electric vehicle charging since the city of PG currently provides none! The loans from the state for the charging equipment are zero interest I believe.
146. The site is fine as is. Native landscaping is not sustainable or attractive. Keep landscaping as is.
147. Bigger recreation trail
148. maybe no bike traffic on the new walking path

Question 8

From Lovers Point to Sea Palm Avenue (147 comments)

1. Not sure this path needs to be significantly wider; but wider is good. It just needs to be better, more uniformly, defined. If you move it away from the ocean visitors will find or make access points to the edge of the bluff.
2. Again, separate bikelane markings needed if at all possible!
3. And why no bike lane?
4. This is a plan that would eliminate shoreline access for handicapped and older citizens who cannot walk far. Where would those people park?
5. I like the much wider trails but with the surreys and the bikes...still unsafe for walkers. Eliminate parking except at designated parking lots?
6. Convert Ocean View Blvd to one way and create separate bike lanes in the street.
7. No Parking on the Ocean side and metered parking on the non-ocean side
8. The network of trails is really one narrow one. It should be widened. I see no need to eliminate parking along the street. Generally like this strategy.
9. I like this idea, but foresee problems in keeping pedestrians off the vegetation near the ocean. Overlook areas should be plentiful. Siting of the overlook areas should be carefully considered to avoid people walking on the cliff edge to "get a better view". I agree the path needs improvement, but not sure this is the answer. Also, will bikes be allowed on the path? What about bike paths on Ocean?
10. I think we should keep the trail next to the water, AND keep the rail next to the road that you're proposing. They serve different purposes - joggers and strollers find the trail next to the road more useful, and the trail next to the water provide an intimacy to nature that can't be replaced.
11. I am concerned about the lack of parking for tourism. Locals don't need it. Overall, a very good plan.
12. Are their "people traffic jams" on the existing trail??? Widening the path is an invitation to more environment damage with loss of vegetation in exchange for packed sand trail that supports no grass or vegation.
13. Same questions as for strategy 2
14. I'm concerned about over development of the waterfront. It certainly needs to be cleaned up but we need to retain the natural landscape as much as possible. Tourists can adjust.
15. You need to define "limited" number of parking spots to be eliminated. Are you going to change the straight street to a curving one or something?
16. The stairway at Perkins Park is in need of repair. The hand rails are gone and the bottom step is too high from the ground. Remove the commercial sign that has been put there by a landscaper in front of Perkins park. Stop planting trees along the trail between Ocean View Blvd and the Ocean. They interfere with the ocean view. Duh.
17. Strongly support continuation of seawall maintenance
18. The pathway should be by the water, not the street
19. Why seawalls?? And who is paying for these and how effective are these seawalls against rising seas?? Think science has shown that these over time are not effective.
20. Currently Ocean View Blvd is too congested. Pedestrians enjoy being able to walk next to the shoreline away from the traffic.
21. Again, scuba diving and scuba trucks cause much of the congestion, so should be prohibited and sent to another location.
22. not needed
23. Leave it the way it is now
24. Good idea to move the walking path away from the seaward edge and higher. Any remaining parking adjacent to the path (seaward side of OVB) may interfere with walkers: car doors being opened, people getting out, standing as they gather gear, etc. will create conflict. Can you mitigate?
25. Strongly support! You will have to put in a bulb at the east end where the trail goes past the rock outcrop with the Haynes Perkins plaque, sacrificing several parking spaces. Remember also that people fish here so the designated access points should be suitable for fishing.
26. seems like you're pushing people further away from the sea. Trying to control every little pathway and put people in a controlled pathway all the time I think pulls you away from being closer to nature. Don't fix what's not broken. This area is fine. Your also closing off more access to the ocean. These are legal fishing areas as well and shutting off access is not fair or right.
27. I think that the path is a nice walkway as is, but I am not strongly opposed to the plan.
28. Walking paths should be configured as far from Ocean View as possible to minimize impacts to walkers from vehicle noise, exhaust, and visibility of cars going by.
29. This does not seem like "planned retreat" to me. Move the path, but let the seawalls go when they go.
30. The wandering paths are part of the attraction. Rejuvenate the pink carpet
31. Leave the rec trail near the water's edge. It's easy to walk down to the water and you are closer to see the marine life.
32. Lack of Parking will be a problem.
33. People can't enjoy the paths if they have no place to park. Not obvious why current path can not be widened without taking away street parking.

34. Is it a good idea to maintain seawalls? Nature will always win in the end.
35. leave it alone to have some natural, organic feeling instead of recreating the Rec Trail feel.
36. Again feel it harmful to loose parking. Feel existing trails work well enough. Putting the lose of parking aside feel the cost benefit just would not be there. Save the money for a better use
37. I think it's important to monitor and protect our seawalls and encourage walking and ocean access by providing safe, wide trails for as many people as possible.
38. Much better visual aids.
39. Given the forecast of rising sea levels, this seems reasonable.
40. I often walk the trails closer to the ocean and would not want them to be eliminated. I would not want to be limited to accessing the water's edge at only designated points--I enjoy the water's edge all along this stretch of Ocean View. I wound want to know the reasoning behind limiting acces to the water's edge.
41. I think traffic along Ocean View should be one-way [east to west] so that the City can provide greater path access, safe bicycle lanes, and allow for sea level rise. In my opinion, discounting SLR and a continued bandaid approach passes responsibility to react to inevitable problems to our grandchildren. Is that right?
42. Again, parking is vital in this area. The wider, safer path should be created without losing the natural feel to the trail. Public access from the path should be provided; curiosity seekers have found their own access where desired.
43. Where are all the cars going to park with the removal of these spaces and previous
44. I'm not sure why four stars are checked for this item? I "support somewhat". First, I disagree that this area is characterized by a "thin band of land". The area varies in width and can accommodate several options for trail locations, landscaping and overlooks. The sidewalk trail should be expanded to be a minimum 6 feet wide using a low (less than 30 inches high) wooden or stone bulkhead on the seaward side of the trail. The trail along the "edge" of the bluff should be relocated to a safe inland location and the large aloce plants that are accelerating erosion of the blufftop should be removed. Bench alcoves can be set off the trails to allow flow for pedestrians and joggers and for people who want to linger - - the site slopes which will allow theatre seating to enjoy the views. Note: the old stone walls are (with one exception) not seawalls, but are retaining walls set atop of the ancient rock formations. One educational sign could be added midway along the trail to illustrate the sea life and cultural setting.
45. Path or trail: I agree with the wider DG path next to the street. It would need to jog around the large rock formation at the curb near Marine St. I don't understand the concept of "a limited number of parking spaces" needing to be eliminated to accommodate the new path, unless that's around the rock formation at the curb. "Seawalls" or retaining walls: I do not agree with maintaining the "seawalls". There's room to move the shoreline trail inland toward the street where it was originally (not at the curb). Seawalls or retaining walls are unnecessary. The first wall was built to create a ramp for the City to dump garbage directly into the ocean, with horse drawn carts. Then someone decided to move the trail out to the edge when the garbage was no longer dumped there. (Most of the existing walls on the edge of the blufftop are retaining walls, not seawalls.)
46. This area is almost completely on Granite and should stay stable for years. Walking next to cars and pavement is not pleasant.
47. Enjoy the intimacy however erosion and traffic have compromised. Good solution.
48. Again, Magic Carpet and bike lane. The road is wide here, something I point out to cyclists riding on the trail.
49. Do not take away parking
50. Seems fine as is.
51. I like having access closer to the water. Walking along the road means hearing cars more acutely. I like sitting out there watching birds and hearing and sensing the ocean
52. I would suggest foot traffic on the trails be separated as much as possible from the road/car/bike traffic. Also, moving the trails would significantly (negatively) impact the magic carpet and other plantings that are so loved by locals & visitors alike. I'd rather see the existing trails get reinforced/repared with the least amount of disruption to the plantings if possible.
53. Anyone suggesting that Ocean View become 1-way from Lover's Point to Asilomar?
54. Not sure...I like the paths that are close to the shore. Makes walking interesting...
55. would this mean walkers wouldn't be able to get near the water?
56. Designated limited accessible areas are great, but long continuous strips are not. The recent more accessible style has created overuse and misuse, and degradation. People who respect trails dont need special walkways that are invasive to wildlife, heritage and geology.
57. There already is a limited number of parking places there.
58. If anything, enhance/reinforce/widen the trails as they are now. Follow plan above for sea wall.
59. How will you accommodate neighbors who need those parking spaces?
60. I am concerned that see level rise will compromise sea wall. Eventually we need to abandon the sea wall and let nature take over.

61. You obviously have no idea of what is going on out here. Congestion is already horrible plus people living here in school bus and rv's
62. For safety reasons I like this idea as well as maintaining the sea walls as there have been sink holes and people have been hurt in the past as I know a woman who fell into a sink hole a few years ago and hurt herself.
63. I support this because of the attention to maintaining the sea walls and providing specified access points, I am Leary of the Plan to relocate the path toward or next to the street because people will want to and will go to the edge, creating unplanned paths, trampling vegetation and furthering erosion
64. Where would residents on that section of OV park if spaces disappear? Good idea since walking is difficult in that area but not by creating other problems.
65. Most of what is suggested is unnecessary. If the rodents are controlled along the edge of the bluff, we will stop the loss of soil from the bluff. The idea of additional public access to the beach is not well thought out. It would take a major project to construct another stairway to the beach. Meanwhile, there is room to widen the existing path between the sea wall and Sea Palm
66. I suppose this take into account sea level rise a little bit more. I thought the CCC was going in the direction of no more 'emergency permits' for sea wall repair? Since they're not really emergencies if they happen regularly.
67. Like idea of wider path.
68. Where are the ideas that would make this area a great pink carpet path, a place to walk and benches n parking stay as is. Who wants all this.
69. See earlier comments on plans to reduce parking.
70. This is one segment of the path that I would urge you to conserve, not modify. Shoring up the existing path would be a much better option.
71. Again, hate giving up parking but a street so heavily used by bikes should have a bike path. the paths themselves could be widened as they are, often there are 2 paths that could be combined to one and could have wheelchair access if maintained properly.
72. Please see my other completed survey for my comments.
73. Not opposed but seems lower priority than other suggestions to me because the existing trails are enjoyable. However if this would increase access for people with disabilities (not sure if the path would be wheelchair accessible) that would be beneficial and I would be supportive.
74. Bike lanes seem more needed than a wider walking path.
75. The small cove beach access with picnic tables are an asset
76. again... we are starting to recognize the beauty of this area and I LOVE the support of the PG City..... keep it as natural as possible
77. Do not put the path next to the road !! People take that walk to be next to the Ocean. Restore the pink carpet !!
78. While I agree with protecting the seawalls, I also like being able to walk/run along the path closer to the water.
79. Will any other parking options open up? My concern is that it begins to create congestion in the neighborhoods closer to the ocean.
80. You are still going to need to have two paths, one near the water and one near the autos so I don't think there's any point in changing anything. If you were to eliminate all parking in this area up to where the triangle shaped "island" that you recently re landscaped is located, you would not need two paths and you could install a bike lane. How lovely that would be!
81. Continue the 6-foot wide trail at the street level. Remove the oversized aloe plants that are eroding the bluff tops. No more seawalls that destroy the natural cliffs and sand supply.
82. Lets make sure we restore the ice plant to what it used to be.
83. get rid of all the ugly cactus plants on the ocean front. Improve the bike lane in this area
84. I like the meandering trails as they are. I am concerned about the elimination of parking. It is already at a premium.
85. I walk this trail every day and the paths are fine the way they are. However there is a lot of poison oak not only where you've had it posted for removal for Weeks, but even further up towards Lovers Pt and it is hanging out and over the trail where one has to be very careful not to rub against it. Better signage to keep bicyclist off the trails are needed.
86. The new path should not be along the curb adjacent to Oceanview. Agree with moving it away from the water but allow space on either side of trail between water and street.
87. Moving the path closer is a good idea, but without barriers people will continue to walk close to the water. It's a nicer place to be than next to a road. It would be more effective to remove some of the fill to drop elevation to original rocks so that walking along the shore would be difficult. The "seawalls" aren't protecting from the sea as much as retaining the fill. We really need to decide whether we want to restore a natural shoreline, or maintain a man-made profile. If keeping a man-made profile and committing to saving the seawalls, than might as well let people walk closer to the sea.
88. I support this proposal to more carefully regulate shoreline access while providing a better pedestrian environment. However, I again urge the city to look beyond seawalls, even if these are in a relatively protected stretch of coastline.
89. don't limit access to the seashore to just a "few points" on this long stretch.

90. I love the DG (decomposed granite) walkway. It's an excellent running surface. It's currently just a bit narrow and I don't think relocating parking works. Simply widen it into the brushy areas.
91. This section should allow for limited parking, it allows for those of us, and tourists, with mobility issues to get out briefly, take photos or the view.
92. Please don't destroy that lovely wild path in that area. I lived here when the rec trail was still the old railroad track. I liked it then. I prefer wild to cultivated and nature destroyed. You want things slick. That is not what PG should be about. And again, if the city is so strapped for money, where is the money coming from?
93. Currently a scary place to be a pedestrian. Reducing traffic speed with pedestrian routes and vegetation are greatly needed.
94. I use the path frequently when I jog and it is in poor repair in some places. The boardwalks near Asilomar State Beach are very nice, so I do agree that something like that would be a benefit.
95. Make street safer for cyclists.
96. Pedestrians along this stretch often find themselves hopping up an off the curb in a effort to find a place for your feet.
97. Will bikes be allowed? If so, as a walker I'd rather take chances with the trail as it is now including its risks.
98. Parking along OVB near Lovers Pt is already scarce. In addition to OVB homes there are many Mermaid homes with multiple parking needs. Weekends are especially crowded with residents on top of visitors. Maintain the existing path as in years past. Cut back overgrown red hot poker and other growth.
99. I just can't stand the idea of removing the walk from the edge of the shoreline. Watching the waves crash on rocks is the whole point. Seeing the otters and the oyster catchers and the pelicans and the seagulls on the rocks is the charm. Is it really necessary to move the trail that far away?
100. need to control erosion caused by burrowing rodents
101. What does this mean? A limited number of parking spaces? I don't see that this wider path is necessary.
102. Again, concerned about vehicle parking and forcing cars into the nearby residential areas for parking
103. "Ok" as is. I walk there all the time. Use funds for areas that have bigger problems.
104. I love watching the seals from this part of the trail.
105. Keeping the natural rocks and plants while keeping the wider path clear would be an improvement. A great spot for bench to enjoy view. Also signs for "keep off" purple/pink carpet & plants with photo taking spots (natural rock benches?) might help protect landscaping.
106. I support a single walking/wheelchair path but don't want a lot of new development
107. Seawalls should only be maintained to protect critical infrastructure, not the trail or road.
108. Wouldn't it be better to use that space for a bike lane?
109. I love it just the way it is
110. This part of the trail is quite magical and would hate to loose access to it.
111. All of these strategies appear to have people and tourism in mind cloaked in buzzwords about nature protection. Making an area more inviting to people rarely has the effect of helping preserve nature.
112. We enjoy walking on the trail close to the water.
113. [REDACTED] and his volunteers have been recreating the feel of the Perkins Park of old. The blanket of pink ice plants in the Spring is spectacular and anything that would change the ability to wander along the shoreline and be surrounded by pink and views of harbor seals sunning on the rocks or otters swimming by is ill advised!! Please don't destroy [REDACTED]'s hard work on this stretch of Ocean View Blvd.
114. Again, why are you taking ANY street parking away. You're going to cause people to park on the residential side and irritate residents.
115. Do it!
116. Again, where will the cars go? Into the neighborhood Trade one issue for another.
117. Protecting the seawall is extremely important, and a short fence along there seems wise. Having a walking/bike trail along that fence makes more sense though. On the opposite end of the bike trail the walking path is below parking and the road, which works well. Perhaps we could do the same on this side – fence at the edge, then bike trail, then curb, then parking, then the road. Folks in our neighborhood would vote for that.
118. If it helps preserve the seawalls, I am all for it!
119. I think the parking is nice to have, I would prefer to see the existing trail improved. Not making as big of a change, seems like we are giving up coastline by moving the walk back to where the parking is.
120. I like the current trail
121. While I understand the need to widen the trail and move it towards the street. There's something very special about the current layout of narrow trails close to the water. Maybe there's a middle ground, moving the trail toward the road just enough so it's safe from the wall. And, keeping it narrow with little passing sections.
122. The special part about this trail is that it is meandering and wild. If the city were to be able to mimic what they have created near Asilomar, I would be 100% for the idea. They city has done an amazing job of maintaining that trail and we walk there more often because it's so well done. However, "a wider path closer to Ocean View" reads to me like a sidewalk, not a lovely path. Is there a middle ground here? I like that the seawalls would be monitored and I hope that would happen under whatever circumstances.
123. Depends on the amount of parking to be eliminated. IF no parking spots are eliminated, might be a good idea.
124. I really like the winding path. It makes your relationship with the coast personal and intimate. It's part of the character and charm of PG.

