Morro Bay Estuary Climate Resiliency Transportation Plan

Community Workshop Summary – October 22, 2025

October 28, 2025
John DiNunzio
San Luis Obispo Council of Governments
1114 Marsh Street
San Luis Obispo, CA 93401

Dear John,

A series of community engagement efforts has continued the conversation around the Morro Bay Estuary Climate Resiliency Transportation Plan. The workshop held on October 22, 2025, provided a forum for residents, stakeholders, and visitors to share feedback on the coastal hazards vulnerability assessment results, sea level rise adaptation options, and proposed mobility enhancements. This workshop built on previous outreach activities including:

- December 2024 – First workshop, well attended by approximately 80 participants
- January 2025 – Morro Bay Farmers' Market "pop-up" outreach event
- May 2025 – Los Osos Citizen Advisory Committee meeting
- August 2025 – SLOCOG Board Meeting staff report
- October 2025 – Morro Bay Public Works Advisory Board update

At the October workshop, participants engaged with interactive boards, experienced a virtual reality simulation of proposed improvements, shared comments on design alternatives, and voiced priorities related to bike and pedestrian safety, environmental preservation, and scenic access. Feedback from this event and prior meetings will help guide the next steps in developing the Morro Bay Estuary Climate Resiliency Transportation Plan.

Community Workshop

October 22, 2025 – El Morro Church of the Nazarene, 1480 Santa Ysabel Ave, Los Osos, CA 93402

Over 60 participants attended the workshop, including community members and the consultant team. The event began with an introductory video and a presentation covering a project recap, coastal hazards analysis, and adaptation options. Breakout stations then provided opportunities for discussion, interactive boards to gather feedback on hazards and adaptation strategies, and a virtual reality experience showcasing proposed project concepts and potential coastal vulnerabilities. Community members expressed several priorities, including a strong interest in improving bike and pedestrian safety, maintaining scenic views, and protecting the ecological integrity of the estuary. There was broad support for solutions that balance transportation resilience with habitat preservation, particularly in light of increasing flood risks and sea-level rise.


Images from the Community Workshop

In summary, community priorities included:

- Safer bicycle and pedestrian connections between Los Osos and Morro Bay, wider bike lanes, and separated paths on the water side of South Bay Boulevard.
- Flood resilience and connectivity through a causeway that favors long-term durability, wildlife migration, and maintaining access during storm events and sea-level rise.
- Environmental preservation through protection of wetlands and estuary ecosystems while managing vegetation for visibility and cyclist safety.
- Access and amenity improvements such as parking pull-outs, improved boardwalks, and scenic viewing areas for birdwatching and nature appreciation.
- Traffic and intersection improvements, including intersection control at Turri Road and other key intersections to improve safety for cyclists and drivers.

Workshop Participant Feedback

Existing Conditions

Participants shared their thoughts on existing conditions within the study area. Temporary improvement ideas were also expressed.

- *This area – Morro Creek and Chorro Creek need to address the salt causing flooding and willow tree overgrowth*
- *Please pay attention to this post*
- *What improvements will be made to St Park Rd.?? Including Windy Cove?? Below sea level*
- *Until bike lane enhancements occur please lower 55-60mph to 40mph. Lower 40mpg to 30 mph. Thank you*

Opportunities and Constraints

Participants shared ideas for improving mobility and access while preserving the estuary's natural character. Feedback emphasized safe, scenic routes, and thoughtful integration with the environment.

- *Expand on vegetation management*
- *Elevated & separated bike/walking path on the water side: safe, close to nature*
- *Look at countries with a developed bike culture for inspiration ex Holland & Belgium*

- *We would love to see a separate bike path to ride safely to MB with kids. Great potential, I think many would use it on water side*
- *Sustainable dirt parking pull outs along Main Street. There has been concern over the years with these pull outs growing*
- *Morro Bay St Park boardwalk too narrow, needs railings to allow walkers/runner/elderly to pass each other safely*
- *Main & State Park Rd being one way is a low-cost short-term improvement*
- *Dedicated one way bike paths on each side of South Bay Blvd and separate walking path on bay side of South Bay Blvd? (road bikers and walkers probably shouldn't be sharing on path)*
- *Will bike lanes be wider on the proposed S Bay Bridge? (very narrow now)*
- *Bike walk on water side is better to avoid intersection crossing (+1)*
- *Water-side path is appealing for views. East side path is appealing for Mtn bike access…*
- *Yes to above comment – I'd love to see a separate path on the water side. Could on over-pass at one or two spots on South Bay be an option, to connect the path to mountain bike terrain*
- *For mountain bikers' intersection @ Turri then an inland bike trail that parallels South Bay*
- *I agree! Intersection at Turri Rd!!*
- *Add an intersection where Turri Road connects to South Bay Blvd. It is currently difficult to turn left out on South Bay from Turri or right out of Turri coming from Morro Bay*
- *Will bike lanes be wider on the proposed S Bay Bridge? (very narrow now)*
- *Traffic control at Turri and S Bay? There are many bikers that turn from Sout Bay cast on Turri South onto Sout Bay Ongoing overnight parking & trash dumping issue in pull outs*

<u>Adaptation Options</u>

Several adaptation options were presented for key roadway segments. These options explore how roads can respond to flooding and sea-level rise while maintaining connectivity, safety, and ecological integrity. Below is a summary of community feedback for each segment.

