

## Morro Bay Estuary Climate Resiliency Transportation Plan

### Community Workshop Input

A Community Workshop for the Morro Bay Estuary Climate Resiliency Transportation Plan was held December 3<sup>rd</sup>, 2024, to exploring sea level rise vulnerability and adaptation options for transportation infrastructure between Morro Bay and Los Osos. Input was gathered on the future of South Bay Boulevard with a focus on new bike path and trail improvements. Approximately 100 community members were in attendance. The workshop included an introductory presentation followed by exercises at Mobility and Flooding Adaptation information and feedback stations where participants engaged in discussions with workshop facilitators and provided input by writing comments on boards, sticky notes, and project area maps. Comment sheets were also distributed to participants. Feedback received from workshop participants is included below.



Workshop photos

## **Workshop Feedback, organized by theme**

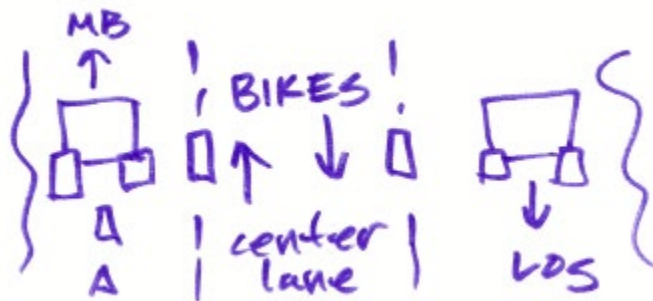
### **Flooding Adaptation options**

- California Coastal Commission (CCC) says to retreat yet this project is widening South Bay in its current location
- Causeway this half century
- I am concerned about the model you're using for climate rise. There are many different models
- People go under to avoid unsafe but can't pass after rain
- Bike lane narrows because of erosion after most recent storms, there is very little bike lane because the shoulder was rebuilt with gravel
- Support for elevating Quintana Road – would serve as a flood control levee
- Keep in mind that the aquifer is shallow and adaptation options should not inadvertently cause saltwater intrusion; in other words, consider whether adaptation options should affect the aquifer
- Request to analyze the cost of no action, i.e., maintenance and emergency actions
- Note that hillside runoff sheets across South Bay Blvd
- Many concerns regarding Chorro Creek and the wetland restoration project that was conducted by Resource Conservation District (RCD) 15-20 years ago and the related flooding issues for residents near the creek
- Larger scale topographic map would help visualize sea level rise

### **Mobility, i.e., Bike, and Pedestrian improvement options**

- State Park Roads
  - Couplet at State Park is a good idea. During Covid when it was shut down it was great!
  - One-way couplets on State Park roads would allow unused side of road to be Class IV path
  - Convert State Park Rd to one way and put a protected bike lane.
  - State Park Road should just be a pedestrian/bike trail
  - No room for bikes on Lower State Park Road, the one closer to the water, barely enough room even in a car
  - Bushes block bike lane on State Park Road
  - More "sharrows" painted throughout streets. Needed as soon as possible on State Park Road
  - Would be nice to walk from Quarry Trail trailhead to trailheads on Lower State Park Road
  - Turtle Rock Trail trailhead to Lower State Pak Road is dangerous for cars and bikes because of bushes and wet
- South Bay Blvd and State Park Road Intersection
  - Death trap at Lower State Park Road and South Bay Boulevard intersection area
  - Intersection of South Bay Blvd and State Park Road is dangerous. The vegetation along South Bay Blvd and State Park Road regularly blocks the bike lane completely.
  - Blind spot for vehicles at Lower State Park Road and South Bay Boulevard intersection area, dangerous intersection

- South Bay Blvd
  - Create a Class I path west of South Bay Blvd that floats and is anchored with chain and anchor every 20 feet. Two or more bridges would be needed over Chorro Creek and Los Osos Creek
  - Class I or Class IV – bike path is needed on South Bay Blvd, needs positive protection from traffic
    - Look at narrow ones
    - Class II lane doesn't go far enough for protection
  - Instead of bike lanes on right and left sides (like it is currently), consider a two-way bike lane in the center of South Bay Blvd. With vertical barriers that separates bike usage and cars. Washington D.C. does it this way.