125. I think it is fine
126. Where will everyone park. Especially all the STR people and day trip visitors
127. I imagine the widening of the trail would occur by expanding into the current parking area in many places? I think that's an acceptable approach to making the footpath more useable.
128. The meandering path is more like a ocean hiking trail vs. a large sidewalk for bikes and pedestrians. Again taking away parking from those that might like to get out to visit our coastline up close. LEAVE it a meandering hiking trailhead that wanders thru the native plantings.
129. I think the existing structure is sufficient
130. I think it is important to maintain the trail in a way that it weaves back-and-forth, as it does currently. The small trail next to the road is adequate for runners and walkers.
131. I feel the walking path from livers point to Perkins park is an intimate walk along the coast allow not only visitors but residence to enjoy the wander path between water and local plants
132. Again, removing parking is not preferred.
133. If this is the most susceptible location for erosion then it should be high on the list.
134. Either make an extension to the bike path or don't. This is kind of both but neither and will lead to confusion and irritated walkers.
135. Must every trail be redesigned to accommodate more destructive foot traffic? Maybe you could add some portable toilets, dumpsters or even lay in some asphalt?
136. The path is nice now. It is rustic. Widen it a bit where it is now, if you wish. There are inadequate parking spaces now. Do not remove parking spaces.
137. I like this part of the trail the way it is, because it's so different from the rest of the rec trail. It serves more as a nature walk and I've never had any issues with overcrowding or trying to pass on the narrow trail, even while using a stroller or walking the dog.
138. Do you have to take parking spots away??
139. I think this stretch is very beautiful and functions very well as is, as long as it's maintained and repaired as needed, - I'm in favor of that part.
140. Again, any remaining parking should be paid parking. If that is not fair to residents then residents can get a parking permit to exclude them from parking fees?
141. Where will people park?
142. I like it as it is now
143. I don't like the removal of parking spots, but I do like the proposal for a wider path with better defined access points.
144. Same thought re eliminating parking spaces as #2 response. Not everyone can walk paths, but are still entitled to view the ocean up close.
145. Leave area alone. No new path needed. Do not ruin the area with new structure.
146. No bikes on that area - if not enough room for a separate bike path
147. Part of the charm of the bike path in this section is being able to run so close to the waters edge. Widening the path along the existing section might be a better way to go instead of removing more parking spaces

Question 10

Parking area at Sea Palm Avenue (107 comments)

1. Just to be clear, this is a walking path, not a combination walking and biking path? I would not allow bikes on this coastal path. Some bikers are just too proud of themselves and too crazy.
2. And provision for bikes?
3. This plan would further eliminate parking that is necessary for the handicapped and the elderly who cannot walk far. At Saturday's meeting, PLEASE EXPLAIN THE TOTAL NUMBER OF LOST PARKING SPACES!
4. Still too many cars. Make those folks walk more and park only at designated lot areas
5. Good strategy. One issue in particular is what to do with tour buses. They should be banned from stopping anywhere along Ocean View, except for specific designated stops. They currently stop near or at this location, where people get off, this out their cigarette butts, and trample the vegetation.
6. Love this idea! Maybe make a couple of the parking areas on Ocean handicapped and have a ADA access to the Serenity Lookout.
7. I agree with the bulbout - I cross that intersection frequently, and that would enhanced safety. But I don't see any value in the rest of it - that parking lot is used extensively, and you'll just be moving the parking to the street, which is less safe. I completely agree that the vegetation should be managed by the Perkins Park Landscape plan
8. Street parking --- would obstruct current traffic. Plus on the ocean side of road to obstruct ocean sightseeing. Landscaping -- Pacific Grove gets a grade of 'F', for destroying the Monarch Butterfly habitat.
9. Let the bikes go in a bike lane. Make the pedestrian path smaller.
10. Don't remove a parking area! It won't be "underutilized" for long. This looks to me like a project that only benefits the neighbors across the street
11. As I live directly across from Perkins Park, I can tell you that people will be run hit by cars when they get out of their cars, especially divers and parties with children. Where are the divers going to go? Where are families going to unload their cars. There is a lot of traffic turning around from Ocean View Blvd on to Sea Palm and then back on Ocean View. Leave it as it is, but fix the stairwell.
12. Instead of a bioswale store and use the runoff to irrigate Perkins Park.
13. Loss of another handicapped parking area? We use this access all the time.
14. Leave it the way it is now
15. Adding any seawalls is a negative; any additions conflict with principle of retreat and must meet strict criteria of necessity. Maintaining existing walls indefinitely is likewise expensive and detracts from natural habitat and scenic value. Always consider option of letting some walls go. Riprap is worse, even if less expensive.
16. Somewhat support. This is a popular area for scuba divers and kayakers going out fishing. They need areas to park and unload their gear, and they do that in the enclosed area. It is not under utilized on weekends. I do not see where they can do that easily in the new plan.
17. From west of the Borg, OVB is a residential neighborhood. Strongly recommend one way, or bump outs, or speed bumps or traffic circles to slow cars to max 25. Often early and late in day some cars going at least 40+ mph
18. No addition of sea wall. In certain areas where they do not exist already, let's not build more and let the course of nature take place to ensure conserving and increasing beaches with their beneficial effects for wildlife.
19. this are is used pretty regularly. Inspite of what this narrative says. There are kayakers and people that park here all the time.
20. Walking path at right end of the schematic should be configured as far from Ocean View as possible to minimize impacts to walkers from vehicle noise, exhaust, and visibility of cars going by.
21. This is one of the few places where it is easy to park, even if underutilized.
22. This looks like a good plan, but the details will be in a landscape plan...must go together!
23. A new crosswalk and bulbout would enhance public safety. Existing parking area is working and functional. If there is the same amount of parking (i.e. there is no additional parking added, the expense to convert to the proposed strategy has no benefit to users. If anything, it would be a takeaway, since the current lot is also being used by divers. If moved, they would have further distance to carry gear and would be changing clothes in the middle of the street and not in the protection of the current parking area.
24. I don't agree with your assessment that this parking lot is underutilized. It should remain and improved. You can reconfigure the parking lot to accommodate the joining of the two trail heads, no street parking will be needed. Street parking around this bend would be dangerous.
25. When I click on support somewhat four stars fill in. Is there a software issue here
26. I cam support this plan because I can visualize it.
27. Please retain the purple carpet, no matter what else is done.

28. Crossing the parking lot as I walk the shoreline is awkward if any cars are present. It could be much more attractive and I would favor a continuous path uninterrupted by a parking lot.
29. Where feasible, q'l'd like to discourage parking along the ocean side of Ocean View.
30. Yes, crosswalk! No, bulbout! Bulbouts are created by people who do not drive. They are hazardous to cars and drivers, who do not expect the intrusion into the roadway. Is the new trail safe along that stretch of Ocean View? Tourists often admire the scenery and do not observe pedestrians.
31. The crosswalk is a good idea. The serpentine masonry stairway to the beach is an unpermitted access structure that was built over an important historic waterway and coastal gully. It has accelerated erosion on both flanks. The design for this entire area requires a masterplan to assess pedestrian, bicycle, auto -- all including ADA needs; the shoreline habitat including restoring the natural beach and bluff areas, and hydrological needs. The notion of locating the "serenity overlook" that would require adding walls in a geologically hazardous area conflict with the LCP and Coastal Act. There is ample room to design a long term multiuse recreational area without risking short term failures. The street is approximately 60 to 100 feet from the top of the bluff edge and is not threatened by erosion.
32. Perkins Park extends from Marine Street to Esplanade- it does not begin at Sea Palm as the overview seems to suggest. This strategy seems to be unaware of the recent improvements at the west end of the parking lot (as well as in the divider strip between the parking lot and the street) including new landscaping and a bioswale) for the stormwater low impact development project. The new landscaping is native but not particularly native to our shoreline. The added (sea)wall and fence or boulders to protect the proposed "Serenity Overlook" is unnecessary and should not be permitted. Skip the Serenity Overlook. You might want to remove the poison oak (without using poison). The aloe all along the shoreline (not just in this segment) should be addressed as it is contributing to erosion in a major way, e.g., the huge aloe plant that fell to the beach between Sea Palm and Moss St, taking a lot of soil with it. People love the aloe! Perhaps it could be cut WAY back, or relocated, to reduce erosion and re-grow gradually. The proposed remodeling of the parking lot as a trail does not allow for all the divers, kayakers, fishers, etc. who unload their gear here. The on-street parking would cause a hazard for bikes, cars, people unloading all their gear on the narrowed street. There may be a more efficient layout for the parking in the lot, and the one space that blocks the trail to the west could be moved or eliminated.
33. negative about sidewalk bulbout
34. Have witnessed it being used by different needs groups. Awkward yet may be needed as is.
35. Thus is awful! It is fine as is. This would make street dangerous and take away from resident parking. I live right there.
36. I kinds like that parking lot now because I live up Forest Hill. I once lived on Siren st and walked there a lot, at which time eliminating the parking would have pleased me
37. this is a popular dive put-in. the connector of the paths does not outweigh the loss of parking spots for divers.
38. The parking area is a popular spot for scuba divers and would be sad to lose that access
39. while this area is not heavily used it is a great place to access the ocean.
40. need more info to know
41. It would make this lovely area look horrid with cars blocking the view of the ocean. The trail does not need to be wider. It is charming and inviting just as is. It will put cars in the windows of the people who live there.
42. Good idea, but poor design. Above drawing and notes are confusing.
43. Yes that parking lot is underutilized.
44. I dont know where your ideas are coming from underutilized parking? Has anyone spent more than a few minutes at a time out her
45. The parking lot is an eyesore and you are right, it is underutilized. This will make Perkins Park more attractive (like in Monterey Windows On The Bay)
46. This parking area is a frequently used staging point for divers, kayakers and walkers who may have difficult walking, so this access to close benches is good for them. Eliminating parking is eliminating access
47. The parking lot might look underutilized but fishermen and kayakers use it as a docking area. Removing their parking spaces would increase activity above Sea Palm.
48. The contention that this parking lot is not widely used is false. It is heavily used on weekends by scuba divers, kayakers, and fishermen. This is another example of wanting to spend money where no changes are needed. Furthermore, adopting this plan would forc more people to park on Ocean View which would impede traffic and potentially cause safety problems.
49. Makes sense to me.
50. Support all except the serenity overlook - again, adding riprap, fences, etc, that will need to be mended every year or two = \$\$\$. Has the firm who designed this never seen Ocean Blvd after a major winter storm? Kelp and debris all over the street, damage to the seawalls and riprap. Clearly the ocean is closing in, it's insane to build more infrastructure in it's path.
51. This intersection definitely needs better pedestrian crossing protection.
52. This parking lot serves no good purpose and is a safety issue
53. Yes, let's make path continuous as much as possible.
54. I like it.

55. This parking area always has cars in it. It is used a lot. Weekend divers and fishermen. I oppose getting rid of it. Crosswalk would be nice.
56. Please see my other completed survey for my comments.
57. I only support a crosswalk.
58. again keep it natural. I know this isn't part of the plan.... however I would like to see PG put in more parking meters to assist with the cost of maintenance. Of course locals get a sticker and would still park free. Pebble has a gate toll, Monterey has meters..... WE can't continue without help. Aquarium workers and guests park for free and then we are left to clean up.
59. Adding parking on the street impedes traffic which is already impacted Retain/improve the existing parking Restore the pink carpet
60. I think that bulbouts can be dangerous, especially to bikers as they force the bikers into the street where cars may be passing by somewhat suddenly. Smaller issue, but it also may affect runners on the few runs that occur along the road.
61. If you did this you could make my proposed bike lane even longer! Cycling should be encouraged to improve our fitness and to help with global warming, which is going to cause ocean levels to rise and our shoreline to erode.
62. Don't make the bulbout too large. Often hard to navigate around them.
63. This is over-designed. It is simple and works. Back the trails away from the cliff edge. No more seawalls, Keep it simple.
64. I'm opposed to losing off street parking. As a cyclist I feel off street parking is a safer alternative to having oblivious tourists opening doors or pulling out in front of cyclists.
65. This is a great idea.
66. The connection of the trails without having to go through a parking lot is a good idea but again to achieve it by eliminating parking is problematic. I question the observation that the lot is underutilized. I think that the need for parking will just force folks to park on Sea Palm which may be problematic for residents. It is not clear how many places will be eliminated.
67. A very well defined and marked crosswalk would do well to help the neighbors in crossing without shutting down this parking area which is used often by me, elderly, divers, kayakers. We maneuver fine with the slight brake in the trail.
68. A little unsure about the need for new walls.
69. I strongly support virtually all elements of this proposal, especially the bulbouts and repurposing of the parking area. My only suggestion would be to, instead of revegetating the whole area, perhaps provide a picnic area for public use.
70. Pedestrians are not stupid ants that need this level of improvement to enjoy the trail. Sure, the parking lot is underutilized, but this fix is WAY TOO overkill. Don't use a grenade when a BB gun will work.
71. If it ain't broke don't fix it. This is not, and has not, been a problem area. I use this disabled parking space as do many. Your claim of being under utilized is denying ADA access. Focus on the problem areas and resist the urge to revamp the entire coastline where it is NOT needed. Seems to me you're simply trying to safely accommodate more tourism with little regard to access for locals (disabled)
72. That might be an improvement. Would need to know more.
73. Parking alternatives are needed. Parking burden should not be shifted to adjacent residential neighborhoods.
74. If the loss of parking will work out, I'd be in favor, but the other changes are going to reduce parking, will we wind up with too little?
75. The planting of the pink ice plant is a must. It's one of the highlights of our springtime here in PG.
76. Because of easy access to beach, Divers and fishermen use this parking area. The curve here is a very dangerous area of OVB. The side out bulb out further narrows a dangerous area. The street strip was just landscaped.
77. Anything and everything that can be done to reduce car traffic and increase biking and walking in PG should be done.
78. So long as the revegetated area is native plants NOT the hideous purple carpet. Time to wake up and appreciate the native species - they are beautiful. Take a look at Asilomar's state park shoreline.
79. divers use this area to spear fish and scuba, on street parking may be dangerous to them.
80. I observed a great number of divers utilizing this parking area for their parking and access. Is anyone communicating with specialty users for their feedback on the proposal?
81. Not so bad there but a safer way for pedestrians to cross there is needed. A simple well marked crosswalk with button-push yellow light (that is powered by a solar panel above it to avoid the extra cost of routing of hard lined power) would be a lot cheaper and do the trick!
82. While I agree with the crosswalk I disagree with making all parking to be parallel on Ocean - off street options are needed. Many folks cannot parallel park for many reasons. Folks with dogs or limited physical mobility need these off street parking options. Bikers like having an area where a door opening or a car pulling away isn't a constant concern. Families with strollers, beach stuff, small children need off street parking to safely exit/enter their parked cars. Maybe reduce the size of the off street parking lot but keep some options like that - especially in a spot where there is a less touristy path and water access.
83. Should not be adding new walls or rocks. Plan seems to create a new trail rather than using existing route.

84. No one wants to stay in that spot too long - smells like hell!
85. I know many who use this parking area frequently
86. The parking lot at Sea Palm allows kayakers, scuba divers, families coming for picnics/beach combing, to park and SAFELY unload passengers and gear. I completely disagree that the parking lot is underutilized. It is a benefit to visitors and has just been re landscaped. Why is this new plan tearing up recent work that beautifies the area?? Keep the parking lot in some form or other. Parking along the street and unloading cars of people and their gear on an Ocean View Blvd curve is DANGEROUS!
87. At least you've replaced the parking you're taking away.
88. Sorry, The map a little confusing. refiguring parking between Borg's and the Park where it's in the middle of driving areas sounds good. Replacing parking along the side of the road makes sense. So hike/bike trail could continue straight around from the concession stand around the corner and then in front of Borgs and on down the road with parking between it and the road.
89. Personally, I do use that parking area and really like that I can find a spot to sit and eat my lunch - either in my car or on the bench.
90. Parking is limited not, believe this plan will drive parking to the nearby residential area.
91. Dislike and would like to minimize when recreation trail is adjacent to paved roadway.
92. Strongly support. Very dangerous to cross anywhere at this area
93. Out of town visitors may not have the ability due to age to take advantage of the idea proposed. The parking lot allows for those of significant age to still be able to enjoy the view of the ocean from their vehicles, and be closer to the ocean drama of the waves.
94. I like that this would continue the trail and make it safer for runners.
95. I strongly oppose the addition of a bulbout, since there are not sidewalks on the sea palm ave side and the new bulbout will be an eyesore. The Perkins Park parking Lot is often used by divers and should remain. The island dividing the parking from ocean view blvd is large and beautiful. Connecting the trail is important, and a few parking spots could be lost for this addition.
96. I believe this would be a greater use of the area since the parking lot is rarely used and there is more parking close by.
97. Sounds like this would improve safety
98. Nothing wrong with that section now! Love the seawall. People do use that lot and it alleviates street parking. And no you do not need a crosswalk there. Jeez.
99. connecting the path makes sense. I don't understand or like the "bulbout". Seems unnecessary and would impede traffic. If "revegetation" means removing the lovely ice plant - OPPOSED.
100. Great solution for an underutilized area and we really need that crosswalk.
101. Don't decrease parking
102. I usually walk across Ocean Blvd here on the south side closer to Mermaid Lane, - I'm not sure if maybe that is a better place for the crosswalk, - maybe the bulbout on that side.
103. Tourists are eating up neighborhood parking. Don't eliminate spaces for them
104. Like everything but the fencing.
105. A crosswalk in that location is sorely needed
106. Do not support the wholesale elimination of parking spaces for the reason provided earlier.
107. Just recently completed stone drainage landscaping by AES looks very nice as is.