South Bay Boulevard (North)

- *Best for bikes & pedestrians (C1 & C2)*
- *Integrated. Delightful. Drivers will hate (C3)*
- *"Second" of the above comment*
- *C5 is good*
- *Love from ecological perspective (C8)*
- *This one (C5)*
- *Prefer causeway (C8)*
- *Absolutely not! Causeway would be for that convenience of H2O pipeline to LO*

South Bay Boulevard (South)

- *It's so beautiful making access is important*
- *Think a combined sidewalk/bike would be fine*
- *Concerns about drainage on roadway (D2)*
- *Instead of rail, low curb islands (D6)*
- *Least favorite option (D3). Loss of view*
- *Not liking this: drainage on road loss of view (D3)*

- *How would fill affect fragile life? (wetlands, birds)*
- *Having the bike lane on the west side sounds lovely – could there be protected crossings of some sort for Mountain bike/hiker trail head access on east side of rd.?*
- *Prefer walking/biking on water side (D5)*
- *D4 has better bike access to Turri, Hwy 1, than D5*
- *Absolutely NOT!! This option is only for the convenience of the H2O pipeline!! (D8)*
- *Causeway seems most resilient. Maybe best for wetlands biodiversity*
- *No never (D8)*
- *I love that the bike/pedestrian path is on the water side of South Bay, not inland*
- *Cyclist and path on water side*
- *No barriers*
- *Scenic: yes barrier*
- *These comments show there's no concern for the estuary*
- *Have a barrier between cars/pedestrians/bikes*
- *Protected bike/ped path on Bayside Yes!*
- *Causeway is my favorite*
- *Would love to see the marsh connect to hills! Agree with below*
- *Causeway best for people & nature in the long run. How long will other options be viable, just look at twin bridges today*
- *Causeway is the best strategy for efficient use & estuary expansion. Bike bath should be places based on a primary use – dedicated and separated*

Main Street: State Parks and Windy Code

- *Please do not rely on sharrows*
- *We'd love to see one-way Main St & lower State Park Rd for bike path options/safely now*
- *Concern that access to businesses w/ one-way is too far*
- *Will there be wildlife migration in this option? There should be*
- *Is it possible to use curb islands to keep 2 way*
- *Causeways preferred for allowing wildlife migration & hydrology (E6)*
- *Causeway is the best strategy. Bike path variations depend on whether or not they are primarily used for vacation (dedicated & separate path) or for commuting (path on either side of traffic lanes (image 3180, bottom right yellow sticky) (F5)*

Quintana Road and Turri Road

- *Bikes on views side please*
- *Elevated causeway with Class 1 bike lane instead of Class 2?*

Overall:

- *Your poster pictures & printing are too small to read – ditto*
- *Your science is speculative & you're using numbers to base this expensive – ridiculous huge project*
- *Address only areas that need immediate attention now*
- *No barriers between cars & bikes*
- *Class 1 bike trail adjacent to Bay!*

Coastal Hazards Analysis

The Coastal Hazards Analysis outlined current and projected risks from flooding, storm events, and sea-level rise along South Bay Boulevard and adjacent corridors. The analysis highlighted how combinations of high estuary tides and creek flows increase vulnerability, particularly in low-lying areas near Chorro Creek and Los Osos Creek. Participants were invited to review maps and data and provide feedback on assumptions and implications for adaptation planning.

- *Chorro Creek & Morro Creek need to be addressed.*
- *Silt is coming down & creating issues under the bridge; willow trees*