- I like the idea of combining pipeline project with ped/bike path. Why not do it on East side of South Bay Blvd
- Bike path on east side of South Bay Boulevard from Santa Ysabel to Turri
- How about we use hillside of South Bay Blvd. Use a existing trail decomposed granite if put a raised bike/ped bridge down South Bay Blvd to Morro Bay State Park. At park entrance.
- Have South Bay Blvd elevated just before Turri Rd (going North) and end just past Turri Road. This will allow the underpass for bikes to cross safely with the bike/ped lane on westside of South Bay Blvd.
- Is there short term (like now) temporary protections that can put into place to improve bike safety? Especially on the “curves” between Quintana and the State Park Road?
  - Called a Class II but some of it is less than 2 ft of a bike lane.
- Currently tree branch at bridge is a bike hazard – frequent trimming needed
- My major concern is safe biking on South Bay Boulevard and State Park Roads
- Dangerous and blind curves on South Bay Boulevard
- Pedestrian crossing very difficult at South Bay Boulevard and Turri Road
- No room for any biker mishap on South Bay Boulevard. I fell off my bike when I reached to adjust my shock, and over-corrected. Flew into middle of lane because no room. I am so lucky to be alive.
- Bridge or trail connection over South Bay Boulevard adjacent to South Bay Trail
- Decomposed granite path off roadway east of South Bay Boulevard from Park Ridge Trail to Quarry Trail
- Windy and unsafe at South Bay Boulevard South Bay Bridge
- New bridge at South Bay Boulevard South Bay Bridge
- Too narrow at South Bay Boulevard South Bay Bridge

- Too steep, should be wider at South Bay Boulevard South of South Bay Bridge
- Bike lane narrows because of erosion after most recent storms, there is very little bike lane because the shoulder was rebuilt with gravel
- Turri to State Park Rd cut into lower quarry trail and area bridge over South Bay Blvd twin
- Quintana Road
  - Quintana and South Bay Blvd is a dangerous intersection: suggest creating a roundabout at this intersection like the one in MB
  - Quintana Road going west is uphill, fast cars are not best for biking
  - Storm drain barriers and eucalyptus tree debris push bikers into car lanes on South Bay Boulevard from Quintana Road to Lower State Park Road
- Turri Road
  - A left turn lane is needed at Turri Road coming south (from Morro Bay to Los Osos)
  - Does the bike lane improvements on Turri Road go all the way to LOVR? It should as Turri Road is heavily traveled by bicyclists
  - Turri Bridge connecting Chumash Trail to trails at the end of Santa Ysabel Ave
  - Turri wildlife/bike overpass to west side of South Bay Boulevard
  - Elevation at Chumash Trail is too great for coast trail. Better at road level or with boardwalk
- Speed Limits
  - I think the speed limit on South Bay Blvd needs to be reduced. Separate bike lane all along South Bay Blvd necessary; there's only two ways out of Los Osos – both South Bay Blvd & Los Osos Valley Road (LOVR) are dangerous for bikes.
  - Does South Bay Blvd need to have 50 mph speed limit?
  - Reduce speed limit to 40 on all South Bay Blvd
  - Support for reducing the speed limit on South Bay Blvd to 35mph and lowering the speed limit on Quintana Road
  - Slower speed limit on South Bay Boulevard
  - Slow down! 35 MPH speed limit
  - If speed can't be lowered, a barrier is needed to separate bikes and pedestrians from vehicles
- Causeway
  - Causeway design needs to also accommodate bikes and pedestrians because our old road won't always be accessible
  - I love the idea of a totally separate bike and pedestrian path from the road (like road on causeway or dedicated bridge from Baywood to State Park!)
  - If doing a causeway, consider homeless encampments and safety for all
- Other mobility improvement ideas
  - Floating bike path if it is feasible
  - How about a floating bike/pedestrian path?
  - Class I west of South Bay Blvd. Floating, anchor with chain, bridges over Chorro and Los Osos Creeks
  - Floating Class I Bike Lane west of South Bay Boulevard

- Boardwalk floating adjacent to South Bay Boulevard
- Bike commuters... what's the best route for Los Osos-Morro Bay?
  - Dedicated Class I multipurpose two-way
    - South Bay Blvd
    - Estuary Boardwalk (new)
  - State Park Class I, two-way
- A dedicated bike and pedestrian pathway separate from the roadway is much preferred over a Class II or similar shared system.
- Two-way bike/pedestrian path – min 10' wide with 2' shoulders
- Two-way left-turn lanes doesn't seem needed
- Are there ways to keep cars out of bike lanes now? Green paint? Bumps installed on the white lane of the bike path? Flexible sticks installed (like the ones at Cal Poly)?
- Minimize elevation changes for bike/pedestrian connections
- Share the road signs throughout as soon as possible
- Over cross tunnel or bridge for bikes
- More people would bike if safer
- Scary to ride on bridge
- These must be separate and dedicated, not on road (Class II, Class IV).
- We need short-, medium- and long-term solutions for bikes and pedestrians
- Keep bus route in mind
- Please make any solution have a provision for dog walking! And have Morro Bay National Estuary Program, Mutts for the Bay, provide trash bins and poop bags
- Consider E-bikes; "non-motorized" is not right term
- I would love to be able to bike between Los Osos and Morro Bay
- Make sure both ends of the bike and pedestrian paths have good connections into Morro Bay and Los Osos. Otherwise, it's a "path to nowhere"!
- Trail connecting Los Osos to Morro Bay with preliminary project
- Need safe walking/running path between Los Osos and Morro Bay
- I love the idea of a bridge between Los Osos across from Audubon lookout to Morro Bay Marina. Aesthetics are very important to me.
- High School commuter route current is (they have up to 30 people):
  - South Bay Blvd to Park Ridge trailhead
    - Enter follow Live Oak
    - Up quarry
    - Down South Bay Blvd
    - Down Turtle Hill
    - Under Bridge
    - Out to State Park Rd and up on to "lower" State Park
    - After the golf course they go into the neighborhood
- If the solution is something that brings people joy (beautiful access to views and nature) people will take it – mode shift to riding and walking
- Roundabouts would slow and helps crossing