Question 12

From Sea Palm Avenue to Beach Street (107 comments)

1. I like how foot traffic is better directed in the redesigns. Some visual indicators/barrier rope, other to keep people from cutting across the plantings may ultimately be needed?
2. I don't favor adding sea walls, even "short segments."
3. Bike path?
4. "A small number of parking spaces on the ocean side of the Boulevard would be eliminated to accommodate the new path." I am elderly and cannot walk far. This Shoreline Management Plan is for the young who can walk readily.
5. No parking on Ocean side
6. Excellent strategy. Points I made in previous question apply here. We also need to maintain the pink carpet, as well.
7. I do like the path along the seawall. Would the new path be away from the ocean? Is it necessary to put the path away from the seawalls to preserve them? I think that having the path as close to the ocean as possible, given constraints of preserving seawalls, sea level rise, etc.
8. Every piece of this proposal should emphasize that vegetation will be addressed by the Perkins Park Landscape plan, so there is no confusion.
9. Widening pathways destroys more environment of plants and animals. Eliminating ocean side parking increases ocean site seeing.
10. Seawalls of course. Smaller path, more natural landscape, bikes in a bike lane, not on the path.
11. I don't like removing parking. Also, in case you are thinking about removing the beautiful "Magic Carpet" iceplant in favor of some damn ugly "native" plants, please don't!
12. Main concern is about displaced parking for tourists or onlookers; wondering where they will be displaced to?
13. Continue seawall maintenance and preserve current trail
14. Don't want sea walls maintained. Let nature take its course. It's foolish to believe it's possible to armor the shoreline because it's cost prohibitive and nature will beat it down. Let nature run it's course.
15. Build the seawall to protect the shoreline and leave everything else the same
16. Again, wider, higher path is good. Seawalls are a negative (see comment 4). Minimize parking on ocean side of OVB and potential conflict with walkers (see comment 3). Careful design of pathways to access points may discourage trampling of vegetation. Here and elsewhere, be sure to provide sufficient, well-distributed seating.
17. Strongly support. Again this is a popular area for shore fishing and the designated access points should be suitable for that. Here fishers climb down on the rocks to fish (especially south of Siren) so the access points should be suitable to allow that to be done safely. (BTW, I am not a fisherman!)
18. again you're directing people AWAY from the water. This is exactly what they want to be close to. Maintain and shore up existing walls. Leave the rest alone.
19. Please retain appropriate access paths to the benches and stairwell down to the water's edge.
20. Walking paths should be configured as far from Ocean View as possible to minimize impacts to walkers from vehicle noise, exhaust, and visibility of cars going by.
21. In none of these scenarios is the pink carpet specified. It is the most defining feature of PG and our coast line
22. In some areas of the path, it does need to be made wider because of the erosion.
23. Again, you are suggesting More armouring, defeating the retreat away from rising seas; not a good idea.
24. Would support if the there was a commitment by the city to protect those affected areas against future erosion with sea walls, etc. It is not obvious why any parking spaces have to be eliminated to accommodate the wider path.
25. Completely support the maintenance and building of new seawall infrastructure, as needed over time. Erosion control and shore preservation is the most important element of this survey, more important than where people are going to walk. If you don't preserve the shore, people will have no place to walk.
26. Am opposed to building seawalls.
27. Keep the narrower paths for an organic, natural feel
28. Feel seawall should be expanded as necessary and access improved but parking spaces should not be reduced
29. even though it is not native, keep the Magic carpet.
30. Would really like the purple carpet to be left alone
31. I favor strengthening the sea wall, but don't like the idea of the path being farther from the ocean. However, I understand the need to plan for sea level rise.
32. See previous comments.
33. Save parking spaces. Maintain the seawalls. Public access should be monitored to avoid access during large wave/storm activity.
34. A 6-foot wide streetside sidewalk trail can and should be maintained from Lovers Point to Asilomar Avenue. Many walkers and joggers prefer this scenic, but the direct route of pedestrian travel. The "bluff top trail" can be accommodated at appropriate safe locations to allow a slower-paced path closer to the sea with intermittent links to the roadside walkway. Adequate vertical access to the shoreline already exists for recreational uses between Sea Palm and Otter Point (Beach Street) that require maintenance. No new

- vertical routes appear appropriate. The old stone retaining walls and seawalls should be maintained, but not increased in number or size. Concrete debris from past construction should be inventoried and removed from the beaches and bluffs as a prerequisite of any future improvements.
35. We don't need to protect Perkins Park with additional "short segments" of sea walls. I love the Magic Carpet (*Drosanthemum floribundum*) in Perkins Park, but not at the cost of adding sea walls on the bluffs to "protect" it. There's room to relocate the trail away from the bluff edge. A wider path along the curb would probably be good. Again, it is not explained where "a small number of parking spaces...would be eliminated to accommodate the new path". Leave the current volunteer trails to provide access to the edge and to benches. I strongly oppose more seawalls/retaining walls. They harm marine life and wildlife habitat, interfere with shoreline processes, and they're futile. Retreat now, and design a trail that will not require armoring over the next 30 years. A crosswalk at Siren Street as well as Sea Palm would be a good idea.
 36. Please let us know how residents who live there can stop this stupidity.
 37. I worry that with the elimination of so many parking lots along the entire trail that the neighborhood will have to absorb the spill over of cars
 38. I guess my earlier comments apply here as well. I'd like to see the trails as far away from Ocean road as possible. That being said I understand the need for long term maintenance of the seawall.
 39. not at this time
 40. I like being on paths close to the water, but if erosion is an issue, then it's not great to be close to the shore.
 41. "... as said before
 42. I think a important feature of the path is its closeness to the water. Plus rehabilitate the ice plant, the pink carpet is a attractant to many generations of visitors. It's one of the attractions that makes Pacific Grove a comforting place to visit.
 43. Enough parking is not there for the people who live in the area. Many of the Mermaid residents have to park on Ocean View because of the limited parking on that street. Beautification should not cause hardships for local residents.
 44. It's clear now, the proposed changes to the trail system suggest a move away from the natural feel of the current path, pulling people away from the water and toward the road traffic. This is no good for the community and will have a negative impact on the energy of the area. A path adjacent to the road will likely be overtaken by bicycles.
 45. We need to acknowledge that sea level rise will be impossible to control and come up with a way to accommodate the rise without throwing money at an eventuality that will happen anyway.
 46. I have said it already. In every one of these you are eliminating parking when more and more people are coming here
 47. Again, putting a path far away from the shore/edge will be useless as people will create paths where they want to go - to the edge
 48. After Sea Palm this is the most beautiful stretch of the park and a trail closer to the street is too far from the excellent views of the ocean and sea life that the current trail provides for it's guests.
 49. Sea Palm and Siren not Balboa? Dig up newly planted and irritated area? Relocate memorial benches?
 50. Whoever wrote this does not know that Perkins Park starts at Lovers Point, not Sea Palm. We don't need to use part of Ocean View for the trail as there is plenty of room in this area to relocate the trail next to Ocean View. However, for as long as possible, the trail should be kept as close to the bluff as possible. That allows walkers to view the beach and animal life.
 51. Where do we begin to considered planned retreat as part of our strategy? Perkins Park may be an appropriate part of that.
 52. Also need signs to keep people from walking on magic carpet.
 53. I would prefer the trail remain as is
 54. this is a wide section of the park, so I see no need to move the path all the way to the road. If the plan call for maintaining the seawalls, why not leave the path as close to existing as possible? Also, any hairbrained ideas to remove the "magic carpet iceplant" with native weeds is terribly misguided and should be refuted.
 55. If you guys go through with all these plans there will be no parking on ocean view. The pathways on this stretch are fine. Wide and flat. No need to alter.
 56. Please see my other completed survey for my comments.
 57. Jogging on the dirt path is an amazing experience, but the trail condition and size is sporadic so I support widening the path and improving the flow.
 58. keep it as natural as possible... but definitely continue the weeding and planting of vegetation. OH yes, I volunteer!
 59. Leave the path next to the Ocean, not next to the cars. Do no delete parking spaces. Restore the pink carpet
 60. Maintain existing infrastructure. There is nothing wrong with this area and I feel this is a waste of money.
 61. No more seawall segments. Move trail inland to be 6-foot wide continuous trail along the street for runners and hikers to Point Pinos. Remove aloe that threatens erosion. Re-direct surface runoff away from gulleys.
 62. I think we need to repair and maintain our sea walls. I know the Coastal Commission doesn't like rock, but some well placed rocks to diffuse the force of the waves might be good here. Sometimes it is better to ask forgiveness than permission, and this area qualifies for that!

63. It is all about parking & access. Do not remove anymore parking. Visitors & residents will move up to the neighborhoods
64. Are the trails/foot-traffic close to the water's edge causing the erosion? Or is it the wave action? I am all for building the sea walls but, again, feel that the meandering paths hold much more charm than one along Ocean View, if they can be preserved. There is not a diagram showing this segment's plan which would be helpful.
65. Agree as long as oath is not too close to Oceanview. I walk this path 5x a week or more and it's important to feel close to the water and away from the street
66. Maintaining and adding seawalls is a very questionable strategy, especially in light of SLR.
67. Like with the previous stretch of coastline, I like the controlled access to the shoreline and improved path. However, I don't like the heavy reliance on seawalls in this area. Is Perkins Park really that in need of protecting?
68. Overkill
69. Might be ok.
70. Can existing sea wall structures and added reinforcements be made more natural? And augmented by adding additional native rock?
71. better seawalls are probably going to be needed as the climate changes.
72. What kind of path? Your description is lacking details.
73. Anything that removes the iconic "pink" along OVB is wrong. For many years the City maintained the walking paths and pink. Bicycles were banned on the path. Starting 20 years ago the City neglected the ocean areas. Mountain bikes have tearing up the path. Otter Point provides multiple recreational uses.
74. What a mistake. Why build the walls that create natural habitat death? Why move the trail so far away? This part of the trail is actually some of the most charming because it meanders in an organic way. The coast may erode, but that is the fact of the coast. Habitats will accommodate, but not if it is a giant wall.... please, get rid of the un-natural purple plant and let nature takes its course, so native plants and animals can survive global warming.
75. The sea wall pictured on this page is in danger of collapsing, I've watched strong waves wash under the wall along the cobble beach and go under the wall, a failure here would be catastrophic to the trail, road and home that fronts this wall. Please repair
76. Love the "carpet" in this area. People travel here to see that amazing sight and photograph it but it needs to be protected. Sad to see all the Instagramers stomp it and leave. A design with the path continuing along the shoreline but that protects the beauty (carpet & plants & view) while limiting the walking all over the carpet would be my preference. Get rid of all the parking so it stops being a jump out, walk/lay on the carpet and take a picture and leave.
77. Perkins Park is not critical infrastructure and should not be protected via new sea walls.
78. People rarely park there. Don't mess up view!
79. Would hate to loose access to be closest to the water-if it comes down to severe erosion then I would agree with the plan
80. Stay close to the water.
81. Erosion of the trail is being addressed by regrading and replanting in the few troublesome areas. More of this type of work will help restore the cliff areas. Yes, Ocean View Blvd should be able to have bike and pedestrian walk areas, but the coastal path should be maintained in some form as well.
82. Just wondering where all this money is coming from.
83. Of coarse protect from erosion. However necessary. Hike/bike trail no wider than necessary, giving room for drivers.
84. I really like being able to walk by the water so am not thrilled about walking so close to the street. I agree that more seawall is needed.
85. I support investments in saving and strengthening our sea walls but they must be constructed to appear totally natural. try to minimizing the loss of parking.
86. I don't like the idea of the path being next to road.
87. Concerned about driving more parking into residential neighborhoods
88. I just don't think eliminating parking spaces is the way to go. IF you are widening trails, you are doing so to accommodate more people. Where do you suggest they park??
89. I do not want a wider path closer to the road. I really like the narrow circuitous path and it is rarely crowded. The meandering nature forces you to pay attention to the roots soil and nature.
90. The path is thin and begins to erode
91. This segment is the Iconic PG Postcard. We need to preserve this iconic look and add this vegetation to other area in PG where we can and the water side vegetation can accommodate this.
92. Sounds like a lot of parking is being removed. This is a slight concern even though I walk/ bike this more than park. I wonder how lack of parking might effect traffic and slowdown
93. Additional Sewalls will not adequately protect the coast from increased sea level rise during the next 100 years. In order to maintain the natural beauty of the coastline it is better to let the ocean encroach naturally. This will provide a natural Seascape for visitors and locals alike. Reducing street parking prevents local surfers and visiting wave watchers from enjoying an easy place to park.
94. Don't remove parking, this will only add to congestion.
95. So is this a bike path or not? Because bike riders will think it's an extension of the bike path.
96. Why not just maintain the existing path? Again, are you expecting a herd of tourists? Do you walk the path? Leave it alone.

97. No drawing? I like the idea of maintaining seawall and adding where needed. I don't like the removal of parking spaces. I cannot tell, but I most likely do not like the relocation of the trails.
98. Wheel chair accessibility to all paths is important.
99. Don't eliminate parking!
100. I'm all for maintenance & perhaps there are spots that could be a little wider, but other than that please leave the existing network of trails alone, - they work well as they are. I'm particularly opposed to being forced to walk closer to the road & traffic as opposed to the ocean's edge. That's the beauty of the trails.
101. Again, you think eliminating parking a good idea? Not since pg is heavily promoted to day trippers who bring cars
102. Please do nothing that makes it harder for the elderly to enjoy this beautiful segment. Removing parking spaces, means even on winter weekdays, there might be nowhere to park.
103. Do not take away parking
104. I would be curious how many resident parking places would be lost in the entire proposed design.
105. Seawall should be protected. Rising seas does not have to destroy the seawall. The push for a retreat is very misguided and it based more on politics than facts.
106. Again the emphasis on widening foot paths while de-emphasizing parking spaces adds to the wholesale elimination of parking on the water side of ocean View.
107. I think the seawalls are difficult to maintain, and may be unavoidable at this point by Lovers Pt in the previous segments. But this particular segment looks like a great place to eliminate a costly wall that will need repairs.

Question 14

Parking area just east of Beach Street (113 comments)

1. Very nice
2. Need a biking map of the PG coastline and the new route.
3. Bike lane?
4. This Shoreline Management Plan is designed by and for people who can walk farther than a few blocks. "Replace the parking lot with landscaping." PLEASE REPORT AT SATURDAY'S MEETING THE TOTAL NUMBER OF EXISTING PARKING SPACES THIS SHORELINE MANAGEMENT PLAN COST!!!
5. What is water levels rise as researchers claim it will?
6. Stop providing parking on the ocean side and provide metered parking on the non-ocean side
7. This is a poor idea. The parking lot should be kept with a wider trail and vegetation. Take this back to the drawing board!
8. Love this idea!
9. In general, I agree with this, but shore fishermen use this area quite a bit, and it looks like we're eliminating their access to the seawall. We should provide some spaces for fishing access. And again, all vegetation should be addressed by the Perkins Park Landscape plan
10. Paths do not need to be widened for existing trails. --- unless their is a gridlock of walking people, in jam packed trails. Moving parking to ocean street parking is just a gimmick to put in more parking spaces.
11. Like the accessible boardwalk but wonder about parking for handicapped vehicles.
12. This is an improvement. Please plant "Magic Carpet" ice plant here. Presumably you can use water from the new Pacific Grove Reclamation Plant to keep it looking beautiful
13. Ocean View Blvd is Ocean front. If you park cars along Ocean View Blvd you screw up the Ocean view for passing cars and neighbors, not to mention the accidents from people when they exit their cars.
14. Maintain current parking pullout to reduce on-street parking and traffic issues
15. On street parking is not good. Parked cars are dangerous to cyclists on the road.
16. Leave it the way it is now
17. On-street parking is a hazard for bicyclists: car doors opening suddenly into street. Also, cars pulling out from on-street parking spaces and from parking lots watch for car traffic but often not for bicyclists. While encouraging bicyclists, we must also remember the many seniors and others who are no longer physically able to cycle or to walk long distances but still wish to enjoy the shore.
18. Again fishing!--this is one of the most popular fishing spots in PG because fishers can cast off from the edge of the sea wall. They almost certainly will ignore the containment fencing, stomp over the outer vegetated area and stand next to the existing sea wall to fish. This needs to be redesigned. The inner vegetated area could support trees, but it would be more appropriate for parking for these people and those who want to walk out to take photos (I assume that is what those blubs are on the horseshoe trail. They will be very popular for visiting tourists.
19. I reiterate it seems you're pulling people away from getting close to the sea. It seems like your general philosophy here. Controlling where people walk etc. CONTAINMENT FENCING?! why would you do this? It just doesn't make sense. Can't be for safety, if so you'd have to containment fence the entire coast. For goodness sakes KEEP THE FENCES OUT OF THIS. You want to keep the coast beautiful then LESS IS MORE. Don't put fences up in front of our beautiful ocean.
20. Love this! This will be well-used by residents and visitors.
21. On street parking is disruptive to the volume of traffic on Ocean View. Do not eliminate off street parking
22. This one looks like a winner.
23. Existing parking area is working and functional. The expense to convert to the proposed strategy has no obvious benefit to users. One of the most romantic places in evening will be eliminated. Presently, many of the users appear to be elderly who may not be able to make the journey from street to viewing areas. Existing area great for cold and wet days, allowing viewing all year, all weather conditions in the comfort of car.
24. The existing parking lot should be improved, not removed. You can easily continue the trail close to Ocean View Blvd so people don't have to navigate through the parking lot. Street parking should be minimized, not increased, especially since parking currently exists.
25. I am opposed to more street parking. At certain times and days parking becomes too congested and creates traffic jams due to people rushing to secure parking.
26. Support I think
27. Keep some parking. Put the walking trail closer to the ocean where the cars are now, and move the parking closer to the road.
28. I support strengthening the trail--it is often awkward crossing the parking lot and navigating around cars pulling in and out.
29. On street parking on Ocean View blocks the view of passing motorists. Isn't that why they tour this area?
30. This area is called Otter Point. The heavily used parking area definitely needs attention, and it is also an area of significant wave overtopping. This area is

- continually used by rock fishers who need to use the bluff edge. Unloading their gear on a street narrowed by added parking would interfere with bicyclists safe passage. Keep the plan simple, keep it rustic, keep the parking off the street. Parking could be between the two trails, with the "meandering" trail kept back from the edge to allow for fishing. Installing a boardwalk and landscaping would be throwing money away. DG trails, both the trail continuing through directly from the existing trail and the trail looping closer to the water, would be more appropriate than boardwalk considering the wave overtopping (which is extreme during storm surf). DG trails are used as disabled-accessible trails at Point Lobos, I believe, and should be suitable here.
31. This is one of the most sought after spots here. Less diagonal parking will cause a nightmarish traffic and pedestrian JAM.
 32. I favor strongly replacing the hottentot fig (Carpobrotus) with natives. It will also cause the ground squirrels to leave, as Carpobrotus is a major source of food for the squirrels. I think a significant number of citizens will object to eliminating the "magic Carpet" (Drosanthemum)
 33. Makes a lot of sense.
 34. Support the concept of a green space area in existing parking lot but would oppose on-street parking, we should encourage the use of paths for walking/biking.
 35. this pull out and parking is perfect for people with limited mobility.
 36. Fill up the people's house views with cars. Stupid.
 37. The further I get into these proposals, the less I am inclined to support any changes. Don't put up fencing. Don't add street parking.
 38. I am concerned about sea level rise and if this plan is taking that into consideration. As it is, the gravel/fill of the parking lots are filling in the tide pools. How will this plan address this critical issue?
 39. This parking area is used by fishermen and as a viewpoint for people in their cars - they want to be close to the sea wall, even at high surf. This plans cuts off access.
 40. How would this be paid for? With Federal and State Grants? The city of Pacific Grove does not have money to pave the streets so how could this design be paid for out of city funds?
 41. This will most certainly beautify the whole park and eliminate the cars that clog up the space on weekends and evenings. I have found condoms in that lot and I strongly support this change.
 42. This plan must have been written by native plant zealots who hate cars. Once again, a parking lot that is heavily used is recommended for elimination. Where the hell are people ho want to use the beach access in this area going to park. This plan is complete nonsense!
 43. Fishing area eliminated? Parking on ocean side throws bikers into increased contact with cars and reduces OV to 1.5 lane street. Traffic congestion? Biker accidents?
 44. With all this new parking being created for all of these segments along Ocean View Blvd, what happens to any lanes or spaces for bicycle navigation? Will Ocean View Blvd be one lane/ one way
 45. My husband and I run this trail every day. We feel that taking parking lots away and increasing street parking would be dangerous for the many cyclists that also enjoy the coast.
 46. LEAVE THINGS AS THEY ARE. JUST SUPPORT WHAT IS THERE NOW
 47. Loss of parking just means more cars along OVB.
 48. I walk this almost daily and don't feel put out by the need to navigate around cars. I'd be welcoming of improved trail and plantings in this area, but amenable to removing the parking lot if that option is wildly popular.
 49. I would just request you add some look out spots along the path. I see a lot of people who like to park in that lot and enjoy their lunch (inside there car) or have a phone call overlooking the ocean. This ability will be lost, but having a gazebo type spot or lookout would be nice.
 50. This parking at otter point is ALWAYS FULL on the weekends. There is no problem walking through there at all. The path on the island by ocean view could be formalized and the area along the seawall landscaped to look a little nicer.
 51. I support strongly, however, please add the purple carpet to this area vs native plants as this will continue to beautify this particular area for everyone to enjoy.
 52. Don't bring the horseshoe boardwalk out so far - over and over again - sea level rise...
 53. PG needs these turnouts for tourists to pull over and get off the road. The street parking will back up traffic even worse as drivers navigate their cars into the spots.
 54. Boardwalks are going to need on going maintenance. The dirt paths are also good and less maintenance. Also, having some parking is nice for the people who like to fish and are traveling in RVs. I propose keeping some parking, adding more native landscaping and keeping the trails simple
 55. vegetation over parking ANYDAY!
 56. Do not use native planting. Case in point the Forest/Lighthouse planters that are "weeds". The City of PG is incapable of maintaining any "native Plant" areas. Keep all the existing parking. Restore the pink carpet
 57. Nice to force people out of their cars to get the best oceanfront view.
 58. this one helps understand the replacement for parking:)
 59. I don't understand how you're going to create the parking spaces. It would be nice to upgrade this area but it is actually the area directly to the left of this as