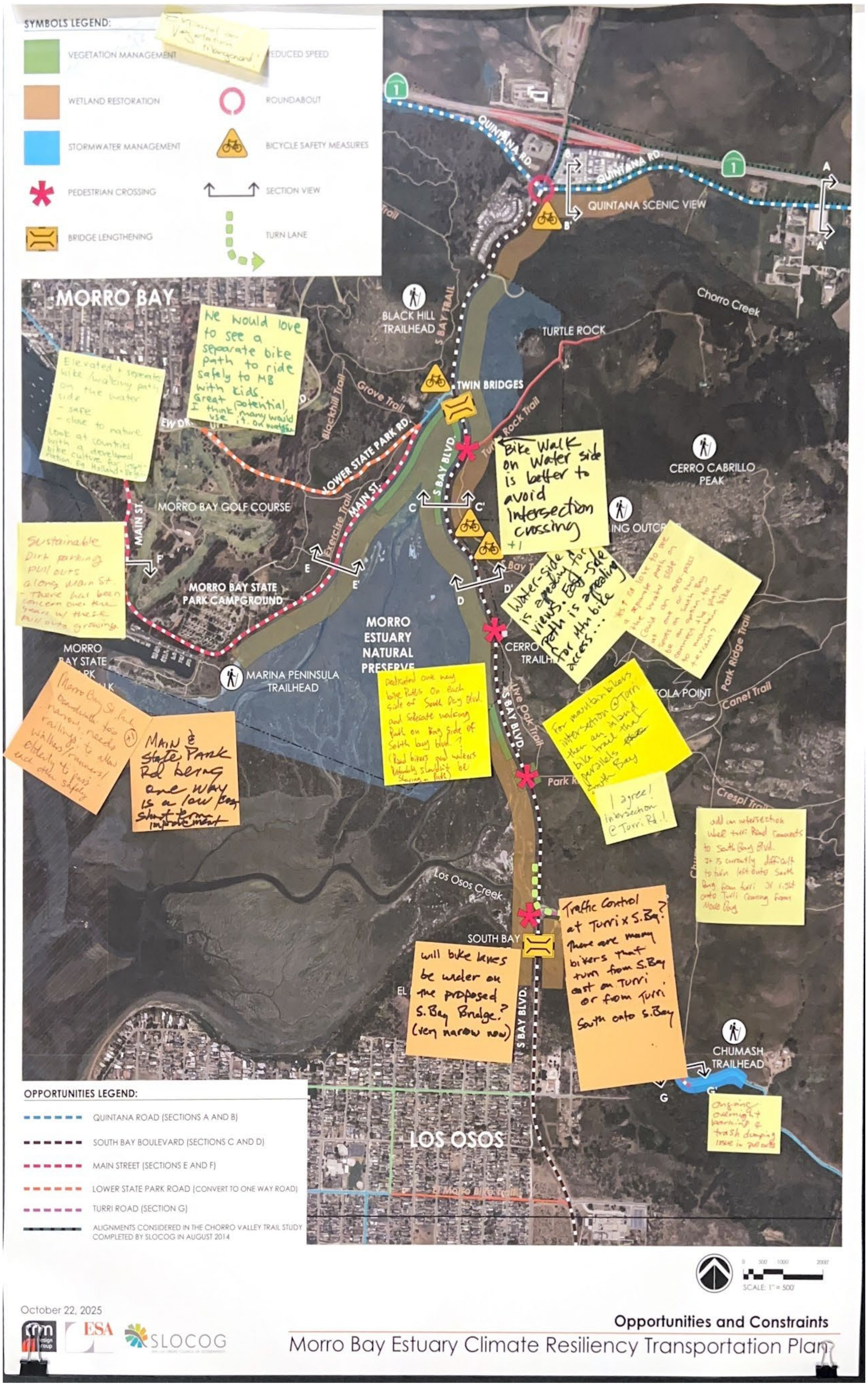
Workshop Participant Comment Sheets

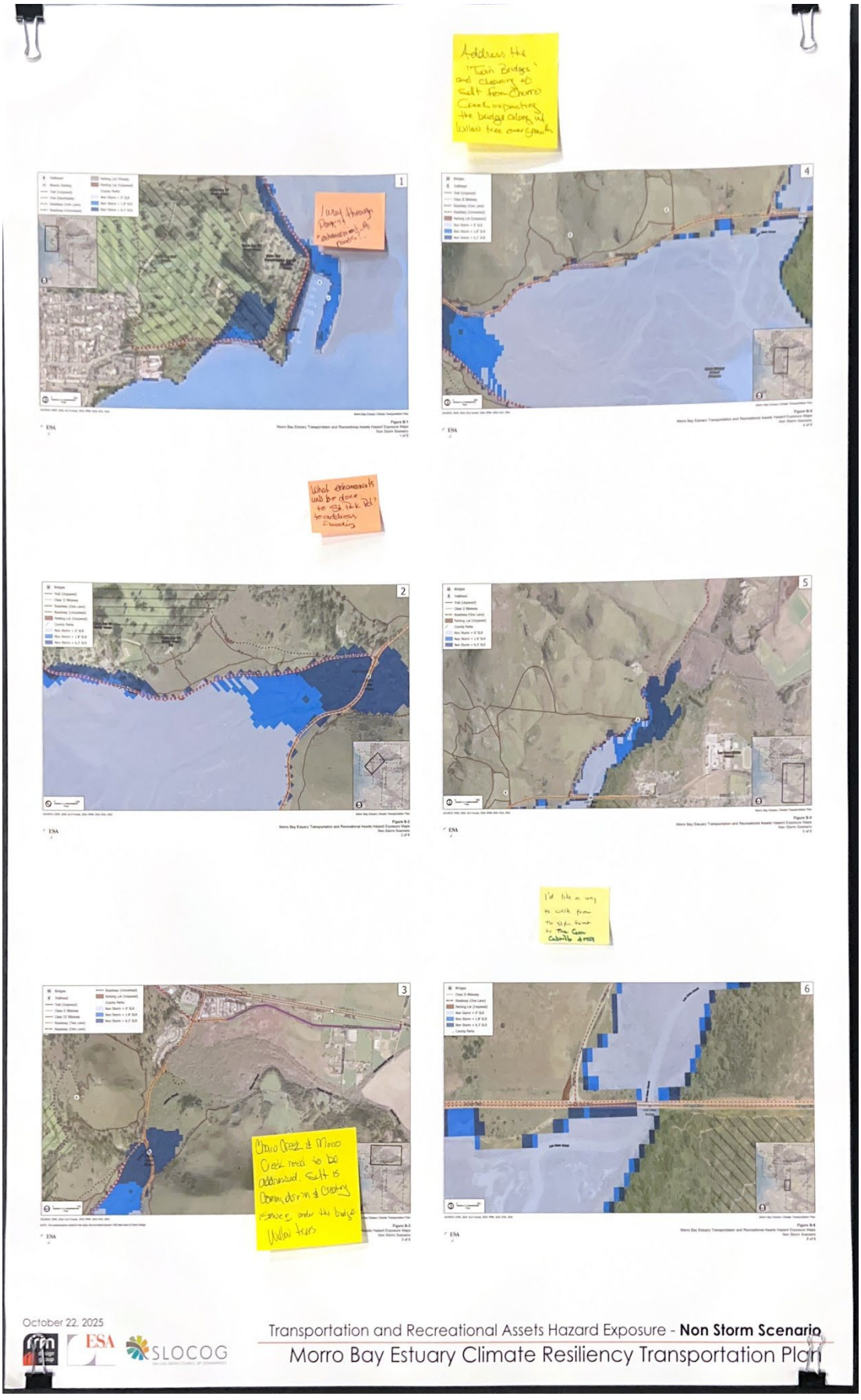
- *Don't like the idea of the levee only option. This leaves cars unable to enjoy the natural beauty of this commute*
- *Please put all pedestrian and bike traffic regardless of direction of travel on the water side of road*
- *Somewhere in the center of South Bay Blvd there should be ability to park and walk out to a bay viewing area for scenic views and bird watching*
- *Very interesting presentation. A suggestion to improve it: in order to hear the information, it helps if presenters used the mic properly. The last person was easily heard because she held the mic close to her mouth*
- *Thank you for holding these workshops. We need to prepare now to protect the environment*
- *My main priorities are 1) improving the safety of cycling along South Bay Blvd. and 2) creating a safe way to walk from Los Osos to Morro Bay*
- *Your science is pure speculation*
- *Where is the budget and the money you've already spent for a feasibility study based on only one Sided Science at climate changes*
- *Adjusting the vegetation to allow for "safety" for cyclists – how many people have been consulted with long term experience of the estuary behavior. The estuary must be preserved. People do not have to bike. You could easily disrupt the safety of the estuary.*
- *Your maps are just plain inaccurate. You're making "science" predictions without consulting people who have lived here for decades. Why? It's money & more projects.*
- *Why are you not addressing up the hill where the water can come from?*
- *You'll repeat the past if you don't hire for a few days consultants who have worked as engineers for the community for decades. You need history of projects. Real data*