- Something to consider – I’m a teacher at Los Osos Middle school. Our admin has instructed all of the students that live in Morro Bay to not ride their bike to school on bike to school day advertised nationally.
- Unsafe points for people on bikes
  - Quintana Road west of South Bay Boulevard
  - Quintana Road and South Bay Boulevard intersection – roundabout?
  - South Bay Boulevard south of Quintana Road
  - Lower State Park Road and South Bay Boulevard intersection
  - South Bay Boulevard south of Lower State Park Road
  - Lower State Park Road west of South Bay Boulevard
  - At points of interest on Lower State Park Road and State Park Road
  - Intersection of State Park Road and Park View Drive
  - State Park Road at Morro Bay Water Access
  - South Bay Boulevard at Park Ridge Trail
  - South Bay Boulevard at Turri Road
  - South Bay Boulevard at South Bay Bridge
- Collisions
  - Get crash and incident data from San Luis Obispo County Office of Emergency Services and County Dispatch. Way more than what is reported here.
  - South Bay Boulevard at Quarry trailhead
  - There was a bike versus car accident on Turri Road and South Bay Blvd last week
  - Report of a cyclist that was struck by a truck at South Bay Blvd and Turri Road
  - July 2022: I was hit by southbound car while turning left. I was hit, flew up onto windshield, and then 15 ft into oncoming traffic – Owen Blackwell. Destination: coming home from work
- Destinations
  - Park Ridge Trail
  - El Moro Elfin Forest
    - Need trail connecting Elfin Forest to Cerro Cabrillo area trails.
  - Bird watch spot viewpoints at South Bay Boulevard north of Park Ridge Trail trailhead
- Trails and Connections
  - Trail connection at Quarry/Turtle to Black Hill
  - Keeping mountain biking/hiking trails intact is important! These are an important resource (Brian Fuller – brianf777@gmail.com)
  - Protect the existing trails
  - Exercise Trail is underutilized, use it instead of State Park Road
  - Very hard to get from trailhead to Los Osos
  - Connect the Quarry Trail trailhead and Turtle Rock Trail trailhead off road

### Other comments

- My main concern is wildlife habitat. I want as little destruction as possible. Enhancement would be nice.
- The Bay Foundation of Morro Bay– Shauna Sullivan 805-598-3355 office. Sea accretion data
- Berm option shouldn’t have been shown
- Foxes and mountain lions in marsh



- Moving the road inland
- Causeway or something to support wildlife
- Wildlife corridors
- Who's protecting wildlife as you build?
- How are you even considering this project next to a rare estuary? Do not put in estuary.
- Economic development/tourism connection to Cayucos and Morro Bay
- Consider reusing water where needed
- Coordinate utilities
- Support for installing one or more wildlife crossing overpass on South Bay Blvd
- Note that when South Bay Blvd is flooded, the detour adds 20 miles
- Explore whether Morro Bay could share drinking water with Los Osos (outside the scope of the project)
- Scenic view on abandoned road adjacent to South Bay Boulevard across from Park Ridge Trail trailhead
- Wildlife hit crossing
  - Quintana Road west of South Bay Boulevard
  - South Bay Boulevard south of Quintana Road
  - South Bay Boulevard at Turtle Rock Trail trailhead
- Celebrate connection from South Bay Boulevard to Elfin Forest
- Precedent: Mattapoisett Multi-Use Trail in Massachusetts
- Connect Baywood Commercial District on 2<sup>nd</sup> Street to Business Districts in Downtown Morro Bay. Economic development/tourism connection to Cayucos and Morro Bay
- Wild pigs are (invasive) hit on road
- A wildlife crossing overpass can afford safe passage to mammals, both predator and prey alike, as they, too, make a daily pilgrimage from hillside to estuary and back again come dusk
- Signage alerting drivers that mountain lions are known to frequent the area and the estuary is a designated State Marine Reserve
- Establishing one or more wildlife crossings