- you face the ocean that is the real problem that needs to be fixed. That may be the next question.
60. Over designed idea. Keep trail at curb-line for continuity. Provide a boardwalk above gravel for visitors and fishermen and to allow wave wash to flow back to the bay. Keep landscaping to a minimum away from waves. Install stainless steel grab-handrails at beach stairways here and the other beach stairways. Add educational signage for marine life, sea otters, whales, eel grass, etc.
 61. This is a nice parking area that gets cars off of the street. As a cyclist, I feel this parking area is safer than having oblivious tourists opening doors or pulling out into traffic in front of cyclists.
 62. I don't like forcing visitors to cross streets or to impose people parking right in front of houses.
 63. Plant the pink magic carpet instead. No native plants.
 64. A correct observation that this area is rather unsightly. This would be an attractive improvement AND still provide street parking.
 65. This is a difficult area to walk through with traffic. What is this fencing that you keep referring to? What will it look like and what materials will it be made with?
 66. Looks great!
 67. Since there is seawall there, why restrict access with containment fencing. People want to access to the top of the sea wall - for fishing, viewing, and being close to the ocean. People also like sitting in their cars facing the ocean, so perhaps some diagonal parking might be appropriate on Ocean View Blvd.
 68. I love the reconfiguration and the new boardwalk. A dedicated picnic area would be great too. I do ask whether the seawalls here are really necessary. Could a greater setback for the boardwalk accommodate a softer approach to coastal armoring that relies less on the existing seawall? At the very least make sure the plan allows for future removal (or failure) of the seawall.
 69. I am concerned about the potential loss of parking
 70. Love this spot the way it is. You can get close to the sea. And it has never been inconvenient. I have friends that fish right here. Are you blocking them from fishing from the wall?
 71. As a bicyclist, I hate navigating around parked cars. One open door and I'm toast. Or I have to swing out into the travel lane. yes, improve the look of the parking lot but pedestrians navigate parked cars better than bicyclists.
 72. Might be ok.
 73. Fishing access needs to be maintained or even enhanced. (At night this area currently attracts drug trafficking, along with dangerous high speed driving.)
 74. The new park would be very nice. Will the amount of new parking match the lost parking? Will the newly attracted visitors to this park have sufficient parking?
 75. I like the accessibility aspect of this proposal.
 76. Storm surges and forty foot waves have frequently swamped the Otter Point turnout. Sometimes huge boulders have washed on OVB. The vegetation was rolled up and washed across OVB. Rip rap and granite were used to fill in washouts.
 77. Seems like a good plan.
 78. need to assure this wall is stable and safe
 79. These rustic parking lots are actually quite nice, I think. Its nice to be able to pull up and picnic in this area, rather than parking on the road
 80. Can ocean view be made one-way?
 81. Parking mitigation
 82. Visitors have to have some place to park
 83. If possible support the fishermen who use this area quite frequently.
 84. If Ocean just becomes a string of parallel parking spaces that will certainly take away from the view and charm for those driving, walking, biking through. While I agree with it needing redesign and re-veg to protect the shoreline and pedestrian path I disagree with making all parking parallel on Ocean. Keep some off street parking integrated in the design for those folks who require that option for safety - kids, dogs, wheelchairs, crutches, etc.
 85. Yes!
 86. Great idea!
 87. Once again, a useful parking lot for visitors stopping to experience the uninterrupted Bay views is being slated for removal. Currently, elderly and handicapped individuals are able to walk a few paces to experience the sea spray and vistas or are also able to see a lot while remaining in their vehicles. The reason that there are barren areas is that in storms (particularly in the winter months) high surf and waves break over this point. NOTHING will grow after being pounded by months with salt water and spray. This "otter point" parking area should be able to be upgraded while still remaining a close up viewing spot for those that can't hike to get there.
 88. Nice improvement.
 89. See previous note. Protecting from erosion with Landscape and fence as necessary is a priority. beyond that, extra building and spending isn't necessary.
 90. I agree this area is congested and requires walkers to navigate cars and parking. This is a great idea!
 91. How many parking stalls are lost? Won't removing parking here send visitors into the neighborhoods looking for parking and cause a new problem there to deal with?
 92. While i agree the site could be beautified. I really like the off street parking in this spot.
 93. Suggest repaving and landscape current parking area more pleasing. This plan will drive parking into surrounding residential neighborhoods where our taxpayers live.
 94. I think it's really special to be able to park and look straight out at the bay here--there's nowhere else like this along the bay and I've spent many a calm lunch

- eating a sandwich in my warm car on a foggy afternoon enjoying the ocean. While I agree that there should be better pedestrian access--or at least a clearer way to navigate through the parking lot--I really hope these spaces stay intact. I think many people use them for the same reason--a calm place to look out at the bay from your car.
95. Need current and proposed visuals—side by side.
 96. I like the idea but, again, unless the new parking on Ocean view accommodates as many or more cars than the parking lot, I would be opposed to removing the parking lot. You could still enhance the site and make it look better.
 97. I think it is ok but don't like the containment fencing. Let people be free and interact with the Coast.
 98. Note large aloe plants in photo. Views all along the coast (especially Berwick Park) would be improved if these non-native plants were removed.
 99. Again you taking parking away from the areas that those that are disabled and must remain in their vehicles can get close to the sea. We have many Sr. Citizens that can and only get around via their vehicles. The city promises boardwalks, these to need to be maintained like the existing parking lots themselves. Many are not maintained now.
 100. Some parking is needed. It doesn't all need to be walking path and natural gardens.
 101. The parking lot east of Beach Street is often full or close to it. Removing these parking spots and placing them onto the street will make Ocean View Blvd very narrow and dangerous. Also, placing parking signs on Ocean View Blvd will ruin the natural beauty. No one likes looking at signs when they could look at the water. I do think that the rec trail crossings should be more clear. Perhaps painting the current pavement would help alert drivers and walkers alike. Although, I have never had an issue with cars here.
 102. As someone who runs in this area several times a week - I strongly support this plan. I have often felt that this area is extremely dangerous for pedestrians and I have personally nearly been injured navigating around cars and through traffic. Especially on nights with beautiful sunsets.
 103. This area is uninviting in its current state.
 104. I am supportive of better landscaping and a better trail and the removal of this parking lot that makes it difficult for walkers to navigate across and is unsightly.
 105. Make safer without losing the parking spots.
 106. DO NOT REMOVE PARKING! Your statement "Pedestrians must navigate around traffic and get past the parked cars to reach the overlook" is grossly overstating a minor or nonexistent problem. Does "revegetation" mean removing ice plant? Opposed!
 107. i'm glad the parking will be replaced. and I like that you've incorporated bike racks in most of these initiatives.
 108. Don't take away parking!
 109. The proposal is beautiful, and would attract more people than the area can handle. Would the parking spaces have pay meters? I know the City desperately needs the money, but one of the attractions of Pacific Grove's coastline, is that it is a natural area that has not been heavily commercialized.
 110. Do not take away parking
 111. Putting additional street parking on Ocean View seems like a lost opportunity for dedicated bicycle paths and greater (and possibly safer) pedestrian paths too.
 112. The parking spaces in the street will cause more traffic problems unless the road is made to be one way.
 113. Everything about this segment is wrong.

Question 16

From Beach Street to Coral Street (95 comments)

1. I support the retention of existing seawalls. Very curious to see if/how the Coastal Commission bends on this.
2. No new sea walls. Consider removing one of the traffic on Ocean View.
3. Bike lane?
4. I walk by Esplanade Park EVERY day. I'm elderly. Soon I will be unable to walk more than a block or so. This Shoreline Management Plan endangers what I cherish most in life -- my access to the Pacific Grove shoreline, by removing so many existing parking spaces.
5. allow parking on Esplanade Park and yes make larger path as long as Ocean View is one way
6. Excellent idea.
7. I know that the shoreline needs to be protected, but would like to see the trail closer to the ocean if possible.
8. This is a popular surfing spot, so we need to leave parking access on Ocean View for the surfers, and access down to the water. I do agree with maintaining the seawalls and putting in a wider trail. Perkins Park ends at Esplanade, but it should be pointed out that all vegetation within the park should be addressed by the Perkins Park Landscape plan.
9. Building a railing on narrow areas is much cheaper than replacing beautiful trail for a wider pathway, which does not have a traffic pattern. Going over to more street parking obstructs views of ocean. Move parking to side streets, not ocean street.
10. Pedestrian access trumps parking where the ocean is encroaching.
11. Maintain seawalls, smaller pedestrian path, more natural landscape, street parking okay, bikes in bike path.
12. Yes.... don't let the Coastal Commission prevent you from maintaining and building new seawalls! We should not allow our ocean front to disappear. How many parking spots would be lost? It doesn't seem that parking on BOTH sides of the street needs to go.
13. Hopefully, the "magic carpet" ice plant displaced from wider pedestrian path near Ocean View will be transplanted or reintroduced in the displaced and old path areas?
14. Maintain current path, seawalls, riprap and on-street parking. Repair as necessary
15. No to riprap. It is not effective!!!!
16. I dislike the fact that you're spending money that is not necessary to spend. I don't like the idea of taking away parking. I don't like the idea of moving the paths from where they are. I do believe that a great deal more does need to be done to enhance the ice plant. It has been allowed to go from beautiful to weed-filled. It needs to be removed and replaced in its current location. Those California natives you planted should be pulled out and replaced with ice plant. The only place I would put anything other than ice plant is underneath the trees where the ice plant does not grow properly
17. Support except for maintaining seawalls unless absolutely necessary and never riprap.
18. Oppose somewhat. While I reluctantly accept seawalls because they are reasonably attractive, rip rap is ugly and can be a habitat for rats that can ravage the intertidal. I would avoid riprap completely. The area in front and just east of Esplanade Park will be challenging. Perhaps a small seawall can be built and the filled in part between the seawall and Ocean View filled in as the trail. I think Asilomar State Beach did that on part of their trail. People do like to go over to the "Kissing Rock" for photos, and a stairway to get them down to do that would be welcome.
19. I have an issue with all that seawall. I understand its protective function against erosion but there is a price in terms of beach loss.
20. Walking paths should be configured as far from Ocean View as possible to minimize impacts to walkers from vehicle noise, exhaust, and visibility of cars going by.
21. The pleasure of this walking path is its proximity to the Ocean and away from traffic.
22. No More Seawalls. Get rid of rip-rap!
23. This proposed strategy does not provide sufficient detail to evaluate. A rendering / drawing is needed to show exactly what is being proposed. What does the following mean? (To accommodate the new path, parking on both sides of the boulevard would be removed around Esplanade Park.) Is this referring to the parking on the ocean side and land side of the boulevard in the vicinity of Esplanade Park? Or, is this referring to the ocean side of the boulevard, West to East of Esplanade Park? How far West and East of Esplanade Park will be affected?
24. I dislike this strategy because this strategy is not well described and no drawing is available to visualize what you are proposing. Where would street parking not be allowed? Would the seawalls and existing riprap in this entire strategy be maintained? The section between the Kissing Rock and Lucas Point has seen significant erosion and existing riprap needs to be supplemented with additional.
25. Again, I don't like the idea of all these seawalls
26. By removing parking around Esplanade Park you force people to find other locations on Ocean View creating even more traffic on Ocean View. In addition, I live across from the pump station (just west of Kissing Rock) and know people are parking in the Pump

Station pull out even though signs prohibit parking there. We have people parking there late at night as well. I would suggest limiting the parking on Ocean to certain segments away from the pumping station as the driveway there invites people to pull in all-day-long. You can check with the PD as they constantly move people out of there.

27. Concerns about lost parking and cars moving into neighbors to park
28. Think it makes sense. Parking can be accommodated along side Esplanade Park on both side streets
29. Keep purple carpet
30. I need to walk the area to understand the proposal.
31. I've been concerned with how often there is erosion in the area, with the trail closed off. I hope this fixes the problem.
32. It is difficult to navigate this portion on foot! I favor a plan that would widen the trail and move it away from eroding areas.
33. I am not in favor of adding riprap or seawalls in this area. In my opinion, it would be opting for a bandaid approach and continual maintenance.
34. Esplanade and other areas: It seems clear that the trail should be widened to 5', and moved to the curb wherever it's not already at the curb along this stretch. Removing the parking on both sides of Ocean View Blvd at Esplanade Park could be advantageous in any case, for providing a crosswalk to the park and stop signs. The City's proposed engineering plans from Haro Kasunich (December 2016) show keeping much of the trail along the edge of the bluff and building seawall(s) cut into the bluff to support the trail. There is ample room to move the trail landward to be a standard sidewalk width. Destroying the beautiful granite bluffs for a temporary fix is a poor plan. Any seawall to be built could be constructed up against the street, which is at risk (including the utilities that continue to be shortsightedly replaced in the street despite knowing the SLR risk). Perhaps a footbridge could be built to carry the trail over the inlet at Esplanade. Dumping riprap (or "boulders") in the inlet is a poor idea, damaging habitat and detracting immensely from the beauty of the granite bluffs. The two boulders that have been dumped there by the City likely contribute further to any erosion by providing missiles for waves to hurl against the bluff. Any erosion in this area--which does not appear to be increasing according to California Coastal Records Project photos--may be due more to groundwater seepage, urban runoff, heavy aloe plants, and human foot traffic than to wave action. Coral Street flooding: There is no mention here of the low point of Ocean View Blvd at Coral Street, where storm surf in the winter typically carries sand and kelp into the street and water into the houses at the corner properties. The homes should provide their own solution--this should not be a community responsibility. Coral Street beach wall: There is no mention of the west end of the existing seawall needing repair and needing to be reconfigured to avoid continued increased erosion due to the lack of a proper design. An improved stairway access to the beach is also needed at the west end of the beach where many divers and kayakers unload their equipment onto the very narrow trail along the curb and use an unsafe access point at the west end of the seawall. This area is not addressed in the Point Pinos Trail Project. Coral Street pump station: Riprap or additional seawalls should not be used at the Coral St pump station. This is a very scenic area and the nearshore rocks provide foraging habitat for Black Oystercatchers and other resident and migratory shorebirds. If Monterey One Water is going to take care of moving the electrical components of the pump station to the landward end of Esplanade Park (Strategy 8), why would they move ONLY the electrical components if seawalls or riprap are still considered "necessary" for the pump station itself? Why not move the whole pump station? The initial cost of moving it may be more than the construction cost of riprap or seawalls that degrade our shoreline, but if the environmental cost is factored in, moving the pump station may be the more economically prudent option. (Have you consulted with the Center for the Blue Economy at MIIS about the economics of climate change adaptation in coastal regions?) What would protect the electrical cable connection to the pumps and motors if the pump station were not moved? What assurance is there that seawalls or riprap would adequately protect the pump station? Who would pay for riprap and/or seawalls to protect the pump station? I suppose the neighbors are concerned about the smell, and noise? (The pump station at 15th St seems to have recently solved the issue of unpleasant odor there, so that should be manageable.) Move the pump station, rather than blighting our coastline.
35. With sea level rise, something has to be done for pedestrians, so eliminating parking is a good start. Eventually the road will probably have to become one way/ one lane like parts of East Cliff Drive in Santa Cruz
36. Good for wider path; don't want new rip-rap but maintaining is fine.
37. not at this time
38. I'm not sure the design team would use the path or understand the draw to visitors getting close to the water. would the benches be removed? These are ideal for enjoying nature and contemplation.
39. We need more parking, not less.
40. There is plenty of room to enhance/widen the current path along this stretch and reinforce the sea wall. Once again, a pedestrian path adjacent to the road will be overtaken by bicycles. With the growing use of electric powered cycles (rental or private) on the peninsula, this danger is real for pedestrians and should be seriously considered.