Workshop Conclusion

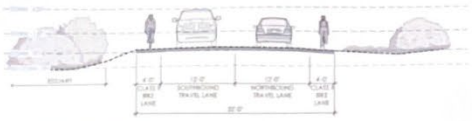
The October 2025 workshop for the Morro Bay Estuary Climate Resiliency Transportation Plan provided important input on how roadways can adapt to flooding and sea-level rise while maintaining connectivity and ecological integrity. Participants prioritized safer bicycle and pedestrian connections, including wider bike lanes and separated paths on the water side of South Bay Boulevard. Feedback also emphasized environmental preservation, with strong support for protecting wetlands and estuary ecosystems while managing vegetation for visibility and cyclist safety. Additional priorities included access and amenity improvements such as parking pull-outs, boardwalk enhancements, and scenic viewing areas, as well as traffic and intersection improvements to enhance safety. Most participants supported solutions that balance mobility improvements with habitat protection, ensuring the corridor remains functional and resilient as climate risks increase.


MORRO BAY
QUINTANA RD.
QUINTANA SCENIC VIEW
S Bay Trail
BLACK HILL TRAILHEAD
S BAY TRAIL
TURTLE ROCK
Chorro Creek
TWIN BRIDGES
Turtle Rock Trail
PARK VIEW DR.
UPPER STATE PARK RD.
Grove Trail
Blackhill Trail
LOWER STATE PARK RD.
S BAY BLVD.
CERRO CABRILLO PEAK
MORRO BAY GOLF COURSE
MAIN ST.
Exercise Trail
CLIMBING OUTCROP
MORRO BAY WATER ACCE
MUSEUM OF NATURAL HISTORY
MORRO BAY STATE PARK CAMPGROUND
Bay Trail
Quarry Trail
MORRO ESTUARY NATURAL PRESERVE
CERRO CABRILLO TRAILHEAD
MORRO BAY STATE PARK BOARDWALK
PORTOLA POINT
Park Ridge Trail
Canet Trail
Live Oak Trail
Crespi Trail
Chumash Trail
Los Osos Creek
LOS OSOS BEAR
TURRI RD.
SOUTH BAY BRIDGE
EL MORO ELFIN FOREST
CHUMASH TRAILHEAD
LOS OSOS
What improvements will be made to St. Park Rd?? Including Windy Cove?? Below Sea Level
Until bike lane enhance-ments occur please lower 55+50 mph to 40mph. Lower 40mph to 30 mph Thank you
EXISTING CONDITIONS LEGEND:
CITY LIMIT
ONE LANE ROAD
TWO LANE ROAD (NO BIKE FACILITIES)
TWO LANE ROAD (CLASS II)
TWO LANE ROAD (CLASS III)
UNMARKED ROAD
CLASS IV BIKE TRAIL
UNPAVED TRAIL
PARKING
TRAILHEAD
SPEED LIMIT
CALIFORNIA FISH AND WILDLIFE (CDFW) LAND EASEMENT
COUNTY PARKS
AQUATIC RESOURCES (WETLAND)
SCALE: 1" = 500'
October 22, 2025
ESA
SLOCOG
Existing Conditions
Morro Bay Estuary Climate Resiliency Transportation Plan


SYMBOLS LEGEND:
VEGETATION MANAGEMENT
WETLAND RESTORATION
STORMWATER MANAGEMENT
PEDESTRIAN CROSSING
BRIDGE LENGTHENING
REDUCED SPEED
ROUNDABOUT
BICYCLE SAFETY MEASURES
SECTION VIEW
TURN LANE
MORRO BAY
QUINTANA RD.
QUINTANA SCENIC VIEW
Chorro Creek
BLACK HILL TRAILHEAD
TURTLE ROCK
TWIN BRIDGES
Grove Trail
Blackhill Trail
LOWER STATE PARK RD.
MAIN ST.
S BAY BLVD.
CERRO CABRILLO PEAK
MORRO BAY GOLF COURSE
MORRO BAY STATE PARK CAMPGROUND
MORRO ESTUARY NATURAL PRESERVE
MARINA PENINSULA TRAILHEAD
Park Ridge Trail
Canet Trail
Crespi Trail
Los Osos Creek
SOUTH BAY
CHUMASH TRAILHEAD
LOS OSOS
We would love to see a separate bike path to ride safely to MB with kids. Great potential, I think many would use it.
Elevated + separate bike/walking path on the water side - safe - close to nature. Look at countries with a developed bike culture for inspiration, Eg Holland + Belgium
Sustainable Dirt parking pull outs along Main St. - There has been concern over the years w/ these pull outs growing
Morro Bay St. Park boardwalk too narrow, needs railings, to allow walkers/runners/elderly to pass each other safely +1
MAIN & State Park Rd being one way is a low cost short term improvement
Bike Walk on Water side is better to avoid intersection crossing +1
Water-side is appealing for views. East-side path is appealing for mtn bike access...
Dedicated one way bike paths on each side of South Bay Blvd. and separate walking path on Bay side of South bay blvd.? (Road bikers and walkers probably shouldn't be sharing a path)
For mountain bikers intersection @ Turri then an inland bike trail that parallels South Bay
I agree! Intersection @ Turri Rd.!
add an intersection where turri Road connects to South Bay Blvd. It is currently difficult to turn left onto South Bay from turri or right onto Turri coming from Morro Bay
Traffic Control at Turri x S.Bay? There are many bikers that turn from S.Bay east on Turri or from Turri South onto S.Bay
will bike lanes be wider on the proposed S.Bay Bridge? (very narrow now)
Ongoing overnight parking & trash dumping issue in pull outs
OPPORTUNITIES LEGEND:
QUINTANA ROAD (SECTIONS A AND B)
SOUTH BAY BOULEVARD (SECTIONS C AND D)
MAIN STREET (SECTIONS E AND F)
LOWER STATE PARK ROAD (CONVERT TO ONE WAY ROAD)
TURRI ROAD (SECTION G)
ALIGNMENTS CONSIDERED IN THE CHORRO VALLEY TRAIL STUDY COMPLETED BY SLOCOG IN AUGUST 2014
SCALE: 1" = 500'
October 22, 2025
ESA
SLOCOG
Opportunities and Constraints
Morro Bay Estuary Climate Resiliency Transportation Plan

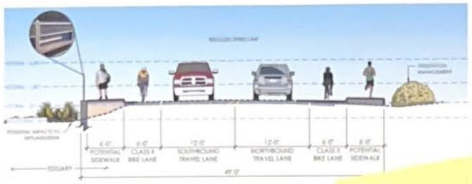

Address the "Train Bridge" and clearing of silt from Morro Creek, maintain the bridge clearing of willow tree overgrowth
What enhancements will be done to SR 1 & Rt 41 to address flooding
Morro Creek & Morro Creek need to be addressed. Silt is coming down & creating issues under the bridge Willow trees
October 22, 2025
Transportation and Recreational Assets Hazard Exposure - **Non Storm Scenario**
Morro Bay Estuary Climate Resiliency Transportation Plan

SOUTH BAY BOULEVARD (NORTH)



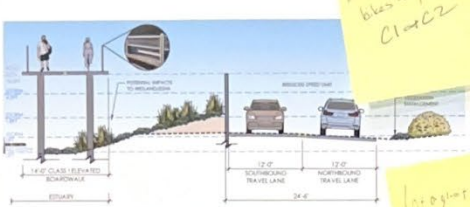
EXISTING CONDITIONS (C-C')

KEY MAP



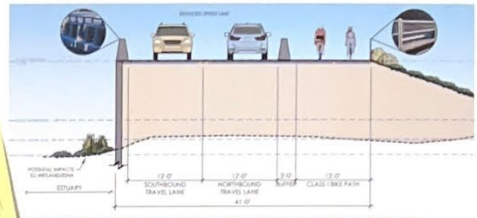
C1: WIDEN CLASS II BIKE LANES AND SIDEWALK (C-C')

Best for bikes + pedestrians C1+C2

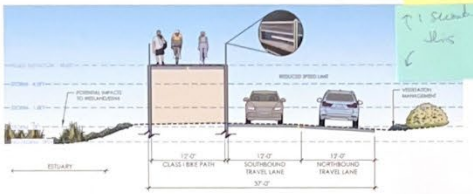


C2: ADD CLASS I BIKE PATH AND BOARDWALK (C-C')

Invigorated ✓
Delightful ✓
Drivers will Happy ✓

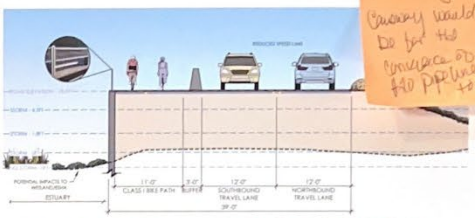


C6: ELEVATED ROAD ON FILL WITH INLAND CLASS I BIKE PATH (C-C')