41. This part of the path always scares me, as I can see someone loosing their footing and falling off onto the rocks and seriously hurting themselves. Can a low rock wall be built to protect their steps from going over board?
42. To continue to postpone the inevitable is not practical. We need to address the reality of sea level rise without throwing rip rap at it. It has been shown over and over again that rip rap does not help in the long run. We need a long range plan, not a short term band aid.
43. Getting walkers/runners out of the street is an important safety road is narrow there, drivers are not expecting people to step out into the street and the prevailing direction of the path has half of the walkers stepping into traffic with their backs to the cars,
44. There has been so much damage to this part of the trail over the years due to its proximity to the ocean, therefore, for safety reasons I fully support it.
45. Eventually, we will need to extend the sea wall from Beach St to the Esplanade. We have been lucky to date that a major storm has not undercut Ocean view. The path can be moved next to Ocean View without putting the path on Ocean view. People routinely park on Ocean view in this area at sunset and to enjoy the views.
46. How much accumulated parking will be removed in this plan, for all sections?
47. Loss of parking just forces cars to park in other places which is more harmful than present.
48. This is near my house, and I walk here daily. I strongly support the proposal to maintain the seawalls and emplace more riprap. Again, with those measures in place, I would see no need to move the path...it would be supported and safe, no? I would oppose the proposal to move the path "next to Ocean View Blvd." I made it to the end of the survey and found no question about iceplant removal, so I came back here to insert this comment. Please stop removing the full-sized iceplant. The barren areas that were iceplant a few years ago are now unsightly barren spots thinly covered with weeds, suffer increased erosion (see the west end of Coral St. cove for an example) and increased ground squirrel undermining. For those that say "its not natural," ask them if they are in favor of deporting all PG residents that weren't born here. Ask if we should tear down the Retreat because those bungalows were not original to the land. Should we cut down every tree in town planted over the previous 150 years? Should we tear up all the paved roads and sidewalks? C'mon people...moderation! Please avoid the rabid extremes.
49. This is needed for sure. That trail is impossible for a stroller. And even on foot, you have to pay very close attention to your footing. And there is a segment that does not connect, you have to go up some stairs to get to the street, then back down a few stairs to a eroding thin path. Not ideal.
50. The path along the wall is dangerous, there are also step down to the "beach"/water at the south edge of otter point that are extremely dangerous. So expanding the upper path and removing the lower path should be ok.
51. Please see my other completed survey for my comments, but please keep the purple carpet.
52. What's the 'timeline of success' considered to be? [unsure of the terminology here] I.e. 50 years? 100 years? Before it has to be revisited because of sea level rise and ocean overtopping the wall and plundering the riprap. Just wondering.
53. lots of parking stalls removed..... maybe just eliminate parking on ONE side?
54. Maintain sea wall/riprap. Do not put path next to cars. Keep all the parking. Restore the pink carpet
55. Having the trail away from water and closer to the road would take away from its beauty and the enjoyment that comes from using this trail.
56. this area needs serious help and should probably be the number one item when you prioritize your budget because you're not going to have enough money to do all of this stuff. I personally would be willing to have higher taxes to support this and I also think you should try and get people to make charitable donations I would be willing to make a lump-sum donation especially if you could establish a charitable foundation to maintain the entire area that we have discussed in this survey. I would be willing to leave an endowment.
57. No more seawalls or revetments on the natural shoreline. Back the trail up to the curbside for continuity. Remove plants and irrigation that contribute to erosion. Bridge over eroded gulleys instead of filling them.
58. We also need to accommodate M1W's need to move their electrical equipment away form the coast. We are just one storm away from a disaster.
59. Please do not mess with parking. We need parking options
60. As stated earlier, I am not in favor of any paths that are directly adjacent to Oceanview. I realize there is not much space to work with in some areas, but the point of the shoreline path is to direct attention to the water & if the path is right on the street, the esthetic of the path is diminished
61. Riprap is inappropriate, as are new seawalls, and perhaps maintaining existing. It is important to allow access at points along here between the water and the bluff top for safe ingress and exit for recreational users (kayakers, swimmers, surfers, fishermen).
62. Like the improved trail closer to the road - don't like the new seawalls.
63. Riprap???? I thought this was taboo in today's world.
64. Might be an improvement. Hard to say.
65. Walking on top of the seawall seems dangerous (I do it anyway), so a path closer to the road seems reasonable. The sewage pump does need to be dealt

- with - it often stinks, if that is due to the equipment being too close to the water, the proposal seems like a good idea.
66. 20 years ago a consultant hired by the City recommended banning tour buses and other heavy equipment from OVB. Their lateral transfer of weight was weakening the seawalls, especially at Esplanade the narrowest point of OVB. No action was taken. Then the path there collapsed. Shame, Shame.
 67. Like the general idea, but hate riprap and new walls. Stop! The very natural attractive shore life tourists come to Pacific Grove to see depends on a natural coast line. Have you seen the wildlife in the riprap? - ground squirrels and garbage! Don't build your home that close to the shoreline and expect erosion to not be a problem. Let the shoreline free! Please, keep access for people so that they might just become advocates for wild life and a natural world.
 68. need to prioritize this segment, it is seriously eroding with incursion into trail.
 69. Need more detail on the proposed seawalls before offering comment.
 70. Good to move the trail alignment to preserve from potential erosion and keep tourists away from the coastal edge
 71. Yes, it would be nice not to have to walk in the street on that stretch of tiny trail.
 72. Seawalls should only be used to protect critical infrastructure, not the recreation trail, parking spaces, or roads.
 73. Agree. If possible incorporate a meandering option where area is more stable and wider. Be sure riprap isn't ugly and taking away from the look of the natural landscape, shoreline. It can be cheaper yes but it can ruin an otherwise gorgeous landscape if not hidden well.
 74. Wider is safer!
 75. Stay close to water with path.
 76. Removing all this parking is ridiculous and will, no doubt, cause parking problems for residents.
 77. Most of us don't think it's necessary to remove all the parking. Repairing the seawall, yes. A short fence or curb at the edge of the trail to prevent people walking on the ocean side and causing more erosion, yes, but there should still be room for some parking. Signs all along the narrow parts that say "No bus parking" would also be a good idea.
 78. Walking the current path is precarious with all the bikes and parked cars competing with walkers. Often requires walking out into the street to get around slower walkers.
 79. It's not quite clear what's going to be done here as it's been described here. Hard to give an opinion. I support reinforcing the sea wall, but design attention should be given to any use of Riprap so that the end result is the most natural and durable solution.
 80. Appreciate that our walking trail and prime scenic areas need to be maintained and in many areas, enhanced, however, please keep in mind you may be creating a negative impact to the surrounding residential neighborhood (taxpayers)
 81. I would like to have a drawing of this as I'm finding it very hard to visualize. In order to show what you mean here (especially when getting rid of parking), you need to provide more details.
 82. In this segment, there is quite a bit of erosion. It would be good to move the path close to Ocean View Blvd.
 83. Where will all the parking be?
 84. It seems that all ideas require the removal of parking to accomplish. People need to be able to park so that they can access the ocean if the desire.
 85. The parking along Ocean View blvd is used by surfers when the wave right off the shore breaks. Although this is rare, it does provide a great place to view the surf. Having run this section of the trail many times, I do not see the trail width as a problem. However, addressing speed limit violations here would be a good start for helping users of the trail that walk near the road.
 86. Need the existing parking in that area. Maybe a wooden walking trail and more native plants.
 87. Again, no drawing. DO NOT REMOVE PARKING! I support maintaining seawalls and riprap and adding additional sections as needed.
 88. Wheel chair accessibly for ALL areas along ocean
 89. definitely need to take care of the erosion problem
 90. Don't take away parking!
 91. Ocean View Blvd is very busy & very unpleasant to walk along. A replacement path that is next to it completely loses the essence & pleasure of this seaside ramble. Please do not ruin our town's scenic trail by doing that.
 92. No. What about people who cannot walk great distances, and families with small children. These types of visitors and local residents need to park close to the path. All of the proposed ideas will serve as an enormous new magnet for more and more people to visit Pacific Grove's very small and fragile coastline.
 93. Sea walls are ok but do not take away parking
 94. Same objection
 95. Strongly opposed to new wider paths.

Question 18

Sewage pump station near Coral Street (76 comments)

1. How old is this pumping station? Wasn't it upgraded within the last 10 years? I hate to say it, but PG's sewer infrastructure along the ocean will probably not fare well during the next century. This proposal seems like a reasonable fix for the near-term.
2. My bias is to make Ocean View from Asilomar on one way, with parking on the inland side and traffic slowing strategies. I understand the resident concerns, don't think that should be a deal breaker though.
3. Consider moving all the equipment inland.
4. Yes, it is unsightly and unnatural there.
5. What is the cost?
6. Smart move
7. Agree if moving the controls will eliminate pumping outages. I thought that the outages were caused by flooding to the pumps themselves.
8. Wouldn't it be easier to install emergency, back-up power with large generators --- hospitals do. How many times has raw sewage gone into bay from storms in the last 5 years.??? How many times has sewage gone into the bay from old, worn-out , faulty equipment ???
9. The sewage pump station smells bad and should be fixed. Esplanade Street is wide enough to support some parking and has easy access to the coast trail, but avoid disturbing the trees.
10. I've never understood why that ugly facility was built in the first place. We could have done much better.
11. Proposed relocation site is a residential area
12. I may not like it but this is probably necessary.
13. Support strongly. This corrects the error in putting that pumping station there in the first place before the threat of sea level rise and increased storm surge was realized. Actually, the whole sewer line and pumping stations need to be realigned, especially if this is to be good for even 30 years. But this interim solution will the City (and Monterey Water One) time to reconsider.
14. If "remotely" can work consistently and efficiently, even with power outages and without fear of "hacking", this would be good.
15. Prior to providing feedback, additional information would have to be provided regarding size, foot print, height, exterior finish, fencing, etc.
16. I support this strategy pending a description of the new building (height, dimensions, etc.)
17. I would greatly support this idea as we see the engineers there daily dealing with outages and maintenance of the pump. Especially after storms hit, we've notice the waves lapping up to the street. By relocating the pump apparatus we feel the need for repairs and maintenance and traffic would be highly reduced with related cost savings in the long run.
18. Environmental protection is tantamount
19. Again, the pictures are too small.
20. I don't know how expensive this would be, but something needs to be done to prevent sewage spills.
21. I understand the need to move vulnerable parts of the pumping station away from the shore. It is an unpleasant part of the path, deciding whether to cross the odiferous station or skirt around it.
22. If the mechanics pump sewage, why not move all of the equipment to higher ground?
23. As with Strategy 7 regarding the pump station: If Monterey One Water is going to take care of moving the electrical components of the pump station to the landward end of Esplanade Park (Strategy 8), why would they move ONLY the electrical components if seawalls or riprap are still considered necessary for the pump station itself? Why not move the whole pump station? What is the cost of the seawalls and/or riprap and their maintenance, and how effective are they? What would protect the electrical cable connection to the pumps and motors? Move the entire pump station, and do not degrade our coast protecting the pump station with riprap or seawalls in a location that will become increasingly vulnerable over time.
24. I know the neighbors were vehemently opposed to this nine years ago. With the placement of the electrical parts of this at the top of Esplanade, it certainly appears that at dome point the city will move the entire pumping area upward into Esplanade. The planners once again should meet with everyone living in this area about what this new electrical equipment configuration will look like. Knowing full well what the past city manager and CDD directors MO for doing things, I have a hard time believing this would be the only thing that happens here. I have more faith in the newer staff in that they will be open and honest about all future possibilities and plans.
25. I want to see a rendering of the station that would be in the park.
26. Can anything be done to eliminate the sewage smell that comes from this area all the time as well?
27. Well, those sewage locations often stink! Would they smell as bad up in Esplanade? if so, then this is a bad idea.
28. These pumping stations produce significant odors that would lesson the appeal of Esplanade Park. Improve and protect existing electrical components at current pumping station
29. would the components be hidden?
30. Excellent idea!!! Yes do this....the goal is always to protect people, but also our special ocean animals and sea life!
31. Again, long term planning, not short term!!!!
32. Insanity

33. Again, how does the city pay for this improvement that should have been included in original design. Hope the city can obtain State or Federal grants for this change.
34. It's an eyesore.
35. Relocation of the control equipment to the Esplanade will be opposed by neighbors in the area.
36. How much of an impact will there be on Esplanade Park?
37. Seems like a good idea but I'm concerned about the cost.
38. This concept was given local approval several years ago.
39. Strongly oppose unsightly changes to "our" park. If the electrical components relocated to the park would be completely underground and invisible to park users, I would reluctantly support this draft strategy. As the spine of underground rock is all the way up to the surface at Esplanade (hence the use of this valuable land for a park), I suspect the proposed electrical equipment would indeed be above ground and unsightly, in which case I vote "NO."
40. I support sewage plant move. I would also really like to see a proposal for a redesign of Esplanade Park. It is a park, on the oceans edge and also in a neighborhood. Creating a few areas for neighbors to gather outdoors would be fantastic
41. No money to do this and that just went in recently.
42. Please see my other completed survey for my comments.
43. I don't know much about pump/electrical/operations etc, but this seems like a thought out and reasonable solution.
44. Reducing likelihood of sewage spills should be a top priority.
45. Seems to make sense as written.
46. sewage MUST be able to be pumped at ALL times. However, did you look into a closer location... maybe someone's side yard... buy a 10 x 10 parcel a block or two away?
47. Replace heavy ice plant with pink carpet
48. Add plants near and around concrete equipment...
49. Yes, move the electrical system to high ground; evaluate moving the entire pump to high ground with force mains. Remove the rubble concrete dumped on the adjacent tidal areas and rocky shoreline. Restore area to a natural condition, including removal of iceplant. Widen sidewalk trail.
50. How will this be funded?
51. I don't know why this is even a question. Of course we have to do it - unless we are OK and willing to pay the heavy fines for a sewage spill if we don't.
52. Why not move the entire pump station and start relocating the sewer line?
53. Without further knowledge of the situation, this seems to be a reasonable accommodation without completely moving the treatment station
54. Don't alter the park with this equipment. Horrible.
55. Can this sewage cistern be upgraded to reduce the stink? I think this ought to be conditional with the other planned improvements.
56. I commented on this in the last item.
57. Cover the structures in some way to disguise it using a vintage brick or granite.
58. More evidence that storm surges and waves are changing ocean front facilities that were safe for many years. A better location is the City's yard at the golf course. This does not impact the sensitive Esplanade neighborhood and deer population.
59. Just make sure the neighbors are taken into account.
60. Sewage spills in this location are unacceptable and embarrassing for an affluent community on the coast of a Marine Sanctuary. I fully support any measures that lower the risk of sewage spills. Frankly, the entire sewage transfer station should be relocated if possible.
61. Important to communicate directly with the surrounding neighborhood in regard to the proposal. Door hangers, on site public meeting, etc.
62. Very good idea.
63. This seemed to make sense when I heard it at the presentation.
64. Unsure that to cost is long-term enough to help? Is that an expensive band-aid to that location which needs all new equipment? Or does the money spent solve real problems and make it a good investment long-term? Unsure.
65. Good idea!
66. I would need more information. What will it look like in the park?
67. \$\$\$\$\$\$ who is going to pay for this?
68. We have differing opinions on where the electrical and sewer outlets are placed. What is important to us is on previous notes.
69. It STINKS in this area. Will this help the smell??
70. The smell is terrible.
71. What is the cost of this project? Sounds very expensive. How much sewage has spilled? Comparing these numbers might be important.
72. Yes this probably should be done. Also addressing the ice plant problem with a revegetation of native plants would help to beautify the area surrounding the sewage pump.
73. Electrical equipment in Esplanade Park?? I don't think so.
74. Cleanliness of the bay is a top priority and best investment.
75. Finally, a totally sensible part of the plan.
76. I sure hope the sewage fees we are currently paying are going to fund this?

Question 20

Ocean View Boulevard from Lovers Point to Point Pinos (119 comments)

1. Sounds OK. Why not install cameras that can issue speeding tickets? Drivers are nuts these days and so are some bikers. This may or may not alter behavior.
2. I'd rather widen the road to accommodate bike lanes, and consider "sharrows" a short-term compromise.
3. Make Ocean View one way for vehicle traffic.
4. Wonder if one direction auto traffic was considered to allow bike lanes
5. Yes, the cars speed a lot. Why bother taking a scenic drive when you fly through it?
6. My home faces Ocean View Blvd. directly across from the Lovers Point parking lot. I walk across Ocean View twice daily. Cars ALWAYS courteously wait for me to cross. I think this strategy is trying to solve a problem that doesn't exist!!!!
7. If traffic was going one way this problem would be resolved
8. Generally like this. However, I would forget the sidewalks bulbouts. They are unnecessary and a waste of money. People hiking around know about hazards anyway. Speeding traffic is a police enforcement issue.
9. Yes, more crosswalks, signage to accommodate pedestrians and bicycles is good.
10. This doesn't effect the existing environment. Painting has minimal impact.
11. This a prime spot at sunset. Photographers will park here whether we like it or not so lets provide parking. Bike path in the street could veer seaward to avoid accidents. Tourists decimate the tidepools; lets try to limit that.
12. PLEASE do not add a bunch of colorful patterned crosswalks. The day-glo orange ones on Congress are so ugly and unnecessary. Just make the speed limit 20 mph and station cops or electronic "You're speeding" devices along the road. You can make a lot of money with tickets, and you don't need a bunch of "sidewalk bumpouts" for pedestrians. I drive this stretch almost every day, and there are very few pedestrians and bikes. There are LOTS of cars.
13. Please keep this area as natural as possible. All of these proposed additions will deter from the natural scenic beauty
14. visitors to the area, and the vast majority of drivers and cyclists, have no idea what a sharrow is. this is a prime place for separated (class 1) bike path and limited auto use.
15. Traffic can be also be fast on OVB east of Lovers Point. and there are very few crosswalks. Consider crosswalks that connect to trail access stairways, e.g., near 12th St., 7th(?) St, and 1st St. The access steps newly added opposite Dewey would especially benefit from a crosswalk there, as OVB is straight and cars go fast. These stairways are important as they discourage people from making their way down the slopes, trampling and eroding them.
16. This all sounds fine but the Point Pinos Coastal Trail plan deals with this well, and this does not sound appropriate for your plan. What is missing in your plan is where the Point Pinos Coastal Trail plan ended (half way between Acropolis and Coral), and the pumping station. That is the area in front of Coral and to the east to the pumping station. That area is very popular for divers and kayakers to enter for fishing. Moreover, it is very low and the seawall there is very narrow, low, and in disrepair, plus there is a strange spur angling out to the northeast with no purpose are all. But there is NO place to put a trail. You need to figure out what to do here to provide a coastal trail that will connect with the Point Pinos trail, and also how to provide access for the divers and kayakers.
17. One-way road for cars and the other lane dedicated for bicyclists would be ideal. Really safe biking conditions will be the incentive for more people using their bikes, which needs to happen as we must reduce our reliance on CO2 emissions spewing vehicles.
18. LEAVE IT ALONE!
19. Much-needed safety improvements!
20. Speeding is rare on this road, everyone is driving slow to see the ocean, or traffic slows everyone down naturally. I don't see a strong justification for these changes.
21. i am not sure about this, but something definitely needs to be done. Please keep exploring all options!
22. Make sure bicyclists are required to follow all traffic laws same as cars !!!
23. This could turn into "over-kill" very easily!
24. Slowing traffic on Ocean View Blvd is strongly desired. City might receive some less than positive feedback in the following area. Extensive stenciling including special colors can take away from natural beauty of the coast line.
25. Slowing down cars on Ocean View Blvd is very desirable. Please don't make it look like a circus with bold colors, materials or patterns.
26. The traffic already goes very slowly here, it does not need to be calmed any further! Sidewalk bulbouts cause cyclists to veer into the traffic lane. Yes to crosswalks.
27. Some of these features are great, but anything that creates more congestion is not good. Traffic calming is usually a euphemism for more congestion.
28. shadows excellent, need them on the rec trail as well. I disagree that traffic is fast, usually 10-15mph looks loos. I dislike bump outs.
29. There are huge parking issues at this location that need to be addressed during the summer, holiday

weekends, and at sunset. Especially when people start parking all over the place. I have seen numerous time people opening their car doors and almost striking a cyclist.