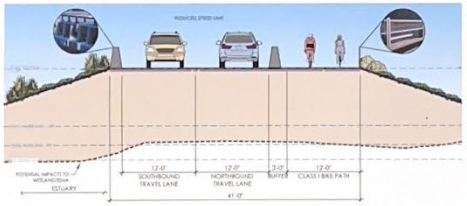


C3: ADD CLASS I BIKE PATH ON FILL (C-C')

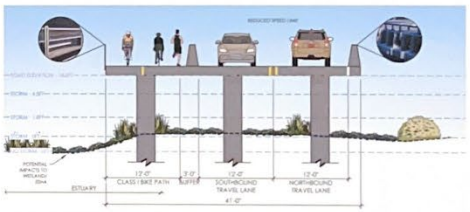
Absolutely Not! Causeway would be for the convenience of the pipeline to LO



C7: ELEVATED ROAD ON FILL WITH COASTAL CLASS I BIKE PATH (C-C')



C4: ELEVATED ROAD ON FILL WITH INLAND CLASS I BIKE PATH AND LEVEE (C-C')

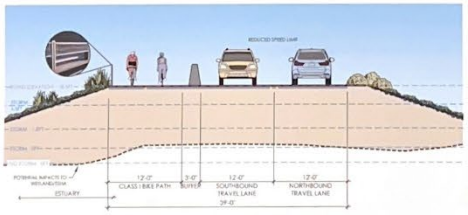


C8: ELEVATED ROAD AND CLASS I BIKE PATH ON CAUSEWAY (C-C')