30. the words sound good...
31. Yes, this area is dangerous, and something needs to be done.
32. I used to cycle this stretch and did not feel safe. It is also a challenge to cross Ocean View as a pedestrian. It appears the plan would address these issues; however, I wonder if the result will be aesthetically disruptive.
33. One way traffic is a better long term solution.
34. No bulbouts! Speed limit signage, and reminders, as well as additional crosswalks and wider bike lanes will help. Tour busses are intimidating for pedestrians, as they edge closer to the walk/bike way. All traffic should slow down. Maybe police/cameras/etc. should monitor the area (especially during Car Week).
35. Wow unsure...hard to envision
36. what about making Ocean View blvd. one way, with one lane for automobiles, the other lane for bicycles.
37. Sharrows would be acceptable if necessary, but not ideal. Two strategies propose narrowing Ocean View Blvd by removing parking from turnouts and putting it on the street (Sea Palm, Otter Point). Bulb-outs would presumably be used for crosswalks in those locations, according to this strategy. In any case, bulb-outs and on-street parking reduce the width of the street and therefore reduce safe conditions for bikes. A crosswalk is needed at the Crespi Pond restrooms where there are no cars parked on the street, there's no room for bulb-outs, and there's no sidewalk for a raised crosswalk to connect to. Special-colored and patterned crosswalks were tried in Monterey, and they're not as visible to drivers as white crosswalks. A white crosswalk with the additional protection of stop signs is necessary at the Crespi Pond restrooms. Sharrows would necessitate bikes sharing lanes with cars and trucks, so lowering the speed limit to 15mph, especially in the distracting driving conditions along that highly scenic stretch of road, seems absolutely necessary to provide safer conditions for bicyclists. Stop signs on Ocean View Blvd. at locations like the Rec Trail crosswalk, Sea Palm, Siren St., Esplanade (E or W or center of park), Asilomar Ave., the Crespi Pond restrooms and Lighthouse Avenue Extension would make crossing much safer for pedestrians as well as contributing to keeping traffic speed slower. Both a 15mph speed limit and stop signs would be less costly than bulb-outs and raised crosswalks or intersections. Making Ocean View one-way west and south from Asilomar Ave. to Lighthouse Avenue Extension would widen the road and allow parking to be relocated to be on the inland side of the road only, improving the views as well as providing safer conditions for bikes. (This is slightly problematic for the 2 homes on Lighthouse Avenue Extension whose driveways would have to be approached by using Jewell to circle around to their homes if coming from the east through PG.)
38. Not very bike friendly: bulbouts & raised crosswalks
39. PLEASE STOP INSTALLING BULB OUTS. They do not traffic calm, they give traffic headaches. The plants chosen to be planted in them grow too tall and no one, drivers or pedestrians, can see!!!! After a short while they look like crap!
40. Eliminate all non native here. Restore unrestored areas and manage already restored areas to native plants. Presently the restored areas are becoming over run with spinach and carpobrotus ice plant.
41. Traffic can be bad, so anything to maintain a pleasant slow drive is great.
42. Definitely need something done to help bikes have more space on the road. Hopefully the next question will address the trails for walking in that same area?
43. Could Ocean View become 1-way between Lover's Point and Asilomar to reduce congestion and provide bike lanes in both directions for cyclists?
44. As long as parking is not lessened this would be helpful in some places.
45. Unfortunately, I don't know if the financial investment would be worth it. This might be more of a symbolic gesture. FAR TOO MANY local drivers do not care about slowing for bikes or pedestrians. We are simply in their way. I would like to see something more aggressive to help protect pedestrians and cyclists along Ocean View.
46. I walk this part of the street every morning!!! ALWAYS concerned with cars and safety. Mostly concerned with those who are driving and not looking but gawking at the beautiful scenery, and potentially swerving into walkers and bike riders. Additionally many are from out of town, or out of the country and are not familiar. Are there "universal" signs that are understood in many languages????
47. Hope pg has a trillion dollars
48. There is a simple solution to traffic speeding - enforce speed limits and lower speed limits to 15 or 20mph for cars, bikes, e-bikes, tourist jitneys
49. Develop the vacant parcel of land between Ocean View Blvd. and the 12th green into a covered picnic shelter and parking area. Include BBQ pits and tables.
50. Do not like the idea of bulb outs. The street is too narrow already.
51. Safety is a great thing
52. The Overview statement is false. Sign posting is needed direction cyclist where to go. As a local resident using this area daily, I give people this information. Between Lover's Point and Pt. Pinos, a define bike path is needed. the space for this path is more than that available on most roads. For instance, 17 mile drive in Pebble Beach has narrower bike paths that we do and no one is complaining about it
53. Like this idea. But living on Ocean View Blvd, we observe bikers on the walking trail as opposed to the

- street. A few more no bikes, scooters or skate boards allowed on walking trails should be placed.
54. Just doesn't feel all that important or worth extra expense. Would be nice but....
 55. No speed bumps, please.
 56. I like traffic calming features and special crosswalks. What about one-way traffic in order to make it safer and easier for pedestrians, bicyclists, and cars. The pavement stencils should be as naturalistic and artistic as possible - in other words Be Creative.
 57. Why is this even be considered. We spend money after money to have consultants change things that are great. No native ideas please
 58. Concerned about cost.
 59. Why don't you see what a great job the bulbouts for buses have done on Lighthouse if your purpose is to slow down traffic - it is now virtually a two lane road that is slower than ever! On weekends it can take 45 minutes to get from PG to Monterey.
 60. Again, I walk here often and am sympathetic to this writeup. I would support more of the trail moved off the road, and I would support the efforts to make the road safer for bike riders.
 61. Again I support this, you have identified the problems. I would look at possibly angled parking as well. Again, taking Ocean View to one-way or removing cars all together would really be a big step. And possibly the first place to try it is the loop from Asilomar Blvd/Ocean View to Jewel/Ocean View intersections.
 62. It is only difficult on the weekends. These bulbouts will make it even harder for cyclists. I use this street every day and it would be super annoying. Just lower the speed limit to 15 mph through that stretch.
 63. Please see my other completed survey for my comments.
 64. All the mitigations are good, but why are we so averse to speed bumps? Those are the sure fire way of slowing cars down. I've lived in several countries that have a lot more than here, and they make a difference like nothing else.
 65. I agree with an enhancec bike lane and sharrows, but not the raised crosswalks or intersections.
 66. not really sure this area has issues my self. That being said, I am NEVER in favor of those sidewalk bulbouts... I think those are the raised ones that jet out into the road... I find them annoying.
 67. Again, I am somewhat opposed to bulbouts as i think they can be a danger. For this reason I would also oppose raised crosswalks -- anything that can be a danger to cyclist should be avoided.
 68. Integrate speed tables
 69. Lines painted on the roadway to show the bicycles can go there sounds like a good idea but having changes in the road height create safety hazards for bicycle riders. Please start sending parking enforcement down there to ticket the people that are parked illegally.
 70. Consider crosswalks with stop signs to slow traffic and limit speed to 15 MPH. Keep walkway materials simple and smooth for ADA needs. Where is ADA parking? Is this Coral Street? If so, widen walk flush with the curb with an elevated boardwalk to allow waves to wash under it.
 71. Sidewalk bulbouts will force cyclists and autos together. While I respect the concept of slowing down traffic this seems irresponsibly unsafe. Also, additional paint on the streets is unsafe for cyclists. It is very slick when wet, regardless of attempts to add abrasives to the paint.
 72. No more bulb out please. You say it is dangerous, but it seems to work. How many accident and injuries have occurred here that would justify the cost of this. Lets fix up the rest of the city first!!!
 73. I like the natural feel of the area. No cement please!
 74. I would have to see what you are talking about to make a fair opinion.
 75. Concerned about bulbouts affecting bikes
 76. I support the sharrows. I do agree that pedestrians feel in much danger here however. I lived in this area for many years and never felt in danger walking across or along the sidewalks here.
 77. Bike lanes from Lovers to Asilomar . Scrap the bulb outs/shadows/ etc.
 78. Seems ok.
 79. Currently, car traffic actually seems to speed up at this point -- probably one of the most dangerous spots for bicyclists and pedestrians. Immediate action is needed to increase safety -- don't wait for the perfect plan. Maybe "sharrows" and raised pavement sections would send the right signal to motorists?
 80. driving along the ocean's edge is lovely. Speeding is bad. If traffic calming will help, sounds good.
 81. Instead of dedicating funds to paint and maintain sharrows that drivers don't pay attention to or understand it would make sense to restrict the lane width to slow traffic and keep the bicycles to a recreation path. Also, drivers "speed" because they know they are not being watched. Rarely do we see our police writing tickets like they used to and routinely only respond when they are called. A uniformed bicycle officer and/or motorcycle officer is needed regularly on and around our recreation trail so all have the idea their negative behavior may be detected.
 82. Fire, EMT, police, and other emergency officials disapprove of items that impede them. The cyclists race down OVB. Motorists tend to speed on the straightaways. Bulbouts are an obstruction to autos and cyclists.
 83. It is time to get rid of a car lane on ocean view boulevard. Dedicate one lane to walkers and bikers ... obviously ...
 84. bulbouts should be highly visible during dark hours to reduce the chance of hitting it with tires and causing

- blow-out; would support one way traffic on Ocean View to make it safer for all
85. Sounds ugly and will detract from the natural setting.
 86. Raised crosswalks would create a hazard for cyclists.
 87. Progressive implementation with minimal road markings. It really detracts from the scenic beauty of the area
 88. I'm not sure sharrows work. Driving by/around cyclists is always challenging.
 89. Sharrows are confusing. Bike & Car Icons "share the road signs" are more clear to everyone. Really like the raised and painted crosswalks. A semi-speed-bump and easy to see with reflective painted stripes. Useful all the way around. Too many features, markings, signs will be confusing in an area where everyone is glancing at the view. Buses, cars, bikes - forcing into bulbouts near a curve would need advanced warning signs, lots of reflective paint to see during fog, traffic, rain, etc. Unsure if that's best for that area?
 90. Make sure whatever you do, it is well lite at night - those bump outs are hard to see, especially around curves
 91. what sidewalks??? and \$\$\$\$\$\$ costs we don't even have storm drains etc...
 92. I agree that traffic needs "calming." I am not sure that the proposals are adequate. Renderings of the site would be helpful.
 93. It's too much.
 94. Traffic calming is needed. I will reserve judgement until I see a plan for sidewalk bulbouts, etc.
 95. We like to drive along the beach on our way home from work or shopping. we think our previous ideas are better than any proposed here. We do not want or need bumps in our roads.
 96. Not sure about the plan, however this area is hard to get around the parked cars and bicycles. I've had cyclists yell at me that I am in the bike lane as I am trying to navigate the moving and parked cars!
 97. Measures should be taken to encourage safe speeds on this drive. Drivers are not always looking at the road with the beautiful view and homes.
 98. The use of colored/stenciled/patterned materials to designate is incredibly unsightly and incongruent with this beautiful coastline. I strongly oppose
 99. Bulb outs are not helpful in my opinion
 100. I think cyclists should share the road just as they have many of the same rules as cars. I especially do not want the new motorized bikes sharing paths with what looks like more disabled and probably strollers being they will have more access
 101. As an older citizen,I find sidewalk bulb out dangerous as I am always tripping on them as they are hard to see and navigate. I am also opposed to making this route one way, which was discussed at the public meetings on this issue.
 102. Sharrows are not a safe option for cyclists.
 103. A recent study on the use of 3D pavement illusions for crosswalks suggests that these illusions may create a long-term positive effect on motorist yielding behaviour. But perhaps our local governments ought to consider installing them on a limited basis as public art installations. Even if the benefits aren't yet proven, these crosswalks certainly get people talking about the urgent issue of pedestrian safety. Photo 3D Art with Whale Drawing: https://www.boredpanda.com/44-amazing-3d-sidewalk-chalk-artworks-by-julian-beever/?utm_source=google&utm_medium=organic&utm_campaign=organic
 104. I like the flow of traffic. If people are on the paths they don't need to be on the streets so much. We love our drives along the coast and this feels like an interruption of the peace
 105. I am a pedestrian on Ocean View but also a resident of the Beach Tract that uses Ocean View to get to and from work. Yes it is a scenic route, but it is also a residential street. I want traffic to move along.
 106. Pedestrians crossing the street is rare. Sharrows are great but bulbouts and the bright colors the use are very ugly. Raised crosswalks might be beneficial to help speeders near lovers point beach, but might increase traffic too.
 107. It's kinda sorta a solution. Extend the bike path 100% or leave it be. Some of these suggestions oils make congestion and parking worse. Either make a full on bike path extension. Or don't.
 108. Pedestrians have no problem unless they are not paying attention. Bicyclists are ok if they ride to the side. All the street markings are UGLY and grossly detract from the beauty of the area. NO.
 109. Traffic "calming" has proven to be a disaster in other locations. Traffic needs to flow. Raised crosswalks or other methods to keep traffic at the proper speed are OK. Bulbouts, giving bicyclists preference over autos or pedestrians is unfair and biased.
 110. Wheel chair access and as natural as possible, subtle.
 111. I don't think sharrows have any effect whatsoever. I've seen them as a bicyclist and a driver and I don't think anybody in either category knows what to do with them. It still ends up with bikers on the shoulder and cars in the middle.
 112. Sharrows don't work anywhere near as they are suggested to. Cyclists that do not keep up to speed with traffic, which is most of the time, feel threatened when cars are behind them and move to the side, even when they are told to stay in the middle of the lane. If the cyclist follows the sharrow, motorists still attempt to pass the cyclist, as that is what they are used to doing. This puts a lot more people in jeopardy. If cyclists and pedestrians shared a wide path with a raised divider between them and the roadway, perhaps along the ocean side of the road, that would help. However, that likely would push ocean ave one more lane inland to compensate. I spent 2 years working with a traffic safety office in Canada- the only way to keep cyclists safe is to literally segregate the from vehicles. I'd rather see the small shoulder than a

sharrow. I'm a cyclist and while I can keep my bike at about 20 mph, I'm still threatened by vehicles behind me forcing me to move to the side within a sharrow. Please do not encourage cyclists to get on the roadway, it will just cause injuries. As for traffic calming measures, those sound useful and I approve.

113. Great idea. I applaud any efforts to make the street safer for bicyclists & pedestrians.
114. I ride my bike along there to Asilomar and back each week. I haven't had any problems with cars, but sometime buses encroach on the space.
115. You have visitors coming from all over the country many of whom will have no idea what a "sharrow" is. I understand that the existing situation is not good, but I don't see how the proposals will improve the situation. Wherever bikes and cars must share the road, it is a potentially dangerous situation. Regardless of the legality, i.e. the rights of bicyclists, in order to protect themselves, bicyclists must proceed with extreme caution around cars. I see families on bikes in this area, and some of the children are so small, that it is likely hard for drivers to see them at all. I think a sharrow would give bicyclists a false sense of security.
116. Traffic needs to be slowed down in PG as a whole not just Ocean View. PG planners should visit the island of Kauai and do exactly what they do there for PG. 25mph is the top speed in most of the island and it is ENFORCED!
117. great idea
118. Too much engineering to control movement of folks walking, biking, or driving. Raised crosswalk really?
119. Sidewalk bulbouts are horrible, huge concrete structures.

Question 22

Reasons for disliking the online walking tour idea, or particular stories to cover (122 comments)

1. Good idea, but in addition, not to replace all interpretive signage. Current interpretive signage is weak and relatively ineffective for a number of reasons. The Aquarium has the expertise and resources to design a new system and help eliminate the dog's dinner of signage (Sanctuary, City, etc. independent). Approached in the right way, they may consider helping fund it too.
2. Not sure what this would cost and whether a good signage program would accomplish the same at lower cost.
3. We have the "real" thing. What would we need to see it on a screen? Waste of money
4. I walk daily between Lovers Point and Esplanade Park. Currently, I don't have to dodge people who are looking at their phones. Let's leave it the way it is. It's a GORGEOUS walk. Looking at a phone-based Walking Tour will detract walkers from the beauty all around them.
5. visitors should be looking at the ocean not their phones.
6. PG has a rich history and many possible stories. I would focus on events and people; stay away from preaching about current issues.
7. Great idea, Pacific Grove has so much history. A few ideas - The lighthouse - why is it so far from coast? I remember the fog horn from when I was young. The story of the pink carpet, of course. Comments on kelp beds and intertidal algae... Dr Izzy Abbott, who worked at Hopkins was a famous phycologist. Marine protected areas in Monterey Bay. Some photos, description of the subtitle area underwater.
8. Anything that encourages us to look at our phones instead of nature is a mistake, IMHO. I disagree on that principal.
9. Again, doesn't take away from existing environment which has been the biggest attraction for Pacific Grove as a scenic ocean town. It is already popular --- why gamble on changing a winner. Might even add written brochures on a couple 4 x 4 posts for souvenirs for tourists to give to friends back home.
10. The audio tour done by Clint Eastwood a couple decades ago.... to be used from Carmel to San Simeon and back again... was fabulous. Just make sure it isn't boring. You shouldn't confine it to a walking tour, though.... make it a different speed for bicyclists and cars, so the majority using the area can enjoy it. (Lots more people in cars than are walking).
11. - issues that affect shoreline erosion - what's under the surface at specific points - what to look for during certain times of year (king tide, marine life breeding periods and protections, etc) - the story of seawall construction - the real story of the plant material (native and non-native)
12. Excellent idea. About the rocky shore animals and seaweeds; include the idea of protecting them and not collecting. About the iconic Black Oystercatchers that are year-round residents of our rocky shore, each pair occupying & defending a territory, feeding and nesting there during their yearly breeding season.
13. I like this idea, although as pointed out in the meeting today, few people might make use of it. But if done well and publicized, it could become popular in time. Obvious stories can be spun along the Point Pinos Trail (entry to the California Coastal Monument, Crespi Pond, John Denver Rock, the Great Tide Pool and Ed Ricketts), but for this study lots of things could be added as well (Coral Street entry for divers and kayakers as well as the intertidal life there, Kissing Rock, Otter Point and what can be seen there, the magic carpet and Haynes Perkins, Oystercatchers, the State MPAs (with and without fishing-- and especially Lovers Point Julia Platt State Marine Reserve and who was Julia Platt, why Lovers Point is named Lovers Point, the railroad that is now the trail, especially below Greenwood Park and 5th street, harbor seals at Hopkins Marine Station, Hopkins Marine Station, and even the Monterey Aquarium), I would be glad to help flesh out these and other stories. I should add, although not related to this question, but there is no other place, that having one-way traffic west of Lovers Point should be seriously considered. That will provide space for both the walking trail and a bike lane, as well as parking. As proposed for the Point Pinos plan, it would dead end just beyond Asilomar, and bikes and walkers would go beyond to Point Pinos and around to Sunset. Cars coming down Sunset would go up Lighthouse to Asilomar and down Asilomar to Ocean View. To return, cars would go back up Asilomar to Lighthouse to downtown to 17th if they wanted to return to Ocean View. That would create a loop that would not go through the Beach Tract. Makes a lot of sense to me!
14. This tool should be supplemented with signage. Not everybody relies on their phone for information.
15. Since you're putting fences and walkways all along the seashore. Please put low voltage lighting along the pathways along and below Berwick park to the Hopkins station. I've heard previously about concerns about wildlife. First what about safety concerns of humans? you've got some nighttime lighting near the mural. You can't sight concerns that low voltage lighting would harm the sealife or animal. For pete's sake you've got monster houses across the street and apartment buildings with lighting around the bay. Put

- path lights all along there for safety and nighttime walks.
16. There is an area of walkway that has people's names carved into the wood (one of which is my father). A story about that segment would be nice. Also a description of the rare flora and fauna of the area should be included.
 17. As a relative newcomer to PG (lived here 7 years), I don't know much history about the area - who is responsible for preserving parts, unique architecture, etc. Would love to have the individuals/history featured include racial and gender diversity.
 18. Signs are more accessible. The idea that signs cause visual clutter is nonsense, they simply should be developed in a mindful way to blend in well with the landscaping. Many demographics may have a hard time accessing an app, including older populations who make up a large proportion of visitors and residents. Additionally, ongoing upkeep of an app is an ongoing "forever" cost since platforms such as android and ios require regular developer updates to be supported. More commonly, I see these types of apps running into compatibility issues or losing support after some time. A simple set of signs avoids all of these problems.
 19. i actually liked the idea of SOME signage. When i am traveling i always read these types of signs. i think they are helpful. Not a lot of signs, but just enough to inform visitors.
 20. I am not a fan of "technology", or "virtual" anything! And certainly Not "social-media"
 21. Anything to support education is good. Would strongly suggest pilot program to monitor usage prior to making a large financial commitment. Unfortunately, personal experience suggests; 1) very low usage 2) people that are interested in that type of information would do their homework online prior to visit.
 22. Info on the wildlife and a conservation message.
 23. One station perhaps at Lovers Point might be nice but narrations along the trail can be disruptive. A walk along the rec trail should be a personal experience not a learning exercise. Sounds corny perhaps but I feel it should be an experience to commune with nature. For many a spiritual experience
 24. Elmarie Dyke, Perkins Park, snippets about the common birds and mammals.
 25. My husband and I had been in Pacific Grove for years and only recently heard about the kissing rocks! I would love to see some little known facts included on the walking tour.
 26. excellent idea!
 27. Cool! It would mitigate the vandalism I've seen on signs. There should still be some signs, and I'd like to see them address the Marine Sanctuary, the Purple Carpet, and the most common marine mammals, animals, birds, and flora.
 28. There are inconspicuous markers for Crespi and John Denver--good stories that deserve a bit more attention. The great tide pool and marine reserve deserve better interpretation as well.
 29. Rodent damage needs to be addressed as well as the harm of feeding them. Native American use of the land should be shared. Julia Pkatts role in securing the coastal water is important. For many years and for several generations, the saltwater plunge was a huge part of the lives of children in PG and far beyond. The trains and roundabout are a significant part of PG's history—as is the Chinese Fishing Village, shipwrecks at Pt. Pinos, the great sand dunes.
 30. More people walking with their phones in hand? Why not install signage, so visitors can enjoy the view naturally, not by phone. Isn't the idea to enjoy nature?
 31. Would rather see funds go toward other beneficial coastal improvements - don't believe volume of usage would justify putting funds and energy toward an online app, further we should be encouraging more communing with nature, not communing with mobile devices
 32. The old Chinese fishing village...the old bath house
 33. An online walking tour might be good, and it could address the major educational needs we have on the coast to some extent. However, it might not reach the people who most need to be informed (and, in some cases, cited). And, people have many questions that an online walking tour can't answer. What is most needed is a friendly bicycle park ranger (preferably with law enforcement capability), since almost our entire coastline is a park, to educate people about our amazing wildlife and habitat on the coast--while also educating them about obeying the speed limit on the Rec Trail, not feeding wildlife, not smoking, not launching or landing drones without a permit and on the coast, no off-leash dogs, no collecting shells, rocks, marine life, etc., no bikes on trails west of the Rec Trail. Our shoreline needs protection from uninformed or irresponsible locals and visitors. Feeding the ground squirrels has led to swarms of the adorable critters with vast burrows that are creating serious erosion issues in Lovers Point Park and elsewhere. Used cigarette butts with plastic filters full of toxins are a major component of the litter along our shoreline where smoking is illegal, and volunteers can't pick them up fast enough. Drones harass roosting resident and migratory birds; disrupt our nesting Black Oystercatchers and can cause nest failures; and flush Harbor seals from the beach which is a serious threat for their pups. Off-leash dogs harass wildlife and can destroy nests of ground-nesting birds on the coast. People take home gallon Ziplock bags and buckets full of shells and harvest marine life from the tidepools and rocks. The PG Museum has brochures describing these issues and their consequences in more detail that could be used by volunteers. Also, interpretive signs are needed at Point Pinos and Crespi Pond, to educate

- people regarding these special areas. (The "green box" at Point Pinos, left over from the former sewage pumping there, could be painted by students to improve the aesthetics at Point Pinos.)
34. Albeit few but the interpretation signage at the giant tide pool area is wonderful example and fitting for the diverse usage.
 35. I'd like it to focus on nature and the environment and any historical significance in the area.
 36. Many local fishermen whose descendants still live here have lost their lives at Pt Pinos. Some recognition or a memorial would be nice. The "Great Tidepool already has signage. I like that. After Ed Ricketts was killed, the mourners (some of who were my family) who had gathered at the chapel at Carmelo Cemetery walked down to this point to remember him. I do not think that was mentioned on the existing signage.
 37. Maybe include some of the history of the peninsula in general - SFB Morse, the railroad lines, as well as the marine life (in the ocean, sky, & land), and maybe even pictures/stories about what the area looked like in the past.
 38. Seems like a rather costly endeavor. Does everything have to be online? Perhaps better/new signage along paths with stories of environmental, cultural or historic significance would be cheaper and more immediate.
 39. Don't have much to add.
 40. We travel a lot, and NEVER follow any audio walking tours. We like going at our own pace, and see what we want to see. But I imagine there are those who do like to do it. Just not particularly a fan.
 41. An app is fine, and could include: Oceans and bay ecology. Conservation (Otter recovery, for example). Chinese Fisheries. Ohlone. Hayes Perkins. Doc Ricketts. Climate change
 42. Education is always good.
 43. I believe that there is a lot of room to improve sign posting direct people to sights and shore line access points. Not everyone has their face plastered to their i-phone. Some actually look up to enjoy the view.
 44. John Denver signage in addition to the rock. History of lighthouse. Interesting rock formations...kissing rocks. Identify wildlife areas...otter cove
 45. What a perfect idea!
 46. Discrete signage to describe local wildlife, geology, and ocean dynamics, and inter-tidal life would enrich the visitor experience, with more details in the Walking Tour App. Key the signs to the app segments.
 47. People should be looking at the scenery not at their phones.
 48. Where Asilomar Blvd. comes in to Ocean View, telling the story of John Denver's plane crash. Also, here you can say how close you are to the Cemetery where some of the early residents are buried, such as Lavinia Waterhouse, Edward Berwick, and John Steinbeck's sister. Of course don't forget the story of Pt. Pinos Lighthouse and Emily Fish. There's Crespi Pond.
- Stories of Native Americans who dwelled in this area 4,000 years ago. The marine wildlife and the many shorebirds. Julia Platt's role in preserving the marine sanctuary. Check with the Heritage Society. Joyce Krieg and Patricia Hamilton are doing a Pacific Grove walking tour book.
49. Great idea but should particularly include environmental and conservation messages.
 50. I think that most visitors are there for the view and not for education.
 51. Great idea. There is so much to tell about our beautiful town, and this would be an opportunity to give focused information. I'd suggest information about what makes the shoreline here so unusual (ocean is north, waves travel diagonally, surfers weave between rocks, kelp marks parallel bands of offshore rock ridges, etc)
 52. I think this would be a great tour for people to enjoy. The number one questions I get asked when down along the water is how to get to the "downtown." So I do think increased signage is needed and possibly including this in the application.
 53. Good resource - The Death and Life of Monterey Bay by Palumbi and Sotka. John Denver's plane :o(?
 54. I think the history of the area transitioning from heavy sardine fishing to marine protected areas, the story of Julia Platt as a PG mayor and ocean hero, the return of the sea otter, the subsequent recovery of the ocean ecosystem, etc. as outlined in Steve Palumbi's book The Death and Life of Monterey Bay would be fascinating. I have taught the book in classes at CSUMB and students were really interested in knowing where some of the places and events mentioned took place (some of it is in Monterey but much is in PG).
 55. Only concern is people walking and looking at phone could cause more falling, tripping
 56. Love these in other cities..... Sydney comes to mind.. they have one on "The Rocks Historical area" ALSO the red bus tours have these..... JUST charge the tourists... we give too much away.
 57. Adding information about environmental sensitivity would be great! (no smoking/littering/feeding wildlife/drones etc)
 58. Include a history of the pink carpet so visitors know why it is here and identify with it as "special" to PG
 59. science background - Ed Ricketts. cultural background - Julia Platt(?). popular culture - John Denver, Big Little Lies, etc. fishing - explain the fishing boat gatherings at specific times during the year. environmental - stress importance of banning plastics and being good stewards to protect our oceans and tidepools
 60. This is a great idea and a nice replacement of signage. John Denver is important to our culture and should definitely be honored on this.
 61. I would like details about the ice plant and its history to be included.

62. This would work as long as stops don't put people in danger of bike and car accidents. Also it might be something that has to be updated a lot and not necessarily worth the costs to the city
63. Include information about the canyon just off-shore. Include a piece about the lighthouse and the fog horns that we use to hear just off Pt. Pinos.
64. Good idea.
65. Perhaps the history of Perkins Park.
66. I wouldn't mind a few more, well designed, signs along the coast. We want to share it with our visitors, and it would be nice to tell them a little about what they are seeing - as well as the history.
67. Good idea to have online info, but oppose anything that encourages people to walk the shoreline while focused on their phone. I do not think the shoreline trail is cluttered now & additional signage would be beneficial
68. While the idea of a narrative tour is nice, the idea of particular stops of interest reinforces the notion that only the "scenic overlook" is important rather than the experience. On the Big Sur coast, Bixby Bridge as a "must-see" is an example of the downside of that approach.
69. This is a great opportunity for the city to take a strong stance on climate action by highlighting how climate change is affecting and will affect even more the coastline. Don't shy away from educating the public on important issues like coastal armoring and managed retreat! Make it clear that these efforts aren't just beautification, but a direct (and expensive) result of the exploitation of our planet - locally and globally.
70. I think there were some famous biologists that worked in the area. Without erecting statuary or pylons, this electronic idea has limited application. I think a soft touch, like brass buttons on the pavement or in walkways could help a bit more for those not interested in screwing up their day using a smartphone to connect to nature. Seems weird.
71. Good idea. Hate it when nature is disrupted with signs.
72. I don't have my phone out while I'm walking or jogging near the coast. But I'm a fossil and kids today probably do.
73. I like the idea of educating our citizens about history but I can envision many wandering in the area with their attention fixed on an electronic device causing a nuisance and missing the beauty of our area.
74. This is a waste of funds for an app that will not be used. Spend this money making the shoreline nicer and people will find it using existing, free resources (Google maps, social media posts from others).
75. Why?
76. OK, but a monument to Ed Ricketts and the Great Tidepool would be most appropriate. It is probably the most significant site along the shore and will grow in significance, especially if it is highlighted in the walking tour.
77. Also include natural history or interpretive stories of animals that can be commonly seen along our coast: harbor seals, cormorants, oyster catchers, shore birds, otters, cetaceans; kelp
78. Sounds cool, but also like there will be tourists staring at their phones rather than their surroundings, which could present a safety issue.
79. The Great Tide Pool (Steinbeck and Ricketts)
80. Just don't think a cell phone, no matter how educational, would (or should) be used much. People will hopefully be taking in the wonderful sights, sounds, smells, and wind against their skin without the distraction of a phone.
81. I wouldn't use a phone app but I guess lots of "youngsters" would. Info about the wildlife would be interesting.
82. Some additional signage would still be appropriate and could be done without cluttering the area.
83. Great Idea! Include historical & current points. Respect & Care for past & future.
84. Great idea!
85. Yay, good luck with that. Another fad that won't last.
86. Love it-believe Asilomar has same structure and it is unobtrusive yet informative to those who care
87. We are not cattle.... let families walk and talk not eyes down on a dam app.
88. This area is so beautiful, and already gets too much traffic. There's no reason to increase the ability to have more parked cars or paint on the road. Leave it the way it is.
89. Story of wartime ships in the bay and black out shades at night; stories of Ed Ricketts and his real life specimen collecting locations; stories of locations in Steinbeck's books; John Denver plane crash site, etc.
90. Too touristy.
91. Notes on historical locations, and history of Pacific Grove to include Pt. Pinos Lighthouse info.
92. Looking at a cell phone rather than looking at the Bay is crazy. I have no problem with an App to look up flora and fauna or some of the natural features. But a walking tour like one uses in a museum is totally out of place.
93. The story of Mr Perkins and all of his efforts should definitely be told and the beauty of the park should be attributed to him.
94. great idea
95. There's a group of people that meet informally along the side of the road by Hopkins Marine Station. Most days we're out there trading information about what's going on out in the bay. Sometimes there's someone from the aquarium, some people bring out telescopes. They are always up for talking!
96. I think people would be interested to know the stories behind the few Oceanside homes that were built, both pro and con. The perfect example of property rights vs public response vis a vis the coastline

97. I just learned why tourists are asking about "a John Denver placque" - I have been confused about this. So that should be included. Definitely the history!
98. There is a real problem with tourists feeding wildlife.
99. The idea sounds interesting. However, the reality is probably far different . The audio and visual will probably not work properly. And, then it will just be an eyesore with no funds to repair it properly. I doubt its realistic financially for PG.
100. I LOVE this idea! If there are specific people to highlight (Native Americans, in particular) that would be wonderful. I'd love to hear about the abalone, particularly around the beach near the Pacific Grove Marine Gardens Park, where you can find a lot of crushed shells. I'd love to know about which whales we might see off the coast and at what time of year-- likewise migrating birds. It would also be great to know more about the fishing industry here both past and present so that when walking along the path and seeing boats in the bay, you'd have a sense of what they are fishing for. Hearing more about the Sanctuary and the efforts made here and why this is a really special part of the coastline would also be helpful.
101. History and how PG was founded.
102. I think it
103. Tide pool info should be in it. Like not having signage.
104. Please add more links on education regarding being more environmentally friendly and the responsibility of keeping the shorelines clean ect.
105. Using augmented reality is a great idea.
106. First Woman Mayors house on OceanView Blvd. Julia Platt's house at 557 OceanView Blvd. Known now as part of Seven Gables Inn. History of the landmark Seven Gables Inn - Property was originally owned by Dave Jack's - then Page Family, then Lucy & Henery Chase then the Flatley families. Story of David Jacks is particularly interesting.
107. I don't think it would be used enough to justify creation
108. I've never used any walking tour on my phone in other cities unless it was in a city. It seems weird to need a tour of nature.
109. Too many people will want to use it and that brings too many people to the area. That will add to the overflow of traffic and people that don't look where there's going.
110. Sea otters can bite if their space is invaded.
111. Using historical photos of particular locations would give people an interesting perspective. Allowing people to know the history of a location and comparing it to modern times will help them respect what has been preserved. Discussing changes over time (cultural, environmental, seasonal) will also give people a deeper understanding of our wonderful Pacific Grove.
112. Will add to traffic and congestion.
113. I am intrigued by both the natural history of the shoreline (discussion of the geology, plants and animals) and historical events (use by the Costanoan peoples, Chinese and Japanese settlers, shipwrecks, WWII, etc.)
114. So. This would be encouraging people to walk on an already awkward and crowded corridor? Just look at the ocean. Put your phone down and enjoy nature.
115. This would be good if it were done in a way that DOES NOT require location services on a user's phone to be turned on.
116. People who live here and what their homes looked like in the past
117. I'm just not sure that many visitors will know that they can download the material while they are here, while a physical sign is easy to spot. But signs wear down and need replacing, updating the software does not require the same level of maintenance and resources.
118. Given, especially teens' tendency to focus on their cellphones, I would worry that they were watching the screen instead of paying attention to where they are walking. Also, this plan would serve as another magnet for people to visit a small and already over stressed area.
119. Chinese Fishing Village. Rickett's Work. John Denver Memorial
120. Some of this exists in Asilomar area. That example should be studied and their usage stats analysed to see how much it gets used before putting up more of them.
121. Seems like a good tool for consumers. Please note that one benefit was to reduce signage blight, yet in earlier segments, more signage is planned to control movement of folks.
122. This might be a good thing, though it sounds like it would convince people they couldn't/shouldn't enjoy meals/drinks/shopping/entertainment in the area.