LOVE from ecological perspective! but so much $

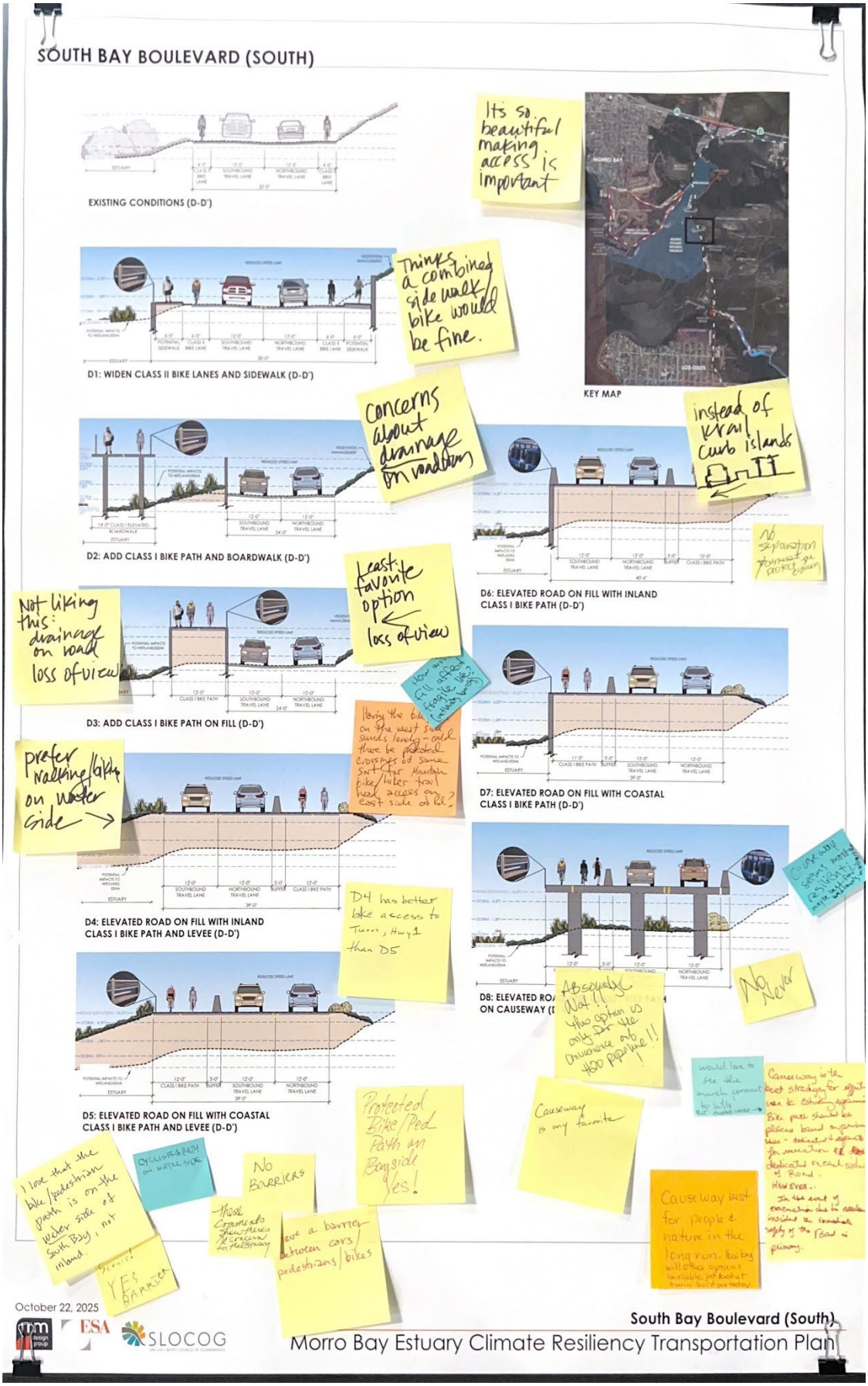
Prefer Causeway

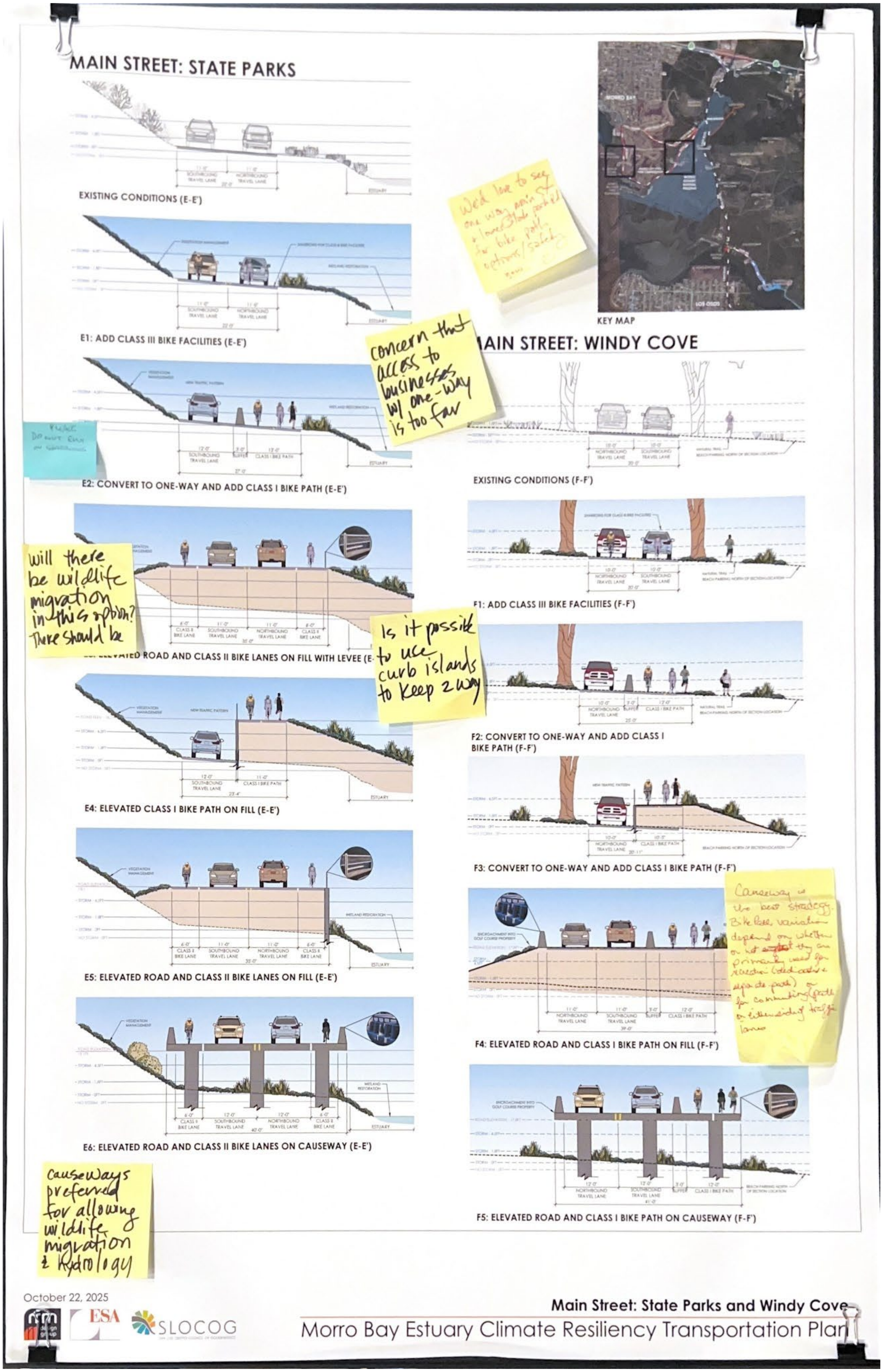
This One ←



C5: ELEVATED ROAD ON FILL WITH COASTAL CLASS I BIKE PATH AND LEVEE (C-C')

C5 is good


SOUTH BAY BOULEVARD (SOUTH)
EXISTING CONDITIONS (D-D')
D1: WIDEN CLASS II BIKE LANES AND SIDEWALK (D-D')
D2: ADD CLASS I BIKE PATH AND BOARDWALK (D-D')
D3: ADD CLASS I BIKE PATH ON FILL (D-D')
D4: ELEVATED ROAD ON FILL WITH INLAND CLASS I BIKE PATH AND LEVEE (D-D')
D5: ELEVATED ROAD ON FILL WITH COASTAL CLASS I BIKE PATH AND LEVEE (D-D')
D6: ELEVATED ROAD ON FILL WITH INLAND CLASS I BIKE PATH (D-D')
D7: ELEVATED ROAD ON FILL WITH COASTAL CLASS I BIKE PATH (D-D')
KEY MAP
It's so beautiful making access is important
Things a combined sidewalk/bike would be fine.
Concerns about drainage on roadway
instead of K-rail curb islands
Not liking this: drainage on road loss of view
least favorite option loss of view
prefer walking/bike on water side
D4 has better bike access to Turri, Hwy 1 than D5
Causeway is my favorite
Causeway best for people & nature in the long run.
Protected Bike/Ped Path on Bayside Yes!
No Barriers
I love that the bike/pedestrian path is on the water side of South Bay, not inland.
YES BARRIER
October 22, 2025
South Bay Boulevard (South)
Morro Bay Estuary Climate Resiliency Transportation Plan


MAIN STREET: STATE PARKS
EXISTING CONDITIONS (E-E')
E1: ADD CLASS III BIKE FACILITIES (E-E')
E2: CONVERT TO ONE-WAY AND ADD CLASS I BIKE PATH (E-E')
ROAD AND CLASS II BIKE LANES ON FILL WITH LEVEE
E4: ELEVATED CLASS I BIKE PATH ON FILL (E-E')
E5: ELEVATED ROAD AND CLASS II BIKE LANES ON FILL (E-E')
E6: ELEVATED ROAD AND CLASS II BIKE LANES ON CAUSEWAY (E-E')
KEY MAP
MAIN STREET: WINDY COVE
EXISTING CONDITIONS (F-F')
F1: ADD CLASS III BIKE FACILITIES (F-F')
F2: CONVERT TO ONE-WAY AND ADD CLASS I BIKE PATH (F-F')
F3: CONVERT TO ONE-WAY AND ADD CLASS I BIKE PATH (F-F')
F4: ELEVATED ROAD AND CLASS I BIKE PATH ON FILL (F-F')
F5: ELEVATED ROAD AND CLASS I BIKE PATH ON CAUSEWAY (F-F')
concern that access to businesses w/ one-way is too far
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Is it possible to use curb islands to keep 2 way
Causeway is the best strategy.
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Main Street: State Parks and Windy Cove
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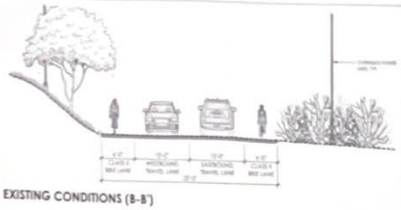
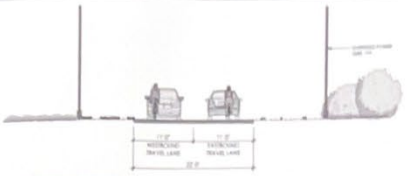
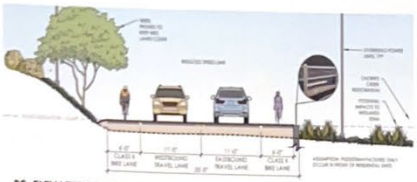
QUINTANA ROAD



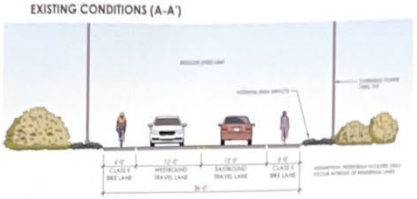
EXISTING CONDITIONS (B-B')



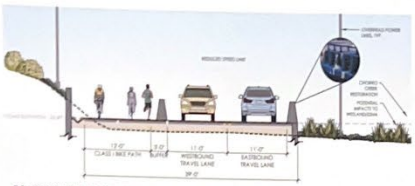
EXISTING CONDITIONS (A-A')



B2: ELEVATED ROAD AND CLASS I BIKE PATH ON BERM (B-B')

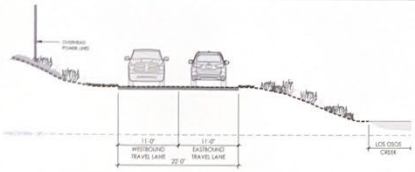


A1: WIDEN ROAD FOR CLASS II BIKE LANES (A-A')

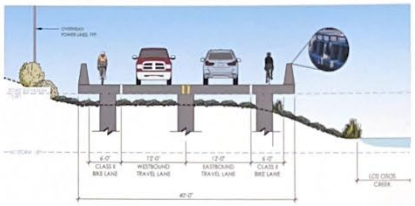


B1: ELEVATED ROAD AND CLASS II BIKE LANES ON BERM (B-B')

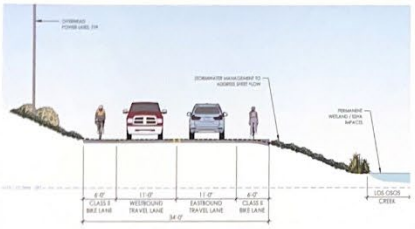
TURRI ROAD



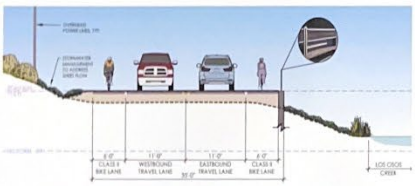
EXISTING CONDITIONS (G-G')



G3: ELEVATED ROAD AND CLASS II BIKE LANES ON CAUSEWAY (G-G')



G1: WIDEN ROAD FOR CLASS II BIKE LANES (G-G')



G2: ELEVATED ROAD AND CLASS II BIKE LANES ON FILL (G-G')

KEY MAP

October 22, 2025

Quintana Road and Turri Road
Morro Bay Estuary Climate Resiliency Transportation Plan