Question 23

Online walking tour of the shoreline: other thoughts or opinions (90 comments)

1. The existing recreation trail from Lovers Point to Monterey needs pavement markings to indicate where cyclists should ride and pedestrians should walk.
2. We have one of the finest coastlines in California, so glad we're working on it finally. Group events, including community races, will continue to use this as a course. I'd ban anything other than temporary mile markings on the pavement, and call a group together (Big Sur Marathon, Arthritis Foundation, Alzheimer's, etc.) to brainstorm what their needs and ideas are for this "course" so we anticipate those impacts better.
3. Why publicize it? You are just asking for more and more tourists. Enough, when you live here you get tired of so many tourists and things being built to accommodate them.
4. if the ocean does not draw them nothing will
5. There are many social media and print avenues to publicize this. I would form a small marketing committee to come up with ideas for narratives and how to publicize them.
6. A section or link to bird identification. Maybe a link to ebird where citizen scientists can post sightings (or listeners can become citizen scientists). Have local visitor websites, aquarium, museum, businesses post a link on their websites.
7. Keep it simple and old fashioned.
8. Some discreet signage is needed to direct people to the online tour.
9. Have info distributed/displayed at PG Visitors Bureau ; Chamber of Commerce office? Display on simple signage displays already in place on shoreline - not adding any more visual distractions.
10. QR code enabled app download at specific points, similar to an old-fashioned nature hike.
11. this is a general comment @ all these plans: concerned @ sea level rise and plans to address that! also the beauty of our "pink carpet" has been lost and nothing here @ restoring that...and lastly who is paying for all this?
12. Love it!
13. social media seems to be the best way to publicize most things, especially a digital walking guide
14. PG information centers, local restaurants and lodgings should all distribute information. The Aquarium and PG Museum of Natural History. Events such as the annual Monterey Birding Festival and Good Old Days.
15. The Chamber of Commerce should publicize them with flyers in their entry building on Central, as well as the Museum and the Aquarium. The Cedar Street times could also mention them often.
16. Small signs along the walkway at rare intervals should do it!
17. Signage in key area (Lover's Point/park areas) with a phone/camera/app symbol will clue people in. PG Chamber or businesses might also be willing to help pay for the app to be marketed on map applications when it starts. Signage along 17 Mile Drive in Pebble Beach is not intrusive but includes info about the available app. You could also have a contest or donation drive for images &/or text for local residents to contribute to the app. (Ex: I'm a local photographer and would be willing to donate images.)
18. I, personally, would Never utilize, nor suggest to anyone else.
19. Have a download the PG App signage in various areas - perhaps an add on type sign to all the other signs that are currently in place.
20. Thank you for the opportunity to participate
21. advertise on social media, hotels and other rental facilities. Chamber of commerce in PG and other cities. AA magazine. Libraries, on signs around town.
22. I think an email blast would be great and maybe some signage downtown when the app is launched.
23. Incorporate social media hash tags for people's photos and selfies. We pay hundreds of thousands of dollars to MCCVB. They can market.
24. A small, indestructible numbered sign at each stop? Flyers in the motels and inns, visitor centers, etc.
25. Not an issue. The hordes have discovered the coastline. Let's not encourage the degradation of the natural environment by promoting over tourism. If the business community seeks greater exposure, consider tasteful signage directing attention up Grand and Forest, etc.
26. Thought....do folks know how all of this is to be funded. Would solve a lot of fears as there is no income to be gained tho much nicer for residents
27. As at Asilomar, signs with the info to download the tour.
28. I strongly encourage habitat restoration along this shoreline. We are already seeing the return of bluebirds after a 60 year absence. With a restored habitat, we will be supporting that consequence and other positive consequences we might not even know about yet.
29. see above
30. Arrange occasional docent lead tours, which would expand on the information in the phone version.
31. I wish you could send this survey in the mail to all properties in PG. I just randomly found it here on line, but I know the older folk do not have access to computers. Thanks for caring. Keep our coastline pristine! We love it!!!

32. Start with inns, the Tourism center, partner with the Aquarium, New Monterey (to connect Cannery Row) Museum of Nat History, signs at entry points
33. The aquarium needs to be a partner with Pacific Grove to promote the shoreline. This has not yet been done.
34. Cedar Street Times, Carmel Pine Cone. Hotel info sheet as part of hotel/short term rental check-in packet
35. Place notices online at Nextdoor Pacific Grove. Inform visitors of the Aquarium about the online walking tour. Being able to call in and get a narration at many spots along the trail like the State Parks have.
36. The online walking tour could be publicized through and in collaboration with the Monterey Bay Aquarium, PG Museum and NOAA/National Marine Sanctuary.
37. keep the trail as natural as possible with as few signs and devices as necessary for safety.
38. I would not be opposed to discrete signage at the start of the trail, but would avoid signs along the trail. Perhaps rock-mounted ground-level brass plaques to mark points of interest?
39. Please take a look at a redesign of Esplanade Park if possible. And with the idea of one-way traffic or no cars on ocean-view. What would the impact (negatives) of doing this. Possibly they are many, that I have not thought of.
40. Residents use it every day. Only the section that needs help is south of otter point as part of that path is falling into the water and should be moved up along ocean view taking out all the non native plantings, this would make for a nice path.
41. It would be fun to have a locals launch party of it. Also, could be fun to have a bit of a treasure hunt aspect to it for kids, like geocaching. Maybe if they find everything, or fill in the interactive app, they return to the PG Visitors Bureau for a gift, or XYZ coffee shop(s) for a cookie.
42. I think there are cell phone scavenger hunts that are great for parents to use for their children to learn and play.
43. parking meters down by the aquarium for non PG residents! It appears we will have to find revenue somewhere.
44. There should be brief descriptions on the signposts as to what the audio will provide them. Might be interesting to allow listeners to select the 'category/ies' they're most interested in. eg., pop culture and environment vs. historical or cultural. This way the snippets would be short and allow walkers to not have to stop too long at any one point. Publicize through social media, tourist guides, aquarium & PGNHM, chamber and local businesses and marketing program with MCCVB.
45. work with the travel agencies and bus tours in the area. Marketing at the local restaurants, cafes and hotels. Volunteers to get people to excited about the ability to do this on their phones.
46. The pictures that you included in the survey were very useful. If there is a way to update the question about the sharroes on the road for bicyclists by showing what they would look like in the picture so that future people who take the survey could see it that would be great
47. Include info at PG Visitors center and at PG hotels.
48. I think this is a good portion of a plan. But many people still don't read phones as they walk so some signage should be part of this. NOAA has a series of signs along Breakwater Cove in Monterey that together tell a good story of the bay and the wildlife. They aren't intrusive and people read them.
49. Some physical presence that directs people to use the online walking tour would be good - like a little signpost or inclusion on existing interpretation installations.
50. Just remember a few things: 1. Bicyclists would have to stop and look at phone. Most would not, preferring to have something bluetoothed into a set of headphones which may also be dangerous. Not everyone has a smartphone. Maybe there are computer aided kiosks that could fill in the blanks a bit. Some people just want to chill out and enjoy the scenery. Why clutter the tranquil respite?
51. Obviously in information booths provided for tourists at Chambers of Commerce and in hotel lobbies or guest rooms.
52. access for tours and locals is key, I'm most interested in having a continuous trail along the shoreline that can be safely run or walked. Ban the fat tire e-bikes from using, my own pet peeve
53. I'm curious about longterm plans to close off Ocean View Blvd. at Pt. Pinos. Asilomar Blvd. should not become a high-speed raceway for traffic going south. Where in Pacific Grove an it be rerouted? David Avenue?
54. QR codes on signs would be good. And signs would make things accessible to non-tech people. Of course, signs wear out!
55. Metal historical plaques have always done a nice job in opening people's eyes and providing information. What happens when the electronic device evolves into something else? The plaques will still be working.
56. Don't waste the City's money on this. People use Google Maps and social media anyhow. That is more promotion than this app will ever generate.
57. include info/code on interpretive signs at sites; how do guests learn about other sites in our area?
58. I think this is a separate issue that should not necessarily be addressed in the management proposal. It's a very good idea but should be developed as an adjunct to the project
59. See previous comment!
60. We need more obvious signs about "no drones."
61. Small attractive PG sign with brief text (Self explanatory title and website?) at the off street parking lots and major points like Lovers Point near park - posted on the bench? Pass out (flyer, email) info to all hotels, schools, churches, Aquarium. Post on

- Nextdoor. Post below the "stay off the purple carpet please use the photo benches only" sign :-)
62. I am often faced with people on bikes on the walking trail in PG. How can we keep bikes off this trail?
 63. Where is the money coming from for all these projects?
 64. COST \$\$\$\$ we are not a big piggy bank we barely can afford current City Hall budget and Capitol Improvements, less alone our PENSION obligations
 65. I wonder about implementation costs associated with this strategy and the entire plan. Environmental impacts and costs are noticeably absent.
 66. We love the shoreline and the access to it. We are glad to see that you are looking at ways to improve it. Thanks...
 67. Chamber of Commerce can promote the walking/biking tour.
 68. The PG tourist magazines and brochures could publicize it as well as B & B's, hotels, etc.
 69. Please not in widespread magazines and publications! We think a link from the Official city site would suffice. As a whole, we already feel that our roads are overloaded with too many tourists. A link to the city's site, and maybe one to the aquariums site would be great. We could put some brochures at our PG hotels and motels with the online link as well. This seems like a great idea to inform people about what we have and what they're looking at (so maybe they'll park their cars and look online rather than stopping in the middle of the road – that could be something that is suggested online and in the brochures!) (A couple of us were pretty adamant about that!)
 70. How about a mailing about the tour and on the news for residents? I guess listing it on the travel websites for visitors?
 71. The signage for this self guided shoreline tour should be minimal and discreet.
 72. Signage with QR codes
 73. Hotels/Inns/Welcome Center should all have flyers to help let tourists know. The PG Chamber has a nice Instagram following and they could do a fun series of stories highlighting parts of the walk (someone could do the walk and post it to stories) and perhaps the City of Monterey would repost to their Instagram too as they have a robust following. Posting to the City's FB feed would be helpful too, and to Next Door. I'm curious--would this be an App that is downloaded and then you have access to all the stories throughout your walk? I think that may be the best idea because if one is relying on the internet while out on this walk, it will fail--there are a lot of dead zones along the coastline.
 74. I think it is very important to tell the story of the first peoples of PG, the Ohlone.
 75. I am in favor of making the PG shoreline more pedestrian and cyclist friendly, plus even more scenic! Importantly, transitioning many current paved and dirt-covered areas with native (and other) vegetation will not only beautify, but improve stormwater management and help protect the nearshore wildlife.
 76. Many of the hotels use social media and newsletters to promote the area and their own establishments. If the proposed time frame and change of the trails will be published then the hotels can use that information to inform potential guests.
 77. There are plenty of bike tours and other options people can use if they want
 78. City website, newspaper, small informational sign, museum, visitor center, Monterey weekly
 79. I think you would need small physical signs (like those at Asilomar) to publicize the tour stops.
 80. How about instead of making this app fix the sewers.
 81. It seems that you are getting a grant or tax money and need to spend it "somewhere". Some of these plans (Lovers Point) make sense. The others are not needed. Furthermore they detract from the natural flow and beauty of the path.
 82. NO SMOKING ON PATHS.
 83. Publicize it at the local hotels, library and beginning of trailhead
 84. please include why it's important to keep your dogs on leash!
 85. This idea is fabulous. What a perfect way to educate visitors and locals alike without ugly signage. Wildlife in the bay is always a huge hit with the vacationers, as well as local flora. For advertising, appeal to locals through the paper and sites like nextdoor. For visitors, include info in local pamphlets, businesses like "adventures", and add a line on the signage currently on the trail.
 86. In addition to the app, various signs/exhibits along the route could have Augmented Reality opportunities (perhaps with something like QR codes?)
 87. The real issue is visitors not residents. You can educate residents through Nextdoor and other local forums. Educating non-residents is a whole different ball game. If the Asilomar example is working then yes. If it doesn't get much use then why try more of these?
 88. It's a good idea as long as it doesn't cost too much money. It could be cost prohibitive to produce and maintain.
 89. There is spectacular coastline beauty in PG, which ought to be enjoyed by walkers, bike riders, auto divers. Don't become " Helicopter City Council & Public Works" planners where everything has to be manicured and controlled. Folks ought to be allowed to enjoy the natural beauty in natural ways.
 90. signs posted at any public PG parking areas with information on accessing electronic walking tour from your phone

Comments from the community meeting (70 comments)

End of the Monterey Bay Coast Trail, at Ocean View Boulevard

- Are all communities that are conducting shoreline studies working with the same data set regarding sea level rise? *[Answer given at the meeting by the lead consultant or city staff: As far as we are aware, yes, all communities are generally working with guidance from the California Coastal Commission.]*
- The draft proposals should consider the project costs for each item.
- Why is the State requiring these types of studies without providing funding? *[Answer given: The state is requiring the plan, but not mandating specific project proposals at any determined funding levels. The cost for the planning process is already secured.]*
- It is not clear what infrastructure improvements you are proposing, because the end of the trail already has bike racks, seating and a turnaround area. Plus, shouldn't landscaping be addressed separately since you said there would be a separate landscaping plan? *[Answer given: There is a separate planning process, currently in progress, for landscaping at Perkins Park.]*

Ocean View Blvd. west of Lovers Point

- In addition to the street, there need to be stencils ("sharrows") on the recreational trail itself. Also, this person mentioned that they hate traffic bulbouts for traffic calming.
- Why not add a dedicated bike lane at this section? *[Answer given: There is not enough room.]*
- Is this proposing widening the rec trail? *[Answer given: That is being considered.]*
- In La Jolla, they have altered a major road to be one way and they accommodate far more traffic successfully. Why wouldn't it work here since you said you are not considering it at this point, and if it were done there could be room for a bike lane? *[Answer given: At the previous round of outreach, we heard from the public that making Ocean View Blvd. one-way would be too disruptive to the local residents.]*
- Is the one-way alternative dead? *[Answer given: No; it might still be offered as an alternative.]*
- Why don't you release schematics to allow for public evaluation before deciding on an approach for this section so that people could see how a one-

way option would work? You should not be prioritizing cars over bikes.

- If you did make Ocean View one-way, you would have traffic circling around on Balboa. We don't need to turn Balboa into a thoroughfare.
- In addition to Balboa, increased traffic on all side streets would be a concern.
- You should conduct a full traffic study on the impacts throughout the city of making Ocean View one-way.
- If traffic calming is the priority, that could be done with something as simple as stop signs, without all these extra costs.
- If Ocean View was made one-way from Asilomar, you could make 17th one-way as well to handle the counterflow.
- Counterargument was made that PG is not La Jolla, primarily because PG has longer blocks, and this person didn't think that the traffic would go up to 17th (presumably it would remain on the side streets).

Across from Borg's Motel

- How would a plan that removes parking along the shore make it through the Coastal Commission approval process? *[Answer given: The Commission considers changes in parking within the broader context of public access improvements.]*
- Are we suggesting that the parking that is removed at this site would be replaced elsewhere nearby? *[Answer given: At this site there would be a net loss of approximately a dozen parking spaces.]*
- What would the fencing look like? *[Answer given: Design details have not been worked out yet; the planners will consider a variety of options.]*
- Would you raise the sea wall at this location to protect against overtopping from storm surges? *[Answer given: No, we are not considering raising the sea wall.]*
- What is the need for the "overlook hut"?
- Why are you planning to keep cyclists in the street? This is a current choke point for bikes, and if you removed the overlook hut you could potentially create space for a dedicated bike lane.
- The "overlook hut" might actually detract from the view along this section of the trail. Also, why are you building a boardwalk where storms regularly overtop the sea wall and would damage the

boardwalk? Such damage would be far more expensive to repair and maintain than if the walkway were just deconstructed granite.

- The city is proposing to add parking meters around Lover's Point. That could impact your ability to remove these parking spaces.

Lover's Point to Sea Palm Avenue

- A wider trail at this location is important.
- Since the plan is proposing adding seawalls at this location, please consider the impact to wildlife.
- It looks like you are proposing to eliminate the sea-side trail and integrate that into the trail along Ocean View Blvd.
- If the concern with the sea-side trail section is that is facilitating erosion of the coast, how far out are you projecting in terms of the impact of sea level rise, and how much protection would this plan afford? *[Answer given: 30 years.]*
- This area is impacted by large storms, which will increase in frequency and intensity in coming years. Will that be addressed in this plan? *[Answer given: Yes, that is being considered.]*
- Would the proposed use path along Ocean View include bikes? *[Answer given: No, bikes would stay in the road, pedestrians would use the path.]*
- The east end of Perkins park has large rocks with a plaque that would be hard to build a path through.
- One more comment expressing support for raising the path away from the shore to protect against human-caused erosion.

Sea Palm Ave

- Moving the parking along Ocean View Blvd will make it harder for bikers.
- Could a bike lane be a part of the plan for this section? *[Answer given: It could but it would not be possible to create a dedicated bike lane for longer than a short segment.]*
- Don't do what Monterey did by adding a walled-off, protected center bike lane.
- Is it legal to make Ocean View Blvd one-way but also ban buses and RVs from using it? *[Answer given: Currently there are no regulations to ban a particular type of vehicle.]*
- Make it one way but add a non-resident toll booth (jokingly).
- It is disingenuous to ignore traffic planning as part of this project since it will result in impacts to

traffic around the city. Need to conduct a traffic study in companion with this effort.

- Why not create two paths: One along Ocean View, and another that turns back toward downtown that brings bikes inland? Not everyone wants to bike that far.
- Why would you add new sea wall at Serenity Point?
- To the comment about eliminating buses from Ocean View, that might just lead to an increase in personal car traffic which could make it worse.

Sea Palm to Beach Street

- Why add new sea walls if you are moving the trail back? It should be planned retreat or sea wall, not both. Why impact the wildlife by adding the sea wall?
- Do you treat each section of the coast independently for wave erosion?
- Consider taking down the aloe plants.

East of Beach Street

- Again, why have an expensive boardwalk if there is expected to be extreme wave action?
- What about the impact on fishermen who park along this section? How will you maintain access for them when they need to be able to park nearby to set up their gear? *[Answer given: This will be considered.]*
- Car weight at parking lots along the shore can amplify compaction. Removing this parking area is a good idea to defend against compaction.
- The city does not have money to maintain revegetated areas.
- Not clear what a "containment fence" looks like.
- Echoing the comment about access for fishermen, the Coastal Commission mandates maintain access for specific recreational uses. These plans only talk about access generally. Need to see access for specific users: fishermen, divers, surfers, etc.

Beach Street to Coral Street.

- Would you raise the sea wall along Coral Street?
- Storms regularly flood the corner of Coral Street. You should incorporate plans to address that.
- Need to maintain ability for surfers to climb up the sea walls. Sometimes surfers don't have a choice about where they need to come out of the surf, and

if the sea walls are too steep, or the design doesn't accommodate climbing, it could create a safety hazard for surfers.

Coral Street sewage pump station

- Would like to know how tall the new control building in Esplanade Park will be.
- Moving the electrical components is important because sea water intrusion can impact the electronics and cause a sewage spill.
- What would the cost of the project be to Pacific Grove versus Monterey One Water?
- This seems like a separate plan. This should perhaps be removed and consider separately.

Point Pinos

- It is not clear if this shoreline study will just incorporate the Point Pinos study or do a comprehensive study of the area in keeping with the rest of the shoreline plan.
- Parking at Point Pinos will be impacted by the plan, which is not in keeping with increasing access.
- For safety along the trail, parking should be removed from the ocean side of the street. This would be easier if you made Ocean View one way.
- Consider incorporating recommendations from the Coastal Wildlife Committee.
- Consider closing Ocean View to traffic on the weekends.

Public education and Interpretation

- Bikes on decomposed-granite paths cause an erosion problem. Need to let bikers know that when they get off at Lover's Point, from there on it is pedestrian only. Need signage.
- Need signs to restrict drones.
- Signs are ineffective. We need rangers on bikes patrolling the area. People need to be educated by authority figures with the power to enforce rules.
- Need a master plan for signage along the coast because it is too inconsistent.
- People see the signs, but they choose to disregard them. Need to issue citations. This might change if Ocean View were safer for bikers.
- Consider narrow barriers that block bikes but allow pedestrians through.

- People park in the bike lanes, which forces cyclists up onto the trail or out into the street.
- Need to focus on the competing uses of the trail and improving the pathway near Coral Street. But the city shouldn't be taking care of the private property owners impacted by flooding at that intersection